

Crawley Borough Council

Planning Committee

Agenda for the **Planning Committee** which will be held in **Committee Room A & B - Town Hall**, on **Tuesday, 27 August 2019** at **7.30 pm**

Nightline Telephone No. 07881 500 227



Head of Legal, Democracy and HR

Membership:
Councillors

S Malik (Chair), T McAleney (Vice-Chair), L M Ascough, A Belben,
F Guidera, J Hart, I T Irvine, K L Jaggard, J Purdy, P C Smith and
G Thomas

Please contact Democratic.Services@ Crawley.gov.uk if you have any queries regarding this agenda.

Published 16 August 2019

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The order of business may change at the Chair's discretion

Part A Business (Open to the Public)

| | Pages |
|---|--------------|
| 1. Apologies for Absence | |
| 2. Disclosures of Interest | |
| In accordance with the Council's Code of Conduct, Councillors of the Council are reminded that it is a requirement to declare interests where appropriate. | |
| 3. Lobbying Declarations | |
| The Planning Code of Conduct requires Councillors who have been lobbied, received correspondence or been approached by an interested party with respect to any planning matter should declare this at the meeting which discusses the matter. Councillors should declare if they have been lobbied at this point in the agenda. | |
| 4. Minutes | 5 - 8 |
| To approve as a correct record the minutes of the Planning Committee held on 22 July 2019. | |
| 5. Planning Application CR/2018/0337/OUT - Hilton (South Terminal) London Gatwick Airport, Eastway, Gatwick Airport, Crawley | 9 - 30 |
| Pound Hill North and Forge Wood | |
| To consider report PES/323a of the Head of Economy and Planning. | |
| RECOMMENDATION to PERMIT | |
| 6. Planning Application CR/2018/0381/FUL - Former Gas Holder Site, North Of Crawley Avenue, Pound Hill, Crawley | 31 - 42 |
| Pound Hill North and Forge Wood | |
| To consider report PES/323b of the Head of Economy and Planning. | |
| RECOMMENDATION to REFUSE | |

| | | Pages |
|----|--|---|
| 7. | <p>Planning Application CR/2019/0448/CON - Gatwick Airport, North Of Main Runway, Crawley</p> <p>To consider report PES/323c of the Head of Economy and Planning.</p> <p>RECOMMENDATION: NO OBJECTION</p> | <p>Langley Green and Tushmore</p> <p>43 - 50</p> |
| 8. | <p>Supplemental Agenda</p> <p>Any urgent item(s) complying with Section 100(B) of the Local Government Act 1972.</p> | |

With reference to planning applications, PLEASE NOTE:

Background Paper:- Crawley Borough Local Plan 2015-2030

Any necessary pre-committee site visits for applications to be considered at this meeting will be held on **Thursday 22 August** at **10.00am**. Please be aware that members of the public are not to approach members of the Committee or Council officers to discuss issues associated with the respective planning applications on these visits.

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Crawley Borough Council

Minutes of Planning Committee

Monday, 22 July 2019 at 7.30 pm

Councillors Present:

S Malik (Chair)

A Belben, J Hart, I T Irvine, K L Jaggard, J Purdy, P C Smith and G Thomas

Officers Present:

| | |
|------------------|---|
| Valerie Cheesman | Principal Planning Officer |
| Heather Girling | Democratic Services Officer |
| Louise Mathie | Senior Lawyer & Deputy Monitoring Officer, Adur & Worthing Councils |
| Jean McPherson | Group Manager (Development Management) |
| Clem Smith | Head of Economy and Planning |

Apologies for Absence:

Councillor T McAleney and F Guidera

Absent:

Councillor L M Ascough

1. Disclosures of Interest

No disclosures of interests were made.

2. Lobbying Declarations

No lobbying declarations were made.

3. Minutes

The minutes of the meeting of the Planning Committee held on 4 June 2019 were approved as a correct record and signed by the Chair.

4. Planning Application CR/2019/0153/FUL - Evergreens Hostel, High Street, Crawley

The Committee considered report PES/322(a) of the Head of Economy and Planning which proposed as follows:

Proposed demolition of existing single garage building and attached store structure and replacement of resultant hardstand area with porous tarmac for surface parking bays

Councillors A Belben, Jaggard, Purdy and P Smith declared they had visited the site.

The Principal Planning Officer provided a verbal summation of the application. It was confirmed that the garage and store had limited visibility outside the site and its loss did not raise design concerns or significantly impact upon the High Street conservation area.

The Committee then considered the application. In response to concerns and issues raised, the Principal Planning Officer:

- Confirmed that currently access was via the High Street, and the gates adjacent to Cross Keys were historic. There was no through route proposed across the site.
- Explained that there were arboricultural reasons for the loss of the lime tree, and whilst this was unfortunate the replacement of both this and the holly tree had been secured by condition and the Arboricultural Officer was satisfied with the proposed relocation site.

The Committee voted unanimously to permit the application.

RESOLVED

Permit subject to conditions set out in report PES/322(a).

5. Planning Application CR2019/0286/TPO - Tree Adjacent to 2 Tintern Road, Gossops Green, Crawley

The Principal Planning Officer introduced report PES/322(b) of the Head of Economy and Planning, which sought to consent to undertake works upon an Oak Tree protected by a Woodland Tree Preservation Order – Oak T1 Cut Back Branches Growing Towards Roofline by up to 2 Metres.

It was noted that the Applicant should read 'Crawley Borough Council'.

The Committee then considered the TPO as proposed. In response to an issue raised further information and clarity was provided on the council's programme of tree works. The inclusion of 'estimated remaining contribution' within the report was welcomed as this further highlighted the tree's amenity value.

The Committee was in support of the application and voted unanimously to grant consent.

RESOLVED

Consent, subject to conditions set out in report PES/322(b).

6. Planning Application CR/2019/0415/TPO - Land to Rear of 35 & 35a Westfield Road, West Green, Crawley

The Principal Planning Officer introduced report PES/322(d) of the Head of Economy and Planning, which sought consent to Remove Smaller Suppressed Stem on Eastern Side of an Oak Tree covered by a Tree Preservation Order.

The Committee then considered the TPO as proposed. The report was welcomed together with the clear photographs contained within.

Committee members spoke in favour of the application and voted unanimously to grant consent.

RESOLVED

Delegate to the Head of Economy and Planning to grant **Consent**, following the expiry of the consultation period (site notice) on 25th July 2019 and subject to the conditions set out in report PES/322(d).

7. Section 106 Monies - Q3&4 2018/19

The Committee considered report PES/317 of the Head of Economy and Planning.

The report summarised all the Section 106 (S106) monies received, spent and committed to project schemes in Quarters 3 and 4 of the financial year 2018/19.

Committee members acknowledged that the report was important as it included the monies paid by developers in accordance with their obligations and was helpful for accountability. It was requested that some of the abbreviations used and some of the limited details were more fully explained in future reports.

RESOLVED

That the update on S106 monies received, spent and committed in Quarters 3 and 4 of the financial year 2018/19 be noted.

Closure of Meeting

With the business of the Planning Committee concluded, the Chair declared the meeting closed at 7.48 pm

S Malik
Chair

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REFERENCE NO: CR/2018/0337/OUT

LOCATION: [HILTON \(SOUTH TERMINAL\) LONDON GATWICK AIRPORT, EASTWAY, GATWICK AIRPORT, CRAWLEY](#)

WARD: Pound Hill North and Forge Wood
PROPOSAL: ERECTION OF MULTI-STOREY HOTEL CAR PARK

TARGET DECISION DATE: 26 September 2018

CASE OFFICER: Mr T. Nutt

APPLICANTS NAME: AH5 Limited C/O Arora Management Services Limited
AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

105-L(20)-200, Block Plan as Proposed
105-L(20)-201, Site Plan as Proposed
105-L(20)-300, Ground Floor Layout as Proposed
105-L(20)-301, First Floor Layout as Proposed
105-L(20)-302, Second Floor Layout as Proposed
105-L(20)-303, Third Floor Layout as Proposed
105-L(20)-304, Fourth Floor Layout as Proposed
105-L(20)-400, Sections as Proposed
105-L(20)-500, Elevations as Proposed
012074_01, Utilities and Topographical plan Sheet 1
012074_02, Utilities and Topographical plan sheet 2
105-L(20)-100, Location Plan
105-L(20)-305, Fifth Floor Layout as Proposed

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|---|---|
| 1. GAL Planning Department | No objection |
| 2. GAL Aerodrome Safeguarding | No objection subject to conditions to ensure safe operation of the airport. |
| 3. National Air Traffic Services (NATS) | No objection |
| 4. WSCC Highways | No objection - suggest determining acceptability of proposals in terms of parking spaces against LPA parking standards. |
| 5. WSCC Fire & Rescue | No comments received |
| 6. Highways England | No objection - requires a condition to produce and agree a Travel Plan |
| 7. UK Power Networks | No comments received |
| 8. Thames Water | No objection, informative recommended |
| 9. Environment Agency | No comments to make |
| 10. Surrey County Council | No objection |
| 11. East Sussex County Council | No comments received |
| 12. Mid Sussex District Council | No comments to make |
| 13. Tandridge District Council | No objection |
| 14. Mole Valley District Council | No comments received |
| 15. Horsham District Council | No objection |

| | |
|--|---|
| 16. Reigate and Banstead Borough Council | No objection - must be justified by a demonstrable need in the context of proposals for achieving a "sustainable approach to surface transport access to the airport. |
| 17. Crawley Cycle & Walking Forum | No objection - new cycle parking spaces are a welcome addition. However, the location and difficult access may limit their use. |
| 18. Archaeology Officer | No objection |
| 19. Ecology Officer | No objection subject to condition |
| 20. CBC Drainage Officer | No objection |
| 21. CBC Planning Arboricultural Officer | No comments |
| 22. CBC Environment Team | No comments received |
| 23. CBC Contaminated Land | No objection |
| 24. CBC Countryside & Open Space | No comments received |
| 25. CBC Urban Design | No comments received |
| 26. CBC Energy Efficiency & Sustainability | No objection subject to condition requiring a Sustainability Statement. |
| 27. CBC Gatwick Airport Boundary | No objection |
| 28. CBC Economic Development | No comments received |

NEIGHBOUR NOTIFICATIONS:-

The application was advertised by press notice and site notice.

RESPONSES RECEIVED:-

No responses received from neighbours.

REASON FOR REPORTING TO COMMITTEE:-

The application is categorised as a largescale major proposing an additional 23,904sqm of floorspace.

THE APPLICATION SITE:-

- 1.1 The application site outlined in red comprises approximately 0.35ha of woodland, a service road from Eastway to the rear of the hotel, a long stay parking area for 76 cars with office building, and areas of soft landscaping. The site is adjacent to an undercroft car park and the Hilton Hotel, an 821 bed hotel with conference facilities that is connected to the south terminal via a walkway at the first floor level. The hotel itself is within the wider site owned by the applicant outlined in blue. The total current number of parking spaces between the hotel and service road/woodland is 119. There is a drop off pick area in front of the hotel accessed from Eastway.
- 1.2 Immediately to the north of the site is ring road north for vehicles exiting south terminal onto the A23/M23 via the airport way roundabout. To the east is Eastway, a one-way road from the Ring Road South to Ring Road North. The left hand lane provides access to the hotel and for through traffic and the right hand lane provides access to an airport staff surface car park which is 3 hectares in area. To the west lies the south terminal multi storey car park 3 (MSCP3) with its associated office building and an exit onto Ring Road North.

THE PROPOSED DEVELOPMENT:-

- 2.1 This outline planning application seeks approval for access, appearance, layout, and scale with landscaping as a reserved matter. It is for the creation of a ground floor plus 5 level multi-storey hotel car park comprising a total of 831 spaces immediately to the north of the Hilton Hotel.
- 2.2 The proposal would result in 831 new spaces 62 of which would be for disabled drivers that would be located close to the proposed lifts. A total of 71 motorcycle spaces and 22 cycle spaces would be included. The existing 43 spaces in the existing undercroft parking area immediately to the south of the site would be retained and so the total parking capacity for the hotel would be 874 spaces. The additional spaces are sought to help the hotel operate more efficiently than the current reliance on

the use of on and off-airport parking for hotel customers. The parking is also to meet the need for parking associated with the conference and meeting functions at the hotel.

