

CHAPTER 10: GATWICK AIRPORT

INTRODUCTION

- 10.1 Gatwick Airport covers 759 hectares of the borough and exerts a major influence on the character of Crawley and the surrounding area. It serves an important local, regional, national and international role as a major transport hub. Gatwick Airport is now the single most important element in the local economy, creating many jobs both directly in aviation and airline industries, but also indirectly, through companies serving or supplying the airport or locating in the area because of the presence of a leading international airport. Its effect upon the local environment is considerable. The use of the airport and the traffic it generates give rise to noise, air pollution and other disturbance to the surrounding areas. Airport-related activities generate considerable demand for land. Moreover, the pressure the airport generates for housing, offices and warehousing development extends into all areas of the borough and well beyond.
- 10.2 This chapter identifies the manner in which the Borough Council would wish the airport to develop, taking into account a wide range of strategic, economic and environmental interests.

MAIN CHARACTERISTICS

- 10.3 Gatwick Airport is one of the world's largest airports. In 1994 it handled 21 million passengers and 210,000 tonnes of cargo. Due to this business there were 23,000 on-airport jobs and around 8,500 jobs provided by closely related off-airport activities. Such is Gatwick Airport's importance to Crawley's economy that when the airport experiences a reduction in trade, the local economy is weakened. This has been identified in the Economy chapter of the Local Plan and the Borough Council's Economic Development Strategy.
- 10.4 As business at the airport has expanded, a considerable area of land has been developed for activities ancillary to the operation of the airport, such as car parking, cargo handling and distribution centres and roads. At the same time, many companies with business related to the airport have located within the borough's industrial areas, replacing traditional manufacturing companies. These developments, coupled with the noise and atmospheric emissions from the planes and, more particularly, airport-related surface traffic, have a dramatic impact upon the rural and urban environments of this part of the region.

THE CONTEXT FOR GATWICK AIRPORT'S GROWTH

- 10.5 Gatwick Airport became a licensed airfield in 1930. Originally its development occurred on an ad hoc basis, according to the demands of the time. In 1974, the British Airport's Authority (B.A.A.) produced its first Gatwick Airport Master Plan. Since then, three other master plans have been produced, plus a number of reviews and addenda. However, other than the 1974 Master Plan, which was incorporated into the 1981 Local Plan, none has received the whole-hearted acceptance of the local planning authorities, with some plans staying in only draft form. The approval of a master plan or similar document has for some time been seen as a prerequisite for the proper planning of growth of business and development at the airport. At the Inquiry into the 1993 Local Plan, the Inspector commended the Borough Council for its endeavours in trying to secure such a planned development of the airport. Gatwick Airport Ltd. (G.A.L.) have recently produced for consultation purposes, a new Development Strategy for the airport. This will need careful consideration by the local planning authorities to determine whether it is appropriate to take on-board any part of the strategy in local planning policy.

- 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 studied in RUCATSE for a second runway at Gatwick. But it has been suggested that there may be better, less environmentally damaging runway options than those considered by RUCATSE. It is understood that this study is now in progress. I am therefore asking BAA to examine whether there might be less damaging options for development, such as a close parallel runway at Gatwick." He went on to say that he would also be commissioning further work on surface access to and between airports in the South East. BAA has yet to report back on the other options for increasing runway capacity and to date there is no indication of the findings of the work on surface access.

PLANNING CONTEXT

Statutory Provisions

- 10.8 Under the General Permitted Development Order, 1995, G.A.L. is permitted to carry out on areas defined as operational land, development connected to the provision of essential airport services and facilities without requiring planning consent from the Borough Council. However, G.A.L. is required to consult the Borough Council on such developments. Appendix 10 indicates the areas of operational land at Gatwick Airport. However, much of the area within the airport is not operational land and G.A.L. must apply to the Borough Council for planning permission for most forms of development within these areas. The Borough Council will have regard to the policies in this Local Plan both when it has statutory planning control over proposals and when it is responding to consultation on other proposals.

