CRAWLEY BOROUGH COUNCIL
PLANNING COMMITTEE - **11 February 2019**
REPORT NO: PES/290(a)

REFERENCE NO: CR/2018/0273/FUL

LOCATION: GATWICK AIRPORT STATION, SOUTH TERMINAL, GATWICK
WARD: Langley Green
PROPOSAL: PROPOSED CONSTRUCTION OF NEW STATION CONCOURSE/AIRPORT ENTRANCE AREA, LINK BRIDGES, PLATFORM CANOPIES, BACK OF HOUSE STAFF ACCOMMODATION AND ASSOCIATED IMPROVEMENT WORKS (AMENDED FLOOD RISK ASSESSMENT RECEIVED)

TARGET DECISION DATE: 25 September 2018

CASE OFFICER: Mr M. Robinson

APPLICANTS NAME: Network Rail Infrastructure Limited
AGENTS NAME: Network Rail Infrastructure Limited

PLANS & DRAWINGS CONSIDERED:

142637-COT-00000-10-DRG-EAR-000007, Proposed Site Wide Platform Level Plan
142637-COT-00000-20-DRG-EAR-000002, Existing Site Wide Concourse Level Plan
142637-COT-00000-40-DRG-EAR-000003, Existing Site Wide Roof Level Plan
142637-COT-00000-10-DRG-EAR-000001, Existing Site Wide Platform Level Plan
142637-COT-00000-20-DRG-EAR-000008, Proposed Site Wide Concourse Level Plan
142637-COT-00000-40-DRG-EAR-000009, Proposed Site Wide Roof Level Plan
142637-COT-03000-ZZ-DRG-EAR-000251, Airport Entrance Platform - Roof Level Key Interface Detail Proposed Platform 5/6 Escalator
142637-COT-03000-ZZ-DRG-EAR-000250, Airport Entrance Platform - Proposed Platform 5/6 Escalator
142637-COT-03000-ZZ-DRG-EAR-000252, Airport Entrance Platform - Roof Level Key Interface Detail Proposed Edge Protection
142637-COT-03000-ZZ-DRG-EAR-000253, Airport Entrance Platform to Roof Level Key Interface Detail NR Link Bridge
142637-COT-03000-ZZ-DRG-EAR-000255, Airport Entrance Platform to Roof Level Key Interface Detail Service Riser Zone
142637-COT-03000-ZZ-DRG-EAR-000254, Airport Entrance Platform to Roof Level Key Interface Detail NR Link Bridge Facade
142637-COT-02000-00-DRG-EDR-000001, Proposed Foul Water Drainage General Arrangement & Cross Sections
142637-COT-00000-00-DRG-EDR-000001, Proposed Surface Water Drainage General Arrangement
142637-NWR-00000-ZZ-SKT-LEP-000001-04, Existing Platform 7 External Western Elevation
142637-NWR-00000-ZZ-SKT-LEP-000001-03, Existing Platform 7 External Eastern Elevation
142637-NWR-00000-ZZ-SKT-LEP-000001-06, Existing Platform 7 External Northern Elevation
142637-NWR-00000-ZZ-SKT-LEP-000001-07, Existing Platform 7 Connection to Station Concourse
142637-COT-00000-ZZ-SKE-ESU-000001, Site Location Plan
142637-NWR-00000-ZZ-SKT-LEP-000001-01, Existing - Internal Elevation A - View on Concourse/Platform 7 Link Bridge Interface
142637-COT-00000-ZZ-DRG-EAR-000201, Proposed Site Wide Platform to Roof Level Section Proposed General Arrangement
142637-NWR-00000-ZZ-SKT-LEP-000001-08, Existing - Concourse to Platform 7 Interface/Connection
CBC 0001, Proposed Realignment of Public Right of Way
142637-COT-02000-10-DRG-EAR-000004, BOH Building - Proposed Platform to Roof Level Proposed Elevations GA1

142637-COT-02000-10-DRG-EAR-000007, BOH Building - Proposed Platform Level Site Plan GA
142637-COT-02000-20-DRG-EAR-000005, BOH Building - Proposed Concourse Level GA

CONSULTEE NOTIFICATIONS & RESPONSES:-

1.	Environment Agency	Low environmental risk – no comments.
2.	National Air Traffic Services (NATS)	No safeguarding objection.
3.	Surrey County Council	No comment received.
4.	Mid Sussex District Council	No objection.
5.	Thames Water	No comment received.
6.	Mole Valley District Council	No comment received.
7.	Sussex Police	British Transport Police remit – no comments.
8.	Horsham District Council	No objection.
9.	CBC Drainage Officer	No objection subject to the implementation of the drainage strategy.
10.	Tandridge District Council	No objection.
11.	Reigate and Banstead Borough Council	No comment received.
12.	CBC Environment Team	No comment received.
13.	CBC Environmental Health	No comment received,
14.	CBC Energy Efficiency & Sustainability	No objection – A sustainability statement has subsequently been received that addresses these issues. A condition requiring compliance with BREEAM "Excellent" rating for energy and water is recommended.
15.	CBC Urban Design	No comment received.
16.	WSCC Lead Local Flood Authority	Advice and more information required.

