

# **CHAPTER 10: GATWICK AIRPORT**

## **INTRODUCTION**

10.1 Gatwick Airport covers 759 hectares of the borough and exerts a major influence on

- 10.6 When consideration was being given to the proposal to develop a second terminal at Gatwick Airport, a legal agreement was concluded between West Sussex County Council and BAA which prohibited until 2019, the development at Gatwick Airport of a second, operational runway. This agreement is still in place.
- 10.7 The Civil Aviation Authority (CAA) stated in 1990 that forecast growth in the demand for air travel within south east England would lead to the need for increased runway capacity equal to one extra runway (CAP 570). RUCATSE, the working group commissioned to evaluate the various options, calculated that a second, separate, operational runway at Gatwick Airport would increase its capacity to 80 mppa. However, such a runway would not be required until 2010-15. In 1995, the Secretary of State for Transport stated that: "I am clear that BAA should not consider the options

- 10.11 Planning Policy Guidance Note 13 "Transport" emphasises that whilst airport development can bring economic benefits, it may also give rise to environmental and other concerns including many as a result of surface transport access demands. It advises that development plans should aim to reduce the need to travel, particularly by the private car, and to promote the use of other modes of transport such as walking, cycling and public transport.

### **West Sussex Structure Plan 1993**

- 10.12 Gatwick Airport's great importance to the local economy and its considerable impact upon the environment is clearly recognised by the Structure Plan. Policy T10 supports the continued operation of Gatwick Airport as a two terminal, single runway airport, so long as developments are consistent with an agreed land use plan for the airport. Developments beyond the airport boundary are to be strictly controlled to minimise the consumption of scarce land resources. In recognition of the significant implications the growth of business at Gatwick Airport can have locally for the demand for development land, developments within the airport boundary are to be limited to only those directly associated with the operation of the airport itself. Other airport-related activities should be accommodated in areas acceptable to the relevant local plan and must not conflict with policies to protect the countryside and the environment.

### **STRATEGY, ISSUES AND OBJECTIVES**

- 10.13 The Local Plan's overall aim is to protect and improve the natural and built environment and the quality of life for those who live and work within the borough. It is necessary to recognise that the growth in business at Gatwick Airport can make an important contribution to this objective both by providing jobs and sustaining the local economy, and by providing opportunities to secure improvements to the local environment. However, account must also be taken of the problems of having a major international airport within the borough, for example, the increased demands it places upon the supply of labour and development land, the effect of its various activities upon the environment and the problems of ensuring it is accessible to everyone at all times.
- 10.14 The main issue for this Local Plan is how to strike the right balance between, on the one hand providing for the growth in business at Gatwick Airport and, on the other hand, addressing the concerns of all other interests, both locally and further afield that can be affected by the airport and its activities. The approach adopted by the Local Plan is to try to cater for the consequences of the growth in business which is already committed by Government policy and to limit or strictly control growth beyond those levels. In doing so the Local Plan seeks to ensure that this growth will have a net beneficial effect upon the local area in environmental and other spheres. In particular it is necessary to ensure that the growth of business at the airport occurs in a more environmentally friendly and sustainable manner.
- 10.15 The following objectives provide the framework for this chapter's policies.

#### **Objective 1**

**To provide for the continued growth of business at Gatwick Airport and its safe and efficient operation meeting the needs of the travelling public as a single runway, two terminal airport.**

- 10.16 It is in everyone's interest locally that Gatwick Airport continues to be successful and operates safely and efficiently. The Government has expressed its commitment to maintaining Gatwick Airport as a leading international airport with one operational runway and two terminals. It has also, however, as a response to RUCATSE, requested B.A.A. to examine runway options including a close parallel runway at



In order to contain the extent of the airports impact on the environment of the surrounding area, it is important that all acceptable new development be located within the airport boundary, excepting that a shift towards more sustainable surface transport access to the airport may require transport infrastructure changes in off-airport locations.

10.20 Notwithstanding the fact that the last (1985) Airports Policy White Paper stated the Government's commitment to Gatwick Airport as a single runway, two terminal airport and the existence of the legal agreement precluding a second runway at Gatwick Airport before 2019, the Secretary of State in response to RUCATSE, requested B.A.A. to examine runway capacity options which included a close parallel runway at Gatwick. A second operational runway at Gatwick Airport, could increase the airport's runway capacity to handle passengers well beyond its current potential for 35mppa. It would almost certainly have a very significant environmental impact, requiring considerable area of land, not only for the runway itself, but also for new terminals, aircraft stands and maintenance areas etc. It would probably generate massive additional demand in the area for more housing and business development. Furthermore, surface traffic to and from the airport would exceed capacity of the existing infrastructure. Such impacts would be unacceptable to the surrounding area and would conflict with established Regional Policy which makes regionally significant expansion undesirable. In these circumstances, the Borough Council maintains strong reservations about any proposals to provide a second runway at Gatwick, even a close parallel runway entirely within the airport boundary.

