

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

WARD: Pound Hill North & Forge Wood

PROPOSAL: VARIATION/REMOVAL OF CONDITION 3 (APPROVED PLANS) AND CONDITION 9 (AMENDED BUILDING HEIGHT) PURSUANT TO CR/2018/0337/OUT FOR THE ERECTION OF MULTI-STOREY HOTEL CAR PARK

TARGET DECISION DATE: 11 December 2020

CASE OFFICER: Mrs A. Sanders

APPLICANTS NAME: AH5 Limited C/O Management Services Limited

AGENTS NAME:

PLANS & DRAWINGS CONSIDERED:

| Drawing Number | Revision | Drawing Title |
|----------------------------|----------|----------------------|
| Bh194 5 Op Gr 00 001000 | | Location Plan |
| Bh194 5 Op Gr 00 00101 | | Level 0 0.5 |
| Bh 194 5 Op Gr 00 00102 | | Levels 1 1.5 |
| Bh 194 5 Op Gr 00 00103 | | Levels 2 4.5 |
| Bh 194 5 Op Gr 00 00104 | | Levels 5 5.5 |
| Bh 194 5 Op Gr 00 00105 | | Roof Levels 6 6.5 |
| Bh 194 5 Op Gr 00 00107 | | Tree Protection Plan |
| Bh 194 5 Op An 00 00300 | | Elevations |
| Bh 195 3 Op Gr 00 00202 | | Section 8 |

CONSULTEE NOTIFICATIONS & RESPONSES:-

- | | | |
|-----|--------------------------------------|------------------------------------|
| 1. | GAL Planning Department | No comments received |
| 2. | GAL Aerodrome Safeguarding | No objection subject to conditions |
| 3. | Environment Agency | No comment |
| 4. | WSCC Highways | No objection |
| 5. | National Air Traffic Services (NATS) | No objection |
| 6. | Surrey County Council | No comments received |
| 7. | Mid Sussex District Council | No comment |
| 8. | Thames Water | No comments received |
| 9. | Mole Valley District Council | No comment |
| 10. | East Sussex County Council | No comments received |
| 11. | Highways England | No objection |
| 12. | Horsham District Council | No comments received |
| 13. | CBC Drainage Officer | No objection |

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|-----|--|---|
| 14. | CBC Planning Arboricultural Officer | No objection |
| 15. | UK Power Networks | No comments received |
| 16. | Tandridge District Council | No objection |
| 17. | Reigate and Banstead Borough Council | No objection |
| 18. | CBC Environment Team | No comments received |
| 19. | CBC Contaminated Land | No comments received |
| 20. | Crawley Cycle & Walking Forum | Clarification regarding the cycle parking bays and accessibility of spaces. |
| 21. | CBC Energy Efficiency & Sustainability | No objection |
| 22. | CBC Urban Design | No comments received |
| 23. | Archaeology Officer | No objection |
| 24. | Ecology Officer | No comments received |
| 25. | CBC Countryside & Open Space | No comment |
| 26. | CBC Gatwick Airport Boundary | No comments received |
| 27. | CBC Economic Development | No comments |
| 28. | WSCC Fire & Rescue | No comments received |

NEIGHBOUR NOTIFICATIONS:-

The application was advertised by press notice and site notice.

RESPONSES RECEIVED:-

None received.

REASON FOR REPORTING TO COMMITTEE:-

The proposal is major development.

THE APPLICATION SITE:-

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

THE PROPOSED DEVELOPMENT:-

- 2.1 Outline planning permission was granted under application CR/2018/0337/OUT for the erection of a multi-storey car park comprising the creation of a ground floor plus 5 level multi-storey hotel car park with 831 spaces immediately to the north of the Hilton Hotel. The outline application also sought approval of the access, appearance, layout, and scale and the application was heard at Planning Committee on the 27 August 2019, when it was resolved to permit subject to the completion of a s106 agreement to secure contributions towards tree planting and the imposition of conditions. The application was subsequently permitted on 21 November 2019 (when the S106 agreement was concluded). Landscaping was the only outstanding matter which was dealt with via a reserved matters application CR/2019/0885/ARM which was approved on 05 March 2020.