"*Current surface water mapping shows that the majority of the proposed site is at low risk of flooding The proposed development is shown to be at low risk from ground water flooding based on the current mapping...*

Surrey County Council, as a neighbouring LLFA, has also stated the need for betterment as the receiving watercourse flows north into the Gatwick Stream/Surrey…

…All works to be undertaken in accordance with the LPA agreed detailed surface water drainage designs and calculations for the site, based on sustainable drainage principles."

17.	CBC Gatwick Airport Boundary	Support - The proposed works are appropriate within the airport boundary and would contribute to the safe and efficient operation of the airport within its existing one runway, two terminal configuration. Overall, the proposal is consistent with the relevant Local Plan Infrastructure and Gatwick Airport related policies, and is supported in policy terms.
18.	Gatwick Diamond Grow Group	Support. Gatwick Rail Station is a key gateway to Gatwick Diamond, London and the rest of the UK, for leisure travellers, business travellers and commuters. The updated station will be welcomed by business and leisure travellers alike.
19.	CBC Economic Development	Support – Welcomes and strongly supports this application.
20.	Network Rail	No comment received.
21.	Gatwick Airport limited (GAL) Aerodrome Safeguarding	No objection subject to conditions to control the use of cranes, control of birds, lighting and control of any temporary buildings.
22.	WSCC Highways	None of the roads within Gatwick Airport form a part of

		the publically maintainable network. There will therefore be no impact on the operation of the Network, highway safety or capacity grounds. Additional movements would be temporary and would use appropriate routes manged by Highways England.
23.	British Transport Police	No objection.

NEIGHBOUR NOTIFICATIONS:-

Advertised via site notices erected on 10th July 2018 and a notice published in the local press on 4th July 2018.

RESPONSES RECEIVED:-

1. Sussex Chamber of Commerce - Support. – The number of travellers from/to the station is expected to grow. GAL has committed its support for public transport to Gatwick to be used as higher mode share as a part of is Airport Surface Access Strategy targets. Improvements to those travelling via the station and contribution to the regional economy. Rai connectivity at Gatwick Airport makes the station one of the South East's most important transport hubs and this creates the additional capacity and passenger improvements required to support growth for the airport and the region.

2. Manor Royal BID - Support – Gatwick is important as a gateway for domestic, overseas visitors and commuters. The proposal will benefit all users, address safety issues and improve the operation of the rail service. GAL to consider improving wayfinding from concourse to other transport linkages.

3. Gatwick Airport Consultative Committee - Support – The scheme is long overdue to meet congestion on the station concourse and improve the passenger experience of a railway and airport with increasing passenger numbers from the airport and wider region.

4. Metrobus - No objection – The railway station is a vital means of enabling air passengers and staff to travel by sustainable means (including buses) and a key interchange for the local area (Crawley and Horley) as well as the regionally important Manor Royal Business District.

5. East Sussex Rail Alliance - Support- Expanding the rail passenger handling at the Airport – and to cater for the rapidly increasing numbers who use rail to access their flights from this vibrant and growing transport hub is supported. Hope this is the first of investment by Network Rail in passenger handling. Expected to be built with minimal disruption to ultra-heavy commuter services

REASON FOR REPORTING TO COMMITTEE:-

This is a major application comprising the creation of more than 1000sqm of floor-space.

THE APPLICATION SITE:-

1.1 The application site comprises Gatwick Airport Railway Station and Gatwick Airport Limited (GAL) land to the east of and adjacent to the railway line.

1.2 The application area comprises the 1st floor railway station with its linkages into the Gatwick Airport southern terminal to the west. Within the site at ground floor level are the platforms and railway lines. There are also areas of land currently used in servicing airport and a public footpath on the east side of the railway line. There is a very limited amount of operational railway land around the station.

1.3 The main London to South Coast railway line runs north/south through the centre of the site. To the east of the site, (and in part), adjacent to the railway line is a public footpath running north/south. Two footbridges linking the car-parks etc. east of the railway line to the Gatwick Airport South Terminal to the west, cross the railway station at 1st floor level. . Close to the west of the site and to

the east of the A23 running north-south is part of the Avenue Verte, Route 21 of the National cycle Network.

1.4 The station comprises the main ticket area/concourse that is linked into the southern terminal, a primary access bridge and concourse to all platforms and a secondary bridge providing passenger access to western platforms 1-6. The station has 7 platforms.

