



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 18.2.1: Summary of Planning Policy – Health and Wellbeing

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1 Introduction

- 1.1.1 This document forms **ES Appendix 18.2.1: Summary of Local Planning Policy – Health and Wellbeing** (Doc Ref. 5.3) of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of Gatwick Airport’s existing runways and infrastructure (referred to within this report as ‘the Project’).
- 1.1.2 This appendix describes in further detail planning policies relevant to, and taken into account for, the Health and Wellbeing assessment, as outlined in **ES Chapter 18: Health and Wellbeing** (Doc Ref. 5.1).
- 1.1.3 For the sake of brevity, rather than directly replicate the wording of each relevant local policy, only the text applicable to Health and Wellbeing has been quoted or paraphrased.

2 National policy

- 2.1.1 This section sets out additional national policy that has been taken into account for the assessment.

National Planning Policy Framework

- 2.1.2 The National Planning Policy Framework (NPPF) (Ministry of Housing Communities & Local Government, 2021) sets out the planning policies for England. Promoting healthy and safe communities is a central theme, whereby the NPPF states:

*‘Planning policies and decisions should aim to achieve **healthy, inclusive and safe places** which... **promote social interaction**... are **safe and accessible**... and enable and **support healthy lifestyles**, especially where this would address identified **local health and well-being needs**...’ [paragraph 92, emphasis added].*

*‘Planning policies and decisions should also ensure that new development is appropriate for its location **taking into account the likely effects (including cumulative effects) of pollution on health**, living conditions and the natural environment... In doing so they should: **mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, avoid noise giving rise to significant adverse impacts on health and the quality of life; identify and***

protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason...’ [paragraph 185, emphasis added].

*‘Planning policies and decisions should sustain and **contribute towards compliance with relevant limit values or national objectives for pollutants**... Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. **So far as possible these opportunities should be considered at the plan-making stage**, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications’ [paragraph 186, emphasis added].*

*‘The focus of planning policies and decisions should be on **whether proposed development is an acceptable use of land, rather than the control of processes or emissions** (where these are subject to separate pollution control regimes). **Planning decisions should assume that these regimes will operate effectively**. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities’ [paragraph 188, emphasis added].*

- 2.1.3 The National Planning Practice Guidance (NPPG) (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2022) supports the NPPF and provides guidance across a range of topic areas, including ‘healthy and safe communities’. As stated in the NPPG, planning and health need to be considered firstly in terms of creating environments that support and encourage healthy lifestyles, and secondly in terms of healthcare capacity. In addition, engagement with individuals and/or organisations, such as the relevant Director(s) of Public Health, will help ensure local public health strategies and any inequalities are considered appropriately. The guidance notes that NHS England and Clinical Commissioning Groups (now Integrated Care Boards) have strategies to refurbish, expand, reduce or build new facilities to meet the health needs of the existing population as well as those arising as a result of new and future development.

Other Relevant National Planning Policy

Aviation Policy Framework (2013)

- 2.1.4 While the Aviation Policy Framework (Department for Transport, 2013) does not include health and wellbeing as a specific focus area, its protection remains an important consideration throughout, via commitments to mitigate environmental health determinants (namely air quality and noise), which act as precursors to health and wellbeing outcomes.
- 2.1.5 In terms of air pollution from aviation activities and associated transport movements, the government’s objective is to meet relevant legal obligations to ensure appropriate health protection. In addition, through the government’s commitment to mitigate climate change impacts associated with carbon dioxide (CO₂) emissions, there would be a consequent reduction in non-CO₂ emissions (such as oxides of nitrogen (NO_x)) which are hazardous to human health but more poorly understood as climate change contributors.
- 2.1.6 Regarding noise, the government seeks to strike a balance between the negative impacts of noise, such as on health and wellbeing, and the positive economic impacts of aviation. A general principle is to ensure that benefits from future growth are shared between the aviation industry and local communities. As such, the industry should continue to reduce and mitigate noise as airport capacity grows, with the government’s policy on aviation noise consistent with agreed international approaches.
- 2.1.7 For night-time noise specifically, the government recognises the health costs associated with sleep disturbance, but also that certain types of flights, which are valuable to the UK economy, may only be viable if they operate during the night-time period. As such, there is an expectation that the aviation industry will make extra efforts to reduce and mitigate noise from night flights and voluntary approaches are commended.

