



Crawley 2035

Ref No:

Office use only

Crawley Submission draft Local Plan Representation

Please return your completed representation form to Crawley Borough Council
by 5pm on 2 March 2020.

Representations can be made via this form and emailed to forward.planning@crawley.gov.uk or sent via post to: Local Plan Consultation, Strategic Planning, Crawley Borough Council, Town Hall, The Boulevard, Crawley, RH10 1UZ. Alternatively, representations can be made online using the [eform](#) which allows attachments of documents.

This form has two parts:

PART A – Personal details

By law, representations cannot be made anonymously. All representations will be published alongside your name, company name (if applicable), and your client's name/company (if applicable). The Council will use the information you submit to assist with formulating planning policy.

Further information about Data Protection Rights in line with the provisions of the General Data Protection Regulations and Data Protection Act 2018, for example, how to contact the Data Protection Officer, how long information is held or how we process your personal information can be found at www.crawley.gov.uk/privacy. Specific reference to the Local Plan and planning policy related public consultation can be found on: www.crawley.gov.uk/pw/web/PUB351893

PART B – Your representation

Please fill in a separate sheet for each representation you wish to make. You may submit multiple "PART B" sections with a single "PART A" completed.

PART A – Personal details

Please ensure that you complete all fields in 1. If a planning agent is appointed, please enter the Title, Name and Organisation in 1, and complete the full contact details of the agent in 2.

	1. Personal details	2. Agent's details
Title:		Mr
First name:		Michael
Surname:		Rees
Organisation:	WT Lamb Holdings	LRM Planning
Address line 1:		Nyewood Court

Address line 2:		Brookers Road
Town/city:		Billingshurst
Postcode:		RH14 9RZ
Telephone:		07788277150
Email:		michaelrees@lrmpanning.com

PART B – Your representation

3. Please tick the document that you would like to make a representation on:

- Crawley submission Local Plan
- Crawley submission Local Plan Map
- Crawley submission Sustainability Appraisal
- Habitats Regulation Assessment Screening Report

4. Which part of the Local Plan does this representation relate to?

Paragraph: Policy: Other:

5. Do you consider the Local Plan to be: (Please tick)

- | | | |
|---|------------------------------|--|
| 5.1. Legally compliant? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5.2. Sound? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5.3. Compliant with the duty to co-operate? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

6. Please give details explaining your response to 5.1, 5.2, or 5.3 below. Please be as clear as possible.

please refer to attached sheet
(paras 8 to 11)

If required, please continue your response on an additional piece of paper and securely attach it to this response

- 7. Please set out what modification(s) you consider necessary to resolve the issues you have identified above. You need to state why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to suggest how the wording of any policy or text should be revised. Please be as clear as possible. Any non-compliance with the duty to co-operate is incapable of modification at examination.**

please refer to attached sheet
(as q6 plus para 45 to 46)

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8. If your representation is seeking a modification, do you consider it necessary to participate in the public examination hearings? (Please tick)

No, I do not wish to participate in the examination hearings

Yes, I wish to participate in the examination hearings

9. If you wish to participate in the public examination hearings, please outline why you consider this to be necessary:

Due to the significant policy issues involved

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Signature

Michael Rees

Date

02/03/20

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Town/city:

Postcode:

Telephone:

Email:

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Please refer to attached sheets
(Paras 12 to 26)

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(as q6 plus para 45 to 56)

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Date

2/3/20

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Please refer to attached sheets
(para 27 to 42)

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please refer to attached sheet
(As q6 plus para 45 to 46)

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please refer to attached sheet
(para 43 to 44)

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Signature

Michael Rees

Date

2/3/20

REPRESENTATIONS IN RESPECT OF LOCAL PLAN SUBMISSION CONSULTATION DRAFT

1. On behalf of our clients, WT Lamb Holdings we set out herein our representations on the submission consultation draft version of the plan.
2. Our clients are a family based land owner with a background in the manufacture of high quality brick and stone. They have been operating in and around Sussex for over 100 years and have been an important local employer during that time. They control various land holdings in the Crawley and the wider area including a 2.8 ha site at Fernhill Road within the North Crawley Area Action Plan (AAP).
3. They have proposed that their site at Fernhill Road, as a former nursery is a sustainable and suitable location for development associated with the future growth of Gatwick Airport. A scheme has been designed to provide 900 car parking spaces with a shuttle transfer via electric minibus. A detailed application has been submitted along with a suite of technical documents demonstrating that there would be no adverse impacts on local infrastructure rather will provide betterment in terms of off site highways improvements, biodiversity gain on site and landscape planting.
4. It is our clients view that properly planned and thought through provision of off airport parking in close proximity (within the North Crawley AAP area) is far more appropriate than reliance on dispersed and haphazard car parking in unsustainable locations across Crawley and neighbouring authorities facilitated by a blanket ban on new provision off site that ultimately results in more illegal car parks, rogue operators with no consideration of their impact upon local infrastructure.
5. Our clients are strongly of the view that a comprehensive and planned approach to car parking can achieve a sustainable solution to what has become a problem within the local authority and neighbours by utilising innovative and sustainable approaches to off set any adverse impacts it may had. Given the fact that over the course of the plan period passenger numbers could reach 74 mppa (well over double the 2012 level when the previous local plan was prepared), we are strongly of the view that a new, proactive approach is required within the plan.
6. Our representations are prepared on the basis of the requirements of the National Planning Policy Framework para 35 which requires that plans are:
 - a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework

7. We will be making separate represents in due course when the AAP is prepared, however in the meantime we set out herein our clients representations on the plan.

VISION & STRATEGY

8. We are broadly supportive of the vision set out for Crawley in 2035 however we are surprised that it does not seem to mention Gatwick Airport. The vision and strategy set out ambitious targets for growth and plainly the future growth of Gatwick airport will be a fundamental aspect of this.
9. Indeed, it is envisaged that by the end of the plan period Gatwick airport could be at around 74 million passengers per annum (mppa). This is more than doubling the passenger capacity of the airport since 2012 and is an additional 28 mppa from the current level, it is plainly the case that if this level of growth is not properly planned for with a commensurate scale of infrastructure, then this will result in a significant number of adverse impacts across the Borough and neighbouring authorities.
10. As such the plan must deal with the impacts of growth at Gatwick airport. Indeed, NPPF para 2 indicates that the strategic policies must **“set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: b) infrastructure for transport”**. We are strongly of the view therefore that where there are projects of national significance with major scope for growth and impacts upon transport infrastructure, the Plan must ensure that their impacts are fully mitigated. Whilst there will be a wide and far reaching range of impacts of the growth of the airport our clients specific interest is in respect of car parking and moving towards a more sustainable approach to managing off site impacts.
11. Furthermore to not deal proactively with off airport impacts (including car parking) would be contrary to the duty to cooperate as set out in para 26 of the NPPF which indicates that **“joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere”**. Indeed, it is inevitable that if parking associated with the airport is not dealt with through the plan then there will be adverse impacts not only within Crawley through unmitigated unauthorised parking but also in neighbouring authorities. Accordingly the plan must ensure that the future growth of the airport is fully planned for.

STRATEGIC POLICY GAT2: GATWICK AIRPORT RELATED PARKING: THE PROVISION OF ADDITIONAL OR REPLACEMENT AIRPORT-RELATED PARKING WILL ONLY BE PERMITTED WITHIN THE AIRPORT BOUNDARY AND MUST BE JUSTIFIED BY A DEMONSTRABLE NEED IN THE CONTEXT OF PROPOSALS FOR ACHIEVING A SUSTAINABLE APPROACH TO SURFACE TRANSPORT ACCESS TO THE AIRPORT.

12. Our clients strongly object to the policy in its current form as it is based on an out dated approach to infrastructure associated with the airport given the significant recent and likely future growth of the airport. It does not meet the requirements of NPPF para 35 in that it is not justified, effective or positive.
13. This form of policy has been in place for some time however it has not provided adequate controls on unauthorised parking in unsustainable locations. Rather it has actively led to such problems, policies in the current version of the Plan in respect of the airport were prepared at a time when passenger numbers at the airport were around 34 mppa, some 13 mppa fewer than

they presently are, infrastructure and parking provision has not kept up with the level of growth which has in turn led to unauthorised parking.