THE PROPOSED DEVELOPMENT:-

2.1 This planning application seeks permission for a new 1st floor concourse/entrance area above platforms 5, 6 and 7 linking to the existing secondary point of passenger access between the Gatwick Airport footbridges and the car parks/passenger transport interchange to the east. The new concourse would have a curved roof that would project above the existing footbridges and existing station concourse. It would be constructed with a steel frame. Externally the roof would comprise profiled aluminium sheeting, with inflated EFTE cushion units as roof-lights. Walls would comprise translucent and non-translucent composite and aluminium panel systems.

2.2 It would provide improved access for passengers to the platforms 5, 6 and 7 with new lifts/escalators stairways. Platforms 5 and 6 would be widened. Lift and stair access to platforms 3 and 4 would also be provided. Additional canopies would also be erected over platforms 3-7.

2.3 The proposals also include the erection of a new “back of house” accommodation building to the east of the railway line and north of the Gatwick Airport northern footbridge. It would be two storeys in height and together with the other alterations/change of use of land to the east of the railway lines, it would require the diversion of a public footpath. The revised siting for the public footpath would run through the lower forecourt area of the Passenger Transport Interchange building (PTI). The “back of house” accommodation building would be of modular construction with aluminium composite cladding.

2.4 The following documents have been submitted with the application:

- Design and Access Statement.
- Flood Risk Assessment – Subsequently updated.
- Construction Management Plan.
- Deliverability Strategy.
- Architectural Specification.
- Signage and Wayfinding Strategy.
- Sustainability Statement.

PLANNING HISTORY:-

3.1 CR/278/1976 - Change of use of private roadside embankments and verges to railway operational land for purpose of railway works in connection with station reconstruction scheme on land adjoining Gatwick Airport railway station, between the railway and the airport. This is the planning permission for the current position of the railway station on this site.

3.2 CR/2012/0310/NTF - Prior approval granted for the construction of a new railway platform, (now platform 7) an extension to the existing concourse including new lifts, escalators and connecting bridge to existing multi storey car park.

3.3 CR/2012/0141/CON - Consultation from network rail for the erection of temporary 3 storey porta-cabin offices & associated works within a substation compound to the south of Gatwick Airport Railway Station,

PLANNING POLICY:-

National Planning Policy Framework (July 2018) (NPPF)

4.1 Paragraphs 10-11. 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. Para 12 reiterates that the NPPF does not change the statutory status of the development plan.

4.2 Planning conditions and obligations Para. 55-56 Planning conditions should be kept to a minimum and used to make otherwise unacceptable development acceptable.

4.3 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.

4.4 Section 9 – Promoting sustainable transport. Transport issues should be considered from the earliest stages of plan making and development proposals so 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 sites it should be ensured that "*appropriate opportunities to promote sustainable transport modes… give the type of development and its location…"* and "*… safe and suitable access to the site can be achieved for all users;…".* Para 110. Within this context, priority should be given first to pedestrian and cycle movements… "*and second – so far as possible – to facilitating access to high quality public transport,…".*

4.5 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.

4.6 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 Governments policy for national technical standards. Paras 155-165 planning and flood risk, seek to locate inappropriate development away from areas at flood risk, ensure flood risk is not increased elsewhere and make development flood resistant.

The Crawley Borough Local Plan 2015-2030

4.7 The plan was adopted in December 2015 and the following policies are of relevance:-

4.8 Policy IN6 **Improving Rail Stations** states that any improvements or development at or within the vicinity of the railway stations will be expected to enhance the specific roles of the individual stations the sustainable access to individual stations and:

a) *At Gatwick Station, support its function as an airport-related interchange and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses;…"*

Reasoned Justification:

"Gatwick rail station is in a highly strategic location for transport, not only within the borough, but for the wider South East region. It is important to seize opportunities for any possible improvements for broadening the function of the station to include further surface travellers, particularly those who use sustainable modes of transport, such as rail or buses."

4.9 Policy SD1: **Presumption in Favour of Sustainable Development** states that there will be a presumption in favour of sustainable development including

"1. Progress towards Crawley's commitment to being carbon neutral by 2050 and adapts to climate change;
2. Complements Crawley's character as a compact town within a countryside setting, developed on a neighbourhood principle and maximises the use of sustainable travel;
3. Respects the heritage of the borough;
4. Protects, enhances and creates opportunities for Crawley's unique Green Infrastructure;
5. Provides a safe and secure environment for its residents and visitors;
6. Provides for the social and economic needs of Crawley's current and future population; and
7. Accords with the policies and objectives set out in this Plan unless material considerations indicate otherwise."

4.10 Policy CH2 '**Principles of Good Urban Design'** seeks 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.

4.11 Policy CH3 '**Normal Requirements of All New Development'** states that all proposals should be based on a thorough understanding of the significance and distinctiveness of the site, of a high quality in terms of its design, sympathetic to its surroundings, provide a good standard of amenity for future occupants, retain trees which contribute positively to the area, meets its own operational requirement and demonstrate that it addresses the principles included within both 'Secure by Design' and 'Building for Life' criteria.

