

CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - 31 July 2017
REPORT NO: PES/237(b)

REFERENCE NO: CR/2017/0116/FUL

LOCATION: [GATWICK AIRPORT, LAND WEST OF UNIFORM TAXIWAY, NORTH WEST DEVELOPMENT ZONE, CRAWLEY](#)

PROPOSAL: CONSTRUCTION OF A NEW HANGAR AND OTHER ASSOCIATED WORKS INCLUDING AIRCRAFT APRON, CONNECTION TO TAXIWAY UNIFORM, VEHICLE PARKING AND EXTERNAL PARTS STORAGE AREA, FIRE SUPPRESSION PLANT, DIVERSION OF LARKINS ROAD AND REALIGNED SECURITY FENCING, DRAINAGE AND LIGHTING, TOGETHER WITH ASSOCIATED LANDSCAPING AND ECOLOGICAL MITIGATION AND ENHANCEMENT WORKS (AMENDED PLANS AND AMENDED DOCUMENTS RECEIVED)

TARGET DECISION DATE: 10 May 2017

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Boeing Commercial Air Services Europe Ltd and Gatwick Airport Ltd

AGENTS NAME: Vantage Planning Ltd

PLANS & DRAWINGS CONSIDERED:

777-D5A-00-XX-DR-A-010-001 Rev P02 Site Location Plan, 777-D5A-00-XX-DR-A-010-003 Rev P02 Existing Site Plan, 777-D5A-00-XX-DR-A-010-0002-Site_Plan_as_Proposed-S4-P10, 777-D5A-01-01-DR-A-030-0001-Proposed First Floor Plan-S4-P10, 777-D5A-01-00-DR-A-030-0001-Proposed Ground Floor Plan -S4-P11, 777-D5A-01-RF-DR-A-030-0001-Proposed Roof Plan-S4-P06, 777-D5A-01-ZZ-DR-A-040-0001-Proposed East and West Elevations -S4-P06, 777-D5A-01-ZZ-DR-A-040-0002- Proposed North and South Elevations -S4-P06, 777-D5A-01-ZZ-DR-A-050-0001-Proposed Sections-S1-P04, 20760-00-C-600-GA-000004-B Proposed General Arrangement Plan, 20760-XX-C-864-GA-000001-C - Proposed Drainage Plan, 20760-00-U-958-GA-000001-C-Landscaping and Ecological Plan, 777-D5A-00-ZZ-DR-A-090-0001-3D_Images_Sheet_1-S4-P03, 777-D5A-00-ZZ-DR-A-090-0002-3D_Images_Sheet_2-S4-P03, 777-D5A-00-ZZ-SK-A-4013 Rev P02 - Materials Board, 777-D5A-00-ZZ-SK-A-4014 Rev P01 Hangar Door Elevations S4

CONSULTEE NOTIFICATIONS & RESPONSES:-

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| 1. | GAL - Planning Department | No comments received. |
| 2. | GAL - Aerodrome Safeguarding | No objection subject to conditions and informative. |
| 3. | National Air Traffic Services (NATS) | No objection subject to conditions. |
| 4. | Environment Agency | No objection to revised Flood Risk Assessment. |
| | Recommends conditions and informatives to cover ground and groundwater contamination risk and biodiversity compensation measures for Mans Brook. | |
| 5. | Natural England | No comments but recommends reference to their published standing advice on protected species, ancient woodland and veteran trees. The LPA should determine if the application is consistent with national and local environment policies. |
| 6. | The Woodland Trust | Objection on the basis of the loss of the veteran tree, potential damage to Brockley Wood (Ancient Woodland) and an area of ancient semi-natural woodland adjacent to the site and fragmentation of habitat. The loss of the veteran tree is important for biodiversity and there are concerns the loss of this and other mature trees could impact on wildlife in particular bats. Wishes to ensure the Ancient Woodland protection measures are established prior to any works on the site to prevent encroachment into the buffer area and effective mitigation for dust control and lighting to this area. Proposal conflicts with national and local biodiversity policies. |

7.	Forestry Commission (England) guidance and NPPF paragraph 118.	Refers to standing advice and Natural England
8.	Archaeology Officer	No objection subject to condition.
9.	Ecology Officer	Objection – The proposal involves the loss of irreplaceable habitat types which cannot be adequately compensated or mitigated for. The proposal would result in a net loss of biodiversity and unless CBC is of the view that this is clearly overridden by other material considerations, the application should be refused.
10.	WSSC - Surface Water Drainage (SWD)	No objection.
11.	WSSC – Highways	No objection.
12.	Police	No specific advice offered as not appropriate for this development [<i>as secure 'on airport site'</i>]
13.	UK Power Networks	No objection.
14.	Thames Water	No objection with regard to sewerage infrastructure capacity. Informatives recommended.
15.	Surrey County Council	No comments to make.
16.	Mid Sussex District Council	No comments received.
17.	Mole Valley District Council	No comments received.
18.	East Sussex County Council	No comments to make.
19.	Horsham District Council	No comments to make.
20.	Tandridge District Council	No objection provided CBC is satisfied that the development would not adversely affect the interests of amenity and of the environment. Any significant adverse impacts must be subject to appropriate compensatory measures.
21.	Reigate and Banstead Borough Council	No objection
22.	CBC - Drainage Officer	No objection – the drainage strategy is comprehensive and acceptable.
23.	CBC - Planning Arboricultural Officer	No objection.
24.	CBC - Contaminated Land	No objection.
25.	CBC - Environmental Health	No objection subject to condition and informative
26.	CBC - FP - Urban Design	No comments to make.
27.	CBC - FP - Gatwick Airport Boundary	No objection subject to ecological measures proposed being fully agreed and implemented by a specified date.
28.	Gatwick Diamond Grow Group	No comments received.

Full re-consultation on amended plans 05 June.

Further re-consultation to ecologist and woodland trust on additional ecological mitigation measures proposed by applicant (received 7th July) on 11th July. – Consultation expiry 18th July.

NEIGHBOUR NOTIFICATIONS:-

None – the application was advertised by press notice and site notice.

RESPONSES RECEIVED:-

One representation received from the Charlwood Society requesting conditions are imposed to ensure the application will not lead to extra traffic at the Povey Cross entrance to the airport and that this access will not be used for construction traffic. They also request that the number of replacement trees is maximised and every effort is made to lessen the visual impact of the development through planting or camouflage of the hangar.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

1.1 The application site is an area of land amounting to around 10.4 hectares within the boundary of Gatwick Airport referred to as the North West Development Zone. The land is an area in the north west part of the airport broadly located to the north of the runway, to the east of the River Mole and to the west of the cargo area.