*Implementation: CBC forward planning and development control processes, WSCC as highway authority, GAL and other airport-related agencies.*

## **Policy GAT 2**

### **The Borough Council will seek agreement with Gatwick Airport**

10.21 The growth of business at Gatwick Airport up to its currently predicted throughput of 35mppa will have an impact upon the environment of the surrounding area even if it did not require any new development or other changes. The numbers of aircraft and the requirements for surface transport access associated with such a level of passenger throughput, would inevitably have some environmental impact even if attempts to encourage the use of more sustainable modes of transport are successful. In fact it is clear that in order to cater efficiently with increases in business and to respond to other trends e.g. increases in aircraft size, a number of new developments will be necessary at the airport within the period of this Plan. Some of these changes could have significant environmental consequences for the surrounding area which must be addressed in the plans for the airport. The Borough Council considers that the best method of accommodating this growth in business and other changes is through agreement with G.A.L. on the measures necessary to manage and limit the impact of new airport development and to address some of the existing problems caused by current development and its use. Environmental improvements will be secured through the agreement of design statements, setting of standards and strategies, and associated programme of works. It may be appropriate in relation to proposals for certain airport developments to enter into Section 106 agreements to ensure that associated off-airport improvements and works required as part of a development takes place. Agreement on environmental improvements will be sought for the following key areas:

- the promotion of more sustainable forms of surface transport to and within the airport;
- improvements to surface transport access;
- the reduction of air pollution emission levels at the airport;

- the promotion of greater energy efficiency in airport activities;
- physical extent of new development;
- action to reduce the impact of aircraft and ground noise upon the surrounding environs;
- schemes aimed at reducing the consumption of non renewable resources, at promoting the re-use of goods and materials and increasing recycling generally throughout the airport;
- proposals to extend the areas of planting and vegetation on and around the airport and generally to improve the quality of landscaping;
- agreement always to seek the highest quality design of buildings and structures;
- proposals and support for environmental improvements on the airport and in surrounding areas affected by airport activity.

*Implementation: CBC Planning and Environmental Services, GAL and other airport-related agencies.*

10.22 Land within the airport boundary should only be 1tID 13>Bv 13>Bv 13>Bv a2t



- 10.25 **Improvements to existing terminals and transport interchanges** may be required to improve passenger handling and comfort and/or to meet objectives for changes to the modal split of surface transport access to the airport.
- 10.26 **Cargo handling facilities** at Gatwick Airport seem likely to require improvement and some expansion to cater for the potential growth in such business, and some existing facilities may be redeveloped to suit more automated cargo handling processes. The overall expansion of the facilities may only be modest in the short and medium term, but could be greater towards the end of, and beyond the Plan period. Provision needs to be made in advance to cater for this growth. For operational reasons it is desirable that such facilities are located convenient to the main taxi-ways and aircraft stands.
- 10.27 **New**



## **Airport-Related Car Parking**

### **Policy GAT 6**

**The provision of additional or replacement staff car parking will only be permitted on the areas allocated for ancillary development provided that**

sustainable means of access to the airport are available. The provision of further short-term parking space may be required to provide for developments like the proposed visitor centre. However, all additional provision must be justified in the context of the surface transport access strategy for the airport. There are currently two sites available for the provision of further short-term parking. One may be needed to accommodate the proposed visitor centre parking demands. It is possible that, even if a reduction in the proportion of visitors etc. coming to the airport by car is achieved by means of the agreements sought by Policy GAT 2, the two additional sites allocated for short-term parking may not be able to cope with the increase in short-term parking requirements. In this case it will be necessary to consider options for increasing capacity commensurate with the strategy for managing surface transport access to the airport. One option may be to identify and develop further short-term car parks on suitable sites in proximity to the terminals. Alternatively consideration may need to be given to whether extra capacity can be provided within the existing car parks

*Implementation: CBC forward planning and development control processes, G.A.L. and other airport-related agencies.*

- 10.40 The Borough Council considers that a development must provide for itself all the car parking space necessary for it to function as far as is deemed appropriate by surface transport plans. Normally development should not give rise to a need to

**(i) occupy the least amount of space necessary;**

**Policy GAT 10**

**Proposals for the provision of long term airport parking space in the car parks of existing hotels will be permitted only if:**

- (i) the entire car parking requirement associated with normal hotel activities can be met on site at all times; and**
- (ii) the provision of extra space does not encroach upon landscaping areas or require the extension of the curtilage of the hotel.**

10.45 The 1988 Long Term Parking Strategy accepted hotel car parks as a legitimate element of parking supply. In those instances when the vast majority of cars parked belong to guests staying at the hotel, it has been held that a material change of use of the site has not occurred and planning permission is not required for airport related parking. If, however, airport parking requires planning permission, the Borough Council will need to be satisfied that the total hotel parking requirement can be met on site before it will grant permission. It is not acceptable for airport parking to result in the displacement of hotel parking to nearby streets or remote 'overflow' sites. In both instances, the increased traffic movements would be to the detriment of the amenity of surrounding areas and the environment generally. Likewise the provision of extra parking spaces must not have an adverse impact upon the environment by reducing landscaping or extending parking into new areas.

*Implementation: CBC development control process, G.A.L. and other airport-related agencies, hotel operators.*

**MONITORING**

10.46 The main test of the strategy adopted in this chapter and of the effectiveness of its policies and proposals, is the extent to which the objectives set out above are met. The basic aims are to allow the airport to fulfil its national role, increasing passenger numbers in a safe manner and resolving airport-related environmental problems.

10.47 Most policies require monitoring through regular analysis of planning decisions and implementation. There are also a number of policies that will require new initiatives and practices to be brought forward by bodies such as G.A.L., other airport-related agencies and public transport agencies. These will require monitoring to ensure that they are being brought forward at the appropriate rate and are contributing to the achievement of the objectives set out above.