Government Guidance

- 10.9 The last national statement of Government policy for the development of London's airports was the 1985 White Paper "Airports Policy". It supported Gatwick Airport's maintenance as one of the world's leading airports but reaffirmed that it should remain a two terminal, single runway airport. In March 1999, the Secretary of State for the Environment, Transport and the Regions announced a decision to set in hand a study of airport issues in the South East and East of England and the impacts of options to provide additional airport capacity at particular sites or at all. The study is expected to take approximately two years and its results will be incorporated into a proposed UK airports policy. The long term future of Gatwick Airport will be encompassed by the study and the proposed UK airports' policy.
- 10.10 Regional Planning Guidance for the South East (RPG9) recognises the importance of the region's airports but suggests they are unlikely to be able to accommodate air travel demands beyond 2010. Regional guidance highlights the great significance airports can have for generating development pressures and hence for affecting regional planning policy. RPG 9 states that regionally significant expansion is undesirable in the Crawley/Gatwick area. It therefore suggests that if additional airport capacity is required, the decision on its location should be taken through the development plan system, taking into account the strategy for the region and a wide range of planning and environmental factors including noise, land use and surface transport consequences as well as air transport considerations.

- 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

Gatwick. Forecasts indicate that by increasing throughput during the normally less busy periods, an increase in business of up to 35 million passengers per annum might be possible with one runway and two terminals. This will, however, inevitably require some changes and new developments at the airport. The Borough Council considers that any such changes should have the minimal adverse impact upon the surrounding area and, if possible, bring forth clear benefits.

Objective 2

To ensure that the growth of business at Gatwick Airport and all changes required to enable its safe and efficient operation occur in a manner which is acceptable in all its consequences to the surrounding area.

10.17 Whilst it is in everyone's interest that the airport is successful and operates safely and efficiently, full regard must be had to its consequences for the surrounding area. It is inevitable that the growth in business at the airport will have an impact upon the local situation even if no new development was involved. For instance, the extra business will impact upon the local economy and could affect the pressures for labour, housing and business development. More directly, more business at the airport will result in more surface transport access which if current practices continue to apply, will result in more road traffic, congestion, pollution and the use of land for roads and car parks. It is the Local Plan's task to ensure that all the consequences are properly identified in advance and, if appropriate, addressed by the proposals or accompanying measures.

Objective 3

To encourage the operation of Gatwick Airport and all its related activities to be more sustainable in their use of land and energy resources and their impact upon the environment.

10.18 Large developments such as airports have a significant impact upon the environment in terms of global sustainability, pollution and resource management. However, an airport which is developed in a way that is conscious of the interests of the surrounding area, and which is operated in an environmentally friendly and more sustainable manner, will improve both the quality of life for residents, and the borough's and the airport's image.

POLICIES

General Policies for the Growth of Business at the Airport

Policy GAT 1

Subject to them having an acceptable environmental impact, proposals for development necessary to meet the operational requirements of Gatwick Airport as a single runway two terminal airport will be permitted within the airport boundary.

10.19 The national, regional and local importance of Gatwick Airport and the need for it to continue to be competitive and successful is recognised fully by the Borough Council. As already indicated, it is technically possible for business at the airport to grow within the timespan of this Plan to 35mppa, and in the longer term to 40mppa, by greater and more efficient use of the single operational runway and two terminals. Growth of business to these levels will require a variety of developments within the airport boundary, and it is the Borough Council's intention to exercise control over the character and location of on airport developments and to require mitigation of their environmental impacts, through the application of policies in this chapter of the Plan.

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 Limited upon the environmental and other improvements which must accompany the growth in airport business and consequential development.

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 used for developments and activities which are required for operational and related reasons, to be located within close proximity to the runways or terminals or which must be within the secure and controlled area of the airport boundary. Policy GAT6 identifies those developments which may be needed to achieve the full potential of a single runway, two terminal airport and which probably need to be accommodated on the airport. Unless clearly established as necessary for the operation of the airport, other major developments should be located off the airport on sites within the built-up areas or allocated for development in local plans. This will especially be the case when such developments could lead to the displacement off the airport of uses which ought to be located within the airport boundary or could give rise to significant additional levels of non-airport activity and traffic. Such effects would be contrary to national, regional and local policy for airports, transport, development and the environment. Examples of the type of development which could be inappropriate for location on the airport are major extensions to the terminals to provide landside retail floorspace and free-standing retail developments, and major employment development for non-airport related uses.

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

Policy GAT 3

All proposals for development at Gatwick Airport will be required to include measures to limit or avoid any adverse environmental impact it may have upon the surrounding area. The Borough Council will take into account whether such measures can also address any existing problems or reduce the overall environmental impact of the airport and its use.