- 1.2 The land is immediately to the west of the 'Uniform' taxiway and stands, south of a surface water drainage pond and to the north of the airport's concrete batching plant and construction logistics area. Brockley Wood which was recently designated an Ancient Woodland and the River Mole are to the west of the site. The land is wholly within the flood plain Zone 3.
- 1.3 The site itself is a loosely rectangular shaped land parcel with its proposed site access to the north and east connecting in to existing airport infrastructure. The southern portion of the site has been previously used for storage of materials and spoil from previous airfield development projects and as an area for recycling hard core. The eastern part of the site contains an approximately 50 metre wide strip of managed airfield grassland and Larkins Road which provides access to the logistics area and batching plant. The northern and western part of the site is undeveloped comprising areas of grassland and the remnants of former woodland and hedgerows. A remnant channel of Man's Brook intersects the northern part site and is marked by a tree/ hedge boundary. A further ditch runs though the south east part of the site.
- 1.4 Due to the undeveloped nature of much of the site, the area provides habitat for wildlife and a number of protected species have been identified including grass snakes, bats, harvest mice and nesting birds. One tree on within the central southern section of the site has been identified as a veteran tree. This area contains the most substantial section of woodland although it is evident that many of the tree specimens are in decline. The hedgerow along Mans Brook intersecting the northern part of the site has also been noted as important and species rich. The undeveloped portion of the site also has high archaeological potential.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development is for a new airside Hangar building with apron frontage and taxiway access. There would also be associated administrative buildings, workshops and plant. The works also require the diversion of an internal access road (Larkins Road), security fencing and lighting.
- 2.2 The proposed hangar which would be rectangular and orientated with the long axis of the building parallel to the taxiway. The hangar would front east and is designed as several rectangular elements stepping down in height from east to west. The east elevation would contain the main hangar doors. The ancillary office and staff welfare accommodation would be within the western part of the building. The building would appear as a flat roof structure, substantially of steel construction and would be finished in metal cladding.
- 2.3 The proposed hangar would measure 150m long x 100m deep and 32m tall at its highest point. The hangar steps down in scale 35m back from the eastern edge of the building and the remaining part of the hangar building to the west measures 22.5m in height. The eastern section of the building is required to be taller to accommodate the tail section of 2 of the largest 'code F' aircraft entering in forward gear. The storage and parts area which would be attached to the western part of the hangar would have a broadly rectangular footprint 27.5m deep by approximately 100m length, a pump house building would extend off this main building. At first floor level over part of the ground floor would be a mezzanine floor and a first floor area containing office accommodation, staff welfare facilities, further plant and storage. The total building would comprise 18,933 sq m of floorspace of which 14,200 sq m is hangar space. A substantial concrete apron would be provided in front of the hangar to connect it to 'Uniform' taxiway measuring approximately 130m x 150m in area.
- 2.4 The hangar would be in use on a 24 hour basis and is proposed to be utilised for the regular maintenance and servicing of aircraft after they have completed a prescribed number of flight hours. A large number of the aircraft's parts, components and systems are inspected and typically these activities take between 8-12 hours to complete. Under normal circumstances an aircraft would be towed to and from the hangar and where the aircraft arrives under its own power its engines would be shut down as soon as the aircraft is parked on the apron. The applicants have confirmed that the need for any high power engine tests will be limited and infrequent, such tests are subject to strict controls to ensure disturbance is minimised.

- 2.5 Access to the site would be via an existing airside road known as Larkins Road, only authorised personnel and vehicles would be allowed on site. Staff and visitor parking is proposed to be provided off-site at a staff car park, with a shuttle bus taking personnel to the building following the required security checks. The existing road known as Larkins Road is proposed to be diverted around the rear (west) of the building, creating a new built boundary edge with landscaping further west and balancing pond 'M' to the north.
- 2.6 In addition to the main hangar building a rear service road, (to serve the hangar,) is proposed around the west side of the building. A service area would provide space for ancillary equipment including two foam storage tanks for fire suppression 10.3m high x 13.3m diameter, parking bays, storage yards and a zone for boreholes for a ground source heat pump. A further service yard is proposed adjacent to the north of the hangar along with the provision of an underground foam retention reservoir which would be covered with grass. The building would be secured via security fencing and exterior lighting incorporating floodlights to the front of the building with safety lighting to the ancillary areas.
- 2.7 The airport perimeter fence would be repositioned to reflect the re-aligned Larkins Road and a replacement electricity substation is proposed north of the hanger compound and immediately south of balancing pond 'M'.
- 2.8 The applicants have provided the following supporting documents to accompany the application:
- Design and Access and Sustainability Statement
 - Planning Statement
 - Local Economic Impact Assessment
 - Ground Conditions Geo Environmental Interpretive Report
 - Archaeological Impact Assessment
 - Tree Survey and Arboricultural Impact Assessment
 - Ecological Surveys and Appraisal Report (Bat Survey and Reptile Survey reports)
 - Landscape and Visual Appraisal
 - Landscape, Ecological Mitigation and Enhancement Strategy (updated July 2017). An additional information letter in response to ecologist comments prepared by cba received 7th July 2017
 - Drainage Strategy
 - Flood Risk Assessment
 - Air Quality Statement
 - Ground Noise Assessment
 - Transport Statement
 - Bird Hazard Management plans dated 23rd May 2017 and 30th June 2017

PLANNING HISTORY:-

- 3.1 Much of the site is undeveloped so there is only limited planning history for the site itself, however there is some planning history for the adjacent land as set out below.
- 3.2 In 2001 Planning permission was granted for the erection of a concrete batcher and crushing yard facilities (CR/2001/0292/FUL) located to the south of, and incorporating part of, the southern portion of the application site. This proposal was implemented.
- 3.3 In 2008, planning permission was granted (reference CR/2008/0655/FUL) for the development of land immediately to the north and east of the application site which included the "Construction of 6 new remote aircraft stands and associated infrastructure comprising aircraft stand area and associated taxi lane, earth screening bund, surface water attenuation ponds and other associated infrastructure including airside/landside roads, new substation and alterations required to existing infrastructure." This permission, which has been implemented, established the current Larkins Road alignment and constructed taxiway 'Uniform' with its 6 remote aircraft stands. Pond M to the north of the application site along with its associated landscaping/screening was also constructed under this permission.
- 3.4 In December 2015 the strategic S106 Agreement between Gatwick Airport, CBC and West Sussex County Council was updated. This agreement recognises that all parties desire Gatwick to grow as

a single runway, two terminal airport and it provides a series of obligations on how GAL will manage the impacts of the airport's development. Obligations relate to matters including air quality, noise (including engine testing) and surface access and it also provides for reviews and the preparation of action plans to address these and other issues.

- 3.5 A Screening Opinion was issued for the proposed development in January 2017 (CR/2016/3006/EIA) which concluded that an Environmental Impact Assessment was not required.

PLANNING POLICY:-

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. In this case the statutory development plan comprises the Crawley Borough Local Plan 2015-2030. Other relevant documents include Supplementary Planning Documents (SPD's) and the Gatwick Airport Masterplan 2012 along with guidance set out in National Policy.