14. The approach within the Local Plan was based on the 2012 Gatwick Master Plan which supported the growth of the Airport from 34 mppa in 2012 to 40 mppa in 2020 and 45 mppa in 2030. However, by the time the plan was adopted passenger numbers had grown by 11 mppa and already exceeded 45 mppa. This massive level of growth to 47 mppa was simply not envisaged or planned for until the 2030's which was outside the timeframe of the current plan.
15. Given the the lack of associated growth in authorised parking provision means that GAT2 can only be considered to be outdated. Indeed, there are numerous adverse impacts and problems as a result of this lack of comprehensive approach to the the impacts of airport growth.
16. There are over 6,600 unauthorised car parking spaces (as of September 2019) within Crawley. This is a significant number of off site car parking spaces that is dispersed across the Authority in an unsustainable, unplanned and unmitigated way. Indeed, it is highly likely that this reflects an under estimation of parking across the County (and neighbouring authorities). We are strongly of the view that the Local Plan must set out a framework for ensuring impacts are addressed and planned, rather than a blanket restriction in car parking off site that has resulted in adverse impacts. This is likely to be of even greater importance given the likely level of under provision associated with future growth of the airport.
17. Failure to adequately plan for an address the full requirements associated with growth include adverse impacts on a wide range of key indicators of quality of the local environment including in respect of air quality, ecology, landscape, highways, transport, noise. These can all be properly mitigated for and considered through thorough and robust schemes being considered through the planning process.
18. Phil Jones Associates (PJA) have undertaken a modelling exercise (attached to this representation) on behalf of our clients in respect of car parking demand. They note that Gatwick Airport has grown significantly over recent years and there is already a significant shortfall in parking to meet current needs. PJA have updated the projections set out in the Gatwick Airport Car Parking Strategy 2013 (prepared by Arup on behalf of Gatwick Airport Limited) based on more up to date parking information and CAA data. They note:
 - At 52mppa there will be a deficit of 21,134 spaces; and
 - At 61mppa there will be a deficit of 33,651.
19. PJA have updated these figures based on Gatwick's own projections on passenger numbers as set out in the master plan. This indicates it could grow to 61mppa with a single runway and 74mppa with the additional use of the standby runway. Whilst we are supportive of maximising public transport to the airport, we believe that it must be planned for proactively and realistically.
20. Clearly with an increase in passenger numbers to 61mppa to 74 mppa there will be further significant associated infrastructure requirements. PJA estimate that for 61mpps there will be a parking deficit of 33,651 spces and based on 70mppa there will be a shortfall of 46,167 car parking spaces based on a need for 97,353 car parking spaces associated with the airport. Plainly, this would inevitably be greater for 74 mppa.
21. For further comparison, the evidence that Gatwick Airport prepared in order to support their own bid for a 2nd runway (Updated Scheme Design submission - May 2014) indicates that a

much higher level of infrastructure ought to be provided. In particular, within Appendix A6 (Surface Access) of the submission documentation, Table 9.3 indicates that for the level of 79 mppa there would be a need for a total of 106,550 car parking spaces (10,300 short term spaces and 96,250 long term).

22. This is an increase of 47,085 parking spaces on the current level. Even on the basis of a modal shift towards 60% using Public Transport, there would be an increased need for 27,735 spaces. However, in the consultation draft master plan (plans 18 and 19), there are only an additional 17,500 spaces proposed for the level of 74 mppa. This approach plainly contradicts the Airports own evidence base from 2014 and we are strongly of the view that this significant under provision can only have a severe and profound adverse impact upon local infrastructure, the environment and local communities without a properly planned approach to managing the additional level of use.
23. Indeed, during the lifetime of this Local Plan it is extremely likely that passenger numbers at Gatwick will increase to up to **74 million passengers per annum**. This requires a properly planned and comprehensive approach to infrastructure and managing the growth. This could require a significant number of off site car parking spaces, it is inevitable that the alternative is an increase in off airport, incremental and unauthorised parking across Crawley and neighbouring authorities. It is noted that PJA are updating their work and will review again when the detailed Airport consultation on growth begins.
24. We are strongly of the view that there should be provision to allow for off airport car parking in sustainable locations close to the airport (within the North Crawley AAP area). A regularised system for allowing off site car parking would:
 - allow infrastructure to be duly mitigated and avoid adverse impacts from growth that has not been properly mitigated or planned for;
 - manage highways networks;
 - provide sustainable transport options; and
 - prevent rogue parking operators running illegal operations.
25. We believe that it would be more proactive in addressing growth to set out criteria and circumstances that must be complied with in the plan whereby off airport car parking would be acceptable. These circumstances could include:
 - being within close proximity of the airport;
 - sustainable transfers to and from the airport (for instance electric vehicles); and
 - providing betterment in terms of transportation, highways, biodiversity etc..
26. Such an approach would allow a proactive approach to parking rather than waiting for problems to arise and then seek to close unauthorised sites.

STRATEGIC POLICY SD3: NORTH CRAWLEY AREA ACTION PLAN

27. On behalf of our clients we are supportive of the establishment of an Area Action Plan for North Crawley, it is entirely appropriate to consider how the area can positively and actively contribute towards the future needs of the Authority.
28. In this regard, we agree with the Council that the land should no longer be safeguarded for airport expansion. It is plainly the case that a second runway at Gatwick is not an aspiration of the Government and is no longer a viable option for Gatwick Airport. Clearly however by

safeguarding the area for growth and development the principle of development that contributes towards the future of the Authority is already firmly established and it is appropriate that this should be allocated for appropriate forms development that are related to the airport and wider growth.

