

LOCATION: [BLOC HOTEL, SOUTH TERMINAL, PERIMETER ROAD EAST, GATWICK, CRAWLEY](#)
WARD: Langley Green and Tushmore
PROPOSAL: ERECTION OF EXTENSION TO EXISTING HOTEL TO PROVIDE AN ADDITIONAL NET 231 BEDROOMS AND ASSOCIATED BACK OF HOUSE AND SUPPORT ACCOMMODATION

TARGET DECISION DATE: 26 February 2020

CASE OFFICER: Ms D. Angelopoulou

APPLICANTS NAME: Bloc Hotels Ltd and Gatwick Airport Ltd

AGENTS NAME: Vantage Planning Ltd

PLANS & DRAWINGS CONSIDERED:

Drawing Number	Revision	Drawing Title
18097-PL01	P1	Site Location Plan
18097-PL02	P1	Existing Site Plan
18097-PL03	P1	Proposed Site Plan
18097-PL04	P1	Proposed Level 40 Plan
18097-PL05	P1	Proposed Level 50 Plan
18097-PL06	P1	Proposed Levels 60, 70 & 80 Plan
18097-PL07	P1	Proposed Roof Plan
18097-PL10	P1	Existing Level 40 Plan
18097-PL11	P1	Existing Levels 50, 60, 70 & 80 Plans
18097-PL12	P1	Existing Level 90 Plan
18097-PL13	P1	Existing North and South Elevations
18097-PL14	P1	Existing East and West Elevations
18097-PL20	P2	Proposed Sections
18097-PL30	P2	Proposed North & South Elevations
18097-PL31	P2	Proposed East & West Elevations
18097-PL40	P1	Isometric View

CONSULTEE NOTIFICATIONS & RESPONSES:-

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|-----------------------------------------|--------------------------------------------------------|
| 1. GAL Planning Department | No response received. |
| 2. GAL Aerodrome Safeguarding | No objection subject to conditions. |
| 3. Environment Agency | No objection subject to condition. |
| 4. WSCC Highways | No objection. |
| 5. National Air Traffic Services (NATS) | No objection. |
| 6. Surrey County Council | No response received. |
| 7. Mid Sussex District Council | No objection. |
| 8. Thames Water | No objection. |
| 9. Mole Valley District Council | No objection. |
| 10. Police | Comments received regarding Secured by design guidance |
| 11. Horsham District Council | No objection |
| 12. CBC Drainage Officer | No objection subject to condition. |
| 13. Tandridge District Council | No objection. |

14. Reigate and Banstead Borough Council	No objection.
15. CBC Environment Team	No response received.
16. CBC Contaminated Land	No response received.
17. CBC Environmental Health	No objection.
18. Crawley Cycle & Walking Forum	No objection.
19. CBC Refuse & Recycling Team	No response received.
20. CBC Energy Efficiency & Sustainability	No objection subject to conditions.
21. CBC Urban Design	No response received.
22. WSCC Lead Local Flood Authority	No objection.
23. CBC Env Health (AQMA)	No objection.
24. Gatwick Diamond Grow Group	No response received.
25. WSCC Fire & Rescue	No response received.

NEIGHBOUR NOTIFICATIONS:-

The application has been advertised through an advert in the local press on 11/12/2019 and by site notices displayed on 09/01/2020.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The application is 'major' development.