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was published in March 2012 and introduced the presumption in favour of sustainable development in approving developments that accord with the development plan without delay or where the development plan is absent, silent or relevant policies are out of date, unless there would be significant adverse impacts or it would be contrary to the policies in the NPPF.
- 4.3 The 12 core planning principles of the NPPF (paragraph 17) state amongst other things that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. In addition, development should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Development should support the transition to a low carbon future in a changing climate taking full account of flood risk and encourage the use of renewable resources and should contribute to conserving and enhancing the natural environment and reducing pollution.
- 4.4 Section 1 emphasises the need for the planning system to deliver sustainable economic growth, support existing business sectors and plan positively for employment generation and regeneration.
- 4.5 Section 4 'Promoting sustainable transport' requires local authorities to work with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development including....transport investment necessary to support strategies for the growth of....airports (para 31). Paragraph 33 states that "*When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and Government Framework for UK Aviation*".
- 4.6 The NPPF Section 6 attaches great importance to 'good design' for high quality buildings and spaces and supports innovative design which may raise the standard of design more generally in the area. (paragraphs 56 and 63). Measures to use renewable and low carbon sources, energy efficiency measures, green energy etc. are all encouraged.
- 4.7 Section 10 (paragraph 93) highlights the key role planning has in meeting the challenge of climate change through reductions in green house gas emissions, minimising vulnerability and providing resilience to climate change. In respect of flooding paragraph 100 states "Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making safe without increasing floor risk elsewhere". The Sequential test aims to steer developments to areas with the lowest probability of flooding (para 101) and where this is not possible an Exception Test can be applied if appropriate (para 102).

- 4.8 Para 101 states *“The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted in area if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.....A sequential approach should be used in areas known to be at risk from any form of flooding”.*
- 4.9 Para 103 states *“When determining planning applications. LPAs should ensure flood risk is not increased elsewhere and should only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that;*
- *within the site, the most vulnerable development is located in areas of lowest floor risk unless there are overriding reasons to prefer a different location; and*
 - *development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems”.*
- 4.10 Section 11 deals with the conservation and enhancement of the natural environment . Para 109 amongst other things seeks to minimise the impact on biodiversity and provide net gains where possible. Para 118 reminds LPA’s that they should aim to conserve and enhance biodiversity and that *“if significant harm resulting from a development cannot be avoided (though locating on an alternative site with less harmful impact), adequately mitigated, or, as a last resort, compensated for, the planning permission should be refused.”* It also advises that *“planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss”.*
- 4.11 Para 120 advises that *“To prevent unacceptable risk from pollution ...decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.....”*

Aviation Policy Framework 2013

- 4.12 This document set out the Governments objectives and principles to guide plans and decision on airport developments. It supports growth of the sector within a framework which maintains a balance between the benefits of aviation and its costs – including responding to the environment and protecting quality of life.

The Development Plan – Crawley Borough Local Plan 2015-2030 (adopted December 2015)

- 4.13 Policy SD1 states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- 4.14 Policy CH2 sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. Amongst other things development will be required to: “respond to and reinforce locally distinctive patterns of development and landscape character and protect and/or enhance heritage assets” and provide information to demonstrate how the policy principles are achieved through the development.
- 4.15 Policy CH3 requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain existing or individual groups of trees that contribute positively to the area and ensure sufficient space for trees to reach maturity, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how ‘Secure by Design’ principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access , circulation, manoeuvring, loading etc. and comply with all relevant Supplementary Planning Guidance.

- 4.16 Policy CH6 deals with tree planting and replacement standards. Where development proposals involve the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. Replacement tree planting is expected in line with the policy standards and this is normally expected to be met within the development site. If the LPA deem on-site replacement not feasible or desirable, commuted sums will be sought in lieu on a per tree basis.
- 4.17 Policy CH8 identifies the land as forming part of a 'long distance view' which can be enjoyed from Target Hill in Broadfield and must remain unobstructed from development in the foreground,
- 4.18 Policy CH12 requires that Crawley's designated and non-designated heritage assets which are finite resource are not lost as a result of development.
- 4.19 Policy EC1 states that Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The policy seeks to ensure the town's main employment areas of which includes Gatwick airport are the focus for sustainable economic growth.
- 4.20 Policy EC2 identifies Gatwick Airport as a main employment area and states proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area and the overall economic function of the town.
- 4.21 Policy GAT1 supports 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 provided that:
*"(i) The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
(ii) Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change; and (iii) The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of the additional wide spaced runway"*
- 4.22 Policy ENV2 requires all development proposals to incorporate features to encourage biodiversity where appropriate and where possible enhance existing features of nature conservation value. It sets out a hierarchy biodiversity sites and states that the areas listed will be conserved and enhanced were possible. These are
"1. Nationally designated sites:
• *Sites of Special Scientific Interest*
SSSI will receive the highest level of protection for habitat conservation value in line with national legislation, policy and guidance.
2.National Planning Policy Framework Sites
• *Ancient Woodland, and aged or veteran trees*
Planning permission will not be granted for development that results in the loss or deterioration of ancient woodland and aged or veteran trees unless the need for, and benefits of, the development in that location clearly outweigh the loss. A buffer zone between development and ancient woodland will be required in line with Natural England Standing Advice.
3.Locally designated sites, and habitats and species outside designated sites:
• *Local Nature Reserves*
• *Sites of Nature Conservation Importance*
• *Nature Improvement Areas*
• *Habitats of Principle Importance identified in S41 of the Natural Environment and Rural Communities Act 2006 or Biodiversity Action Plans*
• *Biodiversity Opportunity Areas*
• *Where Protected Species are present*
• *Where Species of Principal Importance are present, as identified in S41 of the Natural Environment and Rural Communities Act 2006.*
Proposals which would result in significant harm to biodiversity will be refused unless:
i. *this can be avoided by locating on an alternative site with less harmful impact; or*
ii. *the harm can be adequately mitigated, or, as a last resort, compensated for."*

- 4.23 ENV6 states proposals for new non-domestic buildings should achieve BREEAM Excellent (for energy and water credits) where technically and financially viable. All development should consider how it can achieve sustainability objectives such as reducing the need to consume energy, utilisation of renewable and low carbon energy technologies, minimising carbon emissions and considering the establishment of district energy networks.
- 4.24 ENV8 advises development proposals must avoid areas which are exposed to unacceptable flood risk and must not increase the risk of flooding elsewhere. The policy requires development in flood areas to demonstrate where required, the sequential and exceptions tests, and the application should submit sufficient information on flood risk and drainage to manage climate change and any mitigation needed.
- 4.25 ENV9 identifies Crawley as an area of serious water stress and requires non-residential development where technically feasible and viable to meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits scheme.
- 4.26 ENV10 seeks to prevent unacceptable risks from environmental pollution and land contamination. Uses must not lead to a significant increase in levels of pollution or hazards and any impacts must be appropriately mitigated and must be located to avoid unacceptable disturbance or nuisance to the amenities of adjoining land uses and occupiers.
- 4.27 ENV11 seeks to protect people's quality of life from unacceptable noise impacts and manage the relationship between noise sensitive development and noise sources. 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 would adversely affect the amenity of existing and future users.
- 4.28 Policy ENV12 – Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted.
- 4.29 Policy IN1 deals with infrastructure provision and states that development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services.
- 4.30 Policy IN2 requires all development to be designed to be connected to high quality communications infrastructure to ensure fibre optic or other cabling does not need to be retrofitted.
- 4.31 Policy IN3 advises that development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- 4.32 Policy IN4 states that development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle standards.