- 2.3 Amended plans were received during the course of the application removing the northern section of the proposed MSCP (84 spaces). This would result in the retention of a wider belt of woodland area (28 metres rather than 10 metres) that is connected to the wider woodland network. This was in response to concerns regarding loss of structural landscaping and the impact on biodiversity.
- 2.4 The footprint of the building would be approximately 0.4ha in an irregular shaped rectilinear form. The building line would be straight on its east and south sides and stepped on its north and west sides. The building would be set back from the surrounding roads leaving a screening landscaped buffer area. The proposed Eastway frontage would measure 75m in length.
- 2.5 The car park would be 18.75m at its highest point (lift overrun) with the main roof height at the top of the parapet wall at 16.75m from the ground level. Lighting columns would be located on the 5th floor with LED lights at a height of 18.5m.
- 2.6 The building would be parallel and set back 10m from the existing hotel building/undercroft parking area and separated from it by a service road. Vehicle access/egress to the MSCP would be approximately midway along the eastern frontage of the site where the existing service road entrance is located. Pedestrian access would be via the southern stair core and lifts.
- 2.7 The car park would be constructed of reinforced concrete with a steel frame. The proposed elevations would be formed of perforated flat steel cladding panels to conceal the structure/parking behind and provide ventilation. Amended plans have been received changing the cladding colour from blue to grey with a gradual change from dark at the ground floor to light grey at level 5. The panels would have a more horizontal emphasis to blend in with the stone cladding of the hotel. Internally a circulatory system for vehicles incorporates a central ramp between each floor level.
- 2.8 Existing landscaping and trees around the road frontages outside the building footprint would be largely retained. Thirty two trees and 6 tree groups (containing approximately 20 trees) are proposed for removal. Proposed planting on site would comprise 24 new native trees and 50 native shrubs spread throughout the remaining woodland area in-between the remaining tree canopies. There would also be 2,000 bluebells planted in the woodland area once the tree/shrub planting is completed. In addition to this the applicant has proposed a S106 contribution of £44,100 towards tree replacements.
- 2.9 The following documents have been submitted by the applicant in support of the application:
 - Planning Statement
 - Design and Access Statement
 - Transport Assessment
 - Response to objection from Highways England (Jan 2019)
 - Stage 2 Road Safety Audit (with designers' response)
 - Flood Risk Assessment
 - Preliminary Ecological Assessment
 - Archaeological Desk Based Assessment
 - Arboricultural Impact Assessment
 - Bird Hazard Management Plan

PLANNING HISTORY:-

- 3.1 Two recent planning applications have been submitted for extensions within the enclosed southern and northern hotel courtyards to provide additional hotel facilities.
- 3.2 CR/2018/0070/FUL: EXTENSIONS WITHIN EXISTING SOUTHERN COURTYARD TO PROVIDE ENLARGED RESTAURANT SEATING AREA, ADDITIONAL SPECIALITY DINING RESTAURANT,

MEETING ROOMS AND BREAK OUT SPACE AT HILTON (SOUTH TERMINAL), LONDON GATWICK AIRPORT, WESTWAY, CRAWLEY.

Permitted

3.3 CR/2018/0520/FUL: ALTERATIONS TO THE EXISTING ELEVATED WALKWAY BETWEEN SOUTH_TERMINAL CONCOURSE AND GATWICK HILTON HOTEL

Permitted

3.4 CR/2018/0263/FUL: ERECTION OF FIRST FLOOR EXTENSION WITHIN EXISTING NORTHERN_COURTYARD TO PROVIDE AN EXECUTIVE LOUNGE TOGETHER WITH RECONFIGURED GROUND FLOOR HOTEL ENTRANCE DOORWAY

Permitted

3.5 CR/2000/0747/FUL – ERECTION OF HOTEL EXTENSION TO PROVIDE 233 ADDITIONAL BEDROOMS AT LAND ADJACENT TO LONDON GATWICK HILTON HOTEL, GATWICK AIRPORT, CRAWLEY FOR HILTON INTERNATIONAL.

Permitted

3.6 CR/031/78 - 600-BED HOTEL WITH USUAL FACILITIES TO BE BUILT AS PHASED DEVELOPMENT ON LAND EAST OF RAILWAY, GATWICK AIRPORT, CRAWLEY FOR BRITISH AIRPORTS AUTHORITY.

Permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework (2019)

The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. More specifically:

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay.
- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 9 – Promoting sustainable transport. Transport issues should be considered from the earliest stages of plan making and development proposals so that the impacts on and opportunities from existing infrastructure can be considered. Opportunities to promote sustainable transport are to be identified and pursued, environmental impact assessed, and the considerations then made integral to the design of schemes. Significant development should be focused on locations which are or can be made sustainable, including through offering a genuine choice of transport modes. Opportunities to maximise sustainable transport solutions can vary between urban and rural areas and should be taken into account in plan and decision making. Para 108 includes that in assessing specific applications for development it should be ensured that “*appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location...*” and “*... safe and suitable access to the site can be achieved for all users;...*”. Para 110 states that “*Within this context, development should give priority first to pedestrian and cycle movements...and second – so far as possible – to facilitating access to high quality public transport,...*”. Para 10 also states that

development should create safe, secure and attractive places, allow for delivery of goods and emergency access, address the needs of people with disabilities and reduced mobility and be designed to enable electric charging of vehicles.

- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change. New development should reduce greenhouse gas emissions and avoid vulnerability to the impacts from climate change. Local requirements for sustainability of buildings should reflect the Government's policy for national technical standards. Para 163 states that "*When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere*". Para 165 states "*Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate*".

4.2 The Crawley Borough Local Plan 2015-2030

- Policy SD1 Presumption in Favour of Sustainable Development, 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.
- Policy CH2 Principles of Good Urban Design, 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. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, and create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- Policy CH3 Normal Requirements of All New Development, 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.
- Policy CH6 Tree Planting and Replacement Standards states that where development proposals would result in 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. Proposals must demonstrate that the number of replacements accords with the requirements set out in the policy. The additional and replacement tree planting requirements would normally be expected to be met within the development site. Where the local planning authority agrees that this is not feasible or desirable, commuted sums will be sought in lieu on a per tree basis, taking account of constraints to planting. The approach would enable the green character and appearance of the borough to be maintained through tree planting on appropriate and available land.

- Policy CH7 Structural Landscaping states that areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping where appropriate.
- Policy EC2 Economic Growth in Main Employment Areas identifies Gatwick Airport as a main employment area identified as a focus for sustainable economic growth.
- Policy ENV1 Green Infrastructure states that Crawley's multi-functional green infrastructure network will be conserved and enhanced by supporting development which protects and enhances green infrastructure,
- Policy ENV2 Biodiversity, All development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features. Habitat and species surveys and associated reports will be required to accompany planning applications which may affect...sites showing likely ecological value based on past ecological surveys.
- Policy ENV6 Sustainable Design and Construction requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes.
- Policy ENV7 District Energy Networks states that any major development within the borough should demonstrate how they have considered the following hierarchy: i. where a network is in place in the immediate area: connect to an existing District Energy Network; or ii. where a network is not yet in place, development should: a) consider developing its own system for supplying energy to any surrounding existing or planned buildings, b) consider how it may include site-wide communal energy systems; or c) be "network ready", optimally designed to connect to a District Energy Network on construction or at some point after construction. An alternative approach to securing decentralised low carbon energy may be justified, on a case-by-case basis, where developments demonstrate that the objectives of Policy ENV7 cannot be achieved in line with the criteria above, due to technical or financial viability, or due to site or development specifics. All development subject to the requirements of Policy ENV7 must be supported through the submission of a Sustainability Statement in compliance with the Planning and Climate Change SPD.
- Policy ENV8 Development and Flood Risk states that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. This includes the requirement that sites of 1 hectare or greater are accompanied by a Flood Risk Assessment, to include detail of mitigation demonstrating how surface water drainage from the site will be addressed.
- Policy ENV9 Tackling Water Stress requires development to minimise its impact on water resources and promote water efficiency.
- Policy ENV10 Pollution Management and Land Contamination deals with pollution management and land contamination.
- Policy IN3 Development and Requirements for Sustainable Transport requires development to be concentrated in locations where sustainable travel patterns can be achieved. In addition, developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated. Where appropriate, Transport Statements or Transport Assessments will be required.
- Policy IN4 Car and Cycle Parking Standards states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards. Parking standards...will be based on the particular usage of the premises,

which will take account of the intensity and requirements of each employment usage and the accessibility of an area by public transport and other sustainable modes.

- 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”
- Policy GAT3 Airport Related Parking. The Provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

4.3 Green Infrastructure SPD

Includes a section setting out guidance for meeting the requirements of Local Plan Policy CH7: Structural landscaping. Proposals should include a description of the existing nature of the environment in the area and the effects of the proposal on structural landscaping including: The balance of structural landscaping in relation to the density of built development and infrastructure, identification of the landscape and visual impact of proposals, proposals for measures to avoid, prevent, reduce, offset or compensate for any negative effects, and proposals for measures that strengthen/enhance the role of structural landscaping. In order to assess how the above has been considered, information should include drawings showing trees and landscape features, visuals and photos to demonstrate impact and drawings to show landscape proposals. In most cases, this information can be included in a Landscape Management Plan and/or an Arboricultural Impact Assessment.

The SPD sets out guidance on meeting Policy CH6 Tree Planting and Replacement Standards. Proposals should seek to meet the requirements through a landscape management plan or shown clearly as part of the site design. The guidance also includes triggers for off site contributions and the level of contribution which is £700 per tree in open ground which covers purchasing, planting, protecting, establishing and initially maintaining the new tree and applies where development results in the loss of trees on the development site, and is unable to provide the required replacement tree planting on site.

Part 5 of the SPD sets out guidance on what information to submit in relation to policy ENV2 Biodiversity and includes guidance on enhancing biodiversity and creating habitat which Policy ENV2 expects of all development proposals.

4.4 Urban Design SPD – October 2016

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. The document contains the Borough’s indicative minimum parking standards for hotels. The standard sets out a requirement for one parking space per bedroom.

Other relevant documents include:

4.5 Crawley Local Plan Review 2020-2035

The Local Plan Review is currently at the first stage (known as Regulation 18) requiring that various bodies and stakeholders are notified that the council is preparing a plan and inviting them to comment about what that plan ought to contain. As the plan is at such an early stage only limited weight can be afforded to its emerging policies. It is noted that Policy GAT3 Airport Related Parking is retained in the emerging plan.

4.6 Beyond the Horizon: The Future of Aviation - Making best use of existing runways

This government publication as part of the UK Aviation Strategy sets out the governments' policy approach to use of existing runways. The document states that *"the government is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of airports can have negative as well as positive local impacts, including on noise levels. We therefore consider that any proposals should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations"*.

4.7 Gatwick Airport Master Plan 2019

The Gatwick Airport Master Plan 2019 sets out the airport operator's long term plans for future growth of the airport. It sets out three scenarios: the airport remaining as a single runway, one where the existing standby runway is used together with the existing main runway, and one where land is safeguarded for an additional runway to the south.

In relation to parking for the first scenario the masterplan sets out the projects to deliver enough parking (9,565 spaces) to meet the forecast increase in demand as passenger numbers grow allowing for any changes to mode share whilst keeping plans under review as trends are monitored which may affect long term demand for parking at the airport. Beyond 2022 additional parking can be provided by decking long stay car parks. GAL are also considering additional surface parking on two plots of land. For the second scenario the masterplan states that additional or replacement parking would be provided by additional decking of surface parking areas or the provision of multi-storey car parks. This would accommodate additional demand and replace car parks lost as result of other infrastructure projects. For the third scenario additional parking provision is shown on plan 22 of the master plan.

4.8 Gatwick Airport Surface Access Strategy May 2018 (ASAS):

GAL has published a Surface Access Strategy which sets out a series of key objectives and targets for modal shift and traffic management to be delivered through the Gatwick Airport Transport Forum and also a Car Parking Strategy. Key targets include achieving 48% public transport mode share for airport passengers by 2022 and reducing air passenger "Kiss and Fly" car journeys. Page 39 of the strategy states *"our focus is to provide a parking strategy taking into account the relationship over time between passenger numbers, mode share, and parking capacity (provided on and off-airport) to ensure adequate capacity and choice is provided while working to achieve our mode share targets"*. Page 40 of the ASAS confirms demand can be catered for on airport over the next 5 years and summaries the projects to deliver this capacity.

4.9 Gatwick Airport Interim Car Parking Strategy 2017 (ICPS)

This Strategy was prepared in consultation with the Council and published in 2017. In accordance with the Surface Access Action Plan 2015 – 2018, Action 6, the Airport Car Parking Strategy was updated in April 2017. The Gatwick Interim Parking Strategy 2017 continues the framework set by the ASAS, Airport Masterplan, Local Plan Policy GAT3 and S106 Agreement by catering for demand by providing enough but no more than enough parking spaces on-airport (para 9.2) and the need for flexibility in relation to changes to modal share (section 12).

4.10 2019 legal Agreement between GAL CBC and WSCC

The 2019 Legal Agreement updated the 2015 Section 106 Agreement between Crawley, Gatwick and West Sussex. The 2019 Agreement sets out a set of updated obligations, commitments and actions to manage the environmental impact of the operation of the airport. These obligations and commitments cover a range of topics including surface access. With regard to Schedule 5 Surface Access, the Agreement includes Obligation 5.6 whereby having regard to their own Car Parking Strategy the airport operator agrees to provide sufficient but no more on-airport public car parking spaces than necessary to achieve a combined on and off airport supply that is proportionate to 48% of non-transfer passengers choosing to use public transport for their journeys to and from the airport by 2022.