THE APPLICATION SITE:-

- 1.1 The application site relates to the existing Bloc Hotel and the roof area to the north, adjacent to the existing hotel. Bloc Hotel is a short stay budget hotel with 245 rooms. It is a 4 storey building which is located above the roof of Gatwick Airport South Terminal. It was opened in 2014 following the conversion of the former office building to a hotel. The building was completely re-clad, utilising black metal cladding panels on the ends with dark grey acrylic render to the side elevations.
- 1.2 The current Bloc Hotel building is accessed from lifts and stairs within South Terminal, and it has no public vehicular access. There are no car parking spaces allocated to the hotel. The hotel does not offer any amenity facilities and instead guests have access to the range of restaurants, bars and other facilities within the Terminal building.
- 1.3 The existing hotel is situated centrally on the roof the main South Terminal building. The roof of the main terminal building also has the airport's plant room and a northern stair and lift core (further to the north-east). Gatwick railway station lies to the southeast and the airport runway lies to the southwest.
- 1.4 The application site is within a Flood Zone 2/3 and lies within the boundary of Gatwick Airport as defined by Crawley Borough Local Plan 2015-2030. The site is also within the Long Distance View Splay from Target Hill as identified by the Local Policy CH8.

THE PROPOSED DEVELOPMENT:-

- 2.1 Planning permission is sought for the erection of an extension to the existing hotel to the north to provide an additional net 231 bedrooms and associated back of house and support accommodation. Three rooms would be lost from the existing hotel as part of the works to create a link into the hotel extension. The new extension would still be accessed from lifts and stairs within South Terminal, with no public vehicular access, as for the original part of the hotel. The new extension would not offer any amenity facilities. The existing service lift at the ground floor of the South Terminal would continue to serve the extended hotel.

- 2.2 The additional guest room accommodation would extend over 3 floors at the same level as the top three floors of the existing four storey hotel. A new glazed bridge link is proposed to connect across from the existing hotel over these three floors.
- 2.3 The ground floor of the extension at levels 40 and 50 would extend some of the existing hotel's support accommodation including providing additional double height back of house office functions for BLOC Hotels Ltd.
- 2.4 Due to the existing fire escape strategy, the new extension would need to connect into the existing northern stair core to enable safe means of escape through the terminal building. A second hotel reception would be provided adjacent to an existing lift lobby in the South Terminal arrivals concourse (satellite reception). This lift would be extended upwards in a new lift and vertical circulation shaft, from which an enclosed second glazed bridge link would connect across to the main extension at the back of house level and the bedroom levels. This is shown on the plans as 'Extended North Circulation Core'.
- 2.5 Three of the bedrooms in the extension would be designed as accessible guest rooms, resulting in 16 accessible rooms in total. The submitted Design and Access Statement states that this number reflects current demand, but there is scope to add to accessible rooms in the future, should demand dictate.
- 2.6 The façades would be dark grey metal rainscreen cladding system and the windows would be aluminium framed in dark grey with a gold metal trim. Level 40-50 (hotel operational and back of house facilities) would be recessed and would be composed of glazed light grey aluminium curtain walling system. The plans also show signage on the northern façade and lift core to be gold faced and back-lit, which would be subject to advertisement consent.
- 2.7 The following documents have been submitted in support of the application:
- Design and Access Statement
 - Planning Statement
 - Energy Statement
 - Transport Statement
 - Air Quality Assessment
 - Flood Risk Assessment
 - Noise Impact Assessment
 - Utilities Infrastructure Statement

PLANNING HISTORY:-

- 3.1 The airport has a complex planning history, however the following applications are considered of relevance in the consideration of this application:

CR/2012/0273/FUL – Change of use from office (B1) to hotel (C1), alterations to the external appearance of the building and reconfiguration of roof – Permitted on 9 July 2012.

Office block built under CR/131/1977 – accommodation restricted to use by an airport related user.

PLANNING POLICY:-

National Planning Policy Framework (February 2019 as amended in June 2019)

- 4.1 The National Planning Policy Framework (NPPF) published in 2019 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- Section 2 – Achieving sustainable development. This section states that achieving sustainable development means that the planning system has three overarching objectives: an economic objective – to help build a strong, responsive and competitive economy, a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and an

environmental objective to contribute to protecting and enhancing our natural, built and historic environment. This includes making effective use of land and helping to improve biodiversity.

- 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- Section 9 – Promoting sustainable transport – this section states that opportunities to promote walking, cycling and public transport use should be pursued.
- 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.