Supplementary Planning Documents (SPD)

Development at Gatwick Airport – November 2008

- 4.33 This document sets out the approach to considering applications and planning matters on land within the Gatwick Airport boundary. The policies in the document have now been replaced by the new Local Plan however, the document remains relevant in respect of the environmental safeguards proposed with many of the measures referred to secured through the S106 Agreement referenced in paragraph 3.4. The document supports the continued development of Gatwick as a single runway, 2 terminal airport where it contributes to the safe and efficient operation of the airport and subject to environmental safeguards. It states new development should be high quality in design, scale and layout with new buildings complementing existing features and the built form.

Urban Design SPD – October 2016

- 4.34 This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, the public realm, street design and parking, and, sustainable design. For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit).
- 4.35 The document contains the Borough's indicative minimum parking standards although no standards are directly applicable for this use and the provision is therefore assessed on its own individual merits.

Planning and Climate Change SPD

- 4.36 This provides further guidance on addressing the sustainability policies within the Local Plan, with examples of best practice and how to demonstrate compliance with the policies.

Green Infrastructure SPD

- 4.37 This provides further guidance on Local Plan policies which relate to Crawley's green infrastructure assets including ENV2 and CH6. Developments are expected to contain measures to enhance biodiversity however, the document does acknowledge that these measures must consider the 13km safeguarding zone at Gatwick designed to manage birdstrike risk.

Gatwick Airport Masterplan

- 4.38 The document published by GAL in 2012 (and is not an SPD) identifies the application site as a location for a further hangar.

PLANNING CONSIDERATIONS:-

- 5.1 The planning considerations for this application are:
- Principle of development
 - Impact on ground conditions, drainage and flood risk
 - Impact on biodiversity
 - Design and visual impact
 - Traffic and transport impact
 - Noise and air quality impacts
 - Economic and social impacts
 - Airport safeguarding and construction
 - Sustainability

Principle of development

- 5.2 The proposed development is within the airport boundary and provides a further on-site facility for the servicing and maintenance of aircraft, the hangar is considered to support the functional needs of the airport operating as a single runway, two terminal airport. The site location proposed would be compatible with the potential expansion of a future second runway. The principle of the development could therefore be acceptable in line with policy GAT1 provided appropriate environmental mitigation measures are put in place.

Impact on Ground conditions, drainage and flood risk

- 5.3 The site is located with a floodplain, has potential contamination and has archaeological potential.
- 5.4 The Council's archaeological consultant has commented on the applicant's Archaeological Impact Assessment and notes that the site has generally high archaeological potential and recommends a pre-commencement condition to ensure archaeological monitoring and environment sampling to be completed and submitted prior to development commencing.
- 5.5 A flood risk assessment and drainage strategy has been submitted to support this application. The hangar is classed as 'less vulnerable' with respect to its flood risk vulnerability in a zone 3 floodplain

and in this case an Exception test is not required under the guidelines set out in the planning practice guidance. The proposed development is constrained as it must be provided within the present airport boundary and there are no suitable sites for a building of this size at the airport outside of the floodplain (without the need to relocate other essential airport infrastructure elsewhere). Much of Gatwick Airport is within the River Mole floodplain and the airport has its own private drainage system to manage surface water run-off and flood risk. The proposed development is airport infrastructure which cannot be located anywhere other than at the airport so in terms of site choice it is considered the sequential test is met.

- 5.6 Another key consideration is the potential of the development to increase flood risk elsewhere. The submitted drainage strategy provides the drainage design concept for the development and demonstrates that the development can be adequately drained without posing a risk of flooding on-site or off-site. Surface water drainage measures include Sustainable Urban Drainage measures and the strategy proposes no increase in flows off-site. It confirms that there would be no increase in off-site flooding. All run-off from impermeable areas would be treated within the airport's private drainage network before discharging into wider drainage network.
- 5.7 The CBC Drainage Officer has commented that the drainage strategy is comprehensive and acceptable and that the development would be suitably managed. The Environment Agency have also commented on the revised Flood Risk Assessment and commented that as a result of the development the extent of flooding up and downstream does not appear to change and it therefore raises no objection on flood risk grounds.
- 5.8 Both the Environment Agency and CBC Contaminated Land Officer have considered the 'Geo Interpretive Report'. No significant concentrations of contaminants were reported in the ground or groundwater and it is recommended that conditions be imposed to address the potential contamination risk during the construction process.
- 5.9 In conclusion, the proposal is considered to accord with relevant policies CH12, ENV8 and ENV10 in respect to ground conditions, drainage and flood risk.

Impact on biodiversity

- 5.10 The development of this site which is largely undeveloped would result in the removal of an area of woodland (referred to as Wd2) including a veteran tree, along with the loss of hedgerow, grassland and the removal of Mans Brook as an open water feature. The applicants have provided a series of ecological surveys, a tree survey and a landscape and ecological mitigation and enhancement strategy as part of this application.
- 5.11 Policy ENV2 in the Local Plan sets out the hierarchy of biodiversity sites. The application site contains a single veteran tree and abuts on its western boundary Brockley Wood which is designated as Ancient Woodland (AW). The policy under section 2. states that *"planning permission will not be granted for development that results in the loss or deterioration of ancient woodland and aged or veteran trees unless the need for or benefits of, the development in that location clearly outweigh the loss. A buffer zone between development and ancient woodland will be required in line with Natural England Standing Advice"*
- 5.12 The applicants have sought to protect the nearby AW which abuts the site by providing a 20m deep buffer zone along the boundary. This is in excess of the Natural England standing advice which requires a buffer zone of 15m. The Council's ecologist has questioned the effectiveness of the buffer zone in protecting the AW in the short term from light spill and the potential impact of any lighting on resident bats. The Woodland Trust are also concerned about the impacts of the development on the AW during construction and until the buffer zone planting is established.
- 5.13 The Council's ecologist has also questioned the status of the woodland Wd2 within the application site as this has been identified as having 17 ancient woodland indicator plants which is higher than average and, on this basis, this could also be AW. He also states irrespective of whether this woodland is classed as ancient through formal designation, there is evidence of long established woodland indicator plants and such species richness is irreplaceable. He also questions the

applicant's assumption that adequate compensation is possible. The Woodland Trust has also raised concerns about the loss of this woodland habitat.