- 10.23 As the largest single development within Crawley, Gatwick Airport has a massively major impact on the area and its environment. In some instances, surrounding areas experience pollution, particularly in terms of noise and air quality, which appears to have its origin in the airport, its uses and the traffic it generates. It is essential that new development at the airport does not exacerbate existing problems. Furthermore, some proposals necessary for Gatwick Airport to achieve its full potential and safe and efficient operation as a single runway, two terminal airport, may provide the opportunity to improve the airport's overall environmental impact. The Borough Council will, whenever possible seek improvements in association with all new developments and changes. In some cases, improvements might be achieved as a direct result of the development, e.g. by positioning new buildings to act as noise

barriers or by enhancing landscaping requirements. In other cases, necessary improvements may have to be a separate undertaking, e.g. the creation of noise bunds at the perimeter of the airport.

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

Policy GAT 4

- 1. Planning permission will not be granted for development within the airport boundary which is not clearly required in this location for operational, functional, safety or security reasons.**
- 2. Subject to 1 above, sites are reserved within the airport boundary for the following major developments and uses as shown on the Proposals Map:**
 - (i) Cargo handling facilities;**
 - (ii) Aircraft maintenance and engine testing facilities;**
 - (iii) Other operational developments;**
 - (iv) An airport visitor centre;**
 - (v) Short and long term passenger car parking;**
 - (vi) Activities ancillary to the airport's operation;**
 - (vii) Structural landscaping.**
- 3. Subject also to 1 above, other proposals for improvements to the existing terminals and their surface transport interchanges, airport related employment uses, and hotels, will be acceptable in appropriate locations, on operational land within the airport boundary.**
- 4. Proposals for development for land not shown on the Proposals Map or not on operational land will not be permitted.**

10.24 Examples of the above listed facilities already exist within the airport boundary. However, in order to provide a better service for passengers and to enable an increase in passenger throughput, it will be necessary to improve and extend certain facilities. It is imperative that the provision of new and extended facilities complies with the relevant planning policies. Without prejudice to G.A.L.'s entitlement to undertake certain works on operational land, major new developments will only be permitted if they are necessary to enable Gatwick Airport to reach its full potential as a one runway, two terminal airport. All permitted developments will be subject to the requirements of Policy GAT2 and GAT3. The areas shown on the Proposals Map are intended to indicate the general scale and location of development it is anticipated that could be required within the Plan period. They would be sufficient to meet justifiable needs to 2006 and there should be no need to extend development into further unallocated areas of the airport before that date. The areas have, however, normally been defined using on-site features and it may be necessary and appropriate to accept a degree of departure from the general boundaries of allocations in order to accommodate specific development or operational requirements of justified new facilities and uses. A degree of departure from precise boundaries of allocations would be acceptable provided that the proposals conform generally to the allocations made.

- 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 aircraft maintenance and engine testing facilities** may be required to accommodate increased activity at Gatwick Airport. The provision of properly designed and located facilities could offer the opportunity to improve Gatwick Airport's environmental impact as, currently, engine testing is carried out in locations which are not designed to absorb the full environmental impact of these operations.
- 10.28 **Other operational developments** may be necessary to cater efficiently for the increased passenger throughput or the increase in the size and number of aircraft. Required developments could include new gates to piers, more and larger piers and/or more remote aircraft parking stands. In some instances, these developments may have to displace existing operational developments to new locations within the airport. Some of these new developments could be a source of considerable noise. However, the development of new aircraft stands etc. will offer opportunities to introduce quieter equipment and practices to improve Gatwick Airport's environmental impact.
- 10.29 **Visitors' centres** are increasingly common features of important transport interchanges reflecting the public's interest in the development and the technology and activity present. Gatwick Airport is already a major attraction to visitors who both undertake pre-arranged tours, and collect in the terminals and at unofficial view points around the airport's perimeter. Given the natural attractions of the airport, its location between London and the South Coast and its excellent communications including public transport, it is logical to try to build up visitor interest. To this end the development of a purpose built visitor centre of a suitable scale is compatible with the Plan's policy to exploit the visitor and tourist attractions of West Sussex. A visitor centre could have many advantages for the operation of Gatwick as an airport. It could help passengers and their friends occupy the hours of waiting sometimes involved in air travel. It could also assist the airport handle and channel the large numbers of visitors and spectators, helping to increase the efficiency of the passenger handling areas and the maintenance of airside security.
- 10.30 **Short term and long term passenger parking** needs are identified in Polices GAT8 - GAT10.
- 10.31 **More employment sites** within the airport may be necessary to accommodate certain businesses which contribute to the efficient operation of the airport. However, this applies only to those businesses which are needed on the airport for functional, operational, security and safety reasons. While there are many activities and developments that would benefit from an airport location, they do not actually need to be on the airport to contribute to its efficient operation. Acceptable sites exist elsewhere in the borough for them.
- 10.32 **A variety of ancillary activities**, such as security compounds, pollution monitoring stations and staff car-parking are necessary for the airport's operation and normally need to be located on the airport. However, while they often require access to the main operational areas, they do not need to be located on operational land. The south of the runway zone is suitable for these activities, although to avoid vehicles having to