Crawley Borough Local Plan (2015-2030) (adopted December 2015)

4.2 The following Local Plan policies are relevant to this application:

- Policy SD1: Presumption in Favour of Sustainable Development. In line with the planned approach to Crawley as a 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 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 all proposals for development will be required to make a positive contribution to the area; be of a high quality urban design; provide and retain a good standard of amenity for all nearby and future occupants of land and buildings; be able to meet its own operational requirements necessary for the safe and proper use of the site; retain existing individual or groups of trees; incorporate “Secure by Design” principles and demonstrate how the Building for Life 12 criteria would be delivered. Development proposals must adhere to any relevant supplementary planning guidance produced by the council.
- 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 over a wider area.
- Policy CH8: Important views. The Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views. The site is within the Long Distance View Splay from Target Hill.
- Policy EC1: Sustainable Economic Growth. Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. To ensure that Crawley’s recognised economic role and function is maintained and enhanced the council will: i) Build upon and protect the established role of Manor Royal as the key business location (B Use Classes27) for Crawley at the heart of the Gatwick Diamond; and ii) Ensure that the town’s Main Employment Areas are the focus for sustainable economic growth.
- Policy EC2: Economic Growth in Main Employment Areas. This Policy identifies Gatwick Airport as Main Employment Area and states that proposals for employment generating development will be supported where they contribute to the specific characteristics of the main employment area. It also states that whilst identified as Main Employment Area, Gatwick Airport performs a specific employment role which is recognised in individual location-specific Policies GAT1 – 4.
- Policy EC7: Retail and Leisure Development outside the Primary Shopping Area. Retail and leisure proposals in Crawley will follow the NPPF ‘Town Centre first’ principle with development directed to the most sequentially preferable and sustainable locations, firstly within the Primary Shopping Area. Proposals for edge-of-centre or out-of-centre development, will be permitted where it can be demonstrated that: a) the proposed development cannot be met on more central sites, having applied the sequential test; and b) the impact of the development will not

undermine the vitality and viability of the town centre, as existing and planned, or neighbourhood centres.

- Policy ENV6: Sustainable Design and Construction. Proposals for new non-domestic buildings should achieve BREEAM Excellent (for water and energy credits) where technically and financially viable.
- Policy ENV7: District Energy Networks (DEN). The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs. The Policy requires that any major development proposal should demonstrate whether it can connect to an existing DEN network where available, and if not available how it may develop its own system, or how it may include site-wide communal energy systems, or be 'network ready' to connect to a DEN on construction or at some point after construction, all subject to technical or financial viability.
- Policy ENV8: Development and Flood Risk. Development proposals must avoid areas which are exposed to an unacceptable risk from flooding, and must not increase the risk of flooding elsewhere.
- Policy ENV9: Tackling Water Stress. For non-residential development, where technically feasible and viable, development should meet BREEAM Excellent including addressing maximum water efficiencies under the mandatory water credits. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to an area of serious water stress. Applicants must demonstrate how they have achieved the requirements of this Policy within their Sustainability Statement as required by Policy ENV6.
- Policy ENV11: Development and Noise. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. Noise generating development will only be permitted where it can be demonstrated that nearby noise sensitive uses (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users.
- Policy IN1: Infrastructure Provision. Development will be permitted where it is supported by the necessary infrastructure both on and off site and if mitigation can be provided to avoid any significant cumulative effects on the existing infrastructure services. The council will seek to implement a Community Infrastructure Levy (CIL) through the relevant processes. The rate will be set following the adoption of the Charging Schedule.
- Policy IN2: Strategic Delivery of Telecommunications Infrastructure states that all proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.
- Policy IN3: Development and Requirements for Sustainable Transport. Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network.
- Policy IN4: Car and Cycle Parking Standards. Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.
- 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 runway.
- Policy GAT4: Employment Uses at Gatwick. Permission for the loss of airport-related office floorspace 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 floorspace need necessary to meet the operational needs of the airport as it expands. Permission for the creation of any non-airport related commercial floorspace 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 floorspace 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.