- 5.14 Officers acknowledge that the woodland Wd2 is species rich however, this area is not included as AW and was excluded from the Ancient Woodland inventory which was updated in 2014 when nearby Brockley Wood was included. On the basis, Wd2 is not designated as AW but based on the species present the woodland should be identified as an irreplaceable asset. Brockley Wood which has been designated as AW has been provided with a landscape buffer in line with the Natural England standing advice, therefore the development is not considered to conflict with ENV2 point 2 in relation to the AW requirements.
- 5.15 The removal of the veteran tree is considered unavoidable due to the footprint of the hangar and there is no scope to redesign the development around it. The applicants have confirmed that it is not practical to translocate the veteran tree after exploring this option. The Council's ecological advisor and the Woodland Trust have objected to the loss of the veteran tree. The loss of this tree therefore needs to be weighed against the need for, and benefits of, the development in this location as set out in policy ENV2, this is discussed later in the report.
- 5.16 Policy ENV2 under section 3. deals with habitats and species outside designated sites. This includes protected species and Important Hedgerows (classed as Habitats of Principle Importance under S.41 of the Natural Environment and Communities Act 2006). The application site has an 'Important Hedgerow', has habitat that is species rich in the form of woodland Wd2 and populations of protected species including bats, reptiles and harvest mice. Wd2 is considered 'irreplaceable habitat' as defined in the NPPF but not explicitly in the Local Plan, and for the purpose of the report has been considered under section 3 of policy ENV2. The Council's ecologist has objected to the loss of Wd2 and the hedgerow due to the irreplaceable habitat they provide in particular for bats. He considers such habitat cannot be adequately compensated for and would result in a net loss of biodiversity.
- 5.17 In respect of woodland mitigation, 141 trees are proposed to be removed to facilitate the development (Wd2 and the hedgerow). The applicants are proposing the planting of 785 trees which would be thinned within 5 years to 550 trees. These are proposed to be planted in 2 areas including the proposed AW buffer zone and to the north west of balancing pond 'M' to the north of the site. The number of trees proposed to be planted (550 specimens) meets the policy requirements of policy CH6 with regard to tree loss and replacement. While the number of trees is considered adequate, the planting is constrained in terms of proposed species mix due to its location at the airport and the operational requirements that GAL insist upon to ensure that bird strike risk is managed. The tree species mix is therefore more limited to discourage large numbers of birds resulting in less biodiverse and species rich planting than the habitat that is proposed to be lost.
- 5.18 The applicants are also proposing to translocate soil from area Wd2 to the buffer planting area to maintain some of this biodiversity. The CBC ecologist comments that this measure may only be partially successful and does not mitigate the habitat loss.
- 5.19 In respect of the protected species the applicants have provided details of species type, site preparation arrangements, species monitoring (pre and post development) and propose the following mitigation / compensation measures:
- Bats – control of lighting from the development including buffer planting to control light spill to Brockley Wood, new bat boxes.
 - Harvest Mouse – relocation to a suitable area of habitat to the north west of the site within the River Mole corridor.
 - Invertebrates – habitat creation on bunds within development site and on GAL land to the east of the railway line.
 - Grass Snakes – relocation to suitable site to west of Brockley Wood.
 - Fish (from Mans Brook) – relocated to Mans Brook confluence with the River Mole to the west.
 - Breeding birds – control of lighting from development, 25 nest boxes east of railway line, new tree planting in buffer zone and nearby bund to provide nest sites in approximately 7 – 20 years.

- 5.20 The CBC ecologist has commented on the potential impact of the development on bats and in particular that there is evidence that the site is used by the rare Bechstein's bat in woodland Wd2 which is to be lost. He also comments that the buffer zone compensation area for Brockley Wood would take time to establish, years to become a roosting habitat or become an effective screen for any light spill from the development and, that this planting may not be suitable habitat available to bats for many generations. Given the rarity of the Bechstein bat he recommends a precautionary approach. With regard to the mitigation for other species, no specific issues or concerns have been raised.
- 5.21 In respect of the impacts on the ecology of Mans Brook watercourse, the CBC ecological advisor raises no objection, stating that this could be satisfactorily avoided, mitigated or compensated for in accordance with planning policy and advice from the Environment Agency. The Environment Agency have commented that is likely to be a functioning wetland habitat corridor for range of species of bats to forage over and recommended a condition requiring the provision and management of compensatory habitat creation for Mans Brook. The applicants are proposing a series of wetland mitigation interventions to compensate for Mans Brook at locations within the airport where they do not pose a risk to airport safeguarding (bird strike). Any mitigation is proposed to be agreed by condition following consultation with the Environment Agency.
- 5.22 In conclusion, it is considered that while the applicants have sought to address the loss of biodiversity as far as is practical, the proposals would result in significant harm to biodiversity and the mitigation and compensation measures proposed would result in a net loss of biodiversity contrary to policy ENV2.

Design and visual impact

- 5.23 The proposed hangar is a substantial building which due to its relatively isolated location would appear visually prominent on the airfield when viewed looking from the east or south. The building is functional in appearance and is consistent with the other hangar buildings found elsewhere on the airport. The design and visual impact of the building from within the airport is considered acceptable. Details of the external appearance and cladding would be controlled via condition.
- 5.24 The building due to its size would be visible from wider views across the Borough from southern Crawley (as it is within the Target Hill vista identified under policy CH8) but also from land to the north and west of the site in Mole Valley and Horsham District. There are no areas around the site designated for their landscape value at national local level within a 3km radius of application site.
- 5.25 The scale and height of the hangar (at a maximum of 32m above ground level) would result in views of the building over the existing tree line and landscaped bund. The visual impact during the construction period with is also expected to be greater than when the building is complete. The applicants have provided a landscape and visual appraisal from 5 rural viewpoints, (3 of these verified views), to the north and west showing views of the proposed hangar building. This shows that the top of the hangar building would be visible within the countryside, above the existing landscaping including the airport perimeter landscaped bund, although typically it would be visible in a wider view incorporating other airport buildings in the distance.
- 5.26 The applicants are proposing to mitigate the visual impact the building through the use of muted colours 'goosewing grey' (to blend with the horizon) and the building has been designed with no high level windows facing the countryside to minimise light spill. External lighting to the rear of the building is also proposed to be controlled. Additional planting as replacement tree compensation in the AW buffer area would serve to thicken the landscaped screening along the existing and additional planting on the bund to the north west of balancing pond 'M', both of which would assist in screening the lower part of the hangar.
- 5.27 In conclusion, the visual impact from the building in the medium to long term is considered minimal as the proposed hangar building would be generally visible within the context of other airport buildings. In regard to CH8, the airport is considered the backdrop to the long distance view and the hangar would not obstruct this vista (or longer views to the North Downs beyond). The proposal is therefore considered to comply with policy CH8, CH2 and CH3 in this regard.

Traffic and transport impacts

- 5.28 The hangar would be in use 24 hours a day, 7 days a week by around 134 full time employees working shifts. Access is via Larkins Road, a secure airside road. Employees and service traffic would generate trips to the site albeit employees would park elsewhere at the airport and be bused to the hangar and would not all be at the building at the same time. The level of trip generation to the building would therefore be relatively small in relation to the traffic levels on the surrounding road network and at the airport.
- 5.29 WSCC have raised no objection to the development on highway grounds. The site is a sustainable and accessible location with good connections to public transport. A travel plan condition is therefore considered reasonable to encourage sustainable travel methods.
- 5.30 There was concern raised by the Charlwood Society in relation to the use of the Povey Cross airport access and in particular if this were to be used by construction traffic. The routing of construction vehicles can be controlled via condition and this is considered appropriate to address this concern.

