

NEIGHBOUR LETTERS SENT:-

REPLIES RECEIVED:-

Rudgwick Preservation Society:	Object - application should be called in by SoS. Increased noise, pollution, traffic and environmentally unsustainable development.
Horne PC:	Object – application should be called in by SoS, premature, increased noise, pollution, traffic, public danger, climate change;
Norwood Hill Residents:	Object – uncertainty over future, increased traffic and pollution;
Lingfield PC:	Object – support views of GACC;
Reigate Society:	Object – support views of GACC;
The Charlwood Society:	Object – premature, increased flood risk, aircraft noise, traffic;
Nutfield Conservation Society:	Object – premature, increased pollution, traffic noise, climate change;
Gatwick Anti Noise Group	Object: increased noise and carbon foot print
CADIA:	Support the development.
WW Fund:	Object – increased greenhouse gas emissions, alternatives to air travel exist, local environmental impacts;
CPRE:	Object – Premature, climate change issues, flooding, increased noise, public safety, and economic disadvantages.
Stop Stansted Expansion:	Object – scale of development and increase, premature, climate change issues, noise, air pollution
Twineham PC :	Object – additional traffic noise and pollution
Ockley PC:	Support the views of GACC
Capel PC:	Object – Increased noise, pollution and traffic
Protect Kent	Object – premature, pollution and climate change water demand, noise and economic impact
5 individual letters of objection:	Increased noise, greenhouse gas emissions, climate change

THE APPLICATION SITE:-

- 1.1 The planning application site comprises land and buildings adjacent to the eastern and southern facades of the North Terminal building at Gatwick. The site encompasses approximately 1 hectare of land area.
- 1.2 The southern element of the proposed extension is currently an area of tarmac used for empty baggage storage, following the removal of a temporary building. The eastern extension area comprises the elevated roadway that functions as the departures forecourt and a glass atrium used as circulation space.

THE PROPOSED DEVELOPMENT:-

- 2.1 It is proposed to create an additional 14,555 sqm of floor space over four floors (Arrivals, Avenue, Departures and plant) to accommodate increases in baggage reclaim halls, (domestic and international) and additional check-in facilities.
- 2.2 At Arrivals level to the south of the North Terminal a new domestic baggage reclaim hall would add an additional longer baggage belt suitable for new large aircraft. The southerly element of the extension also includes a new domestic passenger route from the Terminal to the reclaim hall, consisting of an elevated corridor located in the double height space crossing through the international reclaim hall down to the domestic reclaim hall.
- 2.3 Above the double height reclaim hall is the southerly extension to the Departures level check in hall providing extra check in desks and additional circulation space.
- 2.4 The easterly part of the extension takes over half of the elevated roadway creating a new area for customer service desks and ticket desks and passenger circulation and wayfinding. A new roof and canopy would extend over this area providing a new front to the Terminal. This element would tie into the new passenger interchange proposals currently under construction.
- 2.5 The application is supported by an Environmental Impact Assessment which, following public consultation into the scope of the Assessment, covers the following topics:
 1. Air noise
 2. Air quality
 3. Ecology
 4. Economics
 5. Employment
 6. Ground noise
 7. Landscape and visual
 8. Transport
 9. Waste
 10. Water
- 2.6 The EIA takes account of some other developments that area expected to come forward at the Airport (in accordance with the Interim Master Plan and Car Parking Strategy) over the period to 2019. These projects include changes to the airfield (including piers) and the provision of further long stay car parking. The inclusion of these projects enables the EIA to provide a more complete picture of the impact of the Airport's growth to 40mppa.

PLANNING HISTORY:-

- 3.1 CR/2008/0668/CON : North Terminal Forecourt and Passenger Interchange Project. No objections raised.
- 3.2 CR/2009/0327/FUL: Proposed Multi Storey car park adjacent to the North terminal. Application pending.

PLANNING POLICY:-

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the relevant provisions of the Development Plan unless material considerations indicate otherwise. In the Crawley context, the Development Plan comprises:

- The Regional Spatial Strategy (RSS) for the SE of England.- the SE Plan;
- The Crawley Borough Local Development Framework – Core Strategy (CS) October 2008 Revision;
- Saved Policies of the Crawley Borough Local Plan 2000.

The RSS:

4.2 The Spatial Strategy of the RSS identifies a network of 22 regional hubs to be the focus for investment. In addition 11 hubs were designated as “Diamonds for Growth”. Crawley – Gatwick is one such hub (Policy SP1 and SP2).

