



Gatwick Airport Northern Runway Project

Planning Statement – Appendix A – Gatwick Airport
Planning History – Tracked Version

Book 7

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Table of Contents

Appendices

Appendix A Gatwick Airport Planning History



1.1 Introduction

1.1.1 This document identifies the planning history for Gatwick Airport, focussing on planning permissions which are relevant to the application by Gatwick Airport Limited ('GAL' or the 'Applicant') for development consent under the Planning Act 2008 for the proposal to make best use of Gatwick Airport's existing runways and infrastructure (referred to within this document as 'the Project' or 'NRP'). Of those historic planning permissions relevant to the Project, potential inconsistencies between conditions attached thereto and the Project have been considered.

1.2 The 1979 Permission

1.2.1 Planning permission was granted in July 1979 for the “widening of the existing main taxiway, construction of taxiway entrances and exits, installation of runway lighting and repositioning of certain facilities in order to provide emergency runway”.

1.2.2 Of the planning conditions attached to the 1979 Permission, the Applicant considers that the following conditions could be considered inconsistent with the Project:

- Condition 3 restricts the use of the emergency runway to times when the main runway was temporarily not in operation; and
- Condition 4 requires the western noise mitigation bund to remain in place.

1.2.3 These restrictions are the only inconsistent conditions that the Applicant is aware of.

1.2.4 Condition 3 is linked to the principle of the Project, relating to the routine operation of the repositioned northern runway, and which would be superseded by the **Draft DCO** (Doc Ref. 2.1) and its controls over the Project.

1.2.5 As detailed below, Requirement 32 of the **Draft DCO** (Doc Ref. 2.1) directs that the replacement noise bund and wall (Work No. 18(b)) must have been completed before the commencement of dual runway operations so as to ensure an alternative control is secured with respect Condition 4.



1.3 Local Impact Report considerations

1.3.1 **Table 1** of this document sets out the planning history at Gatwick Airport that is considered relevant to the Project.

~~4.1.1~~1.3.2 This document has been updated at Deadline 7 in response to the **Joint West Sussex Local Impact Report** [REP1-068] and Appendix C (Planning History) of the **Joint West Sussex Local Impact Report Appendices** [REP1-069] which identify a number of planning permissions in relation to land at Gatwick Airport and their associated planning conditions. The Applicant has considered these. In particular, the conditions attached to the

applications within **Table 1** have been reviewed to identify if any conditions remain active and/or presented an inconsistency with the Project. Following this exercise, it is the Applicant's view that there are no inconsistencies with any previously consented planning applications (save the 1979 Permission, as set out above) due to factors including continuation of conditions not having an effect on the Project; there simply being no conditions attached to the planning permission; or an equivalent control being secured as part of the Project.

1.3.3 Within the **Joint West Sussex Local Impact Report** [REP1-068] and the **Joint West Sussex Local Impact Report Appendices** [REP1-069], paragraph 4.18 lists examples of planning controls that remain in force and which the Local Authorities consider to present an inconsistency with the Project. The list of planning controls of concern to the JLA's have been addressed below with an explanation as to why the Applicant is confident that no inconsistency exists between existing controls secured historically and the Project (with its newly secured control measures).

- “**Bird Hazard Management Plans** – a design detail, frequently requested by GAL Safeguarding team for sites typically in connection with new buildings to ensure that the roofs are managed to discourage nesting birds and minimise bird strike.”
- The detailed design of any new buildings proposed by the Project will be in line with requirements to minimise and manage bird hazard instances. Outside of the scope of the Project, the application does not propose to change roofs or measures that would conflict with existing bird hazard requirements, which remains of importance to Gatwick Airport.



Therefore, no conflict arises between the Project and existing Bird Hazard Management Plans.

- “**Removal of permitted development rights** – typically for solar panels and roof telecoms on airfield buildings to ensure no conflict with airfield navigation.”
 - The detailed design of any new buildings proposed by the Project will be in line with airfield navigation safety requirements. Outside of the scope of the Project, the application does not propose to new solar panels or roof telecoms that would conflict with navigational safety and, therefore, no conflict arises.