Land at Fernhill Road

29. Our clients control land at Fernhill Road within the AAP area and are supportive of the production of an AAP that can address the blight associated with the area. Indeed the site is surrounded by significant strategic infrastructure with two motorways, two towns, a major international Airport and two strategic allocations all within a few hundred metres. Indeed, it is heavily adversely impacted by the airport and the AAP represents a significant opportunity to transform the area positively.
30. It is noted for completeness, that our clients site is located to the east of Gatwick Airport. It comprises an existing residential bungalow along with vacant land to the north that was previously occupied by 17,000 sqft of greenhouses. The northern section of the site was used for horticultural purposes as a former nursery from the 1930's. Indeed, it contained very intensive commercial uses on site, along with associated old workshops, sheds and storage tanks.
31. However, the greenhouses had become disused and fell into disrepair such that by the 1990's the site was strewn with broken glass from the greenhouses, metal and other litter. Since then the site had become overgrown with nettles and undergrowth that had become interspersed with waste materials and more recent piles of fly tipped rubbish which has become a particular problem in recent years.
32. Given the dangerous conditions of the site and the risk to health and safety, the landowner has recently cleared the waste material and fly tipped spoil from the site in accordance with the necessary disposal procedures.
33. The site is characterized by the noise and associated issues from the Airport, low flying aircraft and motorways. In this regard it is heavily urbanized and at risk of fly tipping and anti social behavior.
34. The site is bound:
 - to the east by Fernhill House which comprises residential apartments that are also owned by our client, along with a line of trees and vacant land;
 - to the south by Fernhill Road;
 - to the north is an existing field which has been used for car parking; and
 - to the west is a scrap yard with associated industrial / agricultural buildings.
35. With regards to its wider context, to the east lies Donkey Lane and a number of existing dwellings and businesses including car parking along Peeks Brooke Lane. In addition the M23 lies some 600 metres away. To the south lies agricultural space with linear / sporadic development to Crawley. A strategic allocation is located some 1,000 metres to the south.
36. To the west lies Balcombe Road (along with some sporadic development) beyond which is Gatwick Airport and its associated infrastructure (some 200 metres from the site). To the north the M23 (Gatwick access spur) lies approximately 300 metres away with a strategic allocation with Horley beyond.

37. We are strongly of the view that the generally poor quality of the area to the east of the area can benefit significantly from investment and improvement. It has become blighted by the significant land uses surrounding it and suffers from numerous problems.

Uses

38. Given the expected growth in passenger numbers (as set out earlier), elements of the area will inevitably need to be utilised for car parking. However, this should be seen as an opportunity in order to seek to address rogue / illegal operators in unsuitable / unmitigated locations and promote sustainable and innovative means of transfers to the airport (using electric mini buses). Approaching car parking in a proactive and sustainable way, could result in significant improvements in the local area (for instance improved air quality, reduced pressure on routes etc.). Indeed, where car parking is not regularised then impacts are not mitigated.
39. We note that land to the east of the airport, is in close proximity to existing parking areas and can provide a sustainable option for growth that was in line with the previous master plan for the safeguarded area. Indeed, the level of growth in passenger numbers expected from utilising the spare runway (70mppa) is comparable to the second runway master plan which envisaged (79mppa). Clearly therefore additional parking will be required and land to the east of the airport has already been established to be suitable for this.
40. It is noted that the Council believe that parking is an inefficient use of the area and there are more valuable uses for the area. However, given the level of growth, it would be inappropriate to rule this out currently. Indeed, inadequately planning for off site impacts of the airport will inevitably mean an increase in rogue parking operators, illegal parking and failure to properly and comprehensively plan for impacts.

Temporary Uses

41. We believe that wording should be included that allows for planning permission to be granted on a temporary basis where appropriate in the same way that GAT2 did within the old local plan. Indeed, given the lead in times for an AAP, it could be important to consider temporary applications to alleviate pressures on an interim basis – such permissions could be time limited and would not prejudice longer term aspirations.
42. We would expect that temporary uses would be more appropriate on sites that have previously been developed, brownfield sites or outside of the areas of biodiversity potential identified on the proposals map. It is noted that such uses can be either be subject to condition or a legal agreement to limit any long term use.

STRATEGIC POLICY IN1: INFRASTRUCTURE PROVISION

43. We are supportive in general terms of policy SN1 which indicates that development will be permitted where it is supported by the delivery and maintenance of infrastructure both on site and off site. Clearly this must relate to Gatwick airport and its off site impacts including car parking.
44. We believe it is therefore contrary to NPPF to not adequately provide for elements of infrastructure associated with car parking.