4.12 Policy CH11: **Rights of Way and Access to the Countryside** Proposals which detract from the character of a right of way must adequately mitigate the impacts or provide a new resource of equal or better value

4.13 Policies EC1 **Sustainable Economic Growth** and EC2 **Economic Growth in Main Employment Areas** seek to promote economic growth by ensuring there is no net loss of employment space within the Main Employment Areas one of which is Gatwick Airport. However paragraph 5.31 sets out that policies GAT1 and GAT4 specifically apply to the Airport.

4.14 Policy IN2 **Strategic Delivery of Telecommunications Infrastructure** requires all residential, employment and commercial development to be designed to be connected to high quality communications infrastructure.

4.15 Policy IN3 **Development and Requirements for Sustainable Transport** requires development to be concentrated in locations where sustainable travel patterns can be achieved.

4.16 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.

4.17 Policy IN5: **The Location and Provision of New Infrastructure** **"***The council will support the provision of new or improved Infrastructure in appropriate locations where the facilities are required to support development or where they add to the range and quality of facilities in the town. Major facilities which serve the whole town or wider area should be located in the most sustainable locations accessible by a variety of means of transport…"*

4.18 Policy ENV6 **Sustainable Design and Construction** requires all development to demonstrate how it will meet sustainability objectives both in its design and construction processes.

4.19 Policy ENV9 **Tackling Water Stress** requires development to minimise its impact on water resources and promote water efficiency.

4.20 Policy ENV10 **Pollution Management and Land Contamination** deals with pollution management and land contamination.

4.21 Policy GAT1 **Development of the Airport with a Single Runway**
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

4.22 Policy GAT4: **Employment Uses at Gatwick** includes that "Permission for the creation of any non-airport related commercial floor-space within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floor-space need necessary to meet the needs of the airport as it expands and will not have an unacceptable impact on the roles and function of Crawley Town Centre or Manor Royal."

PLANNING CONSIDERATIONS:-

Principle of the development

5.1 Policy IN6 of the Local Plan requires development at or within the vicinity of railway stations to enhance the specific roles of the individual stations, the sustainable access to individual stations and at Gatwick Station, support its function as an airport-related interchange and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses.

5.2 The Crawley Infrastructure Plan Nov 2014 identified that improvements to the passenger concourse at Gatwick Station are proposed to help ensure that the best use is made of existing airport capacity.

5.3 The proposal would provide an extended and updated railway station at Gatwick Airport and would result in improved infrastructure at this location. It is a highly sustainable location and comprises a major facility to serve the town, Gatwick Airport, Manor Royal and the wider surrounding area. It enhances access to the railway, a highly sustainable mode of transport. In supporting the continued operation of Gatwick Airport as a single runway two terminal airport, and improving the passenger experience, it is considered to comply with the requirements of policy IN6 of the Local Plan and is therefore acceptable in principle.

5.4 The following considerations are also relevant in the determination of this planning application:

- Impact upon visual amenity, the character of the area and users of the adjacent footpath;
- The operational requirements of the development;
- Flooding and flood risk;
- Sustainability;
- The operation of the Highway;
- The impact upon operation of Gatwick Airport;
- Airport Safeguarding

Impact upon visual amenity, the character of the area and users of the adjacent footpath;

5.5 The main part of the development that would be visible from outside of the site would be the new concourse above platforms, 5-7. This would be a large modern curved roof structure that would project above the existing airport footbridges, and in addition to views from longer distances locally it would be highly visible from both the public footpath that currently runs north to south along the eastern boundary of the railway and from the footbridge that crosses the railway line to the south. There would also be views of the new structure from beneath the terminal building/cyclepath/footpath (National Cycle Route no.21) to the west and from the car-rental areas at ground floor level to the south-east. There are also likely to be views from within the Passenger Transport Interchange building (PTI) to the east and from the terminal building to the west, although many of the windows in these structures have views to the outside obstructed.

5.6 The modern design which proposes the inclusion of extensive translucent materials to enable natural lighting, would, it is considered, add interest to the current dated appearance of the site. Other changes including new canopies to the platforms, enlarged platforms, the provision of a new two storey back of house building and other changes to incorporate additional land within that in use by Network Rail, would when considered against the backdrop and surroundings of the existing terminal and the PTI not have a harmful impact on the area.

5.7 It is not considered that the development would detract from the National Cycle route 21 to the west. Views from the footpath that currently runs north-south to the east of the railway line would be marginally harmed as it is proposed to re-direct it away from the railway line to run through the ground floor of the PTI. There would therefore be a slightly poorer visual outlook than it currently has as although the previous route of the footpath did not provide a particularly good outlook, it was least outdoors, but improved access into the airport. The new route through the building would be further to walk, and would be along paving under the main bulk of the building with overall a marginally poorer outlook.