*‘The aviation sector is a **major contributor to the economy** and we support its growth within a framework which maintains a **balance between the benefits of aviation and its costs**, particularly its contribution to climate change and noise...’ [paragraph 5, emphasis added]. Economic prosperity being an important positive determinant of health.*

‘For aviation’s other local environmental impacts, such as air pollution, our overall objective is to ensure

appropriate health protection by focusing on meeting relevant legal obligations’ [paragraph 19, emphasis added].

‘Emissions ... at airports, contribute to air pollution. EU legislation sets **legally binding air quality limits for the protection of human health**. The Government is committed to achieving full compliance with European air quality standards’ [paragraph 3.47, emphasis added].

‘The Government’s overall policy on aviation noise is to **limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise**, as part of a policy of sharing benefits of noise reduction with industry’ [paragraph 3.12, emphasis added].

‘This is consistent with the Government’s Noise Policy, as set out in the Noise Policy Statement for England (NPSE) which aims to avoid significant adverse impacts on health and quality of life’ [paragraph 3.13, emphasis added].

‘We want to strike a fair balance between the negative impacts of noise (on health, amenity (quality of life) and productivity) and the positive economic impacts of flights. As a general principle, the Government therefore expects that future growth in aviation should ensure that **benefits are shared between the aviation industry and local communities**. This means that the industry must **continue to reduce and mitigate noise as airport capacity grows**. As noise levels fall with technology improvements the aviation industry should be expected to share the benefits from these improvements’ [paragraph 3.3, emphasis added].

‘The NPPF expects local planning policies and decisions to ensure that new development is appropriate for its location and the effects of pollution – including noise – on health.... In the same way that **some people consider themselves annoyed by aircraft noise even though they live some distance from an airport ... , other people living closer to an airport seem to be tolerant of aircraft noise and may**

choose to live closer to the airport to be near to employment or to benefit from the travel opportunities’ [paragraph 3.21, emphasis added].

‘The Government recognises that the **costs on local communities are higher from aircraft noise during the night**, particularly the health costs associated with sleep disturbance. Noise from aircraft at night is therefore widely regarded as the least acceptable aspect of aircraft operations. However, we also recognise the importance to the UK economy of certain types of flights... which may only be viable if they operate at night’ [paragraph 3.34, emphasis added].

‘Whilst our policy is to give particular weight to the management and mitigation of noise in the immediate vicinity of airports, there **may be instances where prioritising noise creates unacceptable costs in terms of local air pollution**. ... For this reason, **the impacts of any proposals which change noise or emissions levels should be carefully assessed to allow these costs and benefits to be weighed up’** [paragraph 3.52, emphasis added].

Aviation Strategy (Green Paper): Aviation 2050 – The Future of UK aviation (2018)

2.1.8 One of the objectives of the Aviation Strategy to 2050 and beyond (Department of Transport, 2018b) is to support growth while tackling environmental impacts. While the primary focus of environmental-related strategy is on addressing carbon emissions, air quality and noise, the protection of health and wellbeing is a key factor. As set out above, commitments to mitigate environmental health determinants act as precursors to health and wellbeing outcomes.

2.1.9 The government recognises air pollution as the top environmental risk to health in the UK and is therefore aiming to improve air quality. Specifically, the Clean Air Strategy (Defra, 2019) sets out the ambition to reduce the harm to health from air pollution by half. Of particular concern are levels of nitrogen oxides. While concentrations have improved in recent years, compliance with ambient air quality legislation remains challenging in some areas of the UK. Pollutants associated with aviation come from airborne aircraft, from ‘airside’ operations such as taxiing and airside equipment, and from passengers and staff (and other airport users) travelling to and from airports. As the largest source of air

pollution is from users of the airport travelling to and from airports, action taken to address potential health effects from air quality should focus on surface access strategies and airport transport forums.