Emerging Crawley Borough Local Plan 2020 – 2035 (January 2020)

- 4.3 The Local Plan Review 2020-2035 has been published for Regulation 19 consultation and therefore limited weight should be given to the following applicable policies:
- Policy SD1: Presumption in Favour of Sustainable Development.
 - Policy CL2: Making Successful Places: Principles of Good Urban Design.
 - Policy CL3: Local Character and Form of New Development.
 - Policy CL4: Effective Use of Land: Sustainability, Movement and Layout.
 - Policy CL5: Form of New Development – Layout, Scale and Appearance.
 - Policy CL7: Important and Valued Views.
 - Policy DD1: Normal Requirements of All New Development.
 - Policy DD6: Aerodrome Safeguarding.
 - Policy IN1: Infrastructure Provision.
 - Policy IN3: Supporting High Quality Communications.
 - Policy EC1: Sustainable Economic Growth.
 - Policy EC2: Economic Growth in Main Employment Areas.
 - Policy EC6: Visitor Accommodation.
 - Policy GAT1: Development of the Airport with a Single Runway.
 - Policy GAT3: Employment Uses at Gatwick.
 - Policy TC5: Town Centre First.
 - Policy SDC1: Sustainable Design and Construction.
 - Policy SDC2: District Energy Networks.
 - Policy EP1: Development and Flood Risk.
 - Policy EP4: Development and Noise.
 - Policy ST1: Development and Requirements for Sustainable Transport.
 - Policy ST2: Car and Cycle Parking Standards.

Supplementary Planning Documents (SPDs)

- 4.4 The Supplementary Planning Documents are non-statutory documents which supplement the policies of the Local Plan and are applicable to this application. In particular:

Urban Design SPD (adopted October 2016)

- 4.5 The Urban Design SPD contains guidelines on the standards the Council expects for the public design highlighting in particular the importance of massing and materials, public realm, street design and parking and sustainable design. In addition, it states that applicants and developers are encouraged to consider all the end users that a development and any associated public realm will serve so as to strive to cater to all groups (children and young people, the elderly, disabled people etc).
- 4.6 In respect of non-residential development para 3.26 states:
“The layout of non-residential development is particularly important to their success. This should address the street and the public realm in a considerate manner and not turn their back on the existing streetscape and layout of the town. The appropriate scale and massing of the development will depend on the location and existing urban fabric. Active frontages are particularly important to the vitality of the streetscape and the success of commercial and retail uses and should be incorporated within the design from the start”.
- 4.7 For industrial and commercial development consideration should be made of appropriate materials, colours and massing to improve the architectural language (as buildings are often designed functionally with little architectural merit). Greater consideration of the layout of the buildings to the street is encouraged along with opportunities to improve the urban environment and use of landscaping.

- 4.8 It also includes in Annex 1 the Borough's indicative minimum parking standards. For Hotels and guestrooms the requirements are:
Car parking – 1 space per bedroom
Disabled parking – 1 space or 5% total provision.
Cycle parking – no specified requirement.
Motorcycle parking – 1 space per 10 car parking spaces.

Planning and Climate Change SPD (adopted October 2016)

- 4.9 This SPD includes further guidance on sustainability policies within the Local Plan (Policies ENV6, ENV7, ENV8, ENV9 and IN3).

Developer Contributions Guidance Note (published July 2016)

- 4.10 This sets out the Council's approach to developer contributions following the introduction of the Community Infrastructure Levy. It provides details of the CIL charges and when S106 contributions will be sought.