5.8 The re-routing of the footpath to the east of the railway line to mitigate the impact of the development on the existing footpath, would retain the provision of a safe and convenient link to nearby rights of way and would overall be of equal value compared to the existing route, one that is already significantly impacted upon by the development at Gatwick Airport. It is not therefore considered that the proposal conflicts with policy CH11 of the Local Plan in regard to the impact upon rights of way and access to the countryside.

Flooding and flood risk;

5.9 The site is situated with an Environment Agency Zone 3 Flood Risk Area. Initial concerns from the Council's Drainage Engineer and the Lead Flood Authority (WSCC) regarding the increased flow rates off site that could result as a consequence of the decrease in permeable area and increase in building form have been overcome by the applicant by providing updated drainage and water run off rate information. This has overcome concerns that the proposal would have resulted in increased flooding downstream of the site, and subject therefore to conditions to require the drainage measures to be implemented and thereafter retained and maintained, it is considered that the concerns regarding the impact on flooding/flood risk has been resolved.

Sustainability;

5.10 The initial concerns of the Council's Energy Efficiency & Sustainability Officer, in regard to energy and water efficiency have been allayed by the subsequent submission of a sustainability statement. This document has considered a number of achievable sustainability measures. On the basis therefore that the implementation of some/all of these measures will be undertaken the sustainability objectives of the Local plan set out on policies ENV6 (Sustainable Design and Construction) and ENV9 (Tackling Water Stress) could be achieved.

5.11 The applicant has not currently provided details of how the application will comply with policy ENV7 (District Energy Networks) that identifies the site as being in a priority area for a District Energy Network, that applications that would result in the creation of over 1000sqm of internal floor-space should demonstrate how they have considered: developing its own system for supplying energy to

any surrounding existing or planned buildings; consider how it might include site wide communal energy systems; or be “network ready”. Further information regarding this issue is however to be received from the applicant regarding this issue and consideration of this will be reported to the committee as an update.

5.12 It is therefore considered that the issues relating to sustainability measures can be controlled through the use of a condition to require the applicant to prove that the development has achieved a BREEAM “excellent” energy and water rating to comply with policies ENV6 and ENV9 of the Local plan. It is also considered if necessary after consideration of additional information, that additional condition(s) requiring works in relation to district Energy Networks can require the provision of infrastructure to comply with policy ENV7.

<u>The impact upon operation highway and operational matters,</u>

5.13 In the short term West Sussex County Council have identified that the implementation of the works would not have an impact upon the operation of the publically maintained highway even though in the short term whilst construction is on-going there would be likely to be an increase in vehicle movements to and from the site via the Highways England maintained roads of the trunk road network.

5.14 During construction as the development would locally utilise privately owned and managed GAL and Network Rail land within the Gatwick Airport boundary the management of how the proposal would be implemented on site in regard to the wider operation of Gatwick Airport will be down to Network Rail to resolve with GAL as it is not considered there would be impacts on the wider operation of the highway, or due to its location, any other uses outside the wider airport boundary.

5.15 Comments from the Cycle forum raised a number of issues relating to access to the Station and cycle parking for passengers. The applicant has confirmed that lifts will be capable of carrying cycles and there will be wider access points within the station for passengers. Cycle access within the station will therefore be improved. Whilst cycle storage is proposed for staff, this application does not include cycle storage for passengers. This is a missed opportunity to improve cycle access to the station and is particularly disappointing given the direct access to the site provided via National Cycle Route 21 (London to Eastbourne via Crawley, and also part of the Avenue Verte from London Paris) that is situated to the immediate west of the railway line.

5.16 There are no parking standards for cycle parking for Railway Stations, and the plans do not include either reduction or increase in passenger cycle parking facilities at this location from the current provision of 32 spaces. The sustainability statement sets out that opportunities will be considered at the next stage in the design to provide additional cycle parking, but there are no current plans submitted to show how this would be achieved. The development has a very tight boundary around the direct improvements to the passenger experience in terms of accessing Gatwick Airport including a requirement to use land not currently operational railway land. The areas within the red line are therefore restricted in terms of the opportunities for passenger cycle parking, to be sited, unless it is actually within the building (and hence could be implemented in the future without the need for planning permission) and it is on this basis therefore that on balance the lack of improved cycle parking facilities is considered acceptable when weighed against the other benefits that the scheme will deliver.

<u>The impact upon the operation of Gatwick Airport;</u>

5.17 It is considered that the proposal would help to address identified issues relating to the use of the station, by providing: improved more spacious concourse areas, improved platform access, and enlarged platforms, that will all assist in improving passenger movements/experience within the station and address existing overcrowding issues whilst providing better staff accommodation. It is considered that it would be an enhancement of sustainable travel modes to the airport/and surrounding area and supports the existing function of the station as an airport-related interchange for surface travellers.