**SUMMARY & CHANGES REQUIRED IN ORDER TO ENSURE THAT THE PLAN IS
COMPLIANT WITH NPPF**

45. We we are supportive of the removal of the Gatwick expansion safeguarding area and the preparation of an AAP for North Gatwick, however, we are strongly of the view that a number of associated amendments are required in order to make the plan compliant with the NPPF. These primarily involve ensuring that the Plan robustly responds to the impacts of the future growth of the airport. Suggested changes include:
- a. the vision and strategy should include reference to the future growth of the airport and ensuring that impacts associated with expansion are fully mitigated;
 - b. updates to policy GAT2 as set out herein in order to proactively deal with off airport parking in a sustainable and planned manner rather than a blanket restriction which actively encourages rogue operators and unplanned growth. This will become increasingly important as the airport is likely to grow to 74 mppa over the course of the plan period;
 - c. bringing the preparation of the AAP forward to run in parallel with the Plan process and widening of the scope of SD3 to include sustainable means of addressing existing car parking problems in Crawley (and neighbouring authorities) as well as ensuring that appropriate temporary uses can be permitted without prejudicing the AAP; and
 - d. Policy IN1 should ensure that infrastructure associated with airport growth is fully provided for.
46. Indeed, we believe that it is necessary to proactively and positively plan for the impacts associated with the future growth of the airport. Importantly, this can be done in a sustainable and innovative way that is in contrast to the tendency towards rogue and unauthorised parking operators.

Attachment 1:

PJA Parking Demand Report

Technical Note

Project: Fernlands, Gatwick

Subject: Parking Demand

Client:	WT Lamb Holdings Ltd	Version:	2
Project No:	03600	Author:	JR
Date:	30/01/2019	Approved:	DS/DS/HS

I Introduction

1.1.1 This Technical Note has been prepared by PJA in support of a planning application for the temporary, five-year, use of land at the Former Fernlands Nursery, Horley for long-stay airport car parking and associated access infrastructure.

1.1.2 This Technical Note considers the wider context of car parking provision for Gatwick Airport and the future demand as passenger levels continue to grow. This note draws upon the Gatwick Airport Parking Strategy report, prepared by Arup on behalf of the Airport in 2013, along with a series of policy documents and strategies in relation to growth in passenger movements at the airport over the coming years.

Existing parking stock

1.1.3 Gatwick is served by a variety of parking stock, both on-airport and off-airport. The parking stock is split into several markets and purposes. For example, at Gatwick Airport, the following options are available:

- Long Stay: Customers park their car themselves and transfer onto a bus to the terminal;
- Short Stay: Customers park their car themselves and walk to the terminal;
- Valet: Customers drop their car at the terminal and staff transfer the cars to a parking area;
- Premium: Customers park their car themselves on the same level as the terminal;
- Summer Special: Customers drop their car at a car park and transfer onto a bus to the terminal;
- Commuter: Monthly, quarterly, or yearly parking aimed at rail commuters;
- Evening Special: Reduced priced parking aimed at rail passengers in the evening;
- Blue Badge Parking: Available at all car parks for blue badge holders;

- Valet Winter Special: Customers drop their cars at the short-stay car park and walk to the terminal; and
- Premium Valet: Customers drop their car at outside the South terminal and staff transfer the cars to a parking area. Customers walk straight into the check-in area.

1.1.4 Gatwick Airport is also served by many off-airport car parks, some of which are run by operators that have been approved by the airport. Generally, two options are available:

- Meet and Greet: Customers drop their car at the terminal and employees transfer them to an off-airport location; and
- Park and Ride: Customers drop their car at an off-airport car park and are taken by minibus to the terminal.

Structure of Note

1.1.5 Following this chapter, this technical note is structured as follows:

- 2 Policy Context: offers a summary of policy and strategy related to Gatwick Airport.
- 3 Passenger Growth: outlines passenger growth at the airport during recent years.
- 4 Parking Provision: sets out the existing parking provision for the airport market.
- 5 Analysis of GAPS: compares the parking provision with forecast requirements.
- 6 PJA Model: offers a forecast of parking demand with future passenger growth.
- 7 Conclusions: summarises the findings of this note.
- 8 Glossary: gives definitions of technical terms.

2 Policy Context

2.1 Introduction

2.1.1 This section offers a summary of relevant policy and strategies produced in relation to airport growth and surface access.

2.2 Gatwick Airport Supplementary Planning Document

2.2.1 The Supplementary Planning Document (SPD) related to Gatwick Airport was adopted in 2008 and outlined the strategy for growth at the airport and the policy framework governing this growth.