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in assessing this application in addition to the principal are the impacts upon:
- Principle of the development
 - Parking Provision
 - Operation of the highway
 - The design and impact on the visual amenities and character of the site and streetscene
 - Trees, Structural Landscaping and Biodiversity
 - Drainage and Flood Risk
 - Sustainability and Energy Efficiency
 - Archaeology
 - Contaminated land
 - The safe operation of the airport

Principle of the development

- 5.2 The first limb of Policy GAT3 states that *'the provision of additional or replacement airport parking will only be permitted within the airport boundary'*. In doing so, the policy requires that all additional or replacement airport related car-parking must be located on-airport. The reason for this is to ensure that provision for airport parking spaces is appropriately managed in the most sustainable way, as part of the wider surface access strategy for the airport. It allows for sufficient on-airport parking provision for passengers, and in directing airport parking away from unsustainable off-airport sites, reduces traffic, journey lengths and air pollution. As explained by Local Plan Paragraph 9.24, sites within the airport boundary provide the most sustainable location for additional long-stay parking, as these sites are close to the terminals, helping to reduce the number and length of trips that are made. The application site is situated within the Gatwick Airport Boundary, as identified on the Local Plan Map. The proposal would avoid additional trips whereby hotel guests vehicles are driven to a long stay car park on airport or even further away off-airport. The proposal is within the airport boundary which is the most sustainable location for it in accordance with limb 1 of Policy GAT3.
- 5.3 The second limb of Policy GAT3 requires that *'all new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport'*.
- 5.4 *Paragraph 9.24 of GAT3 states "The Airport operator is responsible for meeting the modal split target for passengers and the level of provision of car parking spaces makes an important contribution to meeting this target."*
- 5.5 GAL's published Surface Access Strategy and Interim Parking Strategy includes analysis of the factors leading to the recent trends in mode share and changes due to take place in the next five years, expect the airport parking mode share to remain static at around 20% and are targeting 48% of airport passengers using public transport by 2022. This is under the assumption that within the next five years, passenger demand at the airport will grow to around 50 million passengers per annum.

- 5.6 As required by the by the 2019 Legal Agreement between GAL, WSCC and CBC (5.6.1), the airport operator is required to *'Provide sufficient but no more on-Airport public car parking spaces than necessary to achieve a combined on and off airport supply that is proportionate to 48% of non-transfer passengers choosing to use public transport for their journeys to and from the airport by 2022.*
- 5.7 GAL advises that up to 10,000 additional spaces will be needed by 2021/22. GAL has proposals for significant investment in additional car parking and it has significantly increased on-airport supply in recent years whilst ensuring that the percentage of passengers reaching the airport by public transport continues to increase. At present there is adequate supply (including substantial established and authorised off-airport supply) and the future on-airport supply and anticipated trajectory for spaces is consistent with achieving and exceeding the surface access mode split objectives as the passenger numbers at the airport increase.
- 5.8 Against this backdrop, the proposed MSCP at the Hilton Hotel would result in a total provision of 874 airport parking spaces at the Hotel and a net gain of 755 spaces. The proposed Hilton spaces do not form part of GAL's investment programme to meet emerging parking requirements up to 2021/22. The accompanying Transport and Planning Statements explain that the additional spaces are needed to enable the hotel to operate more efficiently, increasing its parking provision in order to reduce its reliance on other on-airport and off airport parking sites. The hotel has 831 bedrooms, and the current provision of 119 parking spaces (1 space per 6.9 bedrooms) falls well below the council's minimum parking standard for hotels & guesthouses of 1 space per bedroom. The proposed MSCP would be in line with the adopted parking standards for hotels of 1 space per bedroom.
- 5.9 GAL has provided feedback on the application, commenting that *'GAL do wish to clarify that the application is for car parking for Hilton hotel guests only. It should not be regarded as part of GAL's supply of airport car parking to meet the needs of passengers using the airport. GAL is to meet growing demand for airport car parking on its own land. GAL has plans in place to continue to meet incremental increased parking demand arising from projected passenger growth over the next 5 years'.*
- 5.10 The GAL representation goes on to state: *'We do acknowledge that the provision of additional parking at the Hilton for its guests may avoid the need for hotel guests flying from Gatwick to drive their cars to the long-stay airport car parks or to utilise the MSCP 1 or 2 and thus may free up spaces and indirectly contribute to the overall parking capacity at the airport'.*
- 5.11 Whilst the proposal is not part of GAL's planned supply of airport parking it would nevertheless contribute to increasing parking capacity. The Airport's ASAS is clear that additional parking capacity is needed on-airport (whilst increasing public transport mode share) and therefore there is a demonstrable need for this proposal in the context of proposals (The ASAS) for achieving a sustainable approach to surface access transport to the airport. It is noted that the applicant proposes a Travel Plan be produced to enhance public transport use and this should be secured by condition. It is therefore considered that the proposal accords with the second limb of Local Plan Policy GAT3.
- 5.12 Policy GAT1 supports the development of facilities within the airport boundary that contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum.
- 5.13 Facilities that contribute to the safe and efficient operation of the airport are set out in para 9.14 of the Local Plan and include less directly related development such as hotels where the relationship to the airport is explicitly justified and is of an appropriate scale. The hotel site is connected to the South Terminal Concourse and the vast majority of guests who use the hotel use the airport and would also use the proposed MSCP. It is considered that its relationship to the airport is justified as there is a clear need for on-airport parking and that the proposal is appropriate in its scale in relation to that need and the hotel size. This is described in greater detail in the GAT3 section above.

- 5.14 It is recognised that the cumulative impact of this proposal increasing airport parking capacity, alongside other incremental improvements within the airport boundary, would help accommodate increases in future passenger capacity. GAL reported that Gatwick’s passenger numbers exceeded the 45mppa cap in the 12 months to July 2017 (Gatwick Airport Surface Access Strategy, 2018) and the Gatwick Airport website states that passenger numbers from April 2018 to March 2019 were 46.45mppa. This proposal is therefore considered to be facilitating further incremental increase in capacity beyond the 45mppa level cap set out in the current Local Plan Policy GAT1. However, the GAT1 45mppa cap conflicts with the governments recently published policy for aviation *Beyond the Horizon, Making the Best use of Existing Runways* which states that the government supports airports throughout the UK making best use of their existing runways, subject to environmental issues being addressed. The emerging Crawley Borough Local Plan 2020-2035 policy reflects this government policy by removing the cap and the recently signed S106 agreement between CBC, WSCC and GAL seeks to mitigate the environmental impacts of passenger growth at the airport to 31st December 2021.
- 5.15 The development would therefore assist in making the best use of the existing runway in accordance with
- 5.16 Government policy and the emerging Local Plan Policy GAT1 and it is therefore considered that this, in addition to its compliance with Policy GAT3, should be weighed positively against the conflict with the current GAT1 policy.
- 5.17 Policy GAT1, In addition to contributing to the safe and efficient operation of the airport, states that development is supported subject to “*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 The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of an additional wide spaced runway.*”
- 5.18 The environmental impacts from this proposal and the mitigation proposed is considered under separate headings in this report. The location of the proposal is not within the safeguarded area for a second runway and therefore it would not be incompatible with its provision if it is required by national policy.
- 5.19 Notwithstanding suitable mitigation of its impacts covered in following sections, it is considered that the proposal is acceptable in regard to Policy GAT1 as it contributes to the safe and efficient operation of the airport, increasing passenger numbers are supported by national policy and the emerging local plan and would not be incompatible with a second runway.

Parking

- 5.20 The proposal is for 831 new parking spaces to be used by hotel guests for long stay parking and also for conferences at the hotel. The overall parking capacity of the hotel would be 874 spaces.
- 5.21 Guests of the hotel who wish to book accommodation and parking currently have the following booking options through the Hilton website:
- Use of the Euro Car Park adjacent to the hotel.
 - Valet or long stay parking on-airport
 - Valet parking booked through Ace Meet and Greet a third party operator and parked off airport
- 5.22 Policy IN4 states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council’s car and cycle parking standards. The standard for hotels as stated in the Urban Design SPD is 1 space per bedroom. The proposal would result in a total parking capacity of 874 spaces within the hotel site for an 821 bed hotel which would meet the one space per bedroom standard. For this proposal the use of the hotel by guests would almost exclusively be to stay 1 night and leave their car for the duration of their holiday. The standard relates to hotel use where the customer would stay longer than 1 night and therefore there would be a lower demand for spaces. It is therefore conceivable that the demand for parking from Hilton hotel users could be higher than the number of spaces proposed. As is happening currently however,

demand can be accommodated on other parking sites, although with the erection of this car-park, this is likely to be lower than is currently the case.

- 5.23 The standard for motorcycle parking is 1 space plus one space per 10 car parking spaces. The proposed provision is 1 space per 11.7 car parking spaces. This is below the standard however, the applicant states that there are currently very few guests who arrive by motorcycle and the spaces would mainly be used by hotel staff. Twenty two cycle spaces are proposed which would be covered and secure. This is considered appropriate considering the location of the car park at the airport where few passengers would cycle. It is more likely that staff would use cycle storage and as the walking and cycle forum highlight in their consultation response, the location of the hotel to the east of the railway line is a significant barrier that restricts access and may limit their use.
- 5.24 It is therefore considered that the site specific circumstances of the proposal as set out in the applicant's submission justifies motorcycle/cycle provision below the council's standards and it is therefore considered in accordance with Local Plan Policy IN4.

Operation of the highway

- 5.25 Policy IN3 states that developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or an increased hazard to the safety of the highway. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated. Developments should be supported by an appropriate transport statement or transport assessment.
- 5.26 A Transport Assessment in support of the proposal has been submitted by the applicant. The assessment states that the proposal would contribute towards a reduction in vehicle trips to the airport by reducing 'kiss and fly' trips. This is where a passenger is dropped off and picked up on their return resulting in a total of 4 trips compared to a passenger who drives to the airport and leaves their car at the airport which involves only two trips.
- 5.27 The assessment details that traffic speeds and volumes are low on Eastway which links Ring Road South to Ring Road North and effectively services the Hilton Hotel and staff car park. Pedestrian links are comprehensive. The assessment envisages that the car park would result a reduction in traffic on the road network by reducing kiss and fly trips.
- 5.28 West Sussex County Council Highways Department stated that as the roads within the airport are not maintained by it the County Council can only advise on the acceptability of the proposed works. For this reason WSCC has not reviewed the Stage 2 Road Safety Audit (RSA).
- 5.29 GAL as the maintaining authority for the roads within the airport has responded to the Stage 2 RSA (with designers response) noting that all of the safety concerns and requests by GAL for additional information, as set out in the RSA, have been accepted by the designer. GAL request that the additional information and drawings requested in the RSA be copied to GAL, (as the highway authority), as soon as they become available, for further review prior to construction. In relation to localised safety impacts the proposal is therefore acceptable in relation to Policy IN3, subject to a condition requiring the final agreement of the design of the road/access by Crawley Borough Council in consultation with GAL.
- 5.30 After reviewing the Transport Assessment, WSCC conclude "*... as the car park is effectively ancillary to the hotel and the other facilities within this, the car park wouldn't result in any increase in trips as guests may otherwise have chosen to use parking available elsewhere. Given also the location of the site in terms of the highway network maintained by WSCC, it's accepted that there would be no discernible impact*".
- 5.31 As the site is accessed from the strategic road network, Highways England have been consulted on the proposal. The initial comments stated that there was insufficient information submitted to base an informed decision in relation to impacts on the M23 and Highways England objected. The applicant responded to the request for further information from

Highways England and also proposed a Travel Plan to ensure the proposal would increase public transport use. Highways England have withdrawn their objection and recommended a condition requiring a travel plan.

- 5.32 Whilst a reduction in kiss and fly as a result of the proposal is not clearly evidenced by the applicant, the contribution to parking capacity on-airport as passenger numbers increase provides the option of parking adjacent to the hotel/terminal rather than using kiss and fly or less sustainable locations off-airport. It is therefore considered in this regard that the proposal could help to discourage kiss and fly.
- 5.33 The number of trips per hotel guest could also decrease as guests would be parking at the hotel rather than at other long stay locations further away which would involve either longer trips, more trips and/or the use of shuttle buses which add to road traffic. However, the proposal would potentially free up spaces elsewhere on-airport and it is likely that those spaces would then be filled up to meet demand as passenger numbers increase. The proposed development would therefore indirectly increase the number of trips overall at the airport but at the same time reduce the number and length of trips per hotel guest. On balance it is considered that an increased number of trips at the airport but fewer trips per hotel guest and implementation of a travel plan would be likely to have an acceptable impact in terms of increased traffic congestion and it would therefore be in accordance with Local Plan Policy IN3 in this regard. To ensure that the proportion of guests arriving by public transport increases a condition should be included in any permission requiring a travel plan as suggested by the applicant and detailed in the Highways England consultation response.