2.1.10 The government also recognises that disturbance from aircraft noise has negative impacts on health and wellbeing, and that the public are particularly sensitive to aircraft noise exposure, as opposed to noise exposure associated with other modes of transport.

2.1.11 The government intends to set a new objective to limit aviation noise to reduce total adverse effects on health and wellbeing. While the government agrees with the ambition to reduce noise as detailed within the World Health Organization (WHO) environmental noise guidelines for the European region (WHO, 2018), the government wants to ensure any policy is underpinned by the most robust evidence on these effects, including the total cost of action and recent UK specific evidence which the WHO report did not assess.

Policy Paper, Overarching Aviation Noise Policy, DfT, March 2023

2.1.12 In March 2023 the Department for Transport published a short policy paper on their overarching aviation noise policy, as an interim statement of overarching noise policy to help frame the Night Restrictions objective for Night Restrictions Consultation that was launched, ahead of a full noise policy statement expected later in 2023.

2.1.13 The policy paper states:
 ‘The government’s overall policy on aviation noise is to **balance the economic and consumer benefits of aviation against their social and health implications in line with the International Civil Aviation Organisation’s Balanced Approach to Aircraft Noise Management**. This should take into account the local and national context of both passenger and freight operations, and recognise the additional health impacts of night flights’ [emphasis added].

‘The impact of aviation noise must be mitigated as much as is practicable and realistic to do so, **limiting, and where possible reducing, the total adverse impacts on health and quality of life from aviation noise’** [emphasis added].

2.1.14 The policy paper also provides the following guidance.

*'We consider that "limit, and where possible reduce" remains appropriate wording. An overall reduction in total adverse effects is desirable, but in the context of sustainable growth **an increase in total adverse effects may be offset by an increase in economic and consumer benefits**' [emphasis added].*

'In circumstances where there is an increase in total adverse effects, "limit" would mean to mitigate and minimise adverse effects, in line with the Noise Policy Statement for England.'

*'One of the overall objectives underpinning the Air Navigation Guidance 2017 is to "emphasise that the environmental impact of aviation must be mitigated as much as is practicable and realistic to do so." Consultation responses suggested that including this in our overall policy would be beneficial. This complements the aim of limiting and where possible reducing the total adverse impacts, and we consider helps clarify that **noise mitigation as well as noise reduction can contribute to reducing total adverse effects of noise**. We have therefore introduced this phrase into our overarching policy' [emphasis added].*

Decarbonising Transport: A Better, Greener Britain (Department for Transport, 2021)

2.1.15 Decarbonising Transport: A Better, Greener Britain (Department for Transport, 2021) was published in July 2021 and sets out the Government's commitments and the actions to decarbonise the transport system in the UK. This commits to the end of the sale of new petrol and diesel cars and vans from 2030 and a switch to zero emission vehicles, thereby removing a significant source of the UK's total domestic greenhouse gas emissions.

2.1.16 The Plan identifies that:

*'Transport is not just how you get around. It is something that **fundamentally shapes** our towns, our cities, our countryside, **our living standards, our health, and our whole quality of life**' [page 4, emphasis added].*

'The measures we use to decarbonise transport must also deliver the vast wider benefits available during this change, improving air quality, noise, health, reducing congestion and delivering high-quality jobs and growth for everyone right across the UK' [page 14].

Flightpath to the Future (FttF) (Department for Transport, 2022a)

2.1.17 FttF is a strategic framework that highlights the Government's continued commitment to the sustainable growth of the aviation sector. It recognises aviation's vital importance to the UK, in terms of economic contribution, jobs, and the personal value it provides to individuals throughout our regions and nations.