4.3 Policy T9 Airports: of the RSS states:
“Relevant regional strategies, local development documents (LDDs) and local transport plans will include policies and proposals that:
i. support the development of Gatwick and Heathrow Airports and safeguard land at Gatwick for a possible new runway after 2019 as set out in the 2003 Air Transport White Paper and subsequent Government Statements;
iv. take account of airport operator masterplans produced in accordance with the Air Transport White Paper.

Priority should be given in Airport Surface Access Strategies:

- i. to reduce the environmental impact of surface access
- ii. to increase modal share in favour of public transport and sustainable modes
- iii. to set and monitor targets that are consistent with the aims of LDDs and LTPs.”

4.4 The RSS contains sub-regional policies which recognise that Gatwick Airport is the single most important element of the area’s economy and is of significant importance to the Region as a whole.

4.5 Policy GAT1: “Core Strategy” states:

“The strategy is based on maximising the potential for sustainable economic growth in the sub-region while maintaining and enhancing its character, distinctiveness, sense of place and important features. This will be achieved by:

- ii. recognising and sustaining the sub-region’s interrelationships with London and the South Coast and the international role of Gatwick Airport..”

Policy GAT2: “Economic Development” states:

“High value-added economic growth and development that seeks to maximise the value added by the sub-region’s economy will be encouraged, as will development that contributes to the improvement in the skills and flexibility of the local workforce. This includes:

vi. the continued functioning of Gatwick Airport to serve the needs of the business community, recognising its major employment role and attractiveness for world class business investment in the sub-region”

The CS:

- 4.6 The policies for Gatwick in the Core Strategy are based on the following objectives:
- To ensure that the growth in business at the airport is associated with measures which limit its impact on the surrounding area.
 - To ensure that land which may be required for future development at the Airport is protected from development in accordance with Government policy.
- 4.7 Accordingly Policy G1 states: “Within the airport boundary as set out on the proposals map, the Council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport subject to satisfactory environmental safeguards being in place. In assessing whether or not particular uses are appropriate within the airport the Council will have regard to the advice in PPG13 (Annex B)”

Saved Local Plan Policies:

- 4.8 Whilst the Local plan 200 has been superseded by the CS a number of its policies have been saved.

Policy GAT 3 requires that all proposals for development at Gatwick include measures to limit or avoid any adverse environmental impact it may have.

Policy GAT 4 requires development within the airport boundary to have a clear operational, functional safety or security reason to be located there. Para graph 10.25 which supports the above policy recognises that improvements to existing terminals and transport interchanges may be required to improve passenger handling and comfort,.

There are a number of saved polices which are of general application to new development:

GD1 - The normal requirements of new development;
GD3 - Operational requirements for a site;
GD5 /GD6 - Landscaping and development;
GD10 - The needs of people with disabilities and mobility problems;
GD13/GD15 - Sustainability measures;
GD20 - Prevention of pollution and hazards;
GD23/GD24/GD25 - The water environment;
GD34 - Construction management;
GD35 – Provision of necessary infrastructure.

Other Material Considerations:

The Future of Air Transport White Paper: (ATWP)

- 4.9 The ATWP was published in December 2003 by the Department for Transport. With regard to the situation in the South East, the ATWP made the following conclusions which are relevant to consideration of this application:
- The first priority was said to be to make the best possible use of the existing runways at the major south east airports. This objective was seen to minimise the need for airport development in new locations;
 - No action would be taken to overturn the 1979 Agreement which prevents construction of a second runway at Gatwick before 2019;
 - Airport operators were expected to prepare and maintain a Master Plan to take account of the conclusions of the ATWP and set out in some detail proposals for development of the airport to 2015 (including proposals for surface access, environmental controls and mitigation). Indicative plans for the period 2016-2030 were also encouraged. Whilst not part of the Development Plan, Local Planning Authorities were advised that account would need to be taken of the Master Plans in their strategies and decisions.

The ATWP also sets as a basic aim that of limiting and, where possible, reducing the number of people significantly affected by aircraft noise

- 4.10 In 2006 the Future of Air Transport Progress Report was published to update the situation from 2003. The airport operator was required to take steps to safeguard the land needed for the wide spaced runway option at Gatwick and to produce a Master Plan. This has been undertaken. The Safeguarded Area is now identified on the LDF Core Strategy Proposals Map (and Policy G2) and BAA produced a consultation draft Master Plan in March 2005 and an Interim Master Plan in October 2006.