- 2.2 This application differs from the previously approved application as there would be a slight reduction in the footprint due to safeguarding distances in respect of 2 existing gas supply pipes that require diversion around the western side of the proposed building. Accordingly, the northwest corner of the approved building has been reduced in its extent to allow for this diversion and the approved building has also moved 0.74m to the south reducing the gap between the proposed car park and the existing hotel from 10.74m (10m measured from the protruding lift core) to 10m (9.15m measured from the lift core) and the eastern elevation is 1.5m closer to the road frontage (12.7m instead of the approved 14.2m). The total length of the amended building (north-south at its greatest extent) is 73.34m which is 1.05m shorter than that approved. A pathway has also been introduced from the staircase on the north elevation which would continue towards the west around part of the building and would join up with the motorcycle parking area. This would be constructed of block paving.
- 2.3 The internal layout of the car park has also been revised as a result of detailed construction design that includes split level floors with additional ramps, relocated fire escape stairs and emergency exits. The changes have resulted in an overall reduction of 20 parking spaces from 831 to 811 (total of 854 including the existing undercroft parking). There would be 60 disabled, 8 electric spaces together with 69 motorcycle spaces and 22 cycles. This differs from the approved scheme which granted 831 parking spaces (874 including the undercroft parking) including 62 disabled, 0 electric, 73 motorcycles and 22 cycles.
- 2.4 It is also proposed to introduce a roof to the car park to provide weather protection for users of the top floor in the form of a flat concrete roof. As a result there would be consequential adjustments to the elevations. Whilst there has been a proposed reduction in floor to floor heights (2.75m compared to 2.95m on the approved scheme), the proposed roof is such that the maximum height of the amended building would now be 19.26m. The permitted scheme had a maximum height of 18.75m at its highest point (roof of the lift core) with the height at the top of the parapet wall being 16.75m from the ground level.
- 2.5 The footprint of the building would be approximately 0.4ha in an irregular shaped rectilinear form as previously permitted. The building line would still be straight on its east and south sides and stepped on its north and west sides. The building would be set back from the surrounding roads leaving a landscaped buffer area. The proposed Eastway frontage would measure 73.34m in length (1m less than previously permitted). The carpark would be parallel to the hotel building and set back 9.15m from the existing hotel building/undercroft parking area and separated from it by a service road. Vehicle access/egress to the carpark would remain as permitted and would be approximately midway along the eastern frontage of the site where the existing service road entrance is located. Pedestrian access would be via the southern and northern stair core and lifts.
- 2.6 The car park would be constructed of reinforced concrete with a steel frame. The proposed elevations would be formed of perforated flat steel cladding panels to conceal the structure/parking behind and provide ventilation. The cladding would be blue which is different from the previously approved grey. There would be a gradual change from dark at the ground floor to light blue at level 5. The panels would have a horizontal emphasis as previously permitted.
- 2.7 As these changes are extensive they cannot be dealt with under the non-material amendment procedure and thus this application has been submitted to vary conditions and the associated plans. If approved, this would result in the issue of a new planning permission with associated conditions, varied from the original permission as necessary or repeated if no change is needed.
- 2.8 In terms of landscaping, there would be no changes to the number of trees to be retained. The landscaping scheme approved under application CR/2019/0885/ARM included a Proposed Planting Plan and Landscape Specification and Management/Maintenance Plan. The Proposed Planting Plan included 27 trees (6 Field Maple, 2 Silver Birch, 7 Hornbeam and 12 Oak), 60 shrubs and 2000 bluebells. This exceeded the previously indicated planting on site under CR/2018/0337/OUT for 24 native trees and 50 native shrubs which was considered acceptable tree mitigation/compensation. Further an off-site S106 contribution of £44,100 has been paid towards replacement /additional planting

- 2.9 This application does not seek to amend the previously approved landscaping scheme. Although tree T54 does come slightly closer to the east elevation of the building it is not proposed that this tree would be removed. The separation for the trees along the northern elevation would be increased by a further 1.79m. The submitted Tree Protection Plan has been slightly revised to reflect the amended footprint however, given that the landscaping scheme is not changing, there are no implications in respect of the approved reserved matters landscaping scheme.