*'The Government is **committed to growth in demand** and working with industry to ensure we enable the sector to recover. We want **the aviation sector to build back better**, alongside supporting a greener future, and **more sustainable growth**. Central to this will be **working closely with industry, the CAA, public health bodies**, and the global aviation community' [page 6, emphasis added].*

*'The future of aviation rests on **embracing new opportunities**, including the critical challenge of **delivering Jet Zero** – aviation's contribution to the UK's net zero target by 2050. ... We will also continue to work with the sector to **reduce the localised impacts of aviation from noise and air pollution**' [page 6, emphasis added].*

*'Achieving Jet Zero necessitates action across a series of measures: **increasing the efficiency of the existing aviation system** – our aircraft, airports and airspace; **accelerating the take up of sustainable aviation fuels (SAF)**; ...' [page 7, emphasis added].*

*'Aviation also has a **central role in delivering local benefits** across the UK. This includes championing the levelling up agenda, strengthening union connectivity, **boosting economic success**, and **supporting local jobs**. It is important to recognise the role our extensive airport, airfield and aviation infrastructure network plays in providing benefits to local communities, as well as*

supporting associated supply chains and the aerospace industry' [p. 7, emphasis added].

*'Airport expansion has a key role to play in realising benefits for the UK through boosting our global connectivity and levelling up. We continue to be **supportive of airport growth where it is justified, and our existing policy frameworks for airport planning provide a robust and balanced framework for airports to grow sustainably within our strict environmental criteria**. In addition, implementing our General Aviation Roadmap will further underpin aviation's local impact' [page 7, emphasis added].*

*'In addition to being committed to delivering a green sector for the future, the Government also needs to **tackle the more localised impacts of aviation**. Air quality emissions and noise from aviation can have detrimental impacts on local communities, and addressing these impacts is an important aspect of a sustainable future for the sector' [page 35, emphasis added].*

Jet Zero Strategy: Delivering net zero aviation by 2050 (Department for Transport, 2022b)

2.1.18 This is a framework and plan for decarbonising aviation and recovering from COVID-19 setbacks to the industry, by focussing on sustainable growth and development of new technology. The strategy has a five year delivery plan to achieve its goals.

*'Our ambition remains for **all airport operations in England to be zero emission by 2040**. Whilst airport operations account for a relatively small percentage of total aviation emissions, it is right to place more ambitious targets on airports, reflecting that the aviation sector will face difficulties to reduce emissions overall. It is also **an area where significant co-benefits**, especially when combined with the introduction of new generation aircraft, can be realised by **reducing local air pollution and noise for local communities**' [paragraph 3.5, emphasis added].*

*'The **Jet Zero transition presents unique opportunities to create new jobs, industries and technologies** across the entire sector and UK whilst*

also decarbonising air travel' [paragraph 2.19, emphasis added].

'We will support airport growth where it can be delivered within our environmental obligations. We are committed to enabling a **green recovery** of the sector, as well as **sustainable growth** in the coming years' [paragraph 3.61, emphasis added].

'It is vital that **local communities and the wider public have confidence that the impacts of airport expansion have been properly considered**. Applicants should therefore provide sufficient detail regarding the likely environmental and other effects of airport development to enable communities and planning decision-makers to give these impacts proper consideration. Applicants should engage with the relevant planning authority at an early stage of the planning process to agree an appropriate approach' [paragraph 3.62, emphasis added].

Beyond the horizon – The future of UK aviation: Making best use of existing runways (HM Government, 2018)

2.1.19 This remains part of the framework for airport planning.

'The government recognises the impact on communities living near airports and understands their concerns over local environmental issues, particularly noise, air quality and surface access. **As airports look to make the best use of their existing runways, it is important that communities surrounding those airports share in the economic benefits of this, and that adverse impacts such as noise are mitigated where possible**' [paragraph 1.22, emphasis added].

'As part of any planning application airports will need to demonstrate how they will **mitigate against local environmental issues, taking account of relevant national policies...**' [paragraph 1.26, emphasis added].

'... [The Government] recognise that the **development of airports can have negative as well as positive local impacts**, including on noise levels. We therefore consider that any proposals should be judged by the

relevant planning authority, taking **careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations...**' [paragraph 1.29, emphasis added].

Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (Department for Transport, 2018)

2.1.20 This remains part of the framework for airport planning. The policy is focused on expansion at Heathrow, but has some wider points that are relevant.

'The construction and use of airports infrastructure has the potential to ... have **direct impacts on health** because of traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests' [paragraph 4.70, emphasis added].

'New or enhanced airports infrastructure may also have **indirect health impacts**, for example if they affect access to key public services, local transport, opportunities for cycling and walking, or the use of open space for recreation and physical activity. It should also be noted, however, that the **increased employment stemming from airport expansion may have indirect positive health impacts**' [paragraph 4.71, emphasis added].

'... any environmental statement should identify and set out the assessment of any likely significant health impacts' [paragraph 4.72, emphasis added].

'The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. ...' [paragraph 4.73, emphasis added].

'The Government wants to **strike a fair balance** between the negative impacts of noise (on health, amenity, quality of life and productivity) and the positive impacts of flights. There is **no European or national legislation which sets legally binding limits on aviation noise emissions...** Operational noise, with respect to human receptors, should be assessed using the **principles of the relevant British Standards and**

other guidance' [paragraph 5.47 and 5.53, emphasis added].

'The Government recognises that **aircraft noise is a significant concern to communities** affected and that, as a result of additional runway capacity, noise-related action will need to be taken. Such **action should strike a fair balance between the negative impacts of noise and positive impacts of flights**' [paragraph 5.55, emphasis added].

Noise Policy Statement for England (NPSE) (Department for Environment, Food & Rural Affairs, 2010)

2.1.21 This describes the Government's policy position on noise management decisions.

'**Noise is an inevitable consequence of a mature and vibrant society**' [paragraph 2.1, emphasis added].

'... the application of the NPSE should enable **noise to be considered alongside other relevant issues and not to be considered in isolation**. In the past, the wider benefits of a particular policy, development or other activity may not have been given adequate weight when assessing the noise implications' [paragraph 2.7, emphasis added].

'...Unlike many other pollutants, noise pollution depends **not just on the physical aspects of the sound itself, but also the human reaction to it...**' [paragraph 2.9, emphasis added].

"The first aim of the Noise Policy Statement for England: **Avoid significant adverse impacts on health** and quality of life from environmental, neighbour and neighbourhood noise **within the context of Government policy on sustainable development.**" [paragraph 2.22, emphasis added]

'The vision and aims of NPSE should be interpreted by having regard to the set of shared UK principles that underpin the Government's sustainable development strategy. ... [These include:] Ensuring a Strong Healthy and Just Society – **Meeting the diverse needs of all people** in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and

creating equal opportunity for all. ... Achieving a Sustainable Economy – **Building a strong, stable and sustainable economy which provides prosperity and opportunities for all**, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised’ [paragraph 1.8, emphasis added].

‘There is a need to **integrate consideration of the economic and social benefit** of the activity or policy under examination with proper consideration of the adverse environmental effects, including the impact of noise on health and quality of life. This should **avoid noise being treated in isolation** in any particular situation, ie not focussing solely on the noise impact without taking into account other related factors’ [paragraph 2.18, emphasis added].

Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DEFRA, 2011)

2.1.22 This sets air pollution standards to protect people’s health and the environment. The Strategy sets out the National Air Quality Objectives (AQOs) and Government policy on achieving these objectives.

‘The UK Government’s and devolved administrations’ primary objective is to ensure that all citizens should have access to outdoor air **without significant risk to their health**, where this is economically and technically feasible. This strategy is based on standards from expert recommendations representing **levels at which no significant health effects would be expected in the population as a whole and on the standards and principles of better regulation**’ [paragraph 15, emphasis added].

‘...**The standards are based on assessment of the effects of each pollutant on human health including the effects on sensitive subgroups** ...’ [paragraph 17, emphasis added].

2.1.23 The Government define the statutory air quality standards as:

‘concentrations recorded over a given time period, which are **considered to be acceptable in terms of what is scientifically known about the effects of**

each pollutant on health and on the environment’ [(DEFRA, Online), emphasis added].