Gatwick Airport Interim Master Plan (IMP) October 2006:

- 4.11 The IMP sets out the airport operators plans for the future development of the airport to 2015 and 2030. The IMP anticipated that passenger throughput would grow to 40mppa by 2015 with 272,000 passenger ATMs, with passenger throughput possibly increasing to 45mppa.
- 4.12 The IMP identified “alterations to the terminals to suit airline and passenger needs, with annual capacities for around 20 million passengers in each terminal in 2015” (para S15) and “A variety of alterations and extensions to terminal facilities are likely to be justified by the need to support the full utilisation of capacity available from Gatwick’s single runway operation” (para 7.8) and “North Terminal, being the smaller of the of the terminals, will have the greatest need for any future extension, probably on its southern side” (para 7.9) as part of the Plan to 2015.

Gatwick Airport Surface Access Strategy (SAS):

- 4.13 The SAS sets out a series of key targets and objectives for modal shift and traffic management to be delivered through the Gatwick Airport Transport Forum and also a Car Parking Strategy.

2008 Legal Agreement Between CBC, GAL and WSCC:

- 4.14 The 2008 Legal Agreement updated the 2001 Section 106 Agreement between Crawley, Gatwick and West Sussex. The Agreement is enforceable against any person deriving title from GAL in the event that the Airport is sold. The Agreement has three stated principal objectives:
1. The desire to see the Airport continue to grow within the timeframe of the Agreement to the annual throughput of 40mppa forecast in the IMP on a one runway, two terminal configuration;
 2. The need to ensure that as the Airport grows measures are in place to minimise so far as is possible its short and longer term environmental impacts;
 3. The importance of maintaining and enhancing the ways in which the parties to the Agreement share information and work together and with other stakeholders to bring sufficient benefits to the Airport and the communities it serves and effects

The 2008 Agreement sets out a set of updated obligations, commitments and actions to manage the environmental impact of the operation of the airport. These obligations and commitments cover the following:

- Climate change;
- Air Quality;
- Noise;
- Surface Access;
- Land use, development and diversity;
- Community and the economy ;
- Water quality and drainage;
- Waste management;
- Utility management;
- Action planning; and
- Monitoring and reporting.

- 4.15 The 2008 Agreement also included a Memorandum of Understanding (MOU) which was also signed by the various authorities around the airport. The MOU recognised the approach to growth at the airport set out in the Interim Master Plan, the Surface Access Strategy and this Council's SPD (see below). This support for the growth of the airport was qualified by the need to prevent or minimise impacts on the environment and where practicable enhance the environment.
- 4.16 GAL have published also published a number of Action Plans eg Air Quality, & Noise and a report on Climate Change as required by the Agreement. These are also supported by a range of environmental commitments. GAL has also published a document "Sustainable Development Our Obligations and Commitments" which brings the commitments and legal obligations into a single place of reference.

Development at Gatwick Airport (Supplementary Planning Document) (SPD)
November 2008:

4.17 The above SPD was produced by the Council to provide additional detail on the way in which the Council will implement CS policies in dealing with planning applications, consultations and other planning matters at Gatwick. The SPD takes account of growth at the airport up to 2015 and passenger throughput of 40mppa. The SPD acknowledges that the theoretical capacity of the single runway operation may be 45mppa. Should any proposals come forward which may lead to 40mppa being exceeded the SPD recognises that a review may be needed together with further environmental assessments.

4.18 The SPD also acknowledges the BAA 5 year Capital Investment Programme. This programme has been agreed by the Civil Aviation Authority (CAA). The CAA agreed that substantial expenditure was needed to improve conditions for passengers including security processing through the expansion or refurbishment of terminals and piers. A key project included extending the North Terminal.

4.19 The SPD recognises in paragraph 32 that there will be a need, when determining planning applications to balance the growth of the airport and the economic and social objectives associated with such growth with any potential environmental effects. The need to take account of EIAs where appropriate is acknowledged. Overall, The SPD considers that, in principle, the commitments, legal obligations and action plans, if implemented, provide an appropriate framework within which to judge whether the necessary environmental safeguards are in place to satisfy the requirements of Policy G1. In reviewing individual projects it is necessary to consider whether the safeguards contained in these documents are appropriate given the details of the development. To assist in the interpretation of Policy G1 the SPD provides guidance on the following issues:

- Appropriate Development and Uses;
- Environmental Safeguards;
- Climate Change
- Community and Economic Impacts;
- Land Use Development and Diversity;
- Air Quality;
- Noise;
- Water Management;
- Waste Management;
- Utilities Management;
- Surface Access; and
- Monitoring and Implementation.