5.18 The proposal would, it is considered, provide enhanced passenger experience in the longer term at the railway station at Gatwick Airport, resulting in improved passenger access and egress to/from the Airport by train. It would not add to airport terminal capacity and would not of itself increase passenger numbers. It is considered that it would support Gatwick Airports operation as a one runway, two terminal airport and although passenger numbers per annum have already exceeded the 45million the proposal is to address known the qualitive issues affecting the operation as set out in paragraph 5.12. An improved railway offer should assist in encouraging more passengers to use the railways to access Gatwick Airport in turn helping Gatwick Airport Limited to meet the surface access travel mode obligations required by the Gatwick Airport Legal Agreement. It is therefore considered that it would comply with the three elements of policy GAT1, in that it would:

- be appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
- it supports a more sustainable mode of access to the airport whilst protecting the environment, it would improve surface access and would not adversely impact upon flooding, air quality, noise, visual impact or climate change; and
- that it is not incompatible with the potential future expansion of the airport, as if the airport was to expand in the future the station would be retained at this site, and would not conflict with either the provision of an additional runway or the associated additional development that would be required to support expansion.

The impact upon the operation of Gatwick Airport would therefore be positive and would not conflict with Policy GAT1 of the Crawley Borough Local Plan.

Airport Safeguarding

5.19 Gatwick Airport Limited Aerodrome Safeguarding and National Air Traffic Services (NATS) have no objection to the proposals on aerodrome safeguarding grounds, subject to conditions to control the use of cranes, to control birds, restrict lighting and to control of any temporary buildings, and on this basis it is not considered the development would have an adverse impact upon the safe operation of Gatwick Airport.

Other

5.20 There are no nearby residential properties and there is some separation from the closest business uses that are not part of the direct operation of the Airport. It is not therefore considered that there would be harm in terms of noise/disturbance to residential amenity or the operation of other nearby uses.

CONCLUSIONS:-

6.1 The proposed alterations to Gatwick Airport Railway Station would enhance the facility and providing an improved sustainable transport mode of accessing Gatwick Airport and the surrounding area including Manor Royal in accordance with and supported by policy IN6 of the Local Plan. The development would support the operation of Gatwick Airport as a single runway two terminal airport as set out in policy GAT1 of the Local Plan.

6.2 It is considered that there would not be adverse impacts upon the operation of the local Highway network, and in terms of visual and amenity impact the affect would be acceptable. Whilst the public footpath route through the site would be adversely affected and further details of sustainability measures are required to ensure compliance with policies ENV6 and ENV9 the latter issue can be addressed through suitable conditional controls.

6.3 The applicant has provided additional information relating to the impact that the development may have had on drainage and flood risk outside the site and this has overcome initial concerns from consultees. Provided the development is undertaken in accordance with the amended Flood Risk Assessment these issues will be addressed.

6.4 It is therefore considered that in the planning balance the advantages of the development would outweigh the harm caused to users of the public footpath, and on this basis it is recommended that planning permission should be granted subject to the following conditions.

RECOMMENDATION RE: CR/2018/0273/FUL

Permit subject to conditions.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
REASON: To comply with Section 91 of the Town & Country Planning Act 1990.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans as listed 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.

3. No development above platform level shall be carried out unless and until a schedule of materials and finishes and, samples of such materials and finishes to be used for external finishes of the proposed building have been submitted to and approved by the Local Planning Authority.
REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.

4. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

   - Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
   - The bird proofing of any ledges/crevices to prevent access to birds.

   The Bird Hazard Management Plan shall be implemented as approved upon completion of the development and shall remain in force in perpetuity. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with policy GAt1 of the Crawley Borough Local Plan 2015-2030.

5. Before development commences details of construction lighting including obstacle lighting to be placed on cranes or other tall construction equipment shall be submitted to and approved in writing by the Local Planning Authority. No subsequent alterations shall take place unless first submitted to and approved in writing the Local Planning Authority.
REASON: It is necessary to control the construction lighting on this development to avoid confusion with aeronautical ground lighting and to prevent glint and glare to pilots and ATC which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy GAt1 of the Crawley Borough Local Plan 2015-2030.

6. Before development commences details of the permanent lighting scheme for the development shall be submitted to and approved in writing by the Local Planning Authority. 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 prevent glint and glare to pilots and ATC which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with policy GAT1 of the Crawley Borough Local Plan 2015-2030.

   For Information: Please refer to AOA Advice Note 2 ‘Lighting Near Aerodromes’, available from: http://www.aoa.org.uk/policy-campaigns/operations-safety/

7. Development shall not commence until details of cranes and other tall construction equipment have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:
Crane types
Crane heights
Crane locations including six figure eastings & northings grid references
Operational times
No subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: To ensure that any cranes/tall construction equipment does not breach the Obstacle Limitation Surface (OLS) and do not interfere with navigational aids and endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy GAT1 of the Crawley Borough Local Plan 2015-2030.