3 Adopted Local Planning Policy

3.1.1 This section sets out relevant local planning policies specific to health and wellbeing (based on the extent of the study area), that have been taken into account for the assessment.

3.2 Crawley 2030: Crawley Borough Local Plan 2015 – 2030 (2015)

Policy ENV10: Pollution Management and Land Contamination

3.2.1 To prevent unacceptable risks associated with environmental pollution and land contamination, developments will be permitted where the proposed use:

- a) would not lead to a significant increase in levels of pollution or hazards, or where impacts can be appropriately mitigated; and
- b) would not result in unacceptable disturbance or nuisance to the amenity of adjacent land uses and occupiers.

3.2.2 Where a site is known or suspected to be at risk from contaminants or materials that present a hazard to health, information must be provided detailing the methodology through which risks will be addressed ensuring the treatment and/or removal of all such contaminants and materials prior to the commencement of development.

Policy ENV11: Development & Noise

3.2.3 People’s quality of life will be protected from unacceptable noise impacts by managing the relationships between noise sensitive development and noise sources.

3.2.4 Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that will adversely affect amenity. Development that would expose users of noise sensitive uses to unacceptable noise levels (above 66dB_{L_{Aeq,16hr}} and 57dB_{L_{Aeq,8hr}} at night) will not be permitted.

3.2.5 A Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure, and should:

- i) assess the impact of the proposal as a noise receptor or generator as appropriate; and
- ii) demonstrate how the development will mitigate the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

3.2.6 Where proposals are identified to cause significant or unacceptable noise impact, best practical means must be employed to mitigate noise impact to an acceptable level.

Policy GAT1: Development of the Airport with a Single Runway

3.2.7 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 provided that [amongst others] satisfactory safeguards are in place to mitigate operational impact on the environment including noise, air quality, flooding, visual impact, surface access and climate change.

3.3 Reigate and Banstead Local Plan Development Management Plan (2019)

Policy DES9: Pollution and contaminated land

3.3.1 For all developments across the Borough, permission will only be granted if it can be demonstrated that there will not be a significant adverse or unacceptable impact on the natural or built environment, amenity, health and safety due to fumes; smoke; steam; dust; noise; vibration; smell; light or any other form of air, land, water or soil pollution. Development will not be permitted where adequate mitigation cannot be provided for any potential adverse effects from pollution during construction and operation of the development.

3.3.2 Particular attention should be paid to development within Air Quality Management Areas, where in areas of poor air quality, development must be designed to minimise the occupants’ or users’ exposure to internal and external air pollution.

3.3.3 Where a site is known to be contaminated or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.

- 3.4 Reigate and Banstead Local Plan: Core Strategy (2014)
- Policy CS5: Valued People & Economic Development**
- 3.4.1 The Council will [amongst others]:
- Work with partners such as Surrey County Council, health providers and neighbouring authorities to deliver improved health facilities and access to healthier lifestyles; and
 - Work with partners, such as Surrey County Council, skills providers including East Surrey College and neighbouring authorities to promote and deliver improved education facilities and increased education opportunities including support for identifying and developing vocational and skills improvement facilities in the borough.
- 3.4.2 This policy will be implemented through [amongst others] partnership working with Surrey County Council, through the Public Sector Board, and with health and education providers, to deliver the Surrey Partnership Plan and other shared strategic priorities.
- 3.5 Horsham District Planning Framework (2015)
- Policy 24: Environmental Protection**
- 3.5.1 The high quality of the district’s environment will be protected through the planning process and the provision of local guidance documents. Developments will be expected to minimise exposure to and emission of pollutants including noise, odour, air and light pollution and ensure that they [amongst others]:
- Minimise air pollution and greenhouse gas emissions to protect human health and the environment; and
 - Maintain or reduce the number of people exposed to poor air quality including odour, considering developments that would result in new public exposure, particularly among vulnerable people.
- 3.6 Mid Sussex District Plan 2014-2031 (2018)
- Policy DP24: Leisure, Cultural & Recreational Activities**
- 3.6.1 Developments that enhance leisure and cultural activities and facilities, such as those that encourage a healthy lifestyle by providing the opportunity to walk, cycle or ride to common destinations will be supported.