2.2.2 The SPD was produced to give more details over and above the 2007 Core Strategy as to how the Gatwick-related policies would be implemented.

2.2.3 The document predicts that the added parking capacity needed to satisfy the demand caused by increasing passenger numbers can be provided on-site. The SPD notes that the parking numbers and strategy would be reviewed each year in conjunction with the annual long-term car parking survey (Paragraph 78).

2.2.4 The SPD states at Paragraph 5 that, if passenger numbers exceed the projected 40 million passengers-per-annum (mppa), then the SPD may need to be reviewed and more assessments may be needed:

“However, it is acknowledged that the theoretical capacity of the single runway operation has been assessed at 45 mppa by GAL in the Interim Master Plan. Should any proposals come forward which may exceed the 40 mppa capacity set out in the IMP, the Council will need to consider reviewing the SPD. This may require additional environmental assessments of the impact resulting from the 40 mppa capacity being exceeded.”

2.2.5 As of September 2017, Crawley Borough Council has not published a revised SPD for consultation. As passenger numbers have exceeded both the 40 and 45 mppa levels referred to, the SPD is considered out-of-date.

2.3 Gatwick Airport Parking Strategy – Arup 2013

2.3.1 The Airport Parking Strategy Report was produced by Arup on behalf of Gatwick Airport. The purpose of the report was to show how the Airport would deliver more car parking capacity for the demand generated by 40 mppa. Since the publication of the Airport Parking Strategy, passenger numbers surpassed 40 mppa in 2015.

2.3.2 The report assessed the existing on and off-airport parking facilities (in 2013) with consideration of the relative demand for this parking. This information was then used to forecast the growth in parking demand as airport passenger movements grew.

2.3.3 At the time, the airport was handling 34 mppa, with 40 mppa forecast to be achieved by 2024. This forecast has since been shown to be conservative with the airport experiencing considerable growth over the recent years, achieving 45 mppa in June 2017. The scope of the parking strategy has therefore been significantly exceeded.

2.3.4 The car parking strategy considered the types of parking provided for airport passengers at the time, alongside the modal share of passengers to forecast the likely parking need of 40mppa. The analysis gave a forecast need for both short and long-stay parking and applied an acceptable level of service to account for the efficiency of use of the car parks. The resulting analysis found a shortfall of up to 9,903 spaces at 40mppa and 13,656 spaces at 43mppa.

2.3.5 The report went on to name locations where more parking could be offered within the airport boundary, primarily through adding decks to existing facilities. The airport is consulting on the erection of a decked car park over Zones F & G (Crawley Borough Council reference no. CR/2017/0523/CON). The construction of this car park, which would increase car parking capacity by 1,126 spaces, is programmed to be complete by October 2018.

2.4 Gatwick Airport Interim Car Parking Strategy – April 2017

2.4.1 The Interim Car Parking Strategy (ICPS) was produced by Gatwick Airport to address the passenger growth and associated car parking demand for car parking capacity that has occurred since the Gatwick Car Parking Strategy published in 2013. The document clarifies the plans of Gatwick Airport to cater for increased parking demand over the five-ten years to 2022-2027.

2.4.2 The ICPS, whilst focused on on-airport parking, also acknowledges approved off-airport parking which is yet to be brought into use. The ICPS focuses on parking provision for airport passengers who are flying from Gatwick and leaving their car whilst on their trip. As the short-stay multi-storey car parks are also used for Kiss and Fly, this mode is also considered.

Peak Period Strategy

2.4.3 With a direct impact on parking demand, the following strategy is used by the airport during the peak summer months:

“Gatwick’s strategy in the peak summer months is to price at as low a level as possible in order to fill all the car parks and minimise the requirement for Kiss and Fly, but ensuring that sufficient space remains for “roll-up” customers who turn up to park without pre-booking. Given that 95% of customers now pre-book their parking, in practice this means that it will usually be possible to pre-book parking products up to the day before travel.”

2.4.4 This strategy means that demand for parking is disproportionately higher during the peak summer months. Not only does the airport handle a greater than average volume of passengers during these months, it is also encouraging mode shift to parked car during the busiest period of the year.

2.4.5 Kiss and Fly can create issues of congestion as, for every arrival or departure, there are two vehicular trips. Kiss and Fly is therefore also less sustainable than other modes of travel due to the increase in vehicular trips.

2.4.6 This means that it is vital to have sufficient parking capacity during the peak summer months to ensure that passengers are discouraged from using Kiss and Fly.

