

CRAWLEY BOROUGH COUNCIL AND GATWICK AIRPORT LIMITED

STATEMENT OF COMMON GROUND ON ISSUES RELATING TO GATWICK AIRPORT

This Statement has been produced by Crawley Borough Council (CBC) and Gatwick Airport Limited (GAL) to identify the policies in the Submission Crawley Local Plan which GAL supports. In a number of cases GAL supports the policies but is seeking additional elements to be incorporated into them. These additional issues are set out in italics in this Statement of Common Ground, and responded to in Matter Paper 4, Issue 3.

Planning officers from GAL and CBC have a well-established working relationship and liaise regularly on issues relating to the growth of Gatwick as a single runway airport. There has also been extensive liaison with GAL in relation to the Airports Commission's consideration of issues relating to the provision of additional runway capacity in the UK. Both CBC and GAL recognise the important economic role that Gatwick plays in the borough and the wider area. This liaison will continue beyond the preparation of the Local Plan and the work of the Airports Commission.

GAL supports the overall vision promoted in the Plan, particularly the strategic importance of the airport in the future development and economic growth of Crawley and the wider sub-region (paras 2.6 and 2.15 of the Local Plan). CBC considered it important to highlight the role of the airport in the vision for the town and how it supports the economic growth of the Crawley due to the influence that the airport has both locally and over a wider area. This then sets the context for the rest of the Plan and the references to the role that Gatwick plays in the economy of the area.

GAL recognises that the Plan can only address the existing position of a single runway, two terminal airport but considers that it is also important for the Plan to be prepared taking into account the on-going work of the Airports Commission since this may result in a decision to develop a second runway at Gatwick in the near future. CBC explains this situation at an early point in the Plan to ensure that it provides a clear indication of the overall context in which it has been prepared. Additional references are made in the Plan where appropriate but without unnecessarily repeating what has already been stated as the document should be read as a whole.

GAL acknowledges that the uncertainty surrounding the issue of an additional runway at Gatwick has been recognised in the Plan and supports the position that the Plan would need to be subject to a major policy review pending the recommendations of the Airport Commission in 2015 and any subsequent policy decision by the Government. GAL broadly agrees with the three possible scenarios surrounding the airport and future development that are set out in paragraphs 1.33- 1.45 of the Plan (and as set out in CBC Topic Paper 1) which would form the basis of a policy review.

However, GAL is also seeking additional references and clarity in other areas of the Plan regarding the Review following a second runway decision as well as the timing of such a Review. The Borough Council, in its Local Development Scheme (LDS), states in para 1.7 that following a government decision on runway capacity that an immediate review of

the LDS will be triggered. It will be for the review of the LDS to set out the programme and scope for the review of the Local Plan itself, the approach to which will depend on the extent of the review required.

Economic Development Issues

Both GAL and CBC agree that the airport plays a very significant role in the local economy, a position reflected in the Plan's vision and spatial context. This is also reflected in the identification of Gatwick as a main employment area in the economic growth chapter. The Borough Council consider it appropriate for Gatwick to be identified as a Main Employment Area in Policy EC2, with the detailed policies against which development at the airport will be assessed to be grouped together with other policies relevant to the airport in the Gatwick chapter, with clear cross references in the economic growth chapter. In particular GAT4 allows, where appropriate, the use of buildings and land at the airport for non-aviation uses. The identification of Gatwick as a main employment area and policy GAT4 is welcomed by GAL.

Policy EC1 identifies an Area of Search as a preferred location for strategic employment to the north of Manor Royal and south or east of Gatwick Airport. However, the policy acknowledges that, given the safeguarding of this land for a second runway and the work of the Airports Commission, it is not possible to identify specific sites at this point in time. This is considered to be a pragmatic approach to identifying potential land uses at this time, ahead of a decision about a second runway. CBC considers the most sustainable location for economic development to be in the north of the borough and south and east of the existing runway. CBC illustrates through its employment land trajectory its consideration of possible sites within the Area of Search as proposed by land owners, but the land supply position for years 0-5 only relate to land outside the land currently safeguarded for a second runway.

GAL welcomes the acknowledgement that CBC will continue to work with adjacent authorities regarding additional land supply and GAL would wish to continue working with CBC and the other local authorities.

Gatwick Specific Policies

GAL supports the wording of Policy GAT1 as proposed given the single runway configuration of the airport currently in operation. The policy will help facilitate the sustainable growth of the airport in its current form to a passenger throughput of 45 million passengers per annum.

GAL strongly supports policy GAT2 which safeguards land for a second runway and the supporting text in paragraphs 9.16 and 9.19. The policy ensures that other development in the borough does not compromise or prejudice future potential development. The approach to safeguarding for a second runway as set out in the Local Plan is consistent with current national aviation policy to safeguard land for a second runway at Gatwick pending any decisions taken by national government. *However, GAL considers that further clarity is required on those uses and types of development that would be compatible with the development of a second runway, and those that would not, and the extension of the policy to also include the technical requirements of aerodrome safeguarding.*

GAL strongly supports policy GAT3 and the need to restrict any further off-airport related car parking development. GAL has demonstrated that there is sufficient capacity for airport users to park on-airport as the throughput of the airport grows. CBC and GAL agree that off airport car parking is not sustainable as it frequently leads to more or longer road trips. The creation of new off-airport car parking also inhibits GAL's ability to achieve greater modal shift of passengers towards the use of public transport as set out in its Airport Surface Access Strategy.

GAL strongly supports policy GAT4, which acknowledges that it may be appropriate to allow non-aviation related offices and commercial floor space at the airport. This will help ensure the best and most efficient use of land at the airport for development and help realise the economic benefits and opportunities from Gatwick. Both CBC and GAL recognise that, due to changes in the way in which the aviation industry operates, there is less demand for office space on the airport by the airlines and other airport related uses. This has led to vacant office property being available at the airport. As a result CBC considers it appropriate to allow non-aviation uses to occupy existing office space if it does not affect the long-term ability of the airport to meet its operational needs. GAL supports this approach. It is also recognised that there may be further scope for other buildings and sites within the airport boundary to be developed for non-airport related uses.

Noise Sensitive Development

GAL supports the inclusion in the Plan of a policy that specifically considers noise generating and noise sensitive development and the inclusion of a noise annex. *However, GAL considers that the noise thresholds set out in the annex have been set too high.*

Gatwick Woods Biodiversity Opportunity Area (BOA)

GAL support the identification of the Gatwick Woods BOA which consists of deciduous woodland, ancient hedgerows and agricultural land. There has also been a successful approach to a planning application within this BOA with the Gatwick Flood Attenuation Scheme (planning application CR/2012/0575/FUL) which included a Landscape, Access and Ecological Mitigation and Enhancement Strategy. This involved GAL working with Gatwick Greenspace, which is part of the Sussex Wildlife Trust, to enhance areas of the Gatwick estate to ensure the prolonged health and diversity of species in a way that improves access and educational value.

Other Policies

There are number of other policies in the plan that GAL support as their implementation will enable sustainable forms of development to come forward.

These are:-

- SD1 - Presumption in favour of Sustainable Development
- CH2 – Principles of good urban design

CH6 – Tree Planting and replanting standards - support for approach to off-site planting and commuted sums in lieu where on site planting not possible.
ENV8 – Development and flood risk

Signed for Gatwick Airport Limited:



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Signed for Crawley Borough Council:



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