For Information: Please refer to AOA Advice Note 4 'Cranes & Other Construction Issues', available from: http://www.aoa.org.uk/policy-campaigns/operations-safety/

8. Development shall not commence until details of any temporary buildings to be used during the construction period have been submitted to and approved in writing by the Local Planning Authority Such details shall include the following matters:

- Locations including six figure eastings & northings grid references of any temporary buildings
- Dimensions of any temporary buildings including heights in metres

No subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: To ensure that temporary buildings do not breach the Obstacle Limitation Surface (OLS) and do not interfere with navigational aids and endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy GAT1 of the Crawley Borough Local Plan 2015-2030.

9. No development shall take place until details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable, and a timetable for its implementation have been submitted to and been approved by the Local Planning Authority. The drainage shall be provided in accordance with the approved details and timetable.
REASON: In order to secure a satisfactory standard of development, having regard to policy ENV8 of the Crawley Borough Local plan 2015-2030.

10. Details for the long term maintenance arrangements for any parts of the drainage system which will not be adopted shall have been submitted to and been approved in writing by the Local Planning Authority prior to the installation of drainage system. The submitted details should specify the responsibilities of each party for the implementation of the SUDS scheme, a timetable for implementation, provide a management plan and maintenance plan for the lifetime of the development. The management and maintenance arrangements shall be carried out in accordance with the approved details over the period specified.
REASON: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with policy ENV8 of the Crawley Borough Local Plan 2015-2030.

11. Prior to the first use of the "Back of House" (BOH) accommodation building, a secure cycle store for staff shall have been installed in accordance with details that have first been submitted to and been approved in writing by the local planning Authority. The secure cycle store shall thereafter be retained for the purposes of storing cycles.
REASON: To ensure the operational requirements of the site in terms of staff cycle storage are provided in accordance with policy IN4 of the Crawley Borough Local plan 2015-2030.

12. Prior to the first use of the "Back of House" (BOH) accommodation building, the access road, parking and turning area on drawing no. 142637-COT-02000-10-DRG-EAR-000007 shall have been implemented and shall thereafter be retained for access and the parking, turning/loading and/or unloading of vehicles and such space shall not thereafter be used other than for the purposes for which it is provided.

REASON: In the interests of the safe operational requirements of the site and to accord with approved policy in accordance with policies CH3 of the Crawley Borough Local Plan 2015-2030.

13. The refuse bin provision shown on drawing no. 142637-COT-02000-10-DRG-EAR-000007 shall not installed until details of the single storey building to enclose the refuse bin provision have been submitted to and been approved in writing by the Local Plan Authority. The refuse bin provision shall thereafter be implemented in accordance with the approved plans prior to the "Back of House" (BOH) accommodation building being brought into use.
REASON: To ensure the operational requirements of the site are met in accordance with policy CH3 of the Crawley Borough Local Plan 2015-2030.

14. Within six months of the substantial completion of the following respective individual parts of the development:
a). the 1st floor station concourse; or,
b). back of house building,
a full BREAAM Assessment shall have been carried out and post construction BREEAM Certification to achieve the minimum Energy and Water credits required for BREEAM "Excellent" for each of these respective individual parts of the development or the development as a whole shall have been submitted to the Local Planning Authority.
REASON: In the interests of sustainable design and construction in accordance with the Local Plan Policies ENV6 and ENV9.