4.20 The above list clearly follows the issues identified in the Legal Agreement.

National Policy Guidance

PPS1 Delivering Sustainable Development:

- 4.21 This document confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that Plan Policies and planning decisions should be based on:
- Up to date information on the environmental characteristics of the area;
 - The potential impacts, positive as well as negative on the environment of development proposals (direct, indirect, cumulative, long term or short term); and
 - Recognition of the limits of the environment to accept further development without irreversible damage.
- 4.22 PPS1 advises that planning should promote sustainable development and inclusive patterns of development by:
- Making land available for development
 - Contributing to sustainable economic development
 - Protecting and enhancing the natural and historic environment
 - Ensuring high quality development through good and inclusive design
 - Ensuring that development supports existing communities.
- 4.23 The plan-led system and the certainty and predictability it aims to provide is seen to be central to planning and plays the key role in integrating sustainable development objectives. PPS1 states that where the Development Plan contains relevant policies. Applications for planning permission should be determined in line with the plan unless material considerations indicate otherwise, thus reflecting Section 38 (6) of the Planning and Compulsory Purchase Act 2004.
- 4.24 PPS1 sets out 6 key principles that should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development:
1. Development Plans should ensure that sustainable development is pursued in an integrated manner, in line with principles for sustainable development set out in the UK strategy. Development Plans should promote outcomes in which environmental economic and social objectives are achieved together over time.
 2. Regional Planning bodies and LPAs should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change eg by encouraging patterns of development which reduce the need to travel by private car.
 3. A spatial planning approach should be at the heart of planning for sustainable development.
 4. Planning policies should promote high quality design in the layout of new developments and individual buildings in terms of function and impact not just for the short term but also over the lifetime of the development. Design which fails to take the opportunities available from improving the character and quality of an area should not be accepted.
 5. Development Plans should contain clear, comprehensive and inclusive access policies in terms of location and external physical access.
 6. Community involvement is an essential element on delivering sustainable development and creating sustainable and safe communities.

- 4.25 “Planning and Climate Change” is a supplementary document to PPS1. To deliver sustainable development all planning bodies are instructed to prepare and manage the delivery of spatial strategies that:
1. Make a full contribution to delivering the Government’s Climate Change Programme and energy policies.
 2. Secure highest viable resource and energy efficiency and reduction in emissions in providing for the homes, jobs etc needed by communities.
 3. Deliver patterns of growth that secure the fullest use of sustainable transport reducing the need to travel, especially by car.
 4. Secure new development that minimises vulnerability and provides resilience to climate change in ways that are consistent with social cohesion and inclusion.
 5. Conserve and enhance biodiversity
 6. Reflect the development needs and interests of communities and enable them to contribute to tackling climate change.
 7. Respond to the concerns of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.

PPG13 “Transport”

- 4.26 The Three main objectives of this guidance are:

1. To promote more sustainable transport choices;
2. To promote accessibility to jobs, shopping etc by public transport, walking and cycling;
3. To reduce the need to travel, particularly by car.

- 4.27 In order to deliver these objectives, when preparing development plans and considering planning applications LPAs are encouraged to:

- Actively manage the pattern of urban growth to make the fullest use of public transport and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
- Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling;
- Ensure that development in the development and local transport plans complement each other;
- Using parking policies to promote sustainable transport choices.

- 4.28 Annex B of PPG13 (paragraph 7) recognises that airports have become major transport interchanges and traffic generators. LPAs are advised that, when determining planning applications at airports, consideration should be given to the extent to which the development is related to the operation of the airport and is sustainable given the prevailing and planned levels of public transport. In this respect the operational needs of the airport include terminal facilities and long and short stay car parking.

PPG23 “Planning and Pollution Control”

- 4.29 PPG23 recognises that Development Control decisions can have a significant effect on the environment not only locally but on occasion over considerable

distances. Therefore, LPAs have to be satisfied that planning permission can be granted on land use grounds taking full account of environmental impacts. This requires close consultation with bodies such as the Environment Agency, Natural England, Thames Water etc. Appendix A to the PPS sets out a series of matters which may be material in decision making eg.