Policy DP25: Community Facilities & Local Services

3.6.2 The provision or improvement of community facilities and local services that contribute to creating sustainable communities which are safe, healthy and inclusive will be supported.

Policy DP29: Noise, Air and Light Pollution

3.6.3 The environment and the quality of people’s life will be protected from unacceptable levels of noise, light and air pollution by only permitting development where [amongst others] is designed, located and controlled to minimise the impact of noise on health and quality of life, neighbouring properties and the surrounding area.

4 Emerging Local Planning Policy

4.1 Draft Crawley Borough Local Plan 2021 – 2037 (2021)

Policy SD2: Enabling Healthy Lifestyles and Wellbeing

4.1.1 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.

4.1.2 In order to maximise opportunities to enable healthy lifestyles, new development must:

- Meet the principles of good urban design and support Crawley’s status as a Dementia-Friendly Town, through ensuring legibility of layout, materials and design;
- Meet the needs of all through the use of the highest standards of accessible and inclusive design;
- Provide opportunities for open space, play and recreation;
- Promote the use of accessible and reliable sustainable transport and encourage greater levels of safe and attractive opportunities for active travel;
- Be supported by, and not result in a loss of, necessary infrastructure provision;
- Ensure proposals are safe for future site users and do not result in unacceptable harmful impacts; and
- Ensure proposals incorporate biodiversity and green infrastructure.

4.1.3 Major developments must set out how they satisfy policy requirement through provision of a Health Impact Assessment as part of a planning application where applicable.

Policy GAT1 : Development of the Airport with a Single Runway

4.1.4 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 (among others): 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.

Policy EP3: Land and Water Quality

4.1.5 People’s health and quality of life will be protected from unacceptable risks of, and adverse effects associated with, radioactivity, chemical substances and biological agents in land. Development will ensure that, having undertaken appropriate land quality assessment, remediation, and protection, the land is suitable for the proposed use.

4.1.6 Development on land that is affected by contamination will be permitted where it can be clearly demonstrated that the development, its future occupiers and the wider environment will not be exposed to unacceptable risk from, or be adversely affected by, land contamination.

4.1.7 Development that has the potential to cause land contamination will only be permitted where the applicant demonstrates: adequate measures to protect land quality/receiving waters; and there will be no adverse impacts to occupiers of neighbouring land or the wider environment.

Policy EP4: Development and Noise

4.1.8 People’s quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. For aviation transport sources the Unacceptable Adverse Effect is considered to occur where noise exposure is above 60dB LAeq,16hr (57dB LAeq,8hr at night).

4.1.9 Noise generating development will be permitted where it can be demonstrated that nearby noise sensitive uses will not be exposed to noise impact that will adversely affect the amenity of existing and future users. Proposals will be required to appropriately mitigate noise impacts through careful planning, layout and design. Noise generating development that would