Design and impact on the visual amenities and the character of the site and the streetscene

- 5.34 Policy CH2 (Principles of Good Urban Design) of the Crawley Borough Local Plan states that all proposals for development are required to respond to and reinforce locally distinctive patterns of development landscape character. Policy CH3 (Normal Requirements of All New Development) of the Crawley Borough Local Plan states that all proposals for development are required to make a positive contribution to the area, be of a high quality of urban design and relate sympathetically to their surroundings in terms of scale, details and materials.
- 5.35 The siting of the building is within the airport close to main airport buildings such as the south terminal and multi storey car parks. The proposed footprint of the building would be approximately 0.4ha in an irregular shaped rectilinear form 10.5 m north of the existing hotel which has a building footprint of 1.2ha. The car park would be 18.75m at its highest point (lift overrun) with the main roof height at the top of the parapet wall at 16.75m high from the ground level. The elevation drawings show this to be the same height as the existing Hilton Hotel. Within the site to the north and further beyond the site to the north, east and west are areas of structural landscaping containing mature woodland. The height of the trees immediately to the north of the proposed MSCP vary with most between 14m-20m in height and the woodland areas to the east and west are similar in height.
- 5.36 It is considered that the size of building is appropriate in the context of its location within the airport close to similar size structures. Proposed planting on site would comprise 24 new native trees spread throughout the remaining woodland area in-between the remaining tree canopies. The retained woodland area and existing woodland areas to the north east and west would partially screen the visual impacts of the building, including any views from the north, outside the airport boundary. It is likely that the building will only be visible to those entering/exiting the south terminal and using Eastway.
- 5.37 In relation to the design and materials, the car park would be constructed of reinforced concrete with a steel frame. The proposed elevations would be formed of perforated flat steel cladding panels to conceal the structure/parking behind and allow ventilation. Amended plans have been received changing the cladding colour from blue to grey with a gradual changes from dark at the ground floor to light grey at level 5. The panels would have a more horizontal emphasis. It is considered that the change of design of the cladding, colour and shape would reduce the visual prominence of the building and be in keeping with the stone cladding of the hotel building.

- 5.38 Lighting columns would be located on the 5th floor with LED lights at a height of 18.5m. No other details of lighting have been provided. Any permission should therefore include a condition to agree a lighting scheme.
- 5.39 In summary it is considered that the proposal would respond to and reinforce the pattern of development at the airport and relate sympathetically to its surroundings in terms of scale, details and materials. It is therefore in accordance with Local Plan Policies CH2 and CH3 in this regard.

Impact on trees, structural landscaping, and biodiversity

- 5.40 Policy CH7 Structural Landscaping states that areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced. Development proposals that affect this role should demonstrate the visual impact of the proposals and should protect and/or enhance structural landscaping where appropriate. Policy CH6 sets out requirements in relation to tree replacements. Proposals must identify which trees are to be removed and replaced in order to mitigate the visual impact resulting from the loss of the tree canopies. The additional and replacement tree planting requirements would normally be expected to be met within the development site. Where the local planning authority agrees that this is not feasible or desirable, commuted sums will be sought in lieu on a per tree basis, taking account of constraints to planting. Policy ENV2 Biodiversity states that all development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features.
- 5.41 Amended plans were received during the course of the application in response to concerns regarding the loss of structural landscaping and biodiversity by removing the northern section of the proposed MSCP from the application. This would result in the retention of a wider belt of woodland area (28 metres rather than 10 metres).
- 5.42 Existing landscaping and trees around the road frontages outside the building would be largely retained. Thirty two trees and 6 tree groups (containing approximately 20 smaller sized trees) are proposed for removal. Proposed planting on site would comprise 24 new native trees and 50 native shrubs spread throughout the remaining woodland area. There would also be 2,000 bluebells planted in the woodland area once the tree/shrub planting is completed.
- 5.43 Application of Policy CH6 requires the replacement of 126 trees to be planted in a suitable location to mitigate for the visual impact resulting from the loss of the tree canopies. It is considered that 63 new off-site trees in addition to retaining a larger area of woodland and new planting on-site to increase tree canopy would ensure greater amenity value in comparison to the trees to be removed.
- 5.44 Policy CH7 requires proposals to protect and/or enhance structural landscaping. Whilst the proposed number of tree replacements fall short of that required by policy CH6 it is considered that overall the proposed planting around the site would result in appropriate mitigation of the visual impact resulting from the loss of tree canopies. A large proportion of the existing woodland area would be retained to the north and east of the building with additional tree planting to improve the structural landscaping. This, in addition to the planting of 63 trees on CBC land, would be likely to result in greater amenity value and tree cover overall within the town in accordance with policies CH6 and CH7. Any permission therefore requires a S106 agreement to secure the additional off site planting of 63 native trees on CBC land which amounts to £44,100. The council's community services officer has confirmed that there is capacity to plant these trees in clusters on CBC parkland areas over the next 5 years.
- 5.45 The council's ecological advisor has been consulted on the revised application and considers it acceptable subject to the planting of native woodland on CBC land to compensate for the residual loss of biodiversity. It is considered that the proposals to plant 24 new native trees, 50 native shrubs and 2,000 bluebells on-site and the planting of 63 native trees off site would be sufficient compensation for any loss of biodiversity.

- 5.46 Overall it is considered therefore that subject to the above condition and S106 agreement the proposal is in accordance with Local Plan policies ENV2, CH6 and CH7.

Drainage and Flood Risk

- 5.47 Policy ENV8 Development and Flood Risk states that development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere. This includes the requirement that sites of 1 hectare or greater are accompanied by a Flood Risk Assessment, to include detail of mitigation that demonstrates how surface water drainage from the site will be addressed
- 5.48 The site is located in a Flood Zone 1 which is classed as low risk from flooding with a less than 1 in 1,000 annual probability of river or sea flooding. However, as the site is over 1 hectare in size the applicant has submitted a Flood Risk Assessment. The assessment considers that flood risk from overland flow and sewers is considered to be moderate and from all other sources is considered to be low. It sets out a range of measures to mitigate flood risk posed by runoff which includes landscaped areas where runoff would be directed to 4x attenuation tanks designed for a 1:100 year +40% climate change flood event that would discharge to pond F via a new surface water sewer. It would also include the removal of pollutants via an interceptor and a future maintenance regime. The council's drainage officer has reviewed the Flood Risk Assessment and does not object or raise any issues with regard to the approach to drainage. As the applicant clearly sets out detailed mitigation demonstrating how surface water drainage from the site will be addressed, it is considered that the proposal is in accordance with Local Plan Policy ENV8. Any permission should include a condition to implement the Flood Risk Assessment measures prior to the building coming into use.

Sustainability and Energy Efficiency

- 5.49 Policy ENV6 Sustainable Design and Construction requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes. Policy ENV7 District Energy Networks states that any major development within the borough should demonstrate how they have considered connecting to an existing District Energy Network, developing its own system for supplying energy to any surrounding existing or planned buildings, and how it may include site-wide communal energy systems; or be "network ready", optimally designed to connect to a District Energy Network on construction or at some point after construction. All development subject to the requirements of Policy ENV7 must be supported through the submission of a Sustainability Statement. Policy ENV9 Tackling Water Stress requires development to minimise its impact on water resources and promote water efficiency.
- 5.50 The application states that there would be no water use, roof, heating or energy requirements save for lighting, lifts, CCTV, barriers etc. The lighting system would be LED with passive infrared to reduce energy use and electrical charge points are intended.
- 5.51 The council's energy and sustainability officer has been consulted and has commented that since the vast majority of the area of the proposed development is unenclosed floorspace the energy consumption of the building (as distinct from the vehicles using it) is likely to be limited. The core containing the main stairwell, lobbies, lifts and technical rooms would however represent an enclosed floor area of more than 100sqm, triggering the requirement in policy ENV6 for the submission of a Sustainability Statement addressing the objectives detailed in the policy.
- 5.52 As major development the proposal also triggers the more specific requirements of policy ENV7 relating to the district energy network. However, it is appreciated that the potential to pursue the options in relation to decentralized/district energy set out in the policy is likely to be significantly constrained by the limited energy demand of the development. Nevertheless this issue should be addressed in the Statement alongside policy ENV6 considerations.
- 5.53 It is therefore considered that the proposal is in accordance with Policy ENV6 and ENV7 subject to a condition requiring a sustainability statement/measures to be approved by the local planning authority prior to development taking place and thereafter provided.

Archaeology

- 5.54 The site is not located within an Archaeological Notification Area, however due to the size of the site the Heritage Conservation Team at Surrey County Council were consulted on the proposals and recommended that an archaeological Desk Based Assessment which considers all available resources, including plans and details of envisaged below ground works, is undertaken at the predetermination stage and submitted as part of the planning application. Subsequently the applicant submitted a desk-based assessment (Allen 2018) demonstrating that the site exhibits a limited archaeological potential. As a Consequence the Heritage Conservation Team recommend that no further archaeological consideration of the current planning application is required.

Contaminated Land,

- 5.55 The site is within an area of identified as potentially contaminated land which covers the whole airport as uses associated with an airport may leave contaminants or materials that present a hazard to health or a risk to underlying groundwater. The applicant has submitted an Archaeological Desk based Assessment which includes historic maps that do not show any obvious landfill / commercial land uses in the area. The council's contaminated land officer has been consulted and raises no objection to the application. It is therefore considered that the proposal does not pose a hazard to health or underlying groundwater and is therefore in accordance with Local Plan Policy ENV10.

Safe operation of the airport

- 5.56 The applicant has submitted a Bird Hazard Management Plan (BHMP) which has been reviewed and accepted by Gatwick Airport limited Aerodrome Safeguarding. Any permission should therefore include a condition that the BHMP be implemented upon commencement of the works. In addition Aerodrome Safeguarding suggest conditions requiring control of: the landscaping, construction management strategy, a restriction on building height and a scheme of lighting to ensure the safe operation of the airport. It is considered that these are appropriate conditions and should be attached to any permission.

CONCLUSIONS:-

- 6.1 The proposed development is considered to be of an appropriate design and scale which would satisfactorily integrate with the character of the wider hotel site and would not harm the character of the surrounding area. There would not be an adverse impact upon the existing highway network subject to a travel plan.
- 6.2 The construction of the proposed development would accord with GAT1 which supports the safe and efficient operation of Gatwick as a single runway two terminal airport and as the location of parking is on-airport and there is a demonstrable need for the parking in the context of proposals to improve public transport access to the airport. The proposal is therefore in accordance with GAT3.
- 6.3 The submitted access, appearance, layout, scale and design are considered acceptable and therefore the grant of outline planning permission is recommended with landscaping comprising the only reserved matter.
- 6.4 It is therefore recommended to grant outline planning permission for this planning application subject to the reserved matter, conditions and informatives and the conclusion of a Section 106 Agreement to secure a contribution for replacing tree planting off site on CBC land.

RECOMMENDATION RE: CR/2018/0337/OUT

PERMIT, subject to the completion of a Section 106 agreement to secure a £44,100 contribution towards the off-site provision of trees and the following conditions:

1. (i) Approval of the details of the landscaping, (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.
(ii) Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years of the date of this permission.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town & Country Planning Act 1990.
2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last reserved matters to be approved.
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990
3. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed below save as varied by the conditions hereafter:
(Drawing numbers to be added)
REASON: For the avoidance of doubt and in the interests of proper planning.
4. The materials to be used in the development hereby permitted shall strictly accord with those indicated on the approved details associated with the application.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
5. The car park shall be used solely by staff, visitors and guests of the Hilton (South Terminal) London Gatwick Hotel Eastway, Gatwick Airport and shall not be used by for any other purpose.
REASON: To ensure that the use of the building is controlled in accordance with Policy GAT3 of the Crawley Borough Local Plan 2015-2030.
6. Notwithstanding the submitted Construction Management Plan, no development shall take place, including any works of demolition, until a revised Construction Management Plan covering the entire construction period, including any interim arrangements when construction temporarily ceases on site, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Construction Management Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details of, as appropriate but not necessarily be restricted to, the following matters:
 - the proposed phasing of the development;
 - details of the areas subject to construction activity and the storage of materials and equipment;
 - the anticipated number, frequency and types of vehicles used during construction;
 - the hours of working, including hours during which noisier activities will take place;
 - the methods proposed to control dust arising from demolition and construction activities;
 - the measures to ensure a satisfactory working environment for employees remaining on the Town Hall site during construction and measures to ensure a safe environment for other users of the site and car park;
 - the method of access and routing of vehicles during construction;
 - details of cranes and other tall construction equipment (including details of obstacle lighting) - such details shall comply with Advice Note 4 'Cranes and Other Construction Issues', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - Control of activities likely to produce dust and smoke etc
 - Details of temporary lighting – Such details shall comply with Advice Note 2 'Lighting Near Aerodromes', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>
 - Height of storage areas for materials or equipment
 - Control and disposal of putrescible waste to prevent attraction of birds

- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and

- details of public engagement both prior to and during construction works.