- “**Restrictions to installation of external lighting** – applied to many new buildings and airfield developments principally relating to aviation safety. There are also cases where lighting controls were deemed necessary to protect nearby habitat.”
 - Any new or replacement buildings and the airfield-related development under the Project is subject to its own lighting controls through the Project-wide Lighting Principles in the **Design Principles** (Doc Ref. 7.3), which sets out measures to protect light spill on nearby habitats. Outside of the scope of the Project, the application does not propose to change external lighting on other buildings and therefore any existing lighting control remain valid and do not conflict with the Project.

- “**Maintenance of flood risk measures / Suds Designs and Maintenance** – with much of the land within the DCO Limits within a flood risk area, conditions have previously been applied to ensure drainage schemes are implemented and mitigation measures retained. It is unclear if the Applicant has checked to ensure that its Project is compatible with these agreed details. There is concern that if these are considered ‘incompatible’ there will be an increased risk of flooding to these building occupiers or elsewhere.”
 - The application has been assessed on the basis of the existing site conditions and future baseline, therefore taking account of any existing drainage schemes in place. In the eventuality that any conflict in relation to flood risk or SUDS measures, this will be captured through the detailed design process of the surface



and foul water drainage schemes as secured under the **Draft DCO** (Doc Ref. 2.1).

- “**Travel Plans** – many buildings within the airfield have specific Travel Plans agreed (via condition or through S106 Agreement) - These include the Boeing Hangar, and the Bloc, Hilton and Sofitel hotels.”
 - The Project will not impact on the agreement and implementation of existing Travel Plans relating to other schemes at the airport, and which are the responsibility of the relevant applicant.

- “**Office Use Restrictions** – retaining office space of airport related uses, again the Authorities.”
 - The Project is proposing to convert the existing Destinations Place office to a hotel and provide a new office building as its replacement. The Project is not proposing works to any other existing office buildings and therefore would not conflict with an office-use restriction for such buildings.

- “**Retention of physical features such as wall and bunds on airfield** – an example is condition 4 of the North Terminal expansion planning permission (Application CR/125/79) which required an earth bank to be erected at the western end of the northern (emergency) runway as noise baffle. It was thereafter to be retained with no alterations to its height or position to take place without prior approval of LPA. The DCO seeks (by Work No 18) to remove and replace this noise baffle at western end of the northern runway (and the method of implementation of any alteration to this feature will be key to ensure the nearby residents continue to be safeguarded from noise. For example, the works will need to take place prior to runway being operational.”
 - Requirement 32 of the **Draft DCO** (Doc Ref. 2.1) directs that the replacement noise bund and wall (Work No. 18(b)) must have been completed before the commencement of dual runway operations. The Project, therefore, addresses the requirements of the LPAs.

- “**Noise control measures** – an example, application CR/2017/0116/FUL requires the towing of aircraft into and around



the Boeing Hangar during the night quota period of 23:00 to 06:00. On the airfield more widely there are also conditions which impose use restrictions on auxiliary power units, allowing their operation between 2300 and 0700 on the taxiways and aircraft stands only and, except in an emergency providing that ‘no stop and start engine testing on the taxiways and aircraft stands between hours 2300 and 0700’ (CR/127/1979 - North Terminal).”

- The Project does not propose any alterations to the existing Boeing Hangar and therefore no conflicts with its physical building or operations arise as a result. The draft Section 106 Agreement for the NRP DCO replicates the requirements to for ground power to new aircraft stands and mitigates aircraft engine testing at the airport, such that no conflicts would arise.

- “Operational land restriction – an example is application CR/1991/0239/FUL which granted planning permission for a pollution control pond, the application land is subject to S106 Agreement preventing it from being treated as operational land.”