leave the airport to get to other zones, access must be through Maintenance Area 1. Certain of these activities are also suitable to be located in the north-west zone.

- 10.33 **Structural landscaping** is the most important and prominent of the landscape areas on and around the airport. It makes a key contribution to the way the airport blends into the local environment and is often important for providing visual and acoustic screening. In most instances, development affecting or reducing structural landscaping areas will increase the impact of the airport on its surrounds. Accordingly, such development will not normally be permitted unless satisfactory ameliorating measures are proposed.

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

Surface Transport Access to Gatwick Airport

Policy GAT 5

Proposals which enable the existing and future surface transport access demands of the airport and its business to be managed in a sustainable manner, will normally be permitted provided that there is no serious conflict with other planning policies for the area. Encouragement will be given to improvements to the infrastructure and facilities which will enable staff, passengers and visitors to gain access to the airport by public transport, cycling and on foot.

- 10.34 In many respects, some of the airport's greatest impacts on its surroundings result from the road traffic it generates and the demands this places upon the local infrastructure. This gives rise to considerable noise and air pollution and consumes large areas for roads and parking. One of the keys to managing the growth of business at the airport in a more environmentally friendly and sustainable manner, will be the management of its surface transport access demands. A sustainable surface transport strategy for the airport will be an essential element of the transport plan for Crawley. As indicated by paragraph 10.21 the Borough Council will seek agreement with G.A.L. regarding the components of this strategy and the measures required to put it into effect. One of the objectives of this strategy must be to progressively alter the modal split of surface transport access to the airport to favour much more the use of public transport and other alternatives to the car. Regard must also be had to the South East airports surface access studies referred to in paragraph 10.7.
- 10.35 Some of the measures required as part of a new strategy for surface transport access to the airport may require changes on the airport e.g. improvements to the public transport interchanges and other works may need to be off-site. Inevitably a key element of any new strategy for surface transport access to the airport will be the regulation of all forms of car-parking serving the airport, i.e. staff, short and long-term visitors car-parking, for, as identified by PPG 13, the availability of parking space can be crucial to whether a traveller chooses to use a car or some other more sustainable mode of transport.

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

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 it can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface access to the airport. Provision will also be permitted in other locations on the airport provided that staff car parking is to meet the essential and operational needs of the specific authorised development.

- 10.36 Although use of the car by passengers is not in fact as high as for one or two other airports, over 80% of staff at the airport travel to work by private car. The use of the private car for what are often regular and predictable journeys adds unnecessarily to traffic congestion on local roads when more and better public transport services or other modes of transport may be able to meet the needs of staff. At present staff car parking can be found in many parts of the airport. Some areas are close to places of work whilst other car parks are in more remote locations. To date staff car parking has normally been provided on an “as and when needed” basis and when space is available. Although the airport operator’s general approach has been to minimise the provision of staff car parking spaces, this approach does not appear to have formed part of an overall strategy for the airport or part of a plan to manage surface transport access as a whole.
- 10.37 It may be that given factors such as a change in modal split and staff productivity gains, there will be no need to increase the number of staff spaces. In any event however, new developments will occur at Gatwick which may necessitate dedicated or other types of staff car parking. Such parking will be permitted subject to a need being demonstrated in the context of a more sustainable approach to surface access to the airport. In general, should new staff space be required, the areas identified for ancillary development are suitable.
- 10.38 When considering proposals for new staff parking provision, the Borough Council will seek to ensure that it can be justified in the context of wider proposals to manage surface transport access to the airport and to reduce journeys to work by car. In particular, the Borough Council would encourage proposals to be linked to schemes for car sharing, and staff buses from surrounding towns and villages.

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

Policy GAT 7

The Borough Council will permit proposals for the development of further on-airport short term car parks on areas allocated for such developments provided that they can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.