PLANNING HISTORY:-

- 3.1 CR/2019/0885/ARM: APPROVAL OF RESERVED MATTERS FOR LANDSCAPING PURSUANT TO CR/2018/0337/OUT - OUTLINE APPLICATION FOR ERECTION OF MULTI-STOREY HOTEL CAR PARK
Approved
- 3.2 CR/2018/0337/OUT: ERECTION OF MULTI-STOREY HOTEL CAR PARK
Permitted
- 3.3 CR/2018/0070/FUL: EXTENSIONS WITHIN EXISTING SOUTHERN COURTYARD TO PROVIDE ENLARGED RESTAURANT SEATING AREA, ADDITIONAL SPECIALITY DINING RESTAURANT, MEETING ROOMS AND BREAK OUT SPACE AT HILTON (SOUTH TERMINAL), LONDON GATWICK AIRPORT, WESTWAY, CRAWLEY.
Permitted
- 3.4 CR/2018/0520/FUL: ALTERATIONS TO THE EXISTING ELEVATED WALKWAY BETWEEN SOUTH_TERMINAL CONCOURSE AND GATWICK HILTON HOTEL
Permitted
- 3.5 CR/2018/0263/FUL: ERECTION OF FIRST FLOOR EXTENSION WITHIN EXISTING NORTHERN COURTYARD TO PROVIDE AN EXECUTIVE LOUNGE TOGETHER WITH RECONFIGURED GROUND FLOOR HOTEL ENTRANCE DOORWAY
Permitted
- 3.6 CR/2000/0747/FUL – ERECTION OF HOTEL EXTENSION TO PROVIDE 233 ADDITIONAL BEDROOMS AT LAND ADJACENT TO LONDON GATWICK HILTON HOTEL, GATWICK AIRPORT, CRAWLEY FOR HILTON INTERNATIONAL.
Permitted
- 3.7 CR/031/78 - 600-BED HOTEL WITH USUAL FACILITIES TO BE BUILT AS PHASED DEVELOPMENT ON LAND EAST OF RAILWAY, GATWICK AIRPORT, CRAWLEY FOR BRITISH AIRPORTS AUTHORITY.
Permitted

PLANNING POLICY:-

4.1 National Planning Policy Framework (2019)

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

- Paragraph 11 – The presumption in favour of sustainable development. Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay.
- Section 6 – Building a strong, competitive economy. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

- Section 9 – Promoting sustainable transport. Transport issues should be considered from the earliest stages of plan making and development proposals so that the impacts on and opportunities from existing infrastructure can be considered. Opportunities to promote sustainable transport are to be identified and pursued, environmental impact assessed, and the considerations then made integral to the design of schemes. Significant development should be focused on locations which are or can be made sustainable, including through offering a genuine choice of transport modes. Opportunities to maximise sustainable transport solutions can vary between urban and rural areas and should be taken into account in plan and decision making. Para 108 includes that in assessing specific applications for development it should be ensured that “*appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location...*” and “*... safe and suitable access to the site can be achieved for all users;...*”. Para 110 states that “*Within this context, development should give priority first to pedestrian and cycle movements...and second – so far as possible – to facilitating access to high quality public transport,...*”. Para 110 also states that development should create safe, secure and attractive places, allow for delivery of goods and emergency access, address the needs of people with disabilities and reduced mobility and be designed to enable electric charging of vehicles.
- Section 12 – Achieving well-designed places. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- Section 14 – Meeting the challenge of climate change, flooding and coastal change. New development should reduce greenhouse gas emissions and avoid vulnerability to the impacts from climate change. Local requirements for sustainability of buildings should reflect the Government's policy for national technical standards. Para 163 states that “*When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere*”. Para 165 states “*Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate*”.

4.2 The Crawley Borough Local Plan 2015-2030

- Policy SD1 Presumption in Favour of Sustainable Development, states that in line with the planned approach to Crawley new town, and the spatial patterns relating to the neighbourhood principles, when considering development proposals the council will take a positive approach to approving development which is sustainable.
- Policy CH2 Principles of Good Urban Design, sets out the principles of good urban design. Development proposals will be required to assist in the creation, retention or enhancement of successful places in Crawley. In particular it seeks to reinforce locally distinctive patterns of development, create continuous frontages onto streets, and create public spaces and routes that are attractive whilst integrating land uses and transport networks.
- Policy CH3 Normal Requirements of All New Development, requires all proposals to be based on a thorough understanding of the significance and distinctiveness of the site in its immediate and wider context, be of high quality in terms of urban, landscape and architectural design and relates sympathetically to their surroundings, retain existing or individual groups of trees that contribute positively to the area and ensure sufficient space for trees to reach maturity, retain a good standard of amenity for future occupants and not cause harm to the amenity of the surrounding area, demonstrate how ‘Secure by Design’ principles have been incorporated, meet requirements for the safe and proper use of the site in particular with regard to access , circulation, manoeuvring, loading etc. and comply with all relevant Supplementary Planning Guidance.
- Policy CH6 Tree Planting and Replacement Standards states that where development proposals would result in the loss of trees, applicants must identify which trees are to be removed and replaced in order to mitigate for the visual impact resulting from the loss of the tree canopies. Proposals must demonstrate that the number of replacements accords with the requirements set out in the policy. The additional and replacement tree planting requirements would normally be

expected to be met within the development site. Where the local planning authority agrees that this is not feasible or desirable, commuted sums will be sought in lieu on a per tree basis, taking account of constraints to planting. The approach would enable the green character and appearance of the borough to be maintained through tree planting on appropriate and available land.

