

Gatwick Diamond Post 2030 Infrastructure Study

Frequently Asked Questions

What is the Gatwick Diamond Post 2030 Infrastructure Study?

The Gatwick Diamond Post 2030 Infrastructure Study is a high level study that has been prepared on behalf of West Sussex and east Surrey local authorities to provide a strategic overview of potential future development between 2030 and 2050, with and without a second runway at Gatwick Airport, and the infrastructure needed to support that growth. The study provides an assessment of potential infrastructure needs beyond 2030 based on assumptions about future growth which will depend on future decisions about strategies for growth.

It builds on two separate, recent studies: [Surrey Infrastructure Study](#) and [West Sussex Infrastructure Study](#). These assess current infrastructure capacity and deficits in the area, the potential impacts of growth forecasts for 2015 – 2030 based on existing and emerging Local Plans and the scale of investment in supporting infrastructure required. All three reports represent a “snap-shot” in time, reflecting the position as of July 2015.

What is the purpose of the Study?

Existing and emerging Local Plans in the Gatwick Diamond area assume a single runway operation at Gatwick Airport. Development associated with a second runway would require additional or improved infrastructure.

This Study was commissioned so that the local authorities for areas that could be affected by development pressures arising from a second runway would be able to identify the infrastructure requirements and the associated costs and plan for them should the Government decide to expand Gatwick. This includes infrastructure needed to directly mitigate the effects of the airport’s operations and those infrastructure requirements that could result from wider growth indirectly linked to expansion such as health and education facilities.

The Study looked to complement other infrastructure studies being carried out by Coast to Capital Local Enterprise Partnership focussing on transport, water supply, flood defences and digital infrastructure and for the Greater Brighton Economic Board.

What is the scope of the Study?

The Study considers a wide range of infrastructure including transport, education, leisure, community, health and social care facilities, utilities and flood defences.

In terms of study area, it covers the seven West Sussex and four east Surrey local authority areas. The Gatwick Diamond area itself is considered to cover the following local authority areas: Crawley Borough, Mid Sussex District, Horsham District, Mole Valley District, Reigate & Banstead Borough, Tandridge District and Epsom & Ewell Borough.

What growth scenarios are considered?

The Study looked at three growth scenarios from 2030 to 2050:

Scenario 1: Continuation of planned house building levels to 2050 and no second runway at Gatwick

Scenario 2: Continuation of planned house building levels to 2050 plus 9,300 extra homes and a second runway at Gatwick

Scenario 3: Continuation of planned house building levels to 2050 plus 14,000 extra homes and a second runway at Gatwick

The additional housing associated with scenarios 2 and 3 is based on evidence provided by Gatwick Airport Limited to the Airports Commission. It does not take account of potential local catalytic employment impact and associated housing need as this will be driven by local policy decisions.

Current direct airport employment patterns have been used as a proxy for future housing distribution post 2030 to enable a high level assessment of infrastructure requirements. The availability of land and sites to physically accommodate this theoretical housing need has not been assessed and the Study should not be taken as confirmation that local authorities can accommodate these levels of growth in the future.

The assumptions used in the Study reflect an understanding at a point in time. The situation will change over time, not least, in response to forecast demographic changes and local decisions about strategies for growth and the location and scale of development that, in turn, will affect the capacity of services and infrastructure improvements required to accommodate further growth.

The Study is supported by supplementary population and transport modelling work.

The Study does **not** include any assessment of the potential impacts on the Gatwick Diamond area were the Government to decide that additional runway capacity in the South East should be met by building a third runway at Heathrow Airport.