- The 2022 Section 106 Agreement is the only existing Section 106 Agreement binding any area within the Order Limits. The 2022 Section 106 Agreement will be replaced in full by the DCO Section 106 Agreement. The Applicant has submitted a comparison of obligations within the existing Section 106 Agreement and the Draft DCO’s Section 106 Agreement at **Appendix A of The Applicant’s Response to Actions – ISHs 2-5 [REP2-005]**.

1.4 Purpose and Structure of Table 1

4.1.21.4.1 **Table 1** below outlines the relevant planning history in relation to Gatwick Airport. The table covers the time period from 2015. The planning history identified within the below table is seen to be relevant to the current Gatwick Airport Northern Runway Project or consists of development of a similar nature. An example of criteria followed to determine which applications should be included within the below site history table was whether the application in question was located within the Project’s Order Limits. This focussed approach has meant that the planning permissions included below are narrower than the broad list identified by Appendix C of the **Joint West Sussex Local Impact Report Appendices, [REP1-069]**.



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Our northern runway: making best use of Gatwick

However, the Applicant is confident that pertinent elements of Gatwick Airport's planning history relevant to the Project have been included.

Table 1: Gatwick Airport Northern Runway Relevant Planning History

Application Number	Location / Address	Description of Development	Issue Date (Granted)
CR/125/79 CR/2014/0851/FUL	North Terminal Forecourt, Gatwick Airport, Crawley	Widening of existing main taxiway, construction of taxiway entrances and exits, installation of runway lighting and repositioning of certain facilities in order to provide emergency runway Alterations to the existing appearance of the front (east) elevation of North Terminal and new partially external	18/07/1979 05/02/2015
CR/2015/0788/CON	South Terminal, Gatwick Airport, Langley Green	Consultation from Gatwick Airport Ltd for a temporary two-bay aircraft maintenance hangar and associated development.	04/02/2016
CR/2016/0860/CON	Waste Care Centre, Larkins Road, Gatwick, Crawley	Consultation from Gatwick Airport Ltd for an extension to Gatwick Airport waste care center	17/02/2017

<p>CR/2017/0116/F UL</p>	<p>Gatwick Airport, Land West of Uniform Taxiway, North West Development Zone, Crawley</p>	<p>Construction of a new hangar and other associated works including aircraft apron, connection to taxiway uniform, vehicle parking and external parts storage area, fire suppression plant, diversion of Larkins Road and realigned security fencing, drainage and lighting, together with associated landscaping and ecological mitigation and enhancement works</p>	<p>19/10/2017</p>
<p>CR/2016/0860/C ON</p>	<p>Waste Care Centre, Larkins Road, Gatwick, Crawley</p>	<p>Consultation from Gatwick Airport Ltd for an extension to Gatwick Airport waste care center</p>	<p>17/02/2017</p>
<p><u>CR/2018/0162/C ON</u></p>	<p><u>Adjacent to pier 1, Gatwick Airport, Crawley</u></p>	<p><u>Consultation from Gatwick Airport for the provision of a replacement baggage reclaim facility at pier 1 for domestic and common travel area passengers</u></p>	<p><u>01/03/2018</u></p>

<u>CR/2017/1010/F UL</u>	<u>Gate Gourmet, Viking House, Perimeter Road, South, Gatwick, Crawley</u>	<u>Erection of an effluent treatment plant to the rear service yard consisting of a shipping container size unit, and associated underground drainage pipes</u>	<u>09/03/2018</u>
<u>CR/2018/0273/F UL</u>	<u>Gatwick Airport Station (South Terminal, Gatwick)</u>	<u>Proposed construction of new station concourse/airport entrance areas, link bridges, platform canopies, back of house staff accommodation and associated improvement works</u>	<u>26/06/2018</u>
<u>CR/2018/0337/ OUT</u>	<u>Hilton (South Terminal) London Gatwick Airport, East way, Gatwick Airport, Crawley</u>	<u>Erection of multi-storey car park</u>	<u>27/06/2018</u>
<u>CR/2018/0373/C ON</u>	<u>Gatwick Airport Ltd, Pier 5, Furlong Way, Gatwick, Crawley</u>	<u>Consultation from Gatwick Airport for the reconfiguration of three stands on pier 5, north terminal to provide a code f stand</u>	<u>27/07/2018</u>
<u>CR/2017/0688/H AZ</u>	<u>Gatwick Airport Storage and Hydrant Company (GASHco), Perimeter Road North, Gatwick, Crawley</u>	<u>Hazardous substances consent for the storage of the following: gas oil - 35 tonnes, kerosene - 3 tonnes and jet a-1 - an increase of 6,800 tonnes in the quantity of existing substances stored to a maximum 30,000 tonnes</u>	<u>02/08/2018</u>