REASON: In the interests of highway safety, to ensure that construction work and construction equipment on the site and adjoining land does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with communication, navigational aids and surveillance equipment and to protect the amenities of the area in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030.

7. The Bird Hazard Management Plan dated 25 October 2018 shall be implemented as approved upon commencement of the works 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 building in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
8. Before development commences details of the permanent lighting scheme for the development shall be submitted to the Local Planning Authority for their written approval. 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 permanent lighting arrangements on this development to avoid confusion with aeronautical ground lighting and to avoid dazzle to pilots which could endanger the safe movement of aircraft and the operation of Gatwick Airport. For further information please refer to Advice Note 2 'Lighting Near Aerodromes', available from: <http://www.aoa.org.uk/policy-campaigns/operations-safety/>
9. No part of the building hereby approved shall exceed the height specified on the submitted drawings. For the avoidance of doubt, the roof of the building shall not exceed 18.75 metres above ground level.
REASON: In the interests of the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
10. The development hereby approved, shall not be occupied until the Flood Mitigation measures have been implemented in accordance with the submitted April 2018 Flood Risk Assessment. The mitigation measures shall thereafter be maintained to ensure they remain effective.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
11. No part of the development hereby permitted shall be brought into use until such time as a Travel Plan has been submitted to and been approved in writing by the local planning authority (who shall consult with Highways England). The Travel Plan shall be implemented for the life of the building.
REASON: To ensure that the M23 Motorway and Gatwick Spur continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and Policy IN3 of Crawley Local Plan
12. No part of the building hereby approved shall be first occupied until covered and secure cycle parking spaces for employees and visitors have been provided in accordance with the approved plans and details submitted with the application. The cycle parking provision shall be maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
13. No development shall take place until there has been submitted to and approved in writing by the local planning authority a Sustainability Statement detailing measures by which the development proposes to address the requirements concerning climate change mitigation and adaptation set out in Local Plan policies ENV6 and ENV7. The development shall thereafter be carried out in accordance with the approved statement.

REASON: In the interests of sustainable design and construction and in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.

INFORMATIVE(S)

1. The Travel Plan will identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements which should be aligned with those of the Gatwick Airport Travel Plan.
It is expected that the Travel Plan will:
 - consider what additional measures may be required to offset unacceptable impacts if the modal targets should not be met.
 - set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission/electric vehicles).
 - address all journeys resulting from the Hotel by anyone who may need to visit or stay and should seek to fit in with wider Gatwick Airport strategies for transport.The Travel Plan should evaluate and consider:
 - the existing travel data as presented in the applicants supporting Transport Assessment and Technical Note which responded to Highways England's concerns over the potential impacts resulting from the proposal.
 - the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development.
 - relevant information about existing travel habits to the airport.
 - proposals to reduce the need for travel to and from the development via single occupant vehicles
 - provision of improved public transport services.
 - parking strategy options (having regard to the airports parking and pricing structure to mode shift away from sustainable travel).
 - proposals to promote the use of existing, new and improved public transport services and facilities at the hotel and Gatwick Airport.The Travel Plan will be reviewed 12 months after the development has started operating so that it can be based upon the occupational and operational characteristics of the development. It will then be reviewed annually thereafter until such time as it is demonstrated that the requirement is no longer necessary (to be agreed by the Council/HE/WSCC).
2. 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/>)
3. The applicant is advised to enter into a legal agreement with Gatwick Airport Limited (GAL), as Highway Authority, to cover the off-site highway works. The applicant is requested to contact GAL to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
4. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing

wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

5. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB We

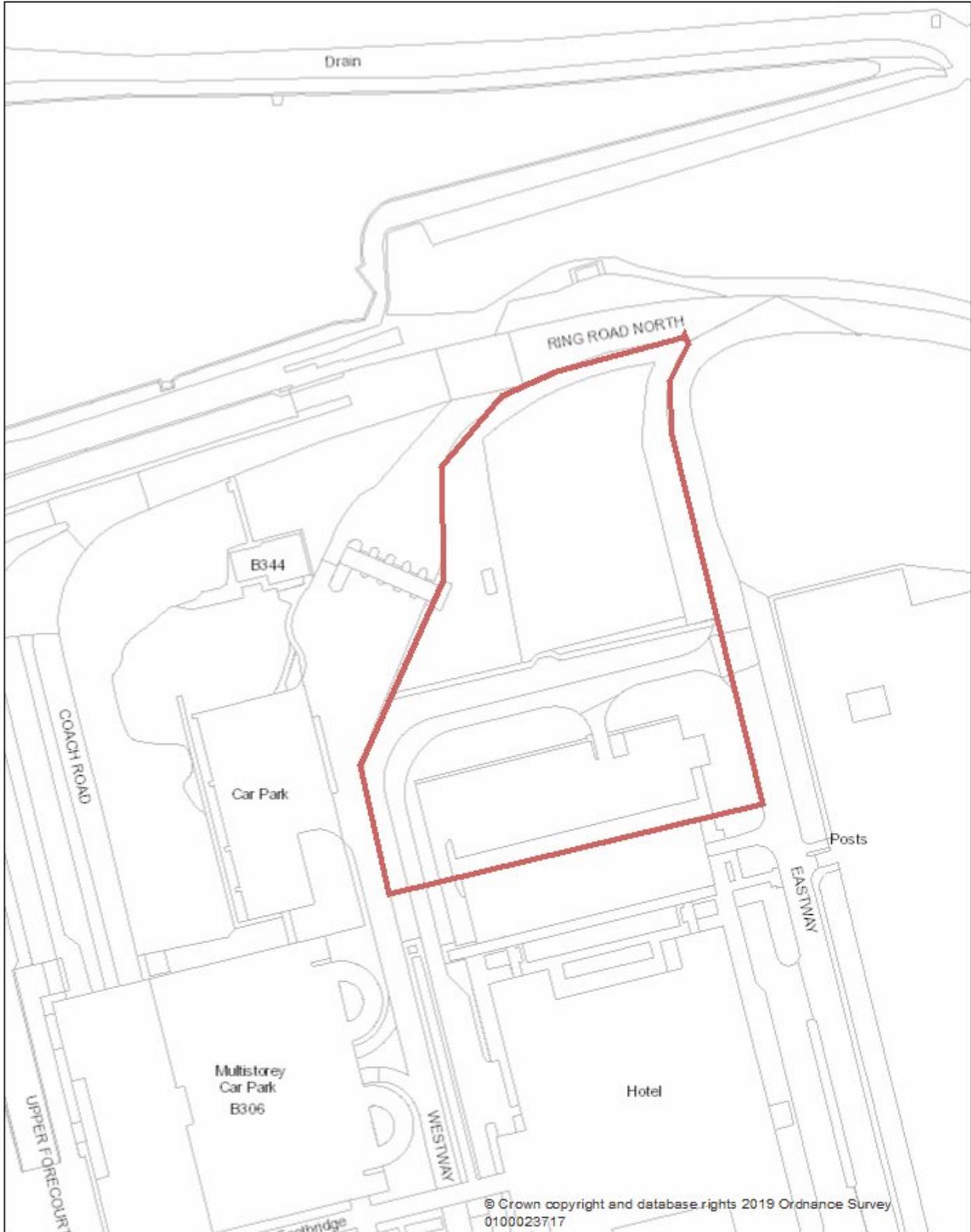


ArcGIS Web Map

Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000



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REFERENCE NO: CR/2018/0381/FUL

LOCATION: [FORMER GAS HOLDER SITE, NORTH OF CRAWLEY AVENUE, POUND HILL, CRAWLEY](#)

WARD: Pound Hill North and Forge Wood

PROPOSAL: RETROSPECTIVE APPLICATION FOR CHANGE OF USE OF LAND TO AIRPORT RELATED PARKING FOR A TEMPORARY PERIOD OF 12 MONTHS AND RETENTION OF HARD-STANDING AND FENCING

TARGET DECISION DATE: 27 August 2018

CASE OFFICER: Mr T. Nutt

APPLICANTS NAME: J H Treacy Ltd

AGENTS NAME: PROwe Planning Solutions

PLANS & DRAWINGS CONSIDERED:

PRR1A, Block Plan
CBC 01, Location Plan

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | |
|--|---|
| 1. Environment Agency | No objection subject to condition to provide and manage a 8m buffer zone alongside the watercourse |
| 2. WSCC Highways | No objection |
| 3. National Air Traffic Services (NATS) | No objection |
| 4. Surrey County Council | No comment received |
| 5. Mid Sussex District Council | No comment received |
| 6. Mole Valley District Council | No comment received |
| 7. East Sussex County Council | No comment received |
| 8. Horsham District Council | No comment received |
| 9. Tandridge District Council | Comment: No demonstrated clear need for additional airport parking and this use fails to meet the sustainability objectives of the NPPF and other guidance. |
| 10. Reigate and Banstead Borough Council | Objection: contrary to cross boundary approach between authorities to locate airport related parking to the confines of Gatwick airport. |
| 11. CBC Drainage Officer | Objection: no information has been provided to indicate how the development mitigates potential increased flooding. |
| 12. CBC Property Division | Comment: Applicant does not have right of way over access road for the proposed use. |
| 13. CBC Planning Arboricultural Officer | No comments received |
| 14. CBC Contaminated Land | No comments received |

| | |
|--------------------------------------|---|
| 15. CBC Strategic Planning Team | Objection: Fails to satisfy the requirements of Local Plan Policy GAT3, in relation both to its first and second limbs and as such, should be refused |
| 16. Homes & Communities Agency (HCA) | No comments received |
| 17. Archaeology Officer | Recommend that an archaeological Desk Based Assessment is undertaken at the predetermination stage. |
| 18. Ecology Officer | No objection subject to conditions requiring suitable buffer, lighting mitigation plan and securing habitat improvement/creation as part of restoration of the site at the end of the proposed use. |
| 19. WSCC Lead Local Flood Authority | No comments received |
| 20. Health & Safety Executive | No Objection |
| 21. GAL Planning Department | Objection: contrary to Local Plan policy GAT3 and NPPF promotion of sustainable development. |

NEIGHBOUR NOTIFICATIONS:-

A site notice was displayed at the site on 02/08/2018.

RESPONSES RECEIVED:-

No responses received.

REASON FOR REPORTING TO COMMITTEE:-

This application was called in to be determined alongside a major application to the North of the Gas Holder (CR/2018/0312/FUL).

THE APPLICATION SITE:-

- 1.1 The site is situated to the north of the A2011 Crawley Avenue dual carriageway and is accessed from this road via the Crawley Borough Council owned access road. There is a left in-left out junction onto the A2011 from the access road. The site is devoid of vegetation although aerial photos from 2008 show much of the site contained grassland and trees. Except for the areas previously laid to concrete the site has now been laid entirely with road scalplings which extend up to the boundaries of the site.
- 1.2 The site is enclosed by a 2.4m high galvanised palisade fence which retains an access road to the hardstanding area to the north of the gas holder structure which was previously laid to grass and is the subject of a separate planning application (Ref CR/2018/0312/FUL). The gas holder structure, with its associated buildings and hardstanding/parking areas is to the north of and adjacent to the site.
- 1.3 The mature woodland surrounding the site is designated as an area of Structural Landscaping (policy CH7) and the southern woodland adjacent to the site is designated as an area of Ancient Woodland (policy ENV2). The site is within Flood Zone 2 and adjacent to Flood Zone 3b where the Gatwick Stream runs around the eastern boundary of the site.
- 1.4 The site is currently a “meet and greet” airport car-parking operation, with individual passengers vehicles being driven from the airport terminals or hotel by a member of staff and then block parked

at the site whilst the customer flies from Gatwick Airport. The cars are then subsequently returned to the terminal or hotel when the passenger arrives back at the airport.

- 1.5 The site is surrounded by the Forge Wood neighbourhood development although it is not within the red line of the application site. The surrounding woodlands and field to the north of the gas holder are being retained as a part of this development to provide public open space.