PLANNING CONSIDERATIONS:-

- 5.1 The main planning issues in the determination of this application are:

- Principle of development
- The design and appearance of the proposal and its impact on the existing hotel and wider area
- The impact on neighbouring properties and amenities
- The acceptability of the environment for hotel guests
- Flood Risk/Drainage
- Parking and access considerations
- Sustainability

Principle of development

- 5.2 The application site is located within the Gatwick Airport Boundary and the proposed development is for an extension to the existing Bloc hotel above the roof of South Terminal Gatwick Airport to provide additional room capacity. The submitted Planning Statement states in this regard that: *'The convenient location within the terminal building has made the existing hotel particularly attractive to those flying out of Gatwick Airport on flights early in the morning. The BLOC offer at Gatwick has been highly successful with average occupancy levels of 95%. There is now an aspiration to increase the number of rooms by adding a northern extension to the existing hotel.'*
- 5.3 Policy GAT1 supports, within the airport boundary, development of facilities 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. Whilst recognising that passenger numbers have, as a result of growth outside the control of the planning system, now exceeded 45 mppa, it is considered that the proposed hotel extension would not have the effect in itself of creating additional capability for increased passenger numbers and the development would contribute to the safe and efficient operation of the airport in its current configuration and would therefore accord with Policy GAT1.
- 5.4 Given that the proposed development would be for quantitative and qualitative improvements to the existing hotel, which itself represents an airport-related use, and would be sited above the existing South Terminal building, the proposal would not prejudice the ability of the airport to meet its needs as it expands, and would therefore accord with Policy GAT4 regarding employment uses at Gatwick Airport.
- 5.5 The NPPF identifies tourism development, including hotels, as a main town centre use and the sequential test is relevant. This test requires that tourism uses are directed in the first instance to the town centre before other less sequentially preferable locations are considered. The applicants' supporting planning statement explains that the proposed extension is designed specifically to serve the needs of airport passengers, and that being located on-airport, the proposed location is more sustainable than an off-airport location. The applicants' justification is considered acceptable and it

is also recognised that the proposed development is an extension of the Bloc Hotel and represents a qualitative and quantitative improvement to the existing operation. It is considered that the proposed floorspace could not reasonably be located in a sequentially preferable location. NPPF impact testing applies only to retail and leisure developments, and an impact test is not therefore required to support this application.

- 5.6 The proposed development would deliver an additional 6,104 square metres net floorspace, and is anticipated by the applicants to support a further 11 full time jobs direct, and a further 35 out-sourced roles. This is supported by Policies EC1 and EC2 of the adopted Local Plan.
- 5.7 Gatwick Airport (GAL) Safeguarding and National Air Traffic Services (NATS) have both commented on the application. NATS raises no objection. GAL Safeguarding raises no objection, subject to several conditions to control the development in order to ensure the safe operation of Gatwick Airport. All these matters are recommended to be controlled by the suggested conditions provided by GAL Safeguarding.
- 5.8 It must be noted that the proposed development is also acceptable and consistent with the emerging airport and economic policies of the Local Plan Review 2020-2035 which is now under consultation.
- 5.9 Overall, the proposal is considered consistent with the relevant economic and Gatwick Airport policies of the adopted Local Plan 2015. Subject to the recommended aerodrome safeguarding conditions, the principle of proposed development is supported in policy terms.

The design and appearance of the proposal and its impact on the existing hotel and wider area