<u>CR/2018/0522/F UL</u>	<u>Premier Inn, Longbridge Way, Gatwick, Crawley</u>	<u>Installation of water storage tanks and booster pump on concrete base and the erection of a 2.5 meter high timber fence</u>	<u>23/11/2018</u>
<u>CR/2018/0273/F UL</u>	<u>Gatwick Airport Station, South Terminal, Gatwick</u>	<u>Proposed construction of new station concourse / airport entrance area, link bridges, platform canopies, back of house staff accommodation and associated improvement works</u>	<u>19/03/2019</u>
<u>CR/2019/3002/E IA</u>	<u>Gatwick Airport, Crawley</u>	<u>Screening Opinion for proposed additional rapid exit taxiway on main runway (westerly operations), Gatwick Airport</u>	<u>20/05/2019</u>
<u>CR/2019/3003/E IA</u>	<u>Land south east of transfer baggage unit, North Terminal, Gatwick Airport, Crawley</u>	<u>Screening Opinion for proposed multi storey car park, north terminal, Gatwick Airport</u>	<u>25/07/2019</u>
<u>CR/2019/0448/C ON</u>	<u>Land north of main runway, Gatwick Airport</u>	<u>Consultation from Gatwick Airport for a rapid exit taxiway (RET) to Runway 26L</u>	<u>30/08/2019</u>
<u>CR/2019/0427/C ON</u>	<u>Pier 6, North Terminal, Gatwick Airport</u>	<u>Consultation from Gatwick Airport for Pier 6 western extension</u>	<u>07/08/2019</u>

<u>CR/2019/3004/EA</u>	<u>Gatwick Airport Northern Runway, Gatwick, Crawley</u>	<u>Request for Environmental Impact Assessment scoping opinion for Gatwick Airport Northern Runway</u>	<u>30/09/2019</u>
<u>CR/2019/0694/OUT</u>	<u>Land at, Steers Lane, Forge Wood, Crawley</u>	<u>Duplicate outline application for the erection of up to 185 residential dwellings with associated vehicular and pedestrian access via steers lane, car parking and cycle storage and landscaping (all matters reserved except for access)</u>	<u>Withdrawn</u>
<u>CR/2017/0810/FUL</u>	<u>Fernlands, Fernhill Road, Pound Hill, Crawley</u>	<u>Temporary use (for a period of 5 years) of the site as a park and ride car park, comprising 892 car parking spaces (814 long stay) and associated infrastructure including offsite highway improvements and the temporary conversion of the existing bungalow into associated office space</u>	<u>Not determined</u>
<u>CR/2018/0337/OUT</u>	<u>Hilton (South Terminal) London Gatwick Airport, Eastway, Gatwick Airport, Crawley</u>	<u>Erection of multi-storey hotel car park</u>	<u>21/11/2019</u>
<u>CR/2018/0337/OUT</u>	<u>Hilton (South Terminal) London Gatwick Airport, Eastway, Gatwick Airport, Crawley</u>	<u>Erection of multi-storey hotel car park</u>	<u>21/11/2019</u>
<u>CR/2020/0036/CON</u>	<u>Land West of EasyJet, Hanger 9, Gatwick Airport</u>	<u>Consultation from Gatwick Airport for Easy Jet Hangar 9 extension</u>	<u>No Objection 16/01/2020</u>

