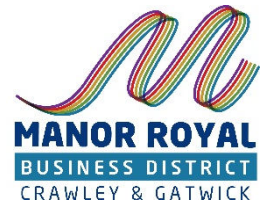


Contact: **Steve Sawyer (Executive Director)**  
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Date: **21 December 2018**



Gatwick Airport Draft Master Plan 2018  
**FREEPOST**  
GAL Draft Master Plan Consultation

Dear Sir / Madam

### **Manor Royal BID – GAL Draft Master Plan 2018 Response**

Thank you for the opportunity to respond to the Gatwick Airport Draft Master Plan. This is the response of the Manor Royal BID Company (MRBD Limited), henceforth referred to as “MRBD”.

More details about the Manor Royal BID Company and the Manor Royal Business District are contained in the Appendix.

#### **Our response**

MRBD recognises the benefits of an expanded Gatwick Airport. MRBD remains supportive of proposals that support growth. Plans to improve the efficient use of the existing runway (Option 1) are sensible and supported.

Plans to bring into more active use the emergency runway to further meet the increasing demand for air travel (Option 2), while not increasing the actual footprint of the airport, are also sensible provided safety is not compromised and due consideration is given to the impact this may have on the surrounding area, particularly in terms of congestion and secondary issues related to commuters and passengers parking in surrounding areas. On this point we are not entirely convinced that sufficient measures have been taken to mitigate these impacts and believe there is a case for GAL to work more closely with the local authorities to invest in the local infrastructure.

Our primary concern for Gatwick Airport to grow to circa 70mppa is whether the local infrastructure can cope with that level of use and that our area does not invite similar pressures, problems and criticisms experienced at Heathrow Airport.

It is also noted that growth of this order would bring new opportunities, which we would be enthusiastic about promoting to Manor Royal based businesses. It would also bring new challenges. The availability of land to accommodate new commercial space and housing development is already highly constrained. Even without the introduction of a second runway we would encourage the Airport to work positively with the local planning authorities to find ways this might be remedied so that the Airport's growth can be accommodated successfully and not at the expense of other businesses and the area generally.

A bigger Gatwick is also predicted to generate an uplift in demand for workers. Again, while this is an opportunity it is also a challenge in an area with practically zero unemployment where companies already struggle to recruit. This must be taken account of to avoid significantly increasing this pressure and causing companies to suffer from the impact of further wage inflation and other problems caused by not being able to fill positions and having to widen their area of search, which itself has the twin impact of creating an upward pressure on wages and to encourage further in-commuting.

On this point we would encourage GAL to look at ways they can help promote and support opportunities for people to work in the area generally and not just to focus on those opportunities available at the airport itself. This would require the airport to take a broader “place based” approach to promoting the economic area of which it is a part.

### **A call for closer partnership working**

Since the change in ownership of the airport there have been notable improvements in the airport itself and the supporting infrastructure. This has benefitted the airport and the surrounding area and is reflected in above target increases in passenger numbers. As the airport grows it is important it maintains good relations with the surrounding businesses and residents.

We would welcome the input of Gatwick Airport into the plans of the Manor Royal BID, as voted by the Manor Royal businesses in the BID Renewal Ballot, so that we can ensure an active and harmonious relationship between the two areas. It is the efficient function of both these areas and their healthy co-existence that is key to the continued success of the local economy. This could also lead to more positive relationships being built between the two areas that could lead to a better understanding, more reciprocal trade and the possibility of shared projects with the potential for much better outcomes.

### **Pressure on infrastructure and the ability to innovate**

The consequences of growth in terms of the pressure on the local infrastructure is something that is felt and shared by all. It is important that Gatwick Airport is an active partner working with the local residents, businesses and their representative groups alongside the local authorities to manage these consequences.

This should include proactive ways to engage with and invest in solutions to encourage modal shift (e.g. by working with Metrobus to help them to continually improve their service both in terms of innovation and frequency), to help to manage areas in the immediately vicinity to control parking (e.g. by working with local authorities and possibly investing in local off-airport parking service teams) and looking at ways that Gatwick Airport can work with groups like the Manor Royal BID to understand its pressures and help to deliver, in partnership with the local authorities, improvements to the road, walking and cycling infrastructure.

Gatwick Airport could also be a significant partner in sharing its expertise with Manor Royal BID and local partners to help us to jointly innovate and embrace new ideas for improving sustainable travel behaviour (e.g. by sharing their experience of introducing electric vehicle car sharing schemes and being a champion for their introduction in nearby areas). Gatwick Airport could also share its technology experience on how data could be used to better inform travel decisions by people accessing the airport and travelling around the area generally.

### **Option 3: Safeguarding land for a future second runway**

The points made above apply even more to proposals to expand the airport by developing a second runway. The continued safeguarding of land for development of a second runway and the prohibition of any other development serves to indefinitely constrain growth of the area. MRBD acknowledges the airport’s desire to retain the option to introduce a second runway and to retain land for that purpose. In so doing MRBD highlights the continued uncertainty and frustration this on-going hiatus brings.