- 5.10 The application site is above the roof of South Terminal Gatwick Airport building amongst a number of tall buildings, and the proposal seeks to erect an extension at the same height as the existing Bloc hotel. The applicants have submitted a Design and Access Statement identifying the main views of the proposed development from various viewpoints. From these views, the proposal would be set against the wider backdrop of the South Terminal building and is considered to sit comfortably within the wider context of the airport in accordance with the Policy CH3 and the Urban Design SPD. The proposed development would also screen the airport's existing plant room which is considered an improvement.
- 5.11 The site is also within the Long Distance View Splay from Target Hill as identified by the Local Plan Policy CH8. The applicants have submitted further information on this; one image that shows the 6 mile long distance view to the existing BLOC Hotel from Target Hill, and a second image showing the extension's footprint in relation to the orientation and massing of the existing hotel. It is therefore considered unlikely that the proposal in this location would obstruct these views, given its proposed height relative to the existing building and the context of the surrounding buildings.
- 5.12 The proposed development is considered to relate sympathetically to the existing hotel by using similar architectural language, utilising the existing strong horizontal forms and complimentary materials. The proposal would include dark grey metal rainscreen cladding system and the windows would be aluminium framed in dark grey with a gold metal trim. This gold metal trim is considered to provide visual interest to the dark grey rendered building with its existing black metal cladding panels on its ends.
- 5.13 Overall, the proposed extension is considered to relate sympathetically to the existing hotel and the extension's design, size and massing considering its location would be seen as a positive contribution within the airport wider area. The palette of materials is also considered to be in character with the existing Bloc hotel in accordance with the relevant Local Plan Policies and the Urban Design SPD.

The impact on neighbouring properties and amenities

- 5.14 The surrounding area is airport use and commercial airport use in its nature and appearance. Immediate neighbours are therefore unlikely to suffer disturbance from the proposal. There are no

residential dwellings in the near vicinity, it is therefore considered that the proposed development would not be detrimental to the amenities of neighbouring occupiers.

The acceptability of the environment for hotel guests

- 5.15 The applicants state that the layout of the proposal is dictated by several site constraints, including the structural capacity of the existing airport building, airport safeguarding, the airports' plant room and fire escape requirements. It is acknowledged that this is a short stay budget airport hotel, and guests are only expected to stay for short periods at this hotel as stated in the submitted supporting information. It is currently being used mostly by those flying out of Gatwick Airport on flights in the morning. There are no amenity standards/guidance regarding hotel use and hotel rooms in the adopted Local Plan.
- 5.16 As a result of the above constraints, there would be some existing room windows facing directly onto the new extension's side wall at 7m distance. However, this wall would not have any side windows and therefore there would not be direct overlooking and this is considered acceptable. Some internal rooms would have no windows, but given the nature of the short stay accommodation, this cannot substantiate a reason for refusal.
- 5.17 The proposed hotel extension represents a noise sensitive development, and is located within Gatwick airport and on a site that is exposed to significant levels of noise from aircraft operations (aircraft noise). The applicants submitted a Noise Assessment Report in support of the application. The Council's Environmental Health Team raised no objection to this report. In particular, this report states that when the detailed design to RIBA 4 level commences, an acoustic report similar to that produced in 2012 for the original hotel, would be prepared to inform the detailed design. As with the original hotel the proposed extension would incorporate the following measures to ensure the necessary sound reduction performance is achieved including high performance double glazing units, high performance cavity walling, metal frame wall with light weight cladding and ply sheathing board. The report also states that several reviews from guests using the existing hotel complement the sound insulation of the hotel.

Flood risk/Drainage

- 5.18 The application site is within a Flood Zone 2/3. The submitted Flood Risk Assessment (FRA) explains that while the hotel is classified as a 'more vulnerable' use and the development is indicated on land shown at risk of flooding, no part of the hotel is at risk of flooding due to its position above the South Terminal building. The temporary compound at ground level falls mostly in Flood Zone 2 and would be at medium risk of flooding, however the likelihood of such an event occurring during the construction phase is considered low. The report also states that the drainage strategy for the proposed development has yet to be developed in detail.
- 5.19 The Environment Agency has raised no objection subject to condition to ensure the implementation of the measures included in the FRA. The Council's Drainage Officer commented that as it is a roof extension consequently there are unlikely to be any issues with total run off, but the applicant should follow the advice given in WSCC Policy for Management of Surface Water and their own advice as stipulated within the generic FRA to ensure that the development is suitable from a flood risk perspective. These matters are recommended to be controlled by condition. WSCC as the Lead Local Flood Authority and Thames Water have also raised no objection, as surface water would not be discharged to the public network.