<u>CR/2019/0842/N CC</u>	<u>Hilton (South Terminal), London Gatwick Airport, Westway</u>	<u>Variation of condition 2 (approved plans) and condition 5 (tree replacement) pursuant to CR/2018/0070/FUL</u>	<u>24/01/2020</u>
<u>CR/2019/0802/F UL</u>	<u>Bloc Hotel, South Terminal, Perimeter Road East, Gatwick, Crawley</u>	<u>Erection of extension to the existing hotel to provide an additional net 231 bedrooms and associated back of house and support accommodation</u>	<u>11/02/2020</u>
<u>CR/2019/0767/F UL</u>	<u>Knights Acre, Poles Lane, Langley Green</u>	<u>Installation of an underground cesspit together with a soil vent pipe and associated drainage works</u>	<u>08/01/2020</u>
<u>CR/2020/0036/C ON</u>	<u>Land west of EasyJet, Hangar 9, Gatwick Airport</u>	<u>Consultation from Gatwick Airport for EasyJet Hangar 9 extension</u>	<u>20/02/2020</u>
<u>CR/2019/0885/A RM</u>	<u>Hilton (South Terminal), London, Gatwick Airport, Eastway</u>	<u>Reserved Matters for Landscaping Pursuant to CR/2018/0337/OUT – For erection of multi-storey hotel car park</u>	<u>05.03.2020</u>
<u>CR/2020/0575/ NCC</u>	<u>Hampton by Hilton, Longbridge House, North Terminal, London Gatwick Airport</u>	<u>Variation/removal of condition 3 (approved plans) and condition 9 (amended building height) pursuant to CR/2018/0337/OUT for the erection of multi-storey hotel car park</u>	<u>21/04/2021</u>

<u>CR/2020/0707/ NCC</u>	<u>Hampton by Hilton, Longbridge House, North Terminal, London Gatwick Airport</u>	<u>Removal of Condition 3 (garages and parking) pursuant to CR/2010/0692/FULL</u>	<u>26/04/2021</u>
<u>CR/2021/0678/C ON</u>	<u>Statutory pre-application consultation relating to the Northern Runway Project</u>	<u>Consultation for the proposed Northern Runway Project</u>	<u>01/12/2021</u>
<u>CR/2022/037 5/CON</u>	<u>Statutory pre-application consultation relating to the Northern Runway Project</u>	<u>Consultation relating to Highway Improvement changes and project updates</u>	<u>26/07/2022</u>
<u>CR/2022/070 7/CON</u>	<u>Multi-story car park 7, North Terminal, Gatwick</u>	<u>Consultation from Gatwick Airport for proposed MSCP 7</u>	<u>03/03/2023</u>

	South, Gatwick, Crawley	and associated underground drainage pipes	
CR/2018/0373/CON	Gatwick Airport Ltd, Pier 5, Furlong Way, Gatwick, Crawley	Consultation from Gatwick Airport for the reconfiguration of three stands on pier 5, north terminal to provide a code f stand	27/07/2018
CR/2017/0688/HAZ	Gatwick Airport Storage and Hydrant Company (GASHco), Perimeter Road North, Gatwick, Crawley	Hazardous substances consent for the storage of the following: gas oil – 35 tonnes, kerosene – 3 tonnes and jet a – 1 – an increase of 6,800 tonnes in the quantity of existing substances stored to a maximum 30,000 tonnes	02/08/2018
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CR/2020/0036/CON	Land west of EasyJet, Hangar 9, Gatwick Airport	Consultation from Gatwick Airport for EasyJet Hangar 9 extension	20/02/2020
CR/2021/0678/CON	Statutory pre-application consultation relating to Northern Runway Project	Consultation for the proposed Northern Runway Project	01/12/2021

CR/2022/0375/CON	Statutory pre-application consultation relating to Northern Runway Project	Consultation relating to Highway Improvement changes and project updates	26/07/2022
CR/2022/0707/CON	Multi-storey car park 7, North Terminal, Gatwick	Consultation from Gatwick Airport for proposed MSCP 7	03/03/2023