THE PROPOSED DEVELOPMENT:-

- 2.1 This planning application seeks temporary permission for 12 months to use the site for airport related parking as described above. This includes a hard-standing area laid over a significant amount of what was previously grass/vegetation and trees, and a 2.4m high palisade fence around the site. A 2m high green mesh has been attached to most if not all of the existing palisade fence and a narrow native hedge buffer is proposed within and adjacent to the proposed fencing around the boundary of the site. The application states that the site would accommodate 195 cars.
- 2.2 The following documents have been submitted in support of the application:
- Planning, Design and Access Statement
 - Ecological Walkover Assessment 2013
 - Preliminary Ecological Appraisal 2018

PLANNING HISTORY:-

- 3.1 CR/2016/1050/NCC
REMOVAL OF CONDITION 1 (TEMPORARY PERMISSION FOR 3 YEARS FOR THE LAND TO BE USED FOR AIRPORT CAR PARKING) OF PLANNING PERMISSION CR/2013/0299/FUL. Refused.
APPEAL SUBMITTED AND DISMISSED 19TH JULY 2018.
- 3.2 CR/2013/0299/FUL
RETROSPECTIVE CHANGE OF USE OF LAND TO LONG TERM AIRPORT CAR PARKING FOR A TEMPORARY PERIOD OF 3 YEARS AND RETENTION OF HARD-STANDING (REVISED DESCRIPTION). **PERMIT (NOTE THAT NONE OF THE CONDITIONS WERE COMPLIED WITH)**
- 3.3 CR/019/1988.
THE ERECTION OF A SERVICE CENTRE, WORKSHOP AND ANCILLARY OFFICES AT THIS SITE.
REFUSED

PLANNING POLICY:-

- 4.1 National Planning Policy Framework (NPPF 2019)
- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay. At the heart of the NPPF is a presumption in favour of sustainable development.
 - Section 5 – Delivering a sufficient supply of homes. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- Section 9 – Promoting Sustainable Transport. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. In assessing specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- Section 15 conserving and enhancing the natural environment states that decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside, and minimising impacts on and providing net gains for biodiversity.

4.2 Crawley 2030: The Crawley Borough Local Plan 2015-2030

The plan was adopted on 16th December 2015. Relevant policies include:

- Policy SD1: Presumption in favour of Sustainable Development states that the Council will take a positive approach to approving development which is sustainable.
- Policy CH2: Principles of Good Urban Design in order to assist in the creation, retention or enhancement of successful places. Development proposals will be required among others to create continuous frontages onto streets and spaces enclosed by development which clearly defines private and public areas, and provide information to demonstrate how the policy principles are achieved through the development.
- Policy CH3: Normal Requirements of All New Development states that all proposals for development should be based on a thorough understanding of the significance and distinctiveness of the site and its wider context and demonstrate how attractive or important features of the site will be retained. These include: views, landmarks, footpaths, rights of way, trees, green spaces, hedges, other historic landscape features or nature conservation assets, walls and buildings. Developments will also need to be of high quality in terms of their urban, landscape and architectural design and relate sympathetically to their surrounds in terms of scale, density, height massing, orientation, views, landscape, layout, details and materials. Development should also provide/retain a good standard of amenity for future occupants and not cause unreasonable harm to the amenity of the surrounding area, including through traffic generation and general activity. Development should demonstrate compliance with Secured by design and meet the requirements for its safe and proper

use, in particular in regard to access, circulation and manoeuvring and in this case vehicle parking. Individual or groups of trees that contribute positively to the area should be retained and where any are lost replacement tree planting should accord with the standards set out in policy CH6.

- Policy CH4: Comprehensive Development and Efficient use of Land: Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development.
- Policy CH6: Tree planting and replacement standards sets out that where development would result in the loss of trees these should be identified and replaced to mitigate the visual impact from the loss of canopies. The requirement for replacement trees is based on the size of the trees to be lost and this is expected to take place on site or be subject to commuted payments for planting elsewhere.
- Policy CH7: Structural Landscaping states that areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced.
- Policy H2: Key Housing Sites, identified Forge Wood as a deliverable location for 1900 dwellings and it also includes the residual land at Forge Wood, as one of a number of broad locations for *“housing development in years 6–10 and 11–15 with the capacity to deliver a minimum of 156, 150 and 171 net dwellings respectively.*
- Policy EC1 ‘Sustainable Economic Growth’ states that Crawley’s recognised role and function as the key economic driver for the Gatwick Diamond will be protected and enhanced and the established role of Manor Royal as a key business location for B Use classes is to be protected and ensure that the town’s Main Employment Areas are the focus for sustainable economic growth.
- Policy ENV1 Green Infrastructure. This Policy states that Crawley’s multi-functional green infrastructure network will be conserved and enhanced through various measures including protection, enhancement and integration with new development, mitigating harm and maintaining and extending links where possible, including through larger proposals.
- Policy ENV2 Biodiversity, All development proposals will be expected to incorporate features to encourage biodiversity where appropriate, and where possible enhance existing features. Habitat and species surveys and associated reports will be required to accompany planning applications which may affect...sites showing likely ecological value based on past ecological surveys.
- Policy ENV8 Development and Flood Risk states development proposals must avoid areas which are exposed to flooding and must not increase the risk of flooding elsewhere.
- Policy ENV10 Pollution Management and Land Contamination. Development must not result in a significant increase in levels of pollution or hazards unless the impacts can be mitigated.
- Policy ENV12 Air Quality states that development proposals that do not result in a material negative impact on air quality will normally be permitted. In all relevant cases, development that cannot demonstrate how material negative air quality impacts will be mitigated may be refused.
- Policy IN3 Development and requirements for sustainable transport states that development should be concentrated in locations where sustainable travel patterns can be achieved. In addition, developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased congestion or highway safety. Where appropriate, Transport Statements or Transport Assessments will be required.
- Policy IN4 Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meets its needs.
- Policy GAT3 Airport Related Parking. The Provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

The Green Infrastructure SPD expands upon the Local Plan Character and Environmental Policies. It includes guidance on identifying the characteristics and green assets within or close to sites, including water courses, flood zones and specific environmental/heritage designations. Part 3 of the guidance relates to trees with paras 3.38- 3.42 providing specific advice on protecting Ancient Woodland and Veteran Trees.

4.4 Gatwick Airport Surface Access Strategy 2018

The 2018 ASAS sets out new targets including achieving 48% public transport mode share for airport passengers by 2022 under the scrutiny of the Transport Forum Steering Group (which CBC and WSCC are members of) and to deliver a reduction in air passenger “Kiss & Fly” car journeys equivalent to at least 10% of its 2017 mode share by 2022 (page 14). The 17 actions to achieve these targets include continuing to meet Section 106 obligations in respect of local planning policy (GAT3) and consideration of measures to reduce Kiss and Fly. On car parking *“Our focus is to provide a parking strategy taking into account the relationship over time between passenger numbers, mode share, and parking capacity (provided on and off-airport) to ensure adequate capacity and choice is provided while working to achieve our mode share targets”* (page 39). Page 40 of the ASAS confirms demand can be catered for on-airport over the next 5 years and summarises the projects to deliver this capacity.

4.5 Gatwick Airport Master Plan 2019

The Gatwick Airport Master Plan 2019 sets out three growth scenarios: the airport remaining as a single runway, one where the existing standby runway is used together with the existing main runway, and one where land is safeguarded for an additional runway to the south. In relation to car parking the master plan reiterates the longstanding approach of accommodating future demand growth on-airport while seeking to achieve mode share targets for each scenario. It sets out the projects to deliver enough parking (9,565 spaces) to meet the forecast increase in demand to 2023 as passenger numbers grow allowing for any changes to mode share.

4.6 Gatwick Airport S106 Legal Agreement (2019)

A legal agreement was entered into on 30th April 2019 between Gatwick Airport Ltd (GAL), Crawley Borough Council and West Sussex County Council. It contains various obligations on GAL including on car parking and mode share. It contained provision on surface access in schedule 5. The Airport is required to maintain a “surface access strategy” (“SAS”) (Obligation 5.2) as a means to improve the sustainability of surface travel to and from the airport; to use levies generated from on-site parking to subsidise public transport initiatives (para 5.3) and to “provide sufficient but no more” car parking spaces to achieve a combined on and off airport supply of spaces that would be appropriate for a 48% non-car mode share (clause 5.6.1).

PLANNING CONSIDERATIONS:-

- 5.1 As Policy GAT3: Airport Related Parking is the specific policy for airport related parking, the main consideration in the determination of this application is whether the principle of a change of use of this land outside the airport boundary to off-airport parking is acceptable.
- 5.2 The planning considerations are:
 - The principle of the change of use to airport related parking;
 - The impact on visual amenity and the character of the area;
 - The impact upon the operation and safety of the Highway;

- Flooding, drainage, pollution and contamination of the watercourse;
- The impact on ecology

5.3 The relevant policy for airport parking proposals is GAT3: Airport Related Parking which states *“The Provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport”*. The policy clearly states that all additional or replacement airport related car-parking must be on-airport. Given that the current position is that there is no lawful use of any of the site as a Gatwick related car park, a planning application which proposes off airport parking in this location is in direct conflict with the first limb Policy GAT3 – which was adopted after full consideration of relative sustainability of on and off airport parking. It is therefore considered that proposed airport related car-parking at this site is not on airport, it is contrary to Local Plan policy GAT3. Beyond stating that there is a need for airport parking, the applicant has not submitted any information to justify why this off airport location is needed for airport parking. The recent appeal against the refusal of proposed airport parking on this site was the subject of a public inquiry and was subsequently dismissed (Ref APP/Q3820/W/17/3182041). The inspector in his decision stated *“there is no evidence to suggest that there is an unmet need that must be met by allowing off-airport parking. I conclude on the first issue that the scheme would conflict with both limbs of Policy GAT3 of the Local Plan”* It is clear therefore that airport parking in this location is unacceptable in principle. The view of this Inspector in regard to the interpretation and application of GAT3 was further reinforced by the Inspectors appeals decisions for both the Southways (APP/Q3820/W/16/3164808) and Lowfield Heath Service Station (APP/Q3820/W/17/3173443) in 2018.

The impact on visual amenity and the character of the area

- 5.4 The application site lies within a much larger area identified on the Local Plan Map as a Key Housing Site (Policy H2). However, the ‘broad locations’ for housing do not include the application site. In addition, the approved Forge Wood Master Plan (North East Sector Crawley) shows the site as ‘white land’ (not identified for development as a part of the delivery of the Forge Wood neighbourhood), as does the Landscape Management Areas Plan submitted as part of the development proposals for the mixed use neighbourhood. It is therefore considered that the proposal would not prejudice the delivery of the 1,900 dwellings identified in Policy H2 of the Local Plan.
- 5.5 The gas holder currently dominates the site. Whilst not currently in operation, there are no current plans to remove it and the site falls within a HSE Major Hazard Zone which makes unsuitable for housing with the gas holder still in situ.
- 5.6 In terms of character, the site was historically in use as part of the larger gas holder site with part of the site grass and part hardstanding with the access road located on the south and west boundary of the site. The site now comprises hardstanding and road-scalpings on areas that were previously laid to grass. It is now devoid of vegetation and enclosed by a 2.4m galvanised palisade fence. Gatwick Stream runs along the eastern boundary, and there is woodland to the east, west and south of the site. The site is largely self-contained and is not visible in wider views, and the parked cars are not especially prominent in the wider landscape. It is screened from the newly constructed houses 240m to the north and 70m to the east by mature woodland.
- 5.7 It is considered that the proposal would not prejudice the principles established for the Forge Wood Neighbourhood and whilst it would alter the character of the site it would not harm the character or

appearance of the wider area. It is therefore in accordance with Crawley Local Plan Policies CH1, CH3 and Policy H2 in this regard.

The impact upon the operation and safety of the Highway;

- 5.8 The existing access, parking and turning arrangements would remain unchanged. Access is shared with anglers who use the path that spurs off to the left of the entrance road and links the fishing lake to the access road.
- 5.9 A technical note has been submitted by the applicant which considers the impact that the car park operations may have on the local highway network. It concludes that the level of traffic generation has a negligible effect on the operation of the local highway network and that the existing site and access arrangements are appropriate for the type of operation that is presently taking place on site.
- 5.10 The site has been considered by West Sussex County Council Highways Department. The access to the site is from the A2011 Crawley Road, a dual carriageway with a 70mph speed limit. The access is suitable for vehicles to enter and exit the carriageway with good forward visibility and as such the infrastructure in place accommodates the proposed use. The site is not used by any other traffic, although there is a pedestrian access into an angling fishing lake which may see some traffic. In summary WSCC raise no objection to the retrospective proposal on highway safety or capacity grounds.