Noise and air quality impacts

- 5.31 The CBC Environmental Health Officer has commented on the Noise Report submitted with the application as, during the 8 hour night time period (23:00 to 07:00) background noise levels drop and individual events such as the movement of aircraft in and out of the hangar with engines operating in flight idle would become more distinguishable. Nearby properties such as Brooks Farm and properties in Poles Lane would be affected. In order to protect nearby occupiers from unnecessary noise, in particular if aircraft arrive under their own power, it is recommended that a condition be imposed which ensures all aircraft are towed to the hanger during the night time period.
- 5.32 Other proposed noise sources on the site such as fixed plant on the building and vehicular traffic are considered acceptable.
- 5.33 It is not considered that there would be a long term impact on air quality from the development. Dust from construction activities is likely to cause short term impacts on the surroundings however, it is considered that this could be controlled via construction management conditions.

Economic and social impacts

- 5.34 The applicant's have stated that the development would create around 134 full and part time direct jobs (of which around 100 would be skilled aircraft maintenance). The supporting economic study suggests the facility would sustain a further 84 jobs off site indirectly. The site is within one of Crawley's main employment locations which policy EC1 identifies as a focus for sustainable growth and the proposed jobs would contribute to the specific employment characteristics and economic function of Gatwick Airport in line with policy EC2.
- 5.35 The development represents a new £88 million investment in a 'state of the art' maintenance facility and the supporting Economic Assessment provided with the application estimates the construction phase would generate £79 million to the local (Gatwick Diamond) economy from local contractors and supply chains and around £11 million in tax revenues. Once operational the Economic Assessment concludes that the facility would sustain around 217 jobs (directly and indirectly), such employment generating around £5.9 million per annum within the Gatwick Diamond Area economy and tax revenues of around £3.8 million per year. The applicants Boeing have stated that the facility would be a key site for the company's training and apprenticeship schemes with investment planned in workforce training, up to 10 apprentices per year and opportunities for on-the-job qualifications.

Airport Safeguarding and Construction

- 5.36 Due to the on-airport location the hangar needs to be designed to avoid any hinderance or obstruction to airport navigation including ensuring the building does not interfere with radar or cause glare or distraction to aircraft. A number of conditions have been recommended by National Air Traffic Services and Gatwick Airport Limited to address these issues including technical

information on radar mitigation, control of materials, installation of solar panels, the design of the hangar doors, control of the external materials and control of external lighting. There are also conditions recommended to control the attractiveness of the development site to birds during the construction period and to limit longer term nesting opportunities on the building roof and by control of the tree species mix in the proposed landscaping scheme.

Sustainability

- 5.37 The hangar design proposes a number of renewable technologies including a substantial array of photovoltaic panels on the lower section of the roof hangar and ground source heat pumps (laid under grass to the west of the building) to provide office heating and cooling. The use of natural lighting has incorporated translucent roof lights in the main hangar building design and there is also proposed the use of low energy fittings. The building design for the development has been designed to achieve a predicted BREEAM 'Excellent' which meets the requirements of policy ENV6.
- 5.38 In terms of water efficiency, the building is proposed to incorporate water efficient fittings and include facilities for rainwater harvesting in order to comply with the policy requirements set out in policy ENV9.

CONCLUSIONS:-

- 6.1 The planning legislation requires the application to be determined in accordance with the Development Plan unless material circumstances indicate otherwise. As the proposed scheme does not comply with policy ENV2 in Local Plan (or paragraph 118 1st bullet point in the NPPF), other material considerations need to be considered in determining the application and a balancing exercise needs to be undertaken.
- 6.2 It is considered that the proposed development is fully compliant with all other relevant policies in the Local Plan with the exception of policy ENV2. The development is appropriate in its proposed location. The applicants have demonstrated that there is no alternative site for the facility and that this can be designed to address flooding constraints. The building is considered to be of a high quality design in terms of its appearance and environmental specification. Traffic and noise impacts from the development can all be adequately controlled and visual impacts in the wider area are also considered acceptable.
- 6.3 The development would also have a positive economic and social impact in the area providing skilled employment and local work opportunities at a location which is identified as a focus for sustainable economic growth. The economic policies in the Local Plan strongly support skilled employment provision in key employment areas. In respect to the loss of the veteran tree, it is considered that the economic and social benefits of the development in this location outweigh the loss of the tree and therefore its loss could be considered acceptable under policy ENV2 (section 2).
- 6.4 The applicants have sought to mitigate the loss of habitat and minimise the impacts on biodiversity for Wd2 and the hedgerows however, the site constraints which include international guidelines that Gatwick must comply with on wildlife strike hazard reduction have limited the biodiversity and species mix of the replacement tree planting. The number of replacement trees proposed complies with policy CH6. The applicants have stated that area of woodland to be lost represents an area of less than 2% of Gatwick Airport's designated AW resource and less than 1% of the airports total woodland resource. It is also evident that the woodland area is also in decline. In this context, the habitat loss is a small proportion of this natural resource within the airport boundary.
- 6.5 The impact on bats and their habitat is of concern however, measures to reduce the impact on Brockley Wood due to light spill and dust during any construction period can be controlled via condition and in the long term, the woodland would benefit from an improved landscaped buffer zone. The applicants' surveys indicate that the rare Bechstein bat has not been recorded since 2011 and while there is a loss of bat habitat as a result of the development they point out that the application site is on the edge of much wider habitat foraging area extending to the west. As stated above, there is other woodland resource at the airport although there has been no evidence presented that this alternative woodland is appropriate for this species.

- 6.6 Finally it should be noted that GAL are successfully managing other parts of their landholding under an Airport Biodiversity Management plan and, given the past track record, there is therefore a high level of confidence that species translocation and mitigation measures that are being proposed as would be successful.
- 6.7 It is considered given the unique site constraints and the compliance in all other respects of the development to the Local plan policies that the mitigation and compensation measures are acceptable in this instance although not in accordance with policy ENV2.
- 6.8 For the reasoning set out above, it is recommended that planning permission be granted.

RECOMMENDATION RE: CR/2017/0116/FUL

PERMIT subject to the following conditions set out below and the following process,

- (i) Publication of the recommendation to approve the application as a departure from the development plan as it is contrary to policy ENV2;
- (ii) If no new issues are raised in representations by the end of the publicity period, referral of the Planning Committee resolution to Full Council on 18th October 2017 for endorsement of the recommendation;
- (iii) If new issues are raised the matter be brought back to the Planning Committee for further consideration.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed in this Decision Notice save as varied by the conditions hereafter. The approved plans consist of:
(Drawing NUMBERS to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work to be undertaken in accordance with a Written Statement of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.
REASON: The site has archaeological potential and it is important that it is recorded by excavation before the site is developed in accordance with policy CH12 of the Crawley Borough Local Plan 2015-2030.
4. Before any works associated with the development are commenced the following tree protection measures shall be implemented:
 - (i) fencing shall be erected around the existing trees retained on the Tree Protection Plan - Appendix MD4 of the Arboricultural Impact Assessment
 - (ii) fencing details shall be submitted to and agreed in writing by the Local Planning Authority to safeguard the Ancient Woodland and the buffer zone to Brockley Wood. Such fencing shall thereafter be erected
 Both areas of trees shall be protected in accordance with Part 5 of that document. The protection measures shall remain in place for the duration of the construction period.
REASON: To ensure the retention of the trees within the development site and to safeguard the Ancient Woodland of Brockley Wood during the construction process which are important to the visual amenity and biodiversity of the environment in accordance with Policies CH3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
5. Unless otherwise agreed in writing by the Local Planning Authority the measures for the protection, mitigation and enhancement of ecological interest shall be carried out in accordance with the Landscape and Ecological Mitigation and Enhancement Strategy dated July 2017.