<p>expose users of noise sensitive uses to Unacceptable Adverse Effect noise will not be permitted.</p>	<p>4.3 Draft Horsham District Local Plan 2019 – 2036 (2020)</p>	<p>mental health needs and those with impairment such as sight or hearing.</p>
<p>Policy EP5: Air Quality</p>	<p>Policy 25 - Strategic Policy: Environmental Protection</p>	<p>Policy EN13: Promoting Environmental Quality</p>
<p>4.1.10 People’s health, quality of life and the wider environment shall be protected from the significant adverse effects of atmospheric pollution.</p>	<p>4.3.1 To protect the high quality of the District’s environment, developments will be expected to minimise exposure to, and the emission of, pollutants including noise, odour, vibration, air and light pollution arising from all stages of development. Specifically [amongst others], development proposals must ensure that they minimise the air pollution and greenhouse gas emissions in order to protect human health and the environment.</p>	<p>4.4.2 In the policy explanatory text, it is outlined that pollution is anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity.</p>
<p>4.1.11 New and existing development will be prevented from contributing to, being put at risk from, or being adversely affected by atmospheric pollution. To achieve this, development will be required to prevent, or where this is not practicable, minimise the generation of pollutants that would result in a deterioration in air quality and to prevent exposure to poor air quality.</p>	<p>4.3.2 It is recognised in the policy explanatory text that local green space provides a wide range of social, health and environmental benefits. Therefore, the policy states that local green and open space should be protected. Such space will be safeguarded from development unless it can be demonstrated that development is proposed to enhance local green space functions (through improvements to access, recreation, wildlife etc).</p>	<p>4.4.3 The policy itself states that development should minimise exposure to, and the emission of, pollutants including noise, odour, air and light pollution. Overall, it is stated that proposals should ensure they:</p> <ul style="list-style-type: none"> ▪ Address land contamination; ▪ Take account of ground conditions; ▪ Maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies, and prevent contaminated run-off; ▪ Avoid increasing exposure to poor air quality, including odour, particularly where vulnerable people are exposed (older people, care homes or schools); ▪ Incorporate good design and other mitigation measures to ensure no significant adverse or unacceptable levels of noise disturbance, both within buildings and externally; ▪ Avoid locating noise-sensitive uses close to existing noisy activities, unless the impact can be acceptably mitigated; and ▪ Mitigate or avoid any other adverse site specific or environmental impact that arises as a consequence of the development.
<p>4.2 Tandridge District Council: Our Local Plan 2033 (Regulation 22 Submission) (2019)</p>	<p>Policy 32 - Local Greenspace</p>	<p>Policy INF1: Promoting Sustainable Transport and Parking</p>
<p>Policy TLP17: Health and Wellbeing</p>	<p>Strategic Policy 45: Inclusive Communities, Health and Wellbeing</p>	
<p>4.2.1 The Council will support programmes and strategies, which aim to reduce health inequalities and promote healthier lifestyles, and will [amongst others]:</p> <ul style="list-style-type: none"> ▪ Carry out Health Impact Assessments on all relevant planning policy documents. ▪ Require development to be designed to promote healthy, safe and active living for all age groups, including encouragement of physically active lifestyles through the provision of sustainable modes of transport (eg walking and cycling routes). ▪ Work jointly with health providers to help deliver and protect a network of health, education and recreation facilities, where this will meet an existing deficiency, or support regeneration or new development. 	<p>4.3.3 The policy goes on to state that the creation of new areas of publicly-accessible green space should be supported and allocated through Neighbourhood Plans, and must also meet the relevant criteria in relation to scale, beauty, historic significance, recreational value, tranquillity and ecological value.</p>	
<p>Policy TLP46: Pollution and Air Quality</p>	<p>4.3.4</p>	
<p>4.2.2 All development proposals must not have significant adverse effects on the environment, health of residents or residential amenity by pollution of land, air or water, or as a result of any form of disturbance including noise, light, odour, heat, dust, vibrations and littering.</p>	<p>4.4 Development proposals must take positive measures to create socially inclusive and adaptable environments to meet the long-term needs of a range of occupiers and users and to ensure they are accessible to all members of the community. New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs.</p>	<p>4.4.4 New development will be required to provide and contribute towards suitable access, transport infrastructure and services that are necessary to make the development acceptable, including the mitigation of its otherwise adverse material impacts. This mitigation will maintain the safe operation and the performance of the strategic and local road network and will address other adverse material impacts on communities and the environment, such as impacts on amenity, health, air and noise pollution.</p>
<p>4.2.3 The Council will support developments that comply with the national Air Quality Objectives and would not lead to significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or the natural environment.</p>	<p>4.4.1 Positive measures which help to create socially inclusive and adaptable environments for a wide range of occupiers and users to meet their long-term needs will be supported. Particular account will be taken of issues affecting people with additional needs, including people with physical and learning disabilities,</p>	

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