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

- Policy IN4 Car and Cycle Parking Standards states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards. Parking standards...will be based on the particular usage of the premises, which will take account of the intensity and requirements of each employment usage and the accessibility of an area by public transport and other sustainable modes.
- Policy GAT1 supports the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum provided that:
 - (i) The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
 - (ii) Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change; and;
 - (iii) The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of the additional wide spaced runway”
- Policy GAT3 Airport Related Parking. The Provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

4.3 Green Infrastructure SPD

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

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

4.4 Urban Design SPD – October 2016

This document provides further advice on the principles of good urban design highlighting in particular the importance of massing and materials, the public realm, street design and parking, and, sustainable design. The document contains the Borough's indicative minimum parking standards for hotels.

4.5 Emerging Crawley Local Plan Review 2020-2035

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 SD2: Enabling Health Lifestyles and Wellbeing
- Policy CL2: Making Successful Places: Principles of Good Urban Design.
- Policy CL3: Local Character and Design of New Development.
- Policy CL6: Structural Landscaping
- Policy DD1: Normal Requirements of All New Development.
- Policy DD2: Inclusive Design
- Policy DD4: Tree and Landscape Character Planting
- Policy DD5: Tree Replacement Standards
- Policy DD6: Aerodrome Safeguarding
- Policy EC1: Sustainable Economic Growth
- Policy EC6: Visitor Accommodation

- Policy SDC1: Sustainable Design and Construction
- Policy GAT1 Development of the Airport with a Single Runway
- Policy GAT2 Airport Related Parking

PLANNING CONSIDERATIONS:-

- 5.1 The main considerations in assessing this application in addition to the principle of the development are the impacts upon:
- Parking Provision
 - Operation of the highway
 - The design and impact on the visual amenities and character of the site and streetscene
 - Trees, Structural Landscaping and Biodiversity
 - The safe operation of the airport
 - Other matters
- 5.2 The principle of the development has been established through the granting of the outline planning application CR/2018/0337/OUT. The car park was considered justified as the development accorded with GAT1 which supports the safe and efficient operation of Gatwick as a single runway two terminal airport and as the location on the parking is on-airport and there was a demonstrable need for the parking in the context of proposals as part of Gatwick Airports Surface Access Strategy to improve public transport and access to the airport. The proposal was also considered to be in accordance with policy GAT3. It is a material consideration that this application is extant and could be implemented, and that this application seeks amendments to that permission. While it is accepted that current travel patterns and airport business has been dramatically impacted by the Covid pandemic, it is considered reasonable to assume that demand will recover in future years. The proposed changes to this application are in terms of the layout, slight reduction in parking spaces, change in colour of the elevations and creation of a roof on the building would not undermine the previous reasons for granting planning permission and would not alter the policy considerations which were examined in detail within the previous Committee report. As such the principle of the development remains acceptable.

Parking Provision

- 5.3 The proposal is for 811 new parking spaces (20 less than previously approved) to be used by hotel guests for long stay parking and also for conferences at the hotel. The overall parking capacity of the hotel would therefore be 854 spaces (including the existing provision).
- 5.4 Policy IN4 states that the appropriate amount of car and cycle parking to meet the needs of a development is assessed against the Council's car and cycle parking standards. The standard for hotels as stated in the Urban Design SPD is 1 space per bedroom. The proposal would result in a total parking capacity of 854 spaces within the hotel site for an 821 bed hotel which would meet the one space per bedroom standard. It should be noted that this standard is not representative for a hotel at an on-airport location where guests often stay a night and travel from the airport leaving the car. It is therefore likely that the demand for parking from Hilton hotel users could be higher than the number of spaces proposed however, demand can be accommodated on other airport parking sites, although with the erection of this car-park, this is likely to be lower than is currently the case.
- 5.5 The standard for motorcycle parking is 1 space plus one space per 10 car parking spaces. The proposed provision is 1 space per 8.5 car parking spaces. This is below the standard however, this was considered under the previous application where the applicant stated that there were very few guests who arrive by motorcycle and the spaces would mainly be used by hotel staff. Twenty two cycle spaces are proposed which aligns with the previous submission. These would be covered and secure. This is considered appropriate considering the location of the car park at the airport where few passengers would cycle. It is more likely that staff would use cycle storage and as the Walking and Cycle Forum highlight in their consultation response, the location of the hotel to the access east of the railway line is a significant barrier that restricts access and may limit their use.
- 5.6 It is therefore considered that the reduction in 20 spaces from the previous approval would still provide a more than adequate provision of parking which would comply with the council's parking standards. The shortfall in motorcycle/cycle provision whilst below the council's standards, given the

particular circumstances at this site i.e. most users of the carpark would drive and would not come by motorcycle or bicycle, the proposal is considered in accordance with Local Plan Policy IN4.