- the sensitivity of the area to adverse pollution effects (SSSIs);
- the economic and wider social need for development;
- existing and future air quality;
- the need to limit and where possible reduce greenhouse gas emissions;
- the impact on water quality and surface water drainage;

PPG24 “Planning and Noise”:

4.30 The stated aim of this guidance is “to provide advice on how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business”. One of the general principles advocated is that, where possible, new development involving noisy activities should be sited away from noise sensitive land uses but where this is not possible LPAs should consider whether it is practicable to control or reduce noise levels or to mitigate the impact of noise through the use of planning conditions or obligations. Paragraph 10 of the advice reinforces this approach when it reminds LPAs that much of the development necessary for the creation of jobs and the construction and improvement of infrastructure will generate noise and unjustifiable obstacles should not be placed in the way of such development, whilst recognising the need to prevent an unacceptable degree of disturbance. Paragraph 10 also recognises that intensification of an activity may result in greater intrusion and LPAs may wish to consider the use of appropriate conditions.

4.31 With regard to aircraft noise the 57 dBLeq contour is regarded as representing the onset of community annoyance and for this reason an assessment of the number of people living within this contour is often taken as an indicator of the impact of a proposal.

PPS25 “Development and Flood Risk”

4.32 The objectives of PPS25 are to ensure that flood risk is taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible reducing flood risk overall.

4.33 Paragraph 8 of the Statement sets out the following principles for decision making:

- to have regard to the PPS;
- to ensure that applications are supported by site specific flood risk assessments as appropriate;
- to apply the sequential approach matching the vulnerability of land use to flood risk;
- To give priority to the use of SUDS; and

- To ensure that all new development in flood risk areas is flood resilient and resistant, including safe access and escape routes where required. Any residual risk should be capable of being safely managed.

4.34 If, following the Sequential Test, it is not possible for the development to be located in a zone with a lower risk of flooding, the Exception test may be appropriate. The latter provides a way of managing flood risk whilst still allowing necessary development to occur.

PLANNING CONSIDERATIONS:

- 5.1 Policies SP1 & SP2, T9, GAT1 & GAT2 of the RSS all support the growth and development of Gatwick, recognising its important role in the economy.
- 5.2 Similarly CS Policy G1 supports the development of Gatwick to meet its potential as a single runway, two terminal airport, subject to environmental safeguards.
- 5.3 Saved Local Plan Policies GAT3 and GAT 4 are of similar effect.
- 5.4 The proposed development, therefore, is in principle, in line with the policies of the Development Plan
- 5.5 It can also be seen that these Development Plan policies, in part, derive from the ATWP 2003 which amongst other objectives stated as its first priority to make the best use of the existing runways at the major south east airports to minimise the need for airport development in new locations.
- 5.6 The ATWP and the 2006 Progress Report required the production of Master Plans by the relevant airport operators. An Interim Master Plan was produced for Gatwick in 2006 after a period of consultation. This plan promotes alterations to the terminals to produce an approximate balance of throughput between the north and south terminals of 20mppa each and that to achieve this objective the greatest need for any future extension was seen to be at the North Terminal, as proposed in this application.
- 5.7 The Council produced a Supplementary Planning Document regarding development at Gatwick Airport, which was adopted in November 2008. This SPD took account of growth at the Airport to 40mppa and the BAA's 5 year capital investment programme. The latter included, as a key project, the extension of the North Terminal.
- 5.8 The 2001 Legal agreement between GAL, Crawley and West Sussex was updated in 2008 with the stated objectives of achieving the growth of the Airport to 40mppa whilst mitigating the impacts of such growth.
- 5.9 The proposal, therefore, also has the support in principle of a number of material considerations such as the ATWP and Progress Report, the Interim Master Plan, the Gatwick SPD and the 2008 Legal Agreement and Memorandum of Understanding. This policy support particularly at the Local level has the caveat that consideration must be given to the environmental impact of any project and any necessary safeguards.

- 5.10 In this context it is necessary to consider the EIA submitted with the application and National Policy Guidance such as PPS1, PPG23, 24 and PPS25 as well as the 2008 Legal Agreement and Memorandum of Understanding and the documents subsequently produced by the Airport Operator such as the Gatwick Surface Access Strategy, Car Parking Strategy, Air Quality Action Plan and the Interim and Draft Noise Action Plans.