- 10.39 Compared with staff car parks and long-term car parks, short-term car parks are a slightly more efficient use of scarce land resources. Their provision does, however, still have the disadvantage of encouraging use of the private car when other more

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.

Policy GAT 8

The Borough Council will only permit proposals for new airport-related car parking on off-airport sites where they do not conflict with countryside policies and can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.

- 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 provide space in a remote location or create pressure for the development of a separate area of land. The parking of passengers' cars is, in the Borough Council's view, an integral part of the operation of an airport. The International Civil Aviation Organisation (ICAO) recommends that passenger car parking should be as close as possible to their departure destination i.e. the airport itself, in order to minimise traffic movements and to enable airport traffic to be directed along roads and routes designated for this purpose. It also recommends that airports and their parking provision should occupy the minimum area practicable. Consequently, the Borough Council considers that as far as possible all long-term parking it is deemed appropriate to provide to meet airport passenger demands should be located within the airport. There are severe planning constraints in relation to protecting countryside surrounding the airport and as such there are considered to be few, if any, opportunities for further off-airport parking. Even if such an opportunity was found, proposals would be required to show a demonstrable need in the context of an agreed sustainable approach to surface transport access to the airport. Policy GAT8 will also apply to proposals for airport parking on existing hotels in accordance with Policy GAT10.

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

Policy GAT 9

The Borough Council will only permit proposals for more long-term parking within the airport boundary when they can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport. In addition, such proposals should:

(i) occupy the least amount of space necessary;

(ii) be appropriately landscaped.

- 10.41 A Gatwick Airport Long Term Parking Strategy was produced in 1988. The Strategy took a demand-led approach in that new long-term parking facilities would be permitted when the demand for long-term spaces exceeded supply. Such an approach no longer complies with current Government guidance and policy for transportation and planning nor strategic and local planning policy. As indicated, Planning Policy Guidance Note 13 suggests that restricting the supply of car parking space could reduce the likelihood of people choosing to travel by car and the Borough Council will expect GAL to participate in the development and implementation of a surface access strategy that demonstrates a more sustainable approach to the management of the airport's access impacts. A reduction in car usage in favour of other modes of transport could bring significant environmental benefits, both locally and further afield. In the future, therefore, decisions on the provision of more long-term airport parking space must be taken in the context of the strategy for surface transport access to the airport and agreed objectives to gradually alter the modal split of traffic to the airport to more in favour of public transport etc.
- 10.42 At the present time agreement has not been reached on modal split targets or the necessary surface transport access strategy. However, the Borough Council considers that the proportion of passengers travelling to and from the airport by car must be significantly reduced if the growth of business at the airport is not to have a significant adverse effect upon the surrounding area. The following calculations illustrate the sort of changes it may be necessary to make in the provision of long-term parking space. In 1993, 20 million passengers passed through Gatwick Airport requiring 32,640 long-term parking spaces. The modal split for that year was in excess of 54% of passengers travelling by car. Consequently, to cater for peak period demands nearly 33,000 long-term parking spaces were available. The growth of business at the airport will lead to a need to provide additional space in line with past trends, unless there is a significant and progressive switch to other modes of transport. Indeed it has been estimated that at 35mppa the unrestricted demand for parking space could be in the region of 50,000 spaces. To provide all this space could require a vast increase in the area devoted to parking, which could have significant environmental consequences. If new modal split targets are progressively achieved (i.e. an increasing proportion of passengers travel to and from the airport by public transport rather than the car), the number of long-term car parking spaces could be reduced to, say, between 40,000 - 45,000. Although such figures do still imply an increase in the land used for parking and more especially, an increase in traffic, they are both at more manageable levels than if the current demand led approach was continued.
- 10.43 While the provision of such levels of parking is likely to be acceptable and achievable entirely within the airport boundary on the allocated areas, the Borough Council will not consider releasing further sites for development until it is satisfied that existing car parks are being used to their optimum. In accordance with the ICAO guidance, such developments should occupy the least amount of space necessary.
- 10.44 The Borough Council also considers that the allocated areas are quite capable of serving all the long-term parking needs of the airport including those of the South Terminal. From the allocated sites, transit buses can easily move passengers to both terminals. In considering the need for landscaping of future on-airport car parks, particular account will need to be taken of the need for screening if they adjoin the north western boundaries of the airport.

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

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.