1. NPPF Statement

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

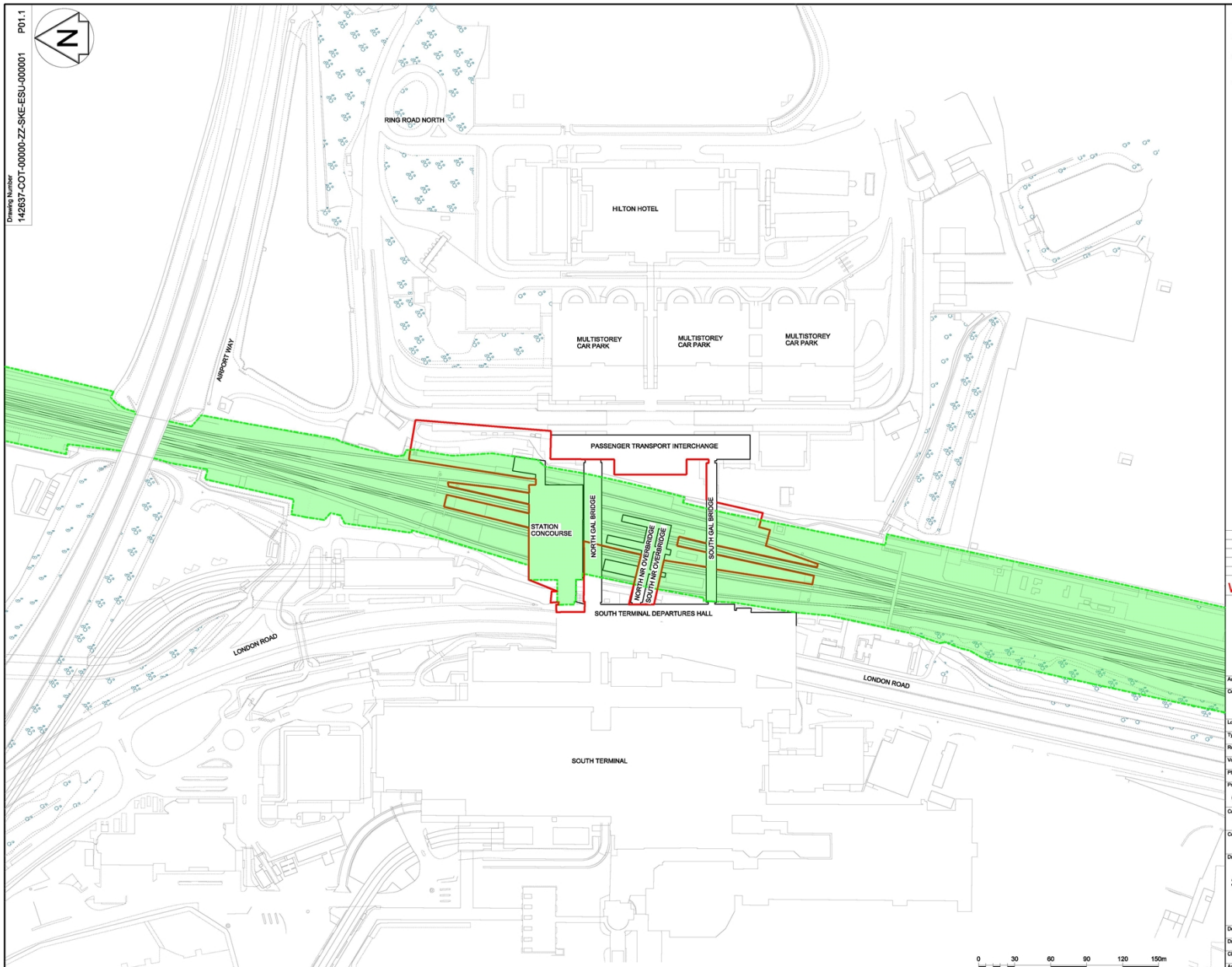
• Providing advice in a timely and manner through pre-application discussions, meetings and correspondence.

• Liaising with consultees, respondents and the applicant and discussing the proposal where considered appropriate and necessary in a timely manner during the course of the determination of the application to resolve issues.

• Seeking amended plans and additional information to address identified issues during the course of the application.

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

Drawing Number
142637-COT-00000-ZZ-SKE-ESU-000001 P01.1



A GATWICK EXISTING SITE PLAN
1:1250

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Legend/Notes

1. ALL LEVELS IN METERS UNLESS STATED OTHERWISE
2. ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE
3. SURVEY MODEL INFORMATION IS TAKEN FROM 142637-COT-00000-ZZ-MCM-ESU-000001 AND HAD BEEN MODELLED TO A SURVEY ACCURACY BAND +/- 5mm
4. SURVEY MODEL INFORMATION TAKEN FROM 142637-RSK-MOD-MD-294958-02 HAS BEEN MODELLED TO A SURVEY ACCURACY BAND +/- 50 - 100mm

LEGEND

DENOTES NR BOUNDARY & LAND OWNERSHIP

Site Location Boundary
DENOTES CONSTRUCTION WORK AREA

Rev	Date	Description of Revisions	Drawn	Chkd	Appr

Status: Work In Progress
Suitability: S0

NetworkRail

Authorised | Signed: Authorised by eSign | Date

Contractor(s): COSTAIN TSP NG Bailey

Location/Level: Site Wide
Type: Drawing
Sub-type: General Arrangement
Role
Discipline: General
Volume/System
Phasing: GRIP 3
Grip Stage: 3
Project: Gatwick Station Project
Contract No.: 142637 - Gatwick Station Project
Contract Title
Drawing Title: SITE LOCATION PLAN

Designed	COSTAIN	Signed	Date
Drawn	Nick Stanley	Signed	Date 16/03/18
Checked	---	Signed	Date ---
Approved	---	Signed	Date ---
Scale(s) As Shown		ELR & Mileage	to

Alternative Reference
Sheet of
Drawing Number: 142637-COT-00000-ZZ-SKE-ESU-000001
Revision: P01.1

Sheet Size A1 594 x 841