Flooding, drainage and pollution and contamination of the watercourse;

- 5.11 The whole site is within a Zone 2 flood risk area and adjacent to the site on the eastern boundary is a Flood Zone 3b area where the Gatwick River lies. Policy ENV8: Development and Flood Risk requires that where the development location is situated in an area identified as being at risk of flooding, a Flood Risk Assessment is required that demonstrates how appropriate mitigation measures will be implemented as part of the development to ensure risk is made acceptable on site, and is not increased elsewhere as a result of the development. A Flood Risk Assessment has not been submitted with this proposal. No information has been provided to indicate how the development mitigates potential increased flooding off site due to encroachment on the flood plain (& the potential need for compensatory storage), nor the increased rate of run off generated by the change of use from green field land to hardstanding (& the potential need to provide attenuation storage), and potential changes to flood routing caused by the development as a result of topographical changes. As no information has been provided as required by Policy ENV8 there is no certainty that the proposal is acceptable in relation to flood risk. It is therefore considered that the proposal is contrary to Crawley Borough Local Plan policy ENV8: Development and Flood Risk.
- 5.12 The applicant has not provided any details of the measures to be taken to prevent contamination of the adjacent water course. Notwithstanding that the Environment Agency has not commented on these issues in relation to the current proposals and there was not previously an objection to the hardstanding from the Environment Agency. These matters were addressed in the original application for temporary permission ref CR/2013/0299/FUL. Condition 5 of that application required petrol/oil interceptors to be installed throughout the site in accordance with details that have first been submitted to and been approved in writing by the Local Planning Authority. No condition discharge applications were made and as far as the LPA is aware no works have been undertaken to address these issues. Any permission here would therefore include a condition to provide petrol/oil interceptors to prevent pollution of the local watercourse in accordance with policy ENV10 of the Crawley Borough Local Plan although given the previous history of the site and lack of objections on flood risk grounds it is not considered that it would be reasonable to refuse the application on flood risk grounds.

The impact on ecology

- 5.13 The site is devoid of vegetation although aerial photos from 2008 show much of the site previously contained grassland and trees. The site is encompassed by mixed broadleaf woodland with the woodland adjacent to the south designated as ancient woodland. The Gatwick stream is located outside the site 2/3 metres from the eastern boundary.
- 5.14 Local Plan Policy ENV2: Biodiversity states that habitat and species surveys and associated reports will be required to accompany planning applications which may affect Habitats of Principal Importance under S.41 of the NERC Act 2006). The site is adjacent to a major river which is a habitat of principal importance.
- 5.15 An ecological report has been submitted with the application which recommends measures to mitigate lighting impacts and the installation of bat boxes and bird boxes within the surrounding woodland.
- 5.16 The submitted block plan proposes a narrow 'native hedge buffer' into the site from the fence boundary. The Environment Agency have commented on the application stating that they have no objection providing a condition is imposed on any permission that requires the provision and management of an 8 metre buffer zone alongside the watercourse submitted to and agreed by the local planning authority. To protect the Ancient woodland a buffer zone will also be required around the other boundaries adjacent to trees this should be at least 15m although consideration will be given to the historic location of the road within the site. By introducing buffer zones, the river corridor and ancient woodland would be maintained to support wildlife movement and shield these ecologically sensitive areas from noise and pollution. Bankside vegetation will further promote bank stability and help prevent erosion. The council's ecology adviser has commented that should a suitable 8m buffer be included in accordance with EA advice the proposal would be compliant with biodiversity policies. The previous temporary permission included a condition requiring the removal of hardstanding, fencing and lighting to create a buffer area 8m in length from the top of the bank of Gatwick Stream planted with locally native species within 6 months of permission. It should be noted that this condition was not complied with as no hardstanding has been removed or buffer created within the past 5 years.
- 5.17 The ecology adviser has suggested that any permission should also include a lighting mitigation plan to show how light pollution of adjacent habitats, particularly the Gatwick Stream corridor, would be mitigated. Any permission should therefore include conditions requiring a lighting mitigation plan, installation of bird/bat boxes. The opportunity should also be taken to secure habitat improvements / creation (eg. Woodland creation) as part of restoration of the site at the end of the proposed use.
- 5.18 The application is for a 12 month temporary use. The site has operated in non-compliance with a condition requiring the provision and management of the buffer zones. There is a doubt given the history of the site that such a condition would be complied with or if it, is in a timely manner, and even if implemented it would provide little impact prior to any permission expiring after one year. It would however over time provide an increasing benefit if retained after implementation and the use ceases. It is considered that such measures should have been implemented previously and already form part of this proposal. Nevertheless, any permission should include this condition with a 3 month period for compliance from the date of the permission.
- 5.19 To ensure that the site is returned to its former use, any permission should also include a condition that requires the hardstanding be removed and the land restored to a condition that has first been agreed with the LPA. This would be likely to include the retention of the buffer areas.

- 5.20 The proposal is therefore considered on balance not to conflict with Local Plan Policy ENV2: Biodiversity, subject to the above conditions.

The impact on archaeology

- 5.21 The site is located within an archaeological notification area - Medieval Iron Working and Settlement Site. The Surrey County Council Heritage Conservation Team have been consulted and request that an archaeological desk based assessment which considers all available resources, including the impact of the retrospective planning application, is undertaken at the predetermination stage and submitted as part of the retrospective planning application. This requirement is set out in paragraph 189 of the NPPF: "*Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.*" This has not been submitted by the applicant and therefore it is not possible to reach an informed judgment of the impact the proposal has had on heritage assets of archaeological interest. It is noted however, the works have already taken place and this issue was not raised in the previous temporary permission or at the recent appeal on the site, it can therefore be accorded only very limited weight in the planning balance in regard to this decision.

CONCLUSIONS:-

- 6.1 The planning application, which proposes off airport parking is in direct conflict with Policy GAT3 as the policy requires airport parking to be on-airport and it is recommended that the application be refused on this basis.

RECOMMENDATION RE: CR/2018/0381/FUL

REFUSE - For the following reason:-

1. The development by virtue of its siting at an off-airport location is unsustainable and contrary to policy GAT3 of the Crawley Borough Local Plan 2015-2030.

1. 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:

- Liaising with the agent and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application.
- Seeking amended plans/additional information to address identified issues during the course of the application.
- Informing the applicant of identified issues that are so fundamental that it has not been/would not be possible to negotiate a satisfactory way forward due to the harm that would be/has been caused.

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.

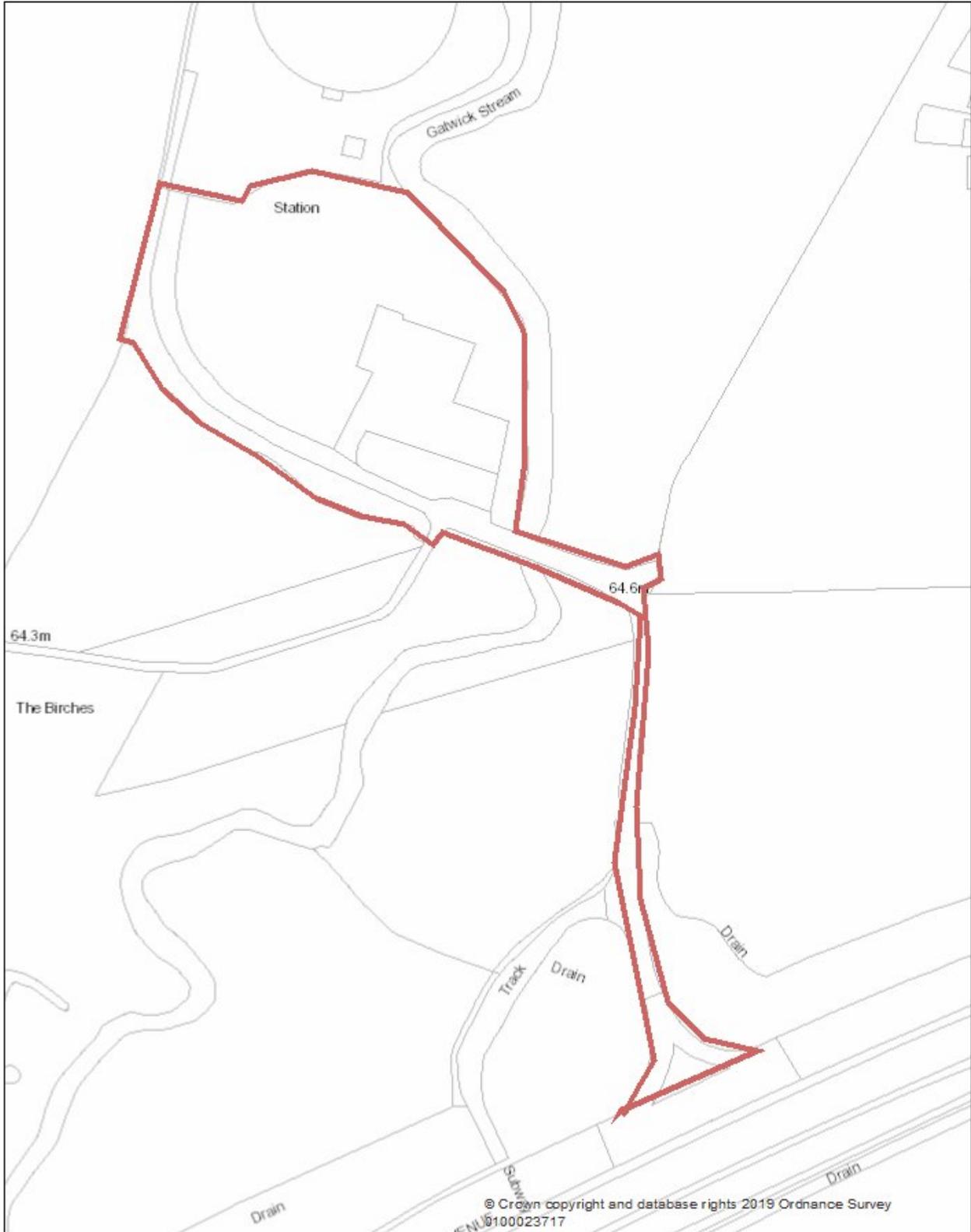


ArcGIS Web Map

Crawley Borough Council
Town Hall, The Boulevard,
Crawley, West Sussex,
RH10 1UZ
Tel: 01293 438000



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LOCATION: [GATWICK AIRPORT, NORTH OF MAIN RUNWAY, CRAWLEY](#)
WARD: Langley Green and Tushmore
PROPOSAL: CONSULTATION FROM GATWICK AIRPORT LIMITED FOR A RAPID EXIT TAXIWAY (RET) TO RUNWAY 26L

TARGET DECISION DATE: 12 August 2019

CASE OFFICER: Mrs J. McPherson

APPLICANTS NAME: Mr R Matthews

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

2TER1-XX-E-001-GA-010291 , AGL Layout
2TER1-XX-C-046-SE-010007, Longitudinal Section
2TER1-XX-C-XXX-GA-XXXXXX, Site Plan
2TER1-XX-C-XXX-GA-XXXXXX, Location Plan
2TER1-XX-C-046-SE-010005, Typical Pavement Section
22059-XX-C-046-GA-010051, General Arrangement

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--------------------------------------|--|
| 1. | GAL Planning Department | No comments received |
| 2. | GAL Aerodrome Safeguarding | No objection |
| 3. | National Air Traffic Services (NATS) | No safeguarding objection |
| 4. | Surrey County Council | No comments received |
| 5. | Mid Sussex District Council | No comments received |
| 6. | Mole Valley District Council | Accepted that the provision of the additional exit taxiway would result in an increase of traffic movements which would cause an increase of noise in Mole Valley. It is hoped the 11 more plane movements would be a maximum figure, rather than a target figure. The data on noise and air quality is noted. On balance, while the proposal may result in a very small noise increase, the RET would make one element of the airport safer and allow efficient use of the runway therefore - No objection. |
| 7. | East Sussex County Council | No comments to make |
| 8. | Horsham District Council | No comments to make on proposal |
| 9. | Tandridge District Council | No comments received |
| 10. | Reigate and Banstead Borough Council | No objection |
| 11. | WSCC Planning | No comments received |

NEIGHBOUR NOTIFICATIONS:-

None required. The consultation was advertised on the website and weekly planning list.

RESPONSES RECEIVED:-

Fourteen responses have been received, four raising objections and ten supporting the proposal. The comments are as follows:

Objections - (including a representation from CAGNE (Communities Against Gatwick Noise and Emissions) raising the following issues:

- Lack of infrastructure (Gatwick states that runway works will add up to 1,650 trips per day)
- M23 and railway line already congested
- Incremental changes are disingenuous at a time when Gatwick Masterplan is seeking up to 3 runways.
- Support idea of reducing 'go arounds' but not an increase in aircraft movements, which has major impact for people if located under a flight path.
- Gatwick state number of additional flights and noise is small, but Gatwick is already noisy.
- Noise data is not a true indication of noise levels.
- Noise contours have reduced but not for all, concentrated flight paths have increased impact on some residents.
- Air quality exceeds limits in Reigate and Banstead Borough and will further deteriorate with increased passenger numbers.
- Highway improvements detailed by Gatwick are connected to smart road for natural traffic growth not runway expansion.
- 12 years from disaster (according to David Attenborough) due to climate change, and aviation is one of the worst offenders (due to consumption of massive amounts of fossil fuel and atmospheric pollution).
- We need to reduce flying, not increase it, for the sake of the children, their futures and the planet.
- This is for profits for a foreign company.
- With climate change we have a moral responsibility to reduce air and road traffic, not increase it.