On-Airport Parking Capacity

- 2.4.7 The previous parking strategy was published during early 2013 on a baseline of financial year 2010/11. The ICPS notes that during the summer of 2010, there were 32,640 on-airport parking spaces for passengers. By summer 2016, the ICPS states that this had risen to 39,224; this is an increase of 20%.
- 2.4.8 During this period, the ICPS states that passenger numbers grew from 31.6 mppa to 42.3 mppa; this is an increase of 34%.

Off-Airport Parking Capacity

- 2.4.9 The ICPS finds that the number of authorised off-airport spaces increased from 17,449 in 2010, to 23,481 in 2016; this is an increase of 35%. The strategy also notes that numbers of observed unauthorised spaces decreased from 5,807 in 2010, to 2,854 in 2016; this is a decrease of 51%.

Mode Share

- 2.4.10 The ICPS notes that for non-transfer passengers, the mode share for private car access to the airport was 43.8% in 2010, decreasing to 38.3% in 2016. The airport attributes this to two factors.
- 2.4.11 First, the increase in passengers originating their journeys from outside the UK; these passengers would not have a car in the UK. Second, the ICPS notes the increase in flights of low-cost carriers with the corresponding decrease in charter flights.

Assumptions

- 2.4.12 In forecasting future growth in parking demand, the following assumptions are made by the ICPS:
- No off-airport capacity growth will occur in the next five years, beyond the 1,500 spaces to open at Wakehams Green in 2018;
 - Passenger growth during peak months would be limited to two-thirds of annual passenger growth due to runway capacity constraints;
 - The mode share for accessing the airport would stay constant;
 - The percentage of non-transfer passengers would stay constant; and
 - The use of unapproved off-airport sites will reduce from the 2018 figures, with potential to decline to zero.

Future Capacity

- 2.4.13 The airport claims that it will offer an added 8,500 spaces for passengers by 2025.
- 2.4.14 The ICPS envisages that capacity would be increased through the following:
- 1,000 spaces of decking on the Long-Stay South site;
 - 1,800 spaces through Phase 1 of Multi-Storey Car Park 7;
 - 1,200 spaces through Phase 2 of Multi-Storey Car Park 7;
 - 3,000 spaces through the consolidation of self-park and conversion to block-park; and
 - 1,500 spaces through a new multi-storey car park at the South Terminal.
- 2.4.15 The spaces to be brought forward by 2018 are dependent on the successful consolidation of self-parking and the conversion of areas of long-stay parking to block-parking. The forecast level of parking in 2018 is also dependent on decking of the Long-Stay South car park.
- 2.4.16 Beyond this period, the proposals are more capital-intensive, needing the erection of 4,500 spaces in new multi-storey car parks.

Virtual Capacity

- 2.4.17 The ICPS claims that the airport can increase the virtual capacity of its parking, i.e. it can use its parking in a more efficient manner.
- 2.4.18 According to Gatwick Airport, an increase of up to 2,000 virtual spaces could be achieved through the following initiatives:
- 1,000 spaces: Pricing structures to incentivise the use of block-parking outside of the morning arrivals peak, and long-stay parking outside peak weekend days;
 - 500 spaces: The use of peer to peer car rental whereby those flying out from Gatwick rent their cars to those flying into Gatwick; and
 - 500 spaces: Promotion of car sharing amongst staff and passengers.
- 2.4.19 The proposals for virtual capacity all depend on changing the behaviour of staff and passengers at the Airport. On this basis, the proposals for virtual capacity are risky and cannot be relied upon in place of increasing the physical number of parking spaces, both on and off-airport.

Long Term Projects

2.4.20 Gatwick Airport claims that, if necessary, it can deliver over 20,000 more on-airport parking spaces through the decking of the existing long-stay car parks and storage areas. This figure however has not been included in the recent 2018 Draft Airport Masterplan.

Other Factors

2.4.21 The ICPS also discusses factors that have potential to affect parking demand. These include:

- The target rail mode share of 50% by 2040; it is expected that a 2% shift in mode share would reduce parking capacity requirements by around 3,700 spaces; and
- The devaluation of sterling and consequent reduction in UK originating traffic which could reduce demand for parking capacity by around 10,000 spaces.

2.4.22 These other factors are both predictions which may occur in the longer term. In the short term, there is nothing to suggest that demand for car parking would decrease. It is noted that these factors do not appear to be affected the Airport's capital investment plans.

2.5 Gatwick Airport Surface Access Strategy – May 2018

2.5.1 The Gatwick Airport Surface Access Strategy (ASAS) serves as a Travel Plan for airport users and sets out how passengers and staff can access the airport, with a focus on encouraging increased use of public transport using incentives and service improvements. The ASAS sets out the following vision:

“To provide safe and sustainable access for all airport users, without compromising quality or choice, and to provide for growth while supporting the needs of our local communities, economy and environment.”