Air Noise:

- 5.11 The ATWP, PPG24 and CS policy G1 and Saved Policy GAT3 require the mitigation and reduction of noise impacts. Schedule 4 of the 2008 Agreement contains the airport operator's obligations to minimising the noise impacts associated with the maximum use of Gatwick's runway capacity, such as the retention of financial penalties, differential charges and controls over engine testing. This includes the preparation of a Noise Action Plan. An interim Action Plan was accordingly produced to cover the period 2009-2011. This Interim action Plan contains 5 Targets:

1. a. Quietest Fleet practicable/b. Quietest practicable operations balanced against NOx and CO2 emissions/c. Effective and credible noise mitigation schemes;
2. Community engagement;
3. Influencing planning policy to minimise increases in noise sensitive development around the airport;
4. Manage noise efficiently and sensitively;
5. Achieving a full understanding of aircraft noise to inform strategies

These targets were accompanied by a series of actions and timetables for achievement

- 5.12 Under the Environmental Noise (England) Regulations 2006 GAL is required to produce a Noise Action Plan designed to manage noise issues and effects arising from aircraft departing from and arriving at the airport, including noise reduction if necessary over 5 years to 2015. This plan has to be submitted in a final form to the Secretary of State by the 30th November 2009 following a period of consultation. GAL produced such a Plan in June 2009. The regulations require the Action Plans to be drawn up every 5 years based on the results of the noise mapping. The Action Plans are also required to be reviewed from time to time and revised if necessary and whenever a major development occurs affecting the noise situation. The current draft Plan does not take account of the current proposed development as it is based on the strategic noise maps completed in 2007 based on 2006 movements. Clearly were planning permission granted for the current proposals they could trigger a need for a review of the Action Plan.

- 5.13 The Assessment submitted with the application has considered the noise impact that would occur from an increase in ATMs from 265,600 to 275,000 (and 273,600 - 285,700 when non ATMs are taken into account eg general aviation) The total increase in aircraft movements due to the North Terminal project would be approximately 12,100 /annum or 4%. The noise contour modelling predicts an increase in the population within the 57 dBALeq contour of 78 people and 5 people elevated into the >66dBALeq. When compared with the assumptions made in the ATWP 2003 for 36 mppa, the current modelling indicates a lower noise exposure for the development case of 40mppa. For the important periods (known as the shoulder periods) of 0600-0700 and 2300-

2330 there would be an increase of 3 movements in the morning and a decrease of 1 movement in the evening.

- 5.14 Overall the effect of the proposed development on aircraft noise is not considered to be significant and will be controlled by the obligations in the 2008 Legal Agreement.

Ground Noise:

- 5.15 The ground noise assessment had regard to both the effects of the construction phase and the operational phase (including road traffic noise).
- 5.16 The assessment concluded that, having regard to the distance of the proposed construction work from the nearest receptors (min 350 metres to the east) and the measures proposed in the Construction Management Plan, the impact would be insignificant.
- 5.17 With regard to the operational phase the study concludes that the differences between the base and development case are very small and likely to be imperceptible. A number of the obligations in the Agreement specifically relate to the control of ground noise eg engine testing, the possible construction of a ground run pen and use of fixed ground power.

Air Quality:

- 5.17 The Assessment considered emissions from the following sources:
- Aircraft main engines in the landing and take off phase on the ground and up to 1000 metres height;
 - Aircraft auxiliary power units;
 - Airside support vehicles and plant;
 - Road vehicles on landside roads and on a specified network around the airport;
 - Vehicles in car parks and rental compounds;
 - Airport heating plant and the fire training ground.
- 5.18 The Legal Agreement (Schedule 3) covers obligations such the use of fixed ground power (rather than auxiliary power units or engines), controls over fire training exercises, meeting EU standards, Local Air Quality Management , financial support to Reigate & Banstead and studies detailed in the Air Quality Action Plan. The Air Quality Action Plan covers the period 2009 – 2011 and the following areas:
- Managing emissions from aircraft operations;
 - Managing emissions from airside vehicles;
 - Managing emissions from landside vehicles;
- 5.19 The highest magnitude of change in terms of emission is forecast to arise from aircraft sources. Emissions of NOx increase by 150 tonnes (7%), PM10 increase by 3 tonnes (<5%) and emissions of PM2.5 by 2 tonnes (<5%) Such increases are not considered to have any significant impact and national Air Quality Objectives will not be breached.