Recognising the role Government has in deciding the future of national infrastructure assets like Gatwick Airport, MRBD encourages all parties to work towards a resolution to the status of the safeguarded land to bring an end to the unhelpful uncertainty and blight this effectively brings to Manor Royal and the wider area.

While generally supportive of growth at Gatwick Airport, MRBD cannot provide unreserved support for a second runway until further information is provided on key issues concerning; replacing lost commercial space, assisting displaced businesses, housing provision, infrastructure improvements (including but not limited to transport infrastructure) and the intention to involve local companies in any future development and operation of the airport.

As well as the associated social and environmental considerations, which go hand in hand with any major infrastructure project of this scale and importance, MRBD needs further clarity about what measures will be put in place to manage the impact of this development on the Business District. Estimates suggest that approximately 1,000,000 square feet of commercial floorspace on Manor Royal will be lost, which equates to between 11% and 12.5% of the total current floorspace offer.

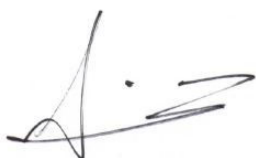
In the event that a second runway is pursued, which we recognise is not the specific intent of the Draft Masterplan, we encourage Gatwick Airport to consider in more detail and to make more specific commitments as to how they can contribute to improving the surrounding infrastructure, other than the proposed financial contribution to the local authorities that seems a somewhat passive approach to a notable problem. The contribution proposed (£10m over 5 years) also seems inadequate to make any meaningful difference even to the current situation let alone a scenario where the capacity of the Airport is almost doubled.

One of Manor Royal and Crawley's selling points is good transport connections. There are challenges faced by so many people already making the daily commute to the area. It is important these challenges can be met and the current situation not made worse. MRBD would also want to have a much better understanding of the potential impact on major access routes, particularly London Road but also Gatwick Road.

In providing this response MRBD acknowledges that its view is one of many. It also acknowledges that most local businesses and business organisations tend to support the expansion of Gatwick Airport, albeit some of that support is tempered. It is important that every effort is made to engage with the business community and that their views are properly represented and taken account of.

MRBD looks forward to an on-going dialogue with GAL throughout this process and in helping GAL understand the views of local businesses, particularly those located on Manor Royal Business District.

Yours faithfully



**Trevor Williams**  
Chair  
Manor Royal BID Company (MRBD Limited)



**Steve Sawyer**  
Executive Director

## APPENDIX

### A. About the Manor Royal BID Company (MRBD Limited) – *the company*

The Manor Royal BID Company (MRBD Limited) was formed in June 2013 following the successful outcome of the BID ballot, a vote by businesses located in the Manor Royal BID area conducted in accordance with the Business Improvement Districts (BID) Regulations (2004).

The purpose of MRBD is to represent and promote the interests of Manor Royal based companies and staff, with sole responsibility for managing and delivering the Manor Royal BID Business Plan.

Following its first five year term (2013-18), the Manor Royal BID was “renewed” following a second Ballot in March 2018 endorsing the legitimacy of the Manor Royal BID for a further five year term (2018-23) with a renewed and improved mandate.

Manor Royal BID is the UK’s largest “industrial” BID and is run by and for Manor Royal businesses. .

On this basis MRBD is an advocate for the area and Manor Royal’s legitimate representative business voice advancing the interests of the Business District and working alongside its partners and supporters for mutual gain and the realisation of its vision “to improve the trading and working environment of Manor Royal”.

### B. About the Manor Royal Business District – *the place*

The Manor Royal Business District is a key economic hub within the South East region and provides the employment foundation for Crawley and the wider Gatwick Diamond area.

It lies to the north of the built-up area of Crawley, within 5 minutes by road from Gatwick Airport, the motorway network (M23) and Crawley town centre. It is well served by rail and is within easy reach of the cities of London to the north and Brighton and the coast to the south. Its strategically advantageous position and excellent transport connections have been factors in Manor Royal’s growth.

It covers an area of 540 acres and provides approximately 9 million square feet of developed commercial floor space. It is home to more than 600 businesses providing jobs for 30,000 people. By itself Manor Royal accounts for 40 per cent of Crawley’s total employment and, according to the Ratings List, provides approximately 700 individual rateable business units.

As well as providing significant benefits in terms of commercial floorspace, jobs and business Manor Royal generates approximately £34m of rates per year - about 25% of all rates generated in Crawley and 10% of the total rates for the County - and contributes £1.23bn GVA to the economy.

As such the Manor Royal Business District is an important economic hub that should be valued, protected and enhanced so that it is well placed to continue to effectively compete and contribute to the economic success of Crawley, West Sussex and the Gatwick Diamond into the future.

Find out more about the Manor Royal Business District and the Manor Royal BID at [www.manorroyal.org](http://www.manorroyal.org)