Operation of the highway

- 5.7 Policy IN3 states that developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety. Developments will be permitted unless the cumulative impact on the transport network is severe and cannot be satisfactorily mitigated. Developments should be supported by an appropriate transport statement or transport assessment.
- 5.8 A Transport Assessment was submitted with the previous application in support of the proposal. The assessment stated that the proposal would contribute towards a reduction in vehicle trips to the airport by reducing 'kiss and fly' trips. This is where a passenger is dropped off and picked up on their return resulting in a total of 4 trips compared to a passenger who drives to the airport and leaves their car at the airport which involves only two trips.
- 5.9 The assessment detailed that traffic speeds and volumes were low on Eastway which linked Ring Road South to Ring Road North and effectively services the Hilton Hotel and staff car park. Pedestrian links were comprehensive. The assessment envisaged that the car park would result a reduction in traffic on the road network by reducing kiss and fly trips.
- 5.10 West Sussex County Council highways were consulted on the amendments to the scheme and raised no objection. GAL as the maintaining authority for the roads within the airport also raised no objection subject to a number of conditions one of which relates to a construction management strategy. As the site is accessed from the strategic road network, Highways England have been consulted on the application and they are satisfied that the proposal will not materially affect the safety, operation and reliability of the strategic road network.
- 5.11 The previous officer report concluded that whilst a reduction in kiss and fly as a result of the proposal was not clearly evidenced by the applicant, the contribution to parking capacity on-airport as passenger numbers increase provides the option of parking adjacent to the hotel/terminal rather than using kiss and fly or less sustainable locations off-airport. It is therefore considered in this regard that the proposal could help to discourage kiss and fly.
- 5.12 The number of trips per hotel guest could also decrease as guests would be parking at the hotel rather than at other long stay locations further away which would involve either longer trips, more trips and/or the use of shuttle buses which add to road traffic. However, the proposal would potentially free up spaces elsewhere on-airport and it is likely that those spaces would then be filled up to meet demand as passenger numbers increase. The proposed development would therefore indirectly increase the number of trips overall at the airport but at the same time reduce the number and length of trips per hotel guest. On balance it is considered that an increased number of trips at the airport but fewer trips per hotel guest and implementation of a travel plan would be unlikely to have an unacceptable impact in terms of increased traffic congestion and it would therefore be in accordance with Local Plan Policy IN3 in this regard. The proposed amendments are not considered to alter this conclusion and as such would also accord with development plan policy.
- 5.13 It should be noted that under the current circumstances with the COVID 19 Pandemic, with one of the terminals shut, there is not currently such a demand for parking. However, this is anticipated to be a temporary decline which is expected begin to return to normal levels during 2021.

The design and impact on the visual amenities and character of the site and streetscene

- 5.14 Policy CH2 (Principles of Good Urban Design) of the Crawley Borough Local Plan states that all proposals for development are required to respond to and reinforce locally distinctive patterns of development landscape character. Policy CH3 (Normal Requirements of All New Development) of the Crawley Borough Local Plan states that all proposals for development are required to make a positive contribution to the area, be of a high quality of urban design and relate sympathetically to their surroundings in terms of scale, details and materials.