Parking and access considerations

- 5.20 No changes are proposed to the existing vehicle access or servicing arrangements for the existing hotel. The existing hotel does not have any designated car or cycle parking. All car parking for staff and guests would be expected to be accommodated within the existing general supply of staff and passenger parking available at the airport. The site is a highly accessible location just a short walk from Gatwick Station, coach station and the bus stops including the regular Fastway bus service.

The main purpose of the development would be to provide overnight accommodation for passengers flying to and from the airport.

- 5.21 The proposal would not meet the Council's adopted parking standards. WSCC Highways have raised no objection and commented that as stated in the supporting Transport Statement, the expectation is that the significant majority, if not all guests using the hotel would be in association with Gatwick Airport. The hotel would effectively be ancillary to the Airport. On this understanding, the additional hotel rooms would be providing for trips that would occur irrespective of the outcome of the current application. This assumption is accepted, and therefore the proposed development is considered acceptable in this regard.
- 5.22 WSCC Highways have not recommended any conditions. However, it is considered appropriate to condition a Travel Plan to be provided in order to encourage the use of sustainable transport by passengers and staff, and to minimise the demand for car parking. This was a condition imposed when the original Bloc Hotel use was granted permission.

Sustainability

- 5.23 The submitted Energy Statement Report has considered sustainability measures to address compliance with Policies ENV6, ENV7 and ENV9. The Council's Strategic Planning Team commented that the scheme proposes to comply with the BREEAM 'excellent' energy and water credits for a new building, which is considered acceptable and a condition is recommended in this regard for post construction report to be provided. In respect of Policy ENV7 the scheme proposes to include communal provision for hot water in a plant room, with space for a potential heat exchanger to link to a future district energy network. This would be an acceptable response to the policy, but should be secured in the form of a plan identifying the space within the plant room. A condition is recommended in this regard. The proposal is therefore acceptable in sustainability terms subject to appropriate conditions.

CONCLUSIONS:-

- 6.1 The proposal is supported in principle as an extension to the existing hotel, which itself represents an airport-related use, to increase room capacity. It would be sited above the existing South Terminal building, and as a result the proposal would not prejudice the safe efficient operation of the airport. The proposal is consistent with the relevant economic and Gatwick Airport policies and subject to the recommended aerodrome safeguarding conditions, the principle of proposed development is supported in policy terms. The proposed extension is considered to relate sympathetically to the existing hotel and the extension's design, size and massing considering its location would be seen as a positive contribution within the airport wider area. The palette of materials is also considered to be in character with the existing Bloc Hotel in accordance with the relevant Local Plan Policies and the Urban Design SPD. In addition, given that guests using the hotel would be in association with Gatwick Airport, the proposal would be acceptable regarding access and parking. The proposal would not have a detrimental impact on neighbours' amenities, flood risk/drainage and sustainability, subject to conditions.
- 6.2 For the reasons outlined above, the application would accord with the relevant NPPF policies, the Local Plan policies, the Urban Design SPD and the Planning and Climate Change SPD. It is therefore recommended that the scheme is granted planning permission subject to the recommended conditions.

RECOMMENDATION RE: CR/2019/0802/FUL

PERMIT subject to the following 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 shall be carried out unless and until a schedule of materials and finishes to be used for external walls (and roofs) of the proposed building(s) 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, and to ensure the safe operation of Gatwick Airport, in accordance with Policies CH3 and IN1 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 flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
The Bird Hazard Management Plan shall be implemented as upon completion of the roof 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 roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking and re-enacting this order with or without modification, no development, telecommunications equipment, renewable energy equipment, other equipment or advertisements other than those shown on the drawings hereby approved shall be installed or carried out on the roof of the development hereby permitted without the prior, express planning permission of the Local Planning Authority.
REASON: It is necessary to control development which might otherwise be permitted development to ensure that it does not penetrate the Obstacle Limitation Surfaces and does not cause interference with communication, navigational aids & surveillance equipment and endanger aircraft movements and the safe operation of Gatwick Airport, and to enable the Local Planning Authority to control extensions and alterations that could have significant visual impact and in accordance with Policies CH3 and IN1 of the Crawley Borough Local Plan 2015-2030 and the Urban Design Supplementary Planning Document.
6. Before development commences details of the permanent lighting scheme for the development, including the window reveals, 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 lights which could endanger the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
7. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:
 - Details of the area(s) subject to construction activity, the storage of materials and equipment & any temporary buildings
 - Details of cranes and other tall construction equipment including heights & locations
 - Control of activities likely to produce dust and smoke
 - Details of temporary lighting
 - Height of storage areas for materials or equipment
 - Control and disposal of putrescible waste to prevent attraction of birds
 - Details of any temporary structures and construction vehicles on the roof.