REASON: The development involves the loss of irreplaceable species and habitat. The NPPF paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

6. No development shall take place until a method statement for the translocation of soils from Woodland 'Wd2' and Hedgerows 'H1, H2 and H3' (as identified in the Ecological Appraisal) to the protected buffer zone to be planted adjacent to Brockley Wood has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the agreed details.

REASON: The development involves the loss of irreplaceable species rich woodland. The NPPF Paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

7. No construction shall take place on the main hangar building until a scheme for the provision and management of compensatory habitat creation, including a timetable for its implementation, has been submitted to and agreed in writing by the Local Planning Authority and implemented as approved. The approved scheme shall thereafter be implemented as approved.

REASON: Development that encroaches on the Mans Brook has a potentially severe impact on a range of species such as bats. The NPPF Paragraph 118, states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

8. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment (including the height of storage areas for material or equipment).
- Location of site offices.
- Location of loading/unloading and turning area for delivery vehicles.
- Location of staff and operative parking.
- Location of hoardings.
- Location of wheel washing equipment.
- Details of cranes and other tall construction equipment (including obstacle lighting).
- Details to control of activities likely to produce dust and smoke etc
- Details of temporary construction lighting
- Control and disposal of putrescible was to prevent the attraction of birds
- Details to control routing of the construction traffic

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented and adhered to throughout the entire construction period.

REASON: To ensure that the construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surfaces (OLS) surrounding Gatwick Airport and does not interfere with communication, navigational aids & surveillance equipment and endanger aircraft moments and the safe operation of Gatwick Airport AND To minimise impact on nearby ecologically sensitive areas and mitigate any impact on highway users and the amenities of the area in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority (in consultation with the Environment Agency) for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
- REASON: There is potential for unexpected contamination to be identified during development groundworks.

10. No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority (which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters). The development shall be carried out in accordance with the approval details. REASON: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.
11. Development on the main hangar building shall not commence until finalised detailed surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 (i) Detailed drainage designs and calculations for the site, based on the submitted Flood Risk Assessment and Drainage Strategy dated May 2017, and
 (ii) Full details of the maintenance and management of the drainage and SUDs system for the life of the development set out in a site-specific maintenance manual.
 The scheme shall subsequently be implemented, maintained and managed in accordance with the approved details.
 REASON: To ensure the long-term maintenance and management of the drainage system, to prevent the increased risk of flooding in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.
12. Prior to the commencement of development, detailed plans and particulars of the proposed finished land levels and building floor levels across the whole site and in relation to adjoining land levels shall have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved levels.
 REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy CH3 of the Crawley Borough Plan 2015-2030
13. Development shall not commence until details of a new remote unit antenna to be installed on the North East corner of the hangar shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
 REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through reduced multilateration coverage.
14. No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.
 REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC.
15. No above ground construction work shall be carried out on site until the Radar Mitigation Scheme (RMS) detailed in condition 14 has been implemented. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.
 REASON: In the interests of the safe operation of Gatwick Airport and of NATS En-route PLC.
16. Development shall not commence on the main hangar building until details of the measures to be taken to suppress impacts on the surface movement radar system and a timetable for their implementation, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
 REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through shadowing and the creation of false tracks.
17. The materials and appearance of the proposed hangar building elevations shall be implemented strictly in accordance with the approved plans drawing numbers 777-D5A-01-ZZ-DR-A-040-0001 Rev P06 ' East and West Elevations', 777-D5A-01-ZZ-DR-A-040-0002 Rev P06 'North and South Elevations' and 777-D5A-00-ZZ-SK-A-4013 Rev P02 'Materials Board' unless otherwise agreed in writing with the Local Planning Authority. The main hangar doors on the east elevation shall be installed as sliding doors as per drawing 777-D5A-00-ZZ-SK-A-4014 RevP01 'Hangar Door Elevations'. There shall be no alterations to the external cladding materials or eastern elevation hanger door configuration unless otherwise agreed in writing by the Local Planning Authority.
 REASON: To control the development in detail in the interests of visual amenity in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030 AND to ensure the development does not

endanger the safe movement of aircraft or the operation of Gatwick Airport through solar glare and reflections and there is interference with the Instrument Landing System (ILS).

18. Development shall not commence on the main hangar building until details of the permanent lighting scheme for the development have been submitted to and approved in writing by the Local Planning Authority. The design shall minimize light spill into the landscape buffer and Brockley Wood and address airport safeguarding requirements. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control the lighting arrangements on this development to safeguard Brockley wood and the buffer zone woodland as a habitat for bats in accordance with policy ENV2 of the Crawley Borough Local Plan 2015-2030 and to avoid confusion with aeronautical ground lighting and avoid glare to pilots and Air Traffic Control (ATC) which could endanger the safe movement of aircraft and the operation of Gatwick Airport.
19. Prior to construction commencing on the following parts of the development details of the design, appearance and layout of those parts listed below shall first have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.
(i) Replacement substation;
(ii) Security Fencing around the development site, and
(iii) detailed alignment and configuration of the diverted Larkins Road.
REASON: In the interests of amenity by endeavouring to achieve development of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
20. No solar panels are to be installed until full details, including a 'Solar Glare Hazard Safety Assessment' have been submitted to and approved in writing by the Local Planning Authority. The solar panels shall thereafter be implemented in accordance with the approved scheme.
REASON: To ensure that development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and glare issues.
21. All landscaping works shall be carried out in accordance with the approved scheme as set out on drawing number 20760-00-U-958-GA-000001 Rev C 'Landscaping and Ecological Mitigation Plan'. No alterations to the scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details and the soft landscaping shall be carried out in the first planting and seeding season, following the first occupation the hangar and any trees or plants which, within a period of five years from the completion of development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation. The scheme must ensure that 550 new trees are established at the 5 year period and any thinning is undertaken retaining the species percentage mix specified on the approved plan.
REASON: The scheme has been designed to mitigate bird hazard and avoid endangering the safe movement of aircraft and the operation of Gatwick Airport through the attraction of birds AND in order to mitigate the ecological and visual impact of the development in accordance with policies GD3 and ENV2 of the Crawley Borough Local Plan 2015-2030.
22. The hangar building shall not be brought into use until a post construction report for that building has been submitted to and have been agreed in writing by the Local Planning Authority verifying that the development of that building has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.
REASON: In the interests of sustainable design and construction in accordance with Crawley Borough Local Plan 2015-2030 policies ENV6 and ENV9.
23. The Bird Hazard Management Plans dated 23 May 2017 and 30 June 2017 shall be implemented as approved upon commencement of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON: it is necessary to manage the development in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport.

24. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting this order with or without modification) no development in Classes A to C of part 16 and Classes H or I of Part 7 of Schedule 2, other than that which is expressly authorised by this permission shall be carried out on the site without an application for the development having been submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control development which might otherwise be permitted development to ensure that it does not penetrate the Obstacle Limitation Surfaces (OLS) surrounding Gatwick Airport or interfere with communication, navigational aids and surveillance equipment, which could endanger aircraft movements and the safe operation of Gatwick Airport.
25. During the night quota period of 23:00 to 06:00 all aircraft arriving or departing from the Hangar must be towed with their engines off. No aircraft shall operate their engines on the hangar apron during this period.
REASON: In order to control noise emissions from the development in the interests of amenity in the locality accordance with policy ENV11 of the Crawley Borough Local Plan 2015-2030.
26. Within 3 months of first occupation a Travel Plan shall have been submitted to and been approved in writing by the Local Planning Authority. The Travel Plan once approved shall be fully implemented and thereafter maintained and operated as specified in the approved document.
REASON: To encourage sustainable transport modes in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

- Ordinary watercourse
1. The reach of the Mans Brook which falls within and close to the development site is considered to be an ordinary watercourse. Prior permission from the Lead Local Flood Authority will be required for any works within the channel or that affect the flow of this watercourse.
- Surface water drainage
2. It is noted that an assessment has been made for the proposed surface water drainage from the development. The Local Authority should be satisfied with the content of this assessment and that the surface water is suitably managed.
- Surface water drainage
3. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- Other Consent – Thames
4. A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- Oil interception
5. Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

- Water Supply
6. With regard to water supply, this comes within the area of the Sutton & East Surrey Water Company. For your information the address to write to is -Sutton & East Surrey Water Company, London Road, Redhill, Surrey, RH1 1LJ Tel - (01737) 772000

- Cranes
7. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

- Hours of work
8. Within the boundaries of Crawley Borough Council the Control of Pollution Act 1974 is used to control noise from construction sites. Section 60 of the Act permits Local Authorities to specify the hours that noisy works are permitted. The permitted hours for noisy construction work in the Borough of Crawley are as follows: 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturday. With no noisy construction works taking place on Sundays, bank holidays, public holidays, Christmas Day, Boxing Day or New Years' Day.

The developer shall at all times employ best practical means to minimise noise disturbance to nearby residents. All construction work practises shall comply with B.S. 5228 1:2009 'Code of practice for noise and vibration control on construction and open sites'. Any exemptions to the above hours must be agreed with The Environmental Health Team in advance.

The applicant must make all contractors and subcontractors aware of these times.

NPPF STATEMENT

In determining this planning application, the Local Planning Authority assessed the proposal against all material considerations and has worked with the applicant in a positive and proactive manner based on seeking solutions where possible and required, by:

- Providing advice in a timely and manner through pre-application discussions/correspondence.
- Liaising with members/consultees/respondents/applicant/agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking additional information to address identified issues during the course of the application.

This decision has been taken in accordance with the requirement in the National Planning Policy Framework, as set out in article 35, of the Town and Country Planning (Development Management Procedure) Order 2015. NPPF Statement.



Crawley Borough Council,
Town Hall,
The Boulevard,
Crawley,
West Sussex RH10 1UZ

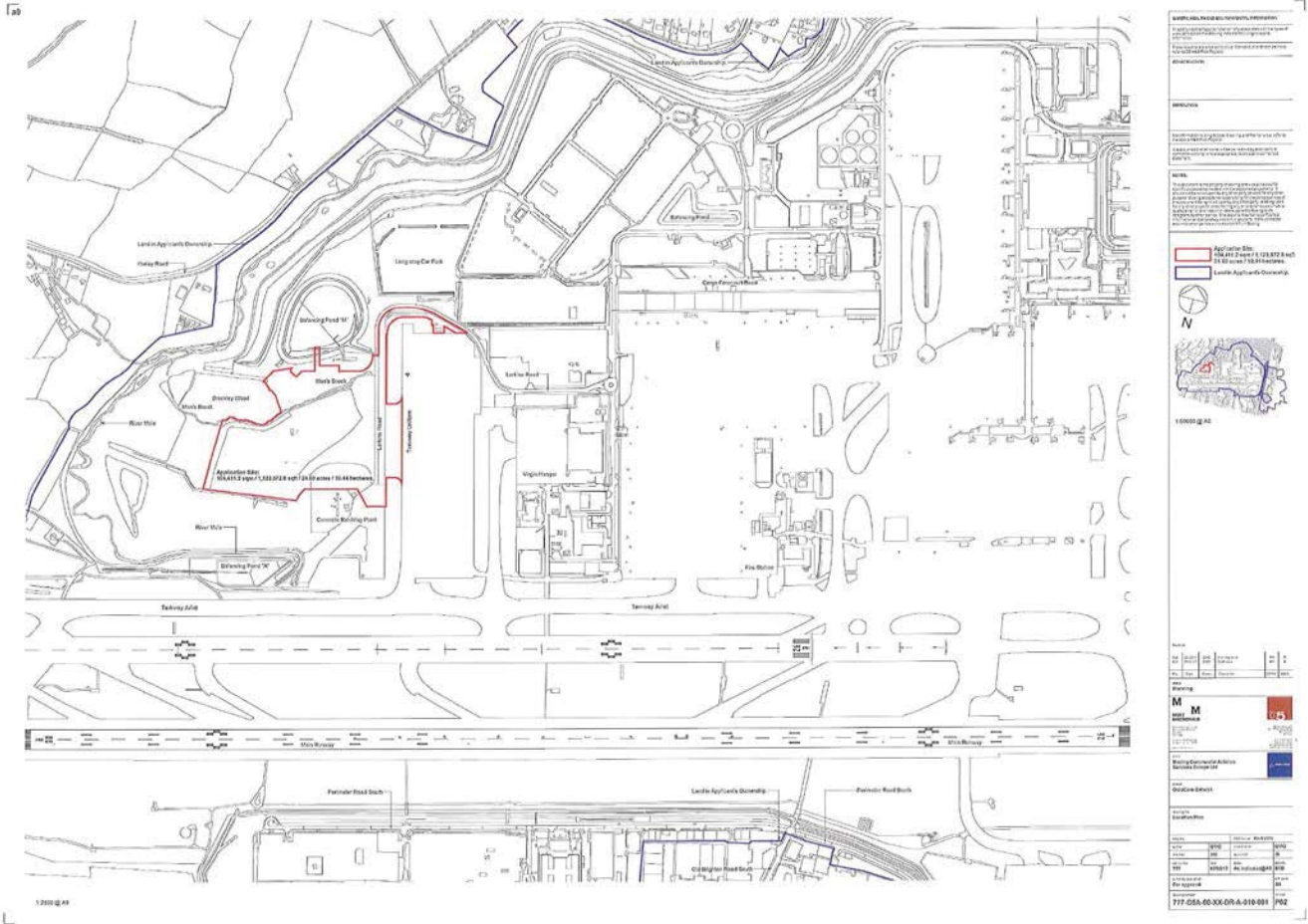
Tel: 01293 438000
Fax: 01293 438603

CR/2017/0116/FUL

Date 6 June 2017

Approx. Scale 1:1,250

**GATWICK AIRPORT, LAND WEST OF UNIFORM
TAXIWAY, NORTH WEST DEVELOPMENT ZONE,
CRAWLEY**



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