- 5.15 The siting of the building is within the airport close to main airport buildings such as the south terminal and multi storey car parks. The proposed footprint of the building would be approximately 0.4ha in an irregular shaped rectilinear form 9.15m north of the existing hotel which has a building footprint of 1.2ha (previously a 10m gap was permitted). The car park would be 19.26m (previously permitted 18.75m) at its highest point to the top of the proposed roof. Within the site to the north and further beyond the site to the north, east and west are areas of structural landscaping containing mature woodland. The height of the trees immediately to the north of the proposed carpark vary with most between 14m-20m in height and the woodland areas to the east and west are similar in height.
- 5.16 It is considered that the size of building is appropriate in the context of its location within the airport close to similar size structures. Proposed planting on site would comprise 27 new native trees spread throughout the remaining woodland area in-between the remaining tree canopies. The retained woodland area and existing woodland areas to the north east and west would partially screen the visual impacts of the building, including any views from the north, outside the airport boundary. It is likely that the building will only be visible to those entering/exiting the south terminal and using Eastway.
- 5.17 In relation to the design and materials, the car park would be constructed of reinforced concrete with a steel frame. The proposed elevations would be formed of perforated flat steel cladding panels to conceal the structure/parking behind and allow ventilation. The cladding has been changed from grey to blue with some elements of grey with a gradual change from dark blue at the ground floor to light blue at level 5.
- 5.18 Amended plans were received through the course of the previous application as the elevations were originally proposed to be grey vertical cladding with some blue panels. At that time it was considered that the cladding should to be changed to horizontal and to be grey in colour. The scheme was amended to reflect this with horizontal cladding with dark grey to the lower levels gradually changing to light grey at the top of the building. The current proposal would maintain the horizontal cladding but would be predominantly blue with some grey panels. It is considered that the change to the colour of the cladding would be acceptable and would not result in visual prominence of the building. Samples of the cladding would be required to be submitted for approval. There would still be some grey elements on the building which would integrate the structure with the adjacent grey concrete hotel building and the gradual change in colour would help to soften the appearance of the building. The scale of the new car park building would also still be in keeping with the adjacent hotel building.
- 5.19 In summary it is considered that the amendments would continue to respond to and reinforce the pattern of development at the airport and relate sympathetically to its surroundings in terms of scale, details and materials. It is therefore in accordance with Local Plan Policies CH2 and CH3 in this regard.

Trees, Structural Landscaping and Biodiversity

- 5.20 Local Plan Policy CH6 states that where a development would result in a loss of trees, applicants must mitigate this loss through replacement or new tree planting in an appropriate location. Local Plan Policy CH3 states that proposals should retain existing or individual groups of trees that contribute positively to the area and ensure sufficient space for trees to reach maturity. Local Plan Policy CH7 Structural Landscaping states that areas of soft landscaping that make an important contribution to the town and its neighbourhoods should be protected and if appropriate enhanced.
- 5.21 Planning Application CR/2019/0885/ARM approved the reserved matters for the landscaping scheme. This included a Planting Plan and Landscape Specification and Management/Maintenance Plan. The proposed Planting Plan included 27 trees (6 Field Maple, 2 Silver Birch, 7 Hornbeam and 12 Oak), 60 shrubs and 2000 bluebells. This exceeds the previously indicated planting on site under CR/2018/0337/OUT for 24 native trees and 50 native shrubs which was considered acceptable tree mitigation/compensation alongside an off-site S106 contribution of £44,100 (subsequently paid). The number of trees proposed and the contribution paid is in accordance with Local Plan Policy CH6 and the Green Infrastructure SPD. It is necessary for a Deed of Variation to the s106 to be completed to ensure that the monies paid also relate to this application.

- 5.22 The proposed amendments do not alter the approved landscaping scheme in terms of the number of trees to be removed and the proposed planting schedule. The building would be moving slightly nearer to the south and a small path is proposed to the north of the building, this would not result in the loss of any further trees or compromise the permitted landscaping scheme. The proposed tree planting schedule was considered to be appropriate to the site and context of the multi storey car park by providing additional screening over the long term. The proposed native shrub planting would provide screening and soften the eastern elevation of the multi storey car park and the bluebells would provide an attractive ground cover within and on the edges of the woodland area which is often typical of woodland areas within Sussex. Tree protection details including hand dig areas, ground protection areas, and tree protection fencing are proposed.
- 5.23 The Arboricultural Officer raises no objection to the proposed amendments. It is therefore considered that the retention of trees, new tree planting in spaces where they can grow to maturity and shrub/bulb planting, as previously permitted, would provide sufficient screening and softening of the multi storey car park and strengthen the woodland as an area of structural landscaping in accordance with Policy CH3 and CH7. Planting specifications have been provided for the shrubs and trees and these can be controlled by condition.
- 5.24 Gatwick Airport previously confirmed that the mix of species would be acceptable in terms of not attracting birds likely to impact upon the safe operation of the airport, and the landscaping would therefore accord with policy GAT1 in this regard.

The safe operation of the airport

- 5.25 The applicant has submitted a Bird Hazard Management Plan (BHMP) which has been reviewed and accepted by Gatwick Airport Limited Aerodrome Safeguarding (GAL). Any permission should therefore include a condition that the BHMP be implemented upon commencement of the works. In addition GAL suggest conditions relating to the landscaping, a construction management strategy, a restriction on building height and a scheme of lighting to ensure the safe operation of the airport. These conditions were placed on the previous application which have yet to be discharged and therefore are to be re-imposed on this application.