Ecology:

- 5.20 The application site comprises in the main existing built structures and hard surfaces and is well lit. The North Terminal and its surroundings do not support any habitats of ecological interest.
- 5.21 Natural England have made no comment in respect of the proposed development

Surface Access:

- 5.22 A full Transport Assessment (TA) has been provided by Mott MacDonald on behalf of the applicants.
- 5.23 The TA seeks to identify the likely transport impact of the proposed development on the local transport network having regard to the public transport targets set out in the Gatwick Area Surface Access Strategy, which anticipates the growth in the number of air passengers to 40mmpa. The predicted increase in traffic arising from the growth of passenger numbers would be small, with the greatest impact felt at the North Terminal. The 2008 Legal Agreement requires the Airport Operator to implement measures to accommodate the impact of any residual growth associated with the increased passenger numbers. The Legal Agreement also requires GAL to agree a package of highway improvement measures to support the growth of the Airport. The junctions being assessed are:
1. North Terminal Roundabout;
 2. M23 junction 9A;
 3. M23 junction 9;
 4. A23 Beehive Roundabout;
 5. A23 New link road ;
- Agreement on the location, characteristics and delivery of any improvements is required by the 30th September 2009. Such a list has been produced and is under consideration.
- 5.24 The airport operator has already agreed in principle to pay for and implement improvements to junction 1 and 2 above irrespective of the North Terminal development as these junctions are already operating above capacity. Planning permission has been granted and the agreement of the Highway Authority secured for the work to item 5 above.
- 5.25 WSCC as a Highway Authority has raised no objection to these proposals. Surrey County Council has considered the potential transport impact of the proposed development particularly on the Longbridge Roundabout and has raised no objection subject to the completion and opening of the A23 Link Road as the later will ease traffic movements even under the “with development” scenario, particularly in the morning peak. The Highways Agency is responsible for the motorway and trunk road network. They have also considered these proposals and subject to the conclusion of a Unilateral Undertaking regarding contributions to public transport, have no objections.
- 5.26 The Gatwick Area Surface Access Strategy is considered to provide a clear basis for taking forward the necessary improvements to the highway network and securing an increase in the modal share of public transport to 40%.

Flood Risk /Water :

5.27 PPS25 and the relevant CS and saved local Plan policies set out the parameters for dealing with sites such as this which are liable to flood. The North terminal lies within Flood Zone 3 where there is a 1% risk of annual flooding. The Environment Agency have considered the Flood Risk Assessment and currently have raised an objection to the proposal. However it is understood that their objection may be resolved by the submission of additional plans and controlled by condition. This report will be updated!

Landscape & Visual:

5.28 The assessment of the possible impact of the proposed development on the landscape required an assessment of the existing landscape character of the wider area, the identification of key viewpoints and an assessment of the sensitivity of such views.

5.29 Views into the airport, including those from the more rural areas to the west, north and northwest are largely constrained by existing vegetation and earth bunding. The proposed development would not significantly affect the landscape or those views if existing landscape features are retained

5.30 The proposed development would clearly be visible from within the airport particularly when approached from the east and the A23. However, the proposed development would not affect the nature of those views which are dominated by large scale airport related infrastructure and buildings.

5.31 The airport (buildings, structures and lighting) is visible from longer distance views, particularly those with some elevation. However, those views are dominated by the existing natural landscape, which would not be changed to any significant degree.

Economics & Employment:

5.32 Policy GAT1 and GAT2 of the RSS, as stated above, as a core strategy, sets out the objective of maximising the potential for sustainable economic growth in the sub-region and recognises Gatwick's "major employment role and attractiveness for world class business investment in the sub-region"

5.33 The spatial strategy of the RSS identifies 11 "Diamonds for Growth" of which Crawley/Gatwick is one.

5.34 A study by Oxford Economics in 2006 concluded that the provision of air transport services offered the following advantages, which support the objectives of the RSS:

1. Influences locational decisions;
2. Supports international trade;
3. supports tourism ;
4. is important for key growth sectors;
5. Supports business efficiency.

5.35 The airport is a major source of direct employment which draws staff from a wide area. In 2008 approximately 22,700 people were employed at the airport , of which 7,000 or 32% lived in Crawley and 2,100 or 10% in Reigate and Banstead, 2,100 or 10% in Mid Sussex and 1,800 or 8% in Horsham.

- 5.36 Taking into account off airport employment (hotels and airport industries) and indirect employment (providing goods and services needed by airport companies) and induced employment (the expenditure of airport employees in the economy) total Gatwick related employment is estimated to be 33,200. Without the proposed development, Gatwick related employment is expected to decline to 30,300 by 2019 (productivity increases) whereas the development would add 3,200 jobs to that figure (total 33,500).