The approved strategy (or any variation approved in writing by the Local Planning Authority shall be implemented for the duration of the construction period.

REASON: It is necessary to control development to ensure that it does not penetrate the Obstacle Limitation Surfaces and does not cause interference with communication, navigational aids & surveillance equipment and endanger aircraft movements and the safe operation of the aerodrome in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.

8. The development shall be carried out in accordance with the submitted Flood Risk Assessment report referenced GALCTC15-JAC-GAL-BL-RP-C-0001 | v03, provided by Jacobs U.K. Ltd and dated 7 October 2019, and the mitigation measures it details. The scheme shall be implemented in accordance with these agreed details and shall be maintained as such thereafter.

REASON: To reduce the risk of flooding to the proposed development and future occupants in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

9. No development shall be carried out unless and until surface water drainage designs for the site have been submitted to and approved in writing by the Local Planning Authority. Full details of the maintenance and management of the SuDS system should also be set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented and subsequently maintained in accordance with the approved details before the development is occupied.

For the purposes of this condition the scheme shall ensure compliance with the advice given in West Sussex County Council Policy for Management of Surface Water and demonstrate acceptability of the following elements:

- Attenuation and controlled discharge of rainfall runoff from the proposed development is not exacerbated (ideally showing an appropriate increase in attenuation) and ensure future maintenance of any system.
- That existing peak runoff rates are not exceeded for the same return period events and betterment provided where possible.
- Provision of surface water flow paths through temporary compound during construction to prevent localised flooding, and a Level 1 Flood Risk Assessment.
- Ensure safe access and egress routes are in place post-development and during construction.

REASON: To ensure development can drain surface water acceptably in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.

10. No part of the extension shall be occupied until such time as a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority. The occupier shall thereafter implement the measures included in the approved Travel Plan.

REASON: To encourage and promote sustainable transport in accordance with Policies IN3, IN4 and CH3 of the Crawley Borough Local Plan 2015 - 2030.

11. Within three months of the occupation of the extension a post-construction report shall be submitted to and agreed in writing by the Local Planning Authority, verifying that the development has achieved the minimum Energy and Water standards for BREEAM 'Excellent'.

REASON: In the interests of sustainable design and construction in accordance with Policies ENV6 and ENV9 of the Crawley Borough Local Plan 2015-2030.

12. No development shall be carried out unless and until details of the provisions made within the scheme design to enable the development to be 'network ready' in the event that a District Energy Scheme is delivered in the vicinity shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

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

INFORMATIVE(S)

1. Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirements of the British Standard Code of Practice of 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 at www.aoa.org.uk/policy-campaigns/operations-safety/

2. The applicant is advised to consider the incorporation into the scheme of the Secured by Design measures set out in detail in the letter from Sussex Police dated 19 November 2019.
 3. The applicant's attention is drawn to the recommended condition of Surface Movement Radar (SMR) provided by Gatwick Airport (GAL) Safeguarding in their correspondence of 10th January 2020.
 4. This application does not grant consent for the signage shown on the building elevations for which a separate application for Advertisement Consent is required to be submitted to the Local Planning Authority.
1. NPPF Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

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



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