Support - (including a representation from Gatwick Diamond Business) raising the following issues:

- Will enhance Gatwick operations and improve on-time efficiencies and reduce number of 'go arounds'.
- Reduced 'go arounds' will benefit community with less noise and emissions.
- RET should make Gatwick more efficient.
- Gatwick is key centre for employment and investment is welcomed.
- Application would reduce noise levels and pollution but would rather see second runway built as current situation is 'beating around the bush' and not addressing the problem.
- Support plans for improved resilience and operational efficiency of airport.
- Welcome this measure to increase capacity as frustrated there is not a second runway.

REASON FOR REPORTING TO COMMITTEE:-

Number of representations received.

THE APPLICATION SITE:-

- 1.1 The development site is situated centrally within the airport between the main runway and the Juliet taxiway, and either side of the standby (northern) runway (which is used for most of the time as a taxiway). The development site is stated as being 2 hectares in area and is primarily a grassed area.

THE PROPOSED DEVELOPMENT:-

- 2.1 The proposed development is for the construction of an additional Rapid Exit Taxiway (RET) on Runway 26L (westerly operations) designed to accommodate aircraft up to code E size enabling them to:
- i) exit westwards onto the standby runway (taxiway);
 - ii) exit northward across the standby runway to Juliet taxiway; or
 - iii) exit eastwards onto the standby runway (taxiway).
- 2.2 The taxiway would comprise an area of hardstanding with standard airfield ground lighting running along it. Filter drains are proposed alongside the taxiway edge to drain the taxiway and runoff water would drain into the existing airfield drainage network. The design would meet the required aviation and technical standards.

- 2.3 It is stated that the existing Echo taxiway to the east would cease to be used and that a 20 metre section of its existing pavement would be broken out. This would be reinstated as grass airfield.
- 2.4 In support of the consultation, the applicants, Gatwick Airport Limited (GAL), state that the main purpose of the development is:

“to provide an additional fast exit route off the runway for landing aircraft in a location that is optimised for landing Code C aircraft. This will improve the resilience of the Runway and on-time performance, by reducing the delays which result when a landing aircraft has to ‘go around’ because of previous aircraft has not vacated the runway. It also offers potential to increase runway operations at peak times from 55 to 56 movements per hour which could offer up to an additional 11 aircraft operations per day.”

- 2.5 The proposal is a planning consultation by Gatwick Airport Limited in respect of permitted development under Class F of Part 8 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. GAL benefit from generous permitted development rights under this Class. The permitted development rights cover:

“carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.”

The permitted developments rights under Class F are subject to a condition requiring GAL to consult with the local planning authority before carrying out any development.

PLANNING HISTORY:-

- 3.1 There is extensive planning history for the airport. Of relevance to this proposal is CR/2019/3002/EIA which was a request for a Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As Amended) for the proposed additional rapid exit taxiway on main runway (westerly operations). On 20th May 2019, the LPA concluded that Environmental Impact Assessment (EIA) was not required.

PLANNING POLICY:-

- 4.1 As stated above, the proposal is a planning consultation by Gatwick Airport Limited in respect of permitted development under Class F of Part 8 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 4.2 The site is within the operational airport boundary of Gatwick Airport. While there is extensive planning policy guidance on proposals at Gatwick, **these policies have no weight if the development is considered to be ‘permitted development.’** However, if there is a conflict with policy or guidance, this can be highlighted as part of the LPA response. The relevant policy is listed below.

Crawley Borough Local Plan 2015-2030

- 4.3 Policy GAT1 relates to ‘Development of the Airport with a Single Runway’. It states:

“Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum 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 an additional wide spaced runway.”*

Draft Crawley Borough Local Plan 2020-2035 – Consultation Draft

4.4 The emerging draft Local Plan is currently out to ‘early engagement consultation’ and is at a very early stage in the review process. It cannot therefore be accorded any significant weight

4.5 Within the emerging draft plan, Policy GAT1 – Development of the Airport with a Single Runway’ states:

“Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the sustainable growth of Gatwick Airport as a single runway, two terminal airport provided that:

i. The proposed use is appropriate within the airport boundary and contributes to the safe, secure and efficient operation of the airport; and

ii. The impacts of the operation of the airport on the environment, including noise, air quality, flooding, surface access, visual impact and climate change, are minimised, where required appropriate mitigation is provided and, as a last resort, fair compensation is secured; and

iii. Adequate supporting infrastructure, particularly for surface access, is in place; and

iv. Benefits to Crawley’s local economy and community are maximised.

Mitigation, compensation, infrastructure and benefits will be expected to be secured through a S106 Agreement.

Where development to enable sustainable growth at Gatwick Airport will be a Nationally Significant Infrastructure Project, i-iv above will be expected to be met by the airport operator and secured through a S106 Agreement.

If land is required to be safeguarded for future runway growth, any development of the airport in the meantime should not be incompatible with the potential expansion of the airport to accommodate the construction of an additional wide spaced runway.”

PLANNING CONSIDERATIONS:-

5.1 This application is made under Class F, Part 8 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. As part of this process the airport operator is required to consult with the Local Planning Authority.

5.2 The key considerations are whether the proposal is considered to comply with the provisions of Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 and whether the Local Planning Authority has any comments to make. Class F states:

Class F – development at an airport

Permitted development

F. The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.

Development not permitted

F.1 *Development is not permitted by Class F if it would consist of or include—*

(a) the construction or extension of a runway;

(b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;

(c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at 5th December 1988 or, if built after that date, of the building as built, would be exceeded by more than 15%;

(d) the erection of a building other than an operational building; or

(e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Condition

F.2 Development is permitted by Class F subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph F.4.

Interpretation of Class F

F.3 For the purposes of paragraph F.1, floor space is calculated by external measurement and without taking account of the floor space in any pier or satellite.

F.4 Development falls within this paragraph if—

(a) it is urgently required for the efficient running of the airport, and

(b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment do not exceed 4 metres in height or 200 cubic metres in capacity.

5.3 The proposed development is on operational land and is to be carried out by the relevant airport operator. The works are in connection with the provision of services and facilities at the airport. The proposal is considered to meet the requirements of section F1. It is not classed as a construction or extension of a runway, as the alteration is for a taxiway and not works to the runway.

5.4 Notification has been carried out in line with the requirements set out in F.2.

Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As Amended)

5.5 This proposal is not EIA development, as confirmed by the screening opinion issued by the Local Planning Authority on 20th May 2019 (CR/2019/3002/EIA).

Key issues:

5.6 This application falls within the Class F definition of Permitted Development, though attention must still be afforded to CBLP Policy GAT1, which supports development of facilities within the airport boundary that contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum. This policy support is subject to three criteria which are discussed in more detail, under the following headings, and also addresses the concerns and issues raised in the representations received relating to this consultation.

i) Is the use appropriate and does it contribute to the safe and efficient operation of the airport?

5.7 It is considered that the proposed RET would contribute to the safe and efficient operation of the airport within its existing one runway, two terminal configuration. GAL states that the main purpose and benefit of the RET is to improve the resilience of the operation of Runway 26L (Gatwick's main runway when used for landings in westerly operations) by reducing the delays and effect on 'on-time' aircraft performance which occur as a result of landing aircraft having to 'go around' when a landing is aborted on the final stages of approach. It is stated that this most often occurs when a departing or preceding arriving aircraft has not fully vacated the runway. The purpose of the RET is to provide an additional exit point for westerly arrivals so that aircraft can more quickly vacate the runway and therefore reduce the risk of aircraft 'go around'. This is considered a positive noise and environmental benefit to the surrounding area and would improve the operational efficiency of the airport.

5.8 Reducing aircraft time on the runway and 'go arounds' will have a knock on effect on potential runway capacity and the RET is also intended to offer the potential to increase the number of aircraft operations on the runway at peak times by a maximum of one operation per hour. The current declared peak capacity of movements is 55 per hour. The proposed RET could increase this to 56 movements, equating to an additional 11 movements per day. This is equivalent to an extra 720,000 additional passengers per year.

5.9 This proposal has the potential to increase the number of passengers further beyond the 45million passengers per annum (mppa) cap set out in the current Local Plan Policy GAT1 and is considered to be a potential departure from this policy. However, this policy is now in conflict with the

Government's more recently published policy for aviation "*Beyond the Horizon, Making the Best use of Existing Runways,*" which states that it supports airports throughout the UK making best use of their existing runways, subject to environmental issues being addressed. This change in Government policy is now reflected in the emerging Crawley Borough Local Plan policy GAT1, which also recognises that the draft Gatwick Masterplan (now published) anticipates that even with a single runway by 2032 there may be up to 61 mppa.

- 5.10 The proposed development would therefore assist in making the best use of the existing runway in accordance with Government policy and the emerging Local Plan Policy GAT1, it is therefore considered that this should be weighed positively against the conflict with the currently adopted policy GAT1.
- ii) Are satisfactory safeguards 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?
- 5.11 The visual impact of the physical works associated with the construction of the taxiway /hardstanding are considered minimal in context of the wider airport.
- 5.12 The site is within Flood Zone 2. However, the RET is not considered a use vulnerable to flooding and the supporting information indicates that, with mitigation measures, this would not materially alter run-off flows or increase flood risk with its drainage connecting into the airport's existing surface drainage / pollution and flood management system.
- 5.13 The RET could have a positive environmental impact in that its stated purpose is to reduce the number of 'go arounds'. It is stated that 698 'go arounds' occurred in 2018. These are most common on westerly approaches, due to the prevailing winds meaning the runway is used in this direction for around 70% of the time. It is stated these 'go around' aircraft follow a standard procedure and typically fly at lower altitude over areas that do not normally experience overflight (such as Crawley). This is usually at peak times for the airport between hours 10:00 – 14:00 and in the summer months. It is suggested that the reduction in 'go arounds' would mean a small reduction in aircraft noise for residents south and east of the airport. It is also stated there would be a small decrease in ground noise for residents to the west due to a shorter taxiing route although this is unlikely to be noticeable.
- 5.14 The RET could have an increased environmental impact in another respect, as it has the potential to increase runway movements from 55 to 56 per hour over 11 hours of the day. It is considered though that the related increase in noise and aircraft movements (over current levels) would not be significant. Similarly, it is considered that ground noise from the additional aircraft would not increase noticeably.
- 5.15 GAL state that the positive impacts of the RET reducing 'go arounds' would be experienced during peak periods. What is not clear is whether the impact would be cancelled out and worsened by the increased capacity as result of potential additional aircraft movements during the daytime. There are no changes to night flights or night noise levels as result of this development.
- 5.16 In respect of traffic generation, the RET would result in additional road traffic vehicle emissions as a result of increased passenger numbers at the airport. The submitted information shows that an additional 1,650 vehicle trips would be generated per day which, in the context of current traffic levels (equating to less than 2% increase in the 82,000 vehicle movements per day on the M23 Gatwick Spur), would not have a significant impact on the highway network. The majority of passengers would arrive using the M23 Spur Road and Airport Way where a 2 - 2.5% increase in road capacity is predicted (equating to an additional 50 trips in each direction per hour along these roads). It is not considered that these highway impacts are significant, given the level of traffic already generated by the airport. Furthermore, the smart motorway and spur road improvements are under construction and will add capacity to the road network in advance of the proposed RET works.

- 5.17 In relation to air quality, GAL has considered the impact of the RET on the nearby AQMAs based on increased aircraft emissions and traffic flows. In respect of aircraft emissions, the 11 additional flights are considered not to have any material impact. For traffic impacts, the evidence has concluded there would not be significant air quality change in these locations. The modelling provided suggests that within both the Air Quality Management Areas the traffic increase would be below the 100 ADDT (Annual Average Daily Trips) which, in the IAQM Guidance, would trigger a more detailed air quality assessment.
- 5.18 There is limited information provided on climate change, although officers requested GAL respond on this point as part of the EIA Screening opinion. GAL commented that the development would be designed to be resilient to climate change. Gatwick also has a wider target to reduce emissions from the airport and is on target to do this, although the calculations for this are complex. The CO₂ emissions would increase by 1.4% with the additional flights.
- 5.19 Overall, it is considered that there are satisfactory environmental safeguards in place to mitigate this development and the proposal accords with GAT criterion (ii) in the Local Plan.
- iii) Is the development compatible with the potential expansion of the airport to accommodate the construction of an additional wide spaced runway?
- 5.20 The development would not be incompatible with the expansion of the airport to accommodate a second wide-spaced runway which, if this came forward as a proposal, would be located on land to the south of the main runway.
- 5.21 It was stated by GAL, in the EIA Screening submission provided in April this year, that the RET is unrelated to the potential proposals in the draft Gatwick Masterplan to use the standby runway for additional growth. Should this proposal come forward, it would be subject to its own detailed assessments and consenting process including the requirement to consider the impact of such a project under the Environmental Impact Assessment Regulations.

CONCLUSIONS:-

- 6.1 The proposal is not EIA development. It would accord with the requirements of Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and it is not considered that it raises significant issues on which the Local Planning Authority needs to comment. It is therefore considered that no objection should be made to the proposal.

RECOMMENDATION RE: CR/2019/0448/CON

No objection.