Waste:

- 5.37 The EIA assesses both the impact of the proposal on waste generated by the increase in passenger throughput from 36mppa to 40mppa and that generated by the construction itself. It is estimated that the increase in throughput will generate approximately an additional 2,000 tonnes of commercial and industrial waste. (by comparison West Sussex generates 859,000 tonnes) In terms of construction waste the project is anticipated to generate 73,000 tonnes of construction, demolition and excavation waste during the period 2009 – 2011.
- 5.38 In 2008 GAL published a Waste Management Action Plan, in accordance with the terms of the Legal Agreement. The Plan contains actions and measures such as reducing, reusing and recycling materials in preference to land fill.
- 5.39 If GAL achieve the objectives of the Plan some 600 tonnes of operational waste would proceed to landfill and 1,000 tonnes of construction waste. This would represent < 1% of total West Sussex Waste. Even this level of waste would increase pressure on limited landfill resources and emphasises the importance of avoiding this form of disposal.

6. ISSUES RAISED BY CONSULTEES:

- 6.1 Publicity given to these proposals has resulted in the response summarised above. Several of the respondents have raised similar points and it may be useful to comment on them here.
1. The application should be called in by the Secretary of State for determination:
GOSE are aware of this suggestion and it is clearly open to them to call in the application. However, it is considered that such action would not be warranted given the extensive policy background set out above. In particular the expansion of the passenger throughput at Gatwick to 40mppa is given broad support in all elements of the Development Plan and recent additional studies and work such as the IMP, the Gatwick SPD and the 2008 Legal Agreement are premised on such expansion. The main issue in this context is the environment implications of such expansion and it is considered that the EIA submitted in support of the application provides sufficient data and information for a judgement to be made at a local level. The additional studies and actions prompted by the Legal Agreement reinforce this conclusion

2. The proposed development is premature given the possible sale of the Airport:

This is not considered to be a reason for refusing planning permission or for delaying a decision. Were planning permission to be granted the decision whether or not to implement such a permission would rest with the owner; whoever that might be at the time. A new owner may choose not to implement the permission.

- 3 The proposal would be contrary to objectives to minimise climate change.

The Gatwick SPD recognises that emissions arising from aircraft flights are primarily a national/international issue for which the government is responsible. The SPD confirms that climate change will be dealt with by continued engagement with the airport operator, in particular to consider those aspect over which they have control eg energy efficiency through the production of regular Climate Change updates, the first of which was produced in June 2009.

4. The proposed expansion of Gatwick with its emphasis on leisure and tourist flights would have an adverse effect on the balance of trade and employment.

The ATWP (paras 4.24 – 4.27 considers the issue of airports and regional economies and concludes that it is important that proposals for new airport capacity reflect and are reflected the regional spatial development, transport and economic strategies. The RSS as set out in the above paragraphs recognises the importance of Gatwick to the local, regional and national economy. The ATWP also considers the issue of aviation and tourism (paras 4.21 – 4,23) This issue was the subject of debate at the recent Stansted Inquiry and High Court challenge, where it was concluded that it was clear that the ATWP's policy of expanding passenger travel from South East Airports was founded on the government's judgement that the balance of socio-economic advantage favoured such a policy. Any attempt to bring the "tourism deficit" onto account against a particular project was in reality calling into question the governments judgement which had already taken that matter into account.

5. A number of representations received have requested the imposition of conditions covering such issues as the area within the 57dBALeq contour, air quality and the capacity of the airport. These matters are covered by the Legal Agreement and MOU and the commitments and obligations. In addition such conditions would not meet the tests (particularly of enforceability) set out in the conditions Circular or they relate to matters covered by other legislation such as air quality.

7. CONCLUSIONS:

- 7.1 The proposed development seeks to expand the capacity of the North Terminal such that it is capable of handling a passenger throughput of 20mppa to mirror

that handled by the South Terminal. The additional floor space would be used largely for baggage handling and retrieval, passenger check in facilities and additional circulation space. The proposed easterly extension of the terminal would tie in with the recently approved improvements to the forecourt and interchange facilities.

- 7.2 The growth of the airport as a single runway two terminal operation and the facilities to make efficient use of that configuration are given support in principle by the Development Plan (comprising the RSS, CS and Saved Local Plan Policies). The growth to 40mppa is supported in principle by the ATWP, The IMP, the SPD and the Legal Obligation and Memorandum of Understanding.
- 7.3 This broad support is subject to an assessment of the environmental impact of such growth and the possible mitigation of any adverse effects. The consequential impact of accepting this growth of the airport has been addressed by the Legal Agreement and MOU in the form of commitments and obligations some of which have resulted in the production of specific Action Plans by GAL. In addition the application is supported by a detailed EIA which goes beyond the impact simply of this extension to consider other likely elements of a 40mppa. The EIA illustrates that this development and growth will not have a significant adverse impact on the surrounding area, sufficient to warrant the refusal of planning permission.