Other matters

- 5.26 Other matters assessed under the previous application included drainage and flood risk, sustainability and energy efficiency, archaeology and contaminated land all of which remain unaffected by the proposed amendments to the scheme. The conditions relating to these matters are to be re-imposed onto this application.

CONCLUSIONS:-

- 6.1 The proposed amendments to the development are considered acceptable. The inclusion of a flat roof to the building would not significantly alter to appearance of the structure. The slight changes to the cladding design and change of colour from grey to blue are also considered appropriate to the setting and would satisfactorily integrate with the character of the wider hotel site and would not harm the character of the surrounding area. There would not be an adverse impact upon the existing highway network.
- 6.2 The proposed amendments would not compromise the permitted landscaping scheme agreed as a reserved matter or result in the loss of any further trees other than those agreed under the previous application. A Deed of Variation to the original s106 agreement is required to tie the contribution to this application.
- 6.3 In respect of conditions, those relating to time limit, approved plans, building height, materials, landscaping, bird hazard management plan and tree protection are to be revised or updated to reflect the current proposals, whilst those relating to parking, construction management plan, lighting scheme, flood mitigation, travel plan, cycle storage, sustainability statement and planting are to be re-imposed.

- 6.4 It is therefore recommended to grant planning permission for this Section 73 planning application subject to the imposition of conditions and a deed of variation for the S106 agreement.

RECOMMENDATION RE: CR/2020/0575/NCC

PERMIT, subject to the completion of a Deed of Variation of the Section 106 agreement and the imposition of the following conditions:

1. The development hereby permitted shall be begun before the expiration of 05 March 2022 which is two years from the date of approval of reserved matters application CR/2019/0885/ARM (05 March 2020).
REASON: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990
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 until a schedule of materials has been submitted to, and where so required by the Local Planning Authority sample panels of the external finishes have been constructed on the site, 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 in accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
4. The car park shall be used solely by staff, visitors and guests of the Hilton (South Terminal) London Gatwick Hotel Eastway, Gatwick Airport and shall not be used by for any other purpose.
REASON: To ensure that the use of the building is controlled in accordance with Policy GAT3 of the Crawley Borough Local Plan 2015-2030.
5. Notwithstanding the submitted Construction Management Plan, no development shall take place, including any works of demolition, until a revised Construction Management Plan covering the entire construction period, including any interim arrangements when construction temporarily ceases on site, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Construction Management Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details of, as appropriate but not necessarily be restricted to, the following matters:
 - the proposed phasing of the development;
 - details of the areas subject to construction activity and the storage of materials and equipment;
 - the anticipated number, frequency and types of vehicles used during construction;
 - the hours of working, including hours during which noisier activities will take place;
 - the methods proposed to control dust arising from demolition and construction activities;
 - the measures to ensure a satisfactory working environment for employees on the site during construction and measures to ensure a safe environment for other users of the site and car park;
 - the method of access and routing of vehicles during construction;
 - details of cranes and other tall construction equipment (including details of obstacle lighting) - such details shall comply with Advice Note 4 'Cranes and Other Construction Issues', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>;
 - the parking of vehicles by site operatives and visitors;
 - the loading and unloading of plant, materials and waste;
 - the storage of plant and materials used in construction of the development;
 - the erection and maintenance of security hoarding;
 - Control of activities likely to produce dust and smoke etc
 - Details of temporary lighting – Such details shall comply with Advice Note 2 'Lighting Near Aerodromes', available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>
 - Height of storage areas for materials or equipment
 - Control and disposal of putrescible waste to prevent attraction of birds
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and

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

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

6. The Bird Hazard Management Plan dated 29 October 2020 shall be implemented as approved upon commencement of the works and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to manage the building in order to mitigate bird hazard and avoid endangering the safe movements of aircraft and the operation of Gatwick Airport through the attractiveness of birds accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
7. Before development commences details of the permanent lighting scheme for the development shall be submitted to the Local Planning Authority for their written approval. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.
REASON: It is necessary to control the permanent lighting arrangements on this development to avoid confusion with aeronautical ground lighting and to avoid dazzle to pilots which could endanger the safe movement of aircraft and the operation of Gatwick Airport. For further information please refer to Advice Note 2 'Lighting Near Aerodromes', available from: <http://www.aoa.org.uk/policy-campaigns/operations-safety/>
8. No part of the building hereby approved shall exceed the height specified on the submitted drawings. For the avoidance of doubt, the roof of the building shall not exceed 19.26 metres above ground level.
REASON: In the interests of the safe movement of aircraft and the operation of Gatwick Airport in accordance with Policy IN1 of the Crawley Borough Local Plan 2015-2030.
9. The development hereby approved, shall not be occupied until the Flood Mitigation measures have been implemented in accordance with the submitted April 2018 Flood Risk Assessment. The mitigation measures shall thereafter be maintained to ensure they remain effective.
REASON: To safeguard future occupants of the site in accordance with Policy ENV8 of the Crawley Borough Local Plan 2015-2030.
10. No part of the development hereby permitted shall be brought into use until such time as a Travel Plan has been submitted to and been approved in writing by the local planning authority (who shall consult with Highways England). The Travel Plan shall be implemented for the life of the building.
REASON: To ensure that the M23 Motorway and Gatwick Spur continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety and Policy IN3 of Crawley Local Plan.
11. No part of the building hereby approved shall be first occupied until covered and secure cycle parking spaces for employees and visitors have been provided in accordance with the approved plans and details submitted with the application. The cycle parking provision shall be maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.
REASON: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies and in accordance with policies IN3 and IN4 of the Crawley Borough Local Plan 2015-2030.
12. No development shall take place until there has been submitted to and approved in writing by the local planning authority a Sustainability Statement detailing measures by which the development proposes to address the requirements concerning climate change mitigation and adaptation set out in Local Plan policies ENV6 and ENV7. The development shall thereafter be carried out in accordance with the approved statement.
REASON: In the interests of sustainable design and construction and in accordance with policies ENV6 and ENV7 of the Crawley Borough Local Plan 2015-2030.

13. All landscaping works shall be carried out in accordance with the approved drawings and details being the Planting Plan (Drawing 01CD 23/01/2020) and Landscape Specification and Management/Maintenance Plan approved under application CR/2019/0885/ARM. The landscaping scheme shall thereafter be maintained in accordance with the details contained within the SDavid Clarke landscape Architect Landscape Works Specification and Management/Maintenance plan received 3rd February 2020 approved under application CR/2019/0885/ARM. No alterations to the approved landscaping scheme are to take place unless they have first been submitted to and been approved in writing by the Local Planning Authority. REASON: In the interests of visual amenity and because the scheme has been designed to mitigate bird hazard and avoid endangering the safe movements off aircraft and the operation of Gatwick Airport through the attraction of birds in accordance with policies CH3, ENV1 and GAT3 of the Crawley Borough Local Plan 2015-2030.
14. All planting, seeding or turfing comprised in the approved details of landscaping within the application site shall be carried out in the first planting and seeding seasons following the occupation of the dwelling or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. REASON: In the interests of amenity and of the environment of the development in the accordance with Policy CH3 of the Crawley Borough Local Plan 2015-2030.
15. No development, including site works of any description, shall take place on the site unless and until all the existing trees/bushes/hedges to be retained on the site have been protected by a fence erected in accordance with Drawing Tree Protection Plan BH0195-3-OP-GR-00-00106 dated 08/09/2020. Within the areas so fenced off the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25 mm or more shall be left unsevered. REASON: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with Policy CH3 of the Crawley Borough Local Plan 2030.

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.

INFORMATIVE(S)

1. The Travel Plan will identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements which should be aligned with those of the Gatwick Airport Travel Plan. It is expected that the Travel Plan will:
- consider what additional measures may be required to offset unacceptable impacts if the modal targets should not be met.
 - set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission/electric vehicles).
 - address all journeys resulting from the Hotel by anyone who may need to visit or stay and should seek to fit in with wider Gatwick Airport strategies for transport.
- The Travel Plan should evaluate and consider:

- the existing travel data as presented in the applicants supporting Transport Assessment and Technical Note which responded to Highways England's concerns over the potential impacts resulting from the proposal.
- the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development.
- relevant information about existing travel habits to the airport.
- proposals to reduce the need for travel to and from the development via single occupant vehicles
- provision of improved public transport services.
- parking strategy options (having regard to the airports parking and pricing structure to mode shift away from sustainable travel).
- proposals to promote the use of existing, new and improved public transport services and facilities at the hotel and Gatwick Airport.

The Travel Plan will be reviewed 12 months after the development has started operating so that it can be based upon the occupational and operational characteristics of the development. It will then be reviewed annually thereafter until such time as it is demonstrated that the requirement is no longer necessary (to be agreed by the Council/HE/WSCC).

- Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please email gal.safeguarding@gatwickairport.com. The crane process is explained further in Advice Note 4, 'Cranes and Other Construction Issues', (available from <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)
- The applicant is advised to enter into a legal agreement with Gatwick Airport Limited (GAL), as Highway Authority, to cover the off-site highway works. The applicant is requested to contact GAL to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.
- We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB We

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ArcGIS Web Map



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