2.5.2 The ASAS sets out four high-level, over-arching objectives:

- Continue to innovate as the best connected and most accessible UK airport, delivering integrated surface transport and sustainable growth by meeting customers' needs.
- Manage the transition to enhanced rail and road provision, securing safe, efficient and reliable journeys for all users of the transport network, with effective communication.
- Collaborate with key stakeholders and communities in the region to maximise the economic potential from, efficient road and rail access to Gatwick
- Deliver a new standard in sustainable surface access in support of Gatwick's Decade of Change, using technology to achieve greater choice and efficiency.

- 2.5.3 The ASAS sets out seven specific targets related to reductions in car journeys and a mode share change:
- 1 Achieve 48% public transport mode share for airport passengers by 2022 under the scrutiny of the Transport Forum Steering Group.
 - 2 Demonstrate clear progress towards reaching a rail mode share aspiration of 45% by 2030, by achieving a rail mode share of over 40% by 2019 and sustaining at least this level to 2022.
 - 3 Achieve 42% of staff journeys to work by sustainable modes (public transport, active travel modes and group travel provided by individual employers for their staff, referred to as “company transport”) and 45% including other sustainable travel initiatives (car share and zero emission vehicles) by 2022.
 - 4 Deliver a reduction in air passenger “Kiss and Fly” car journeys equivalent to at least 10% of its 2017 mode share by 2022, and a reduction in single occupancy car journeys by staff of at least 10% of its 2017 mode share.
 - 5 Reduce the ratio of staff to parking spaces in line with a shift to more sustainable modes of at least 5% by 2022 and achieve 5% of staff car journeys by registered car share users.
 - 6 Achieve in excess of a 5% year on year increase in bus use by staff and passengers and demonstrate measurable value for money from Passenger Transport Levy funding.
 - 7 Deliver continuous improvement across the full range of Quality Service Monitor metrics, maintaining a level above 4.0 with measurable scores for bus/coach, taxi and car rental.
- 2.5.4 The ASAS also details 17 actions, designed to contribute to the delivery of one or more of the above targets.
- 2.5.5 The ASAS gives details of the S106 agreement, signed in 2008 between Gatwick Airport Limited, West Sussex County Council and Crawley Borough Council. This required the ASAS and car parking strategy to demonstrate that Gatwick is acting consistently with local and national planning policy to reduce the impact of road traffic.
- 2.5.6 The S106 was extended in 2011 to cover the period to 2019. This increased the levy on public car park supply annually to an annual rate of £30.25 by 2018. The agreement states that Gatwick Airport would invest no less than 50% of the fund towards works at Gatwick Railway Station.
- 2.5.7 Over the next five years, Gatwick airport is also planning to deliver a combined additional 8,500 spaces by 2023:
- 1,000 spaces of decking to be delivered on the current Long Stay South site
 - 1,800 spaces delivered in Phase 1 of a new MSCP in North Terminal (“MSCP 7”).

- A further 1,200 spaces in Phase 2 of MSCP 7.
- 3,000 spaces delivered by consolidation of our long-stay selfpark product into one site.
- 1,500 spaces delivered by a new MSCP in South Terminal (on the site between MSCP 3 and the ST Short-Stay exit barriers).

2.6 Gatwick Airport Draft Masterplan – 2018

2.6.1 The latest Gatwick Airport Masterplan is an update of the 2012 masterplan and is currently still in draft following on from consultation late 2018. It is expected the updated masterplan to be finalised in 2019.

2.6.2 The 2018 Masterplan sets out proposals for the airport’s ongoing development and sustainable growth. It is a direct response to the Governments recent call for UK airports to look at making best use of existing runways, exploring how Gatwick could grow across three scenarios:

- 1 Main Runway: using new technologies to increase capacity
- 2 Standby Runway: innovative plan to bring existing standby runway into use
- 3 Additional runway: safeguarding for the future

2.6.3 The Masterplan states that in 2017/2018, Gatwick’s single runway handled 45.7 million passengers. It is estimated that over the next five years, the airport could grow to over 53 mppa on a single runway, and by 2032, Gatwick could be processing up to 61 mppa. This is described in more detail in Section 3.

2.6.4 The Masterplan sets out the number of on-airport parking spaces in 2018:

- North Terminal:
 - 2,099 short stay
 - 6,266 long stay
 - 5,277 summer special
- South Terminal
 - 2,803 short stay
 - 9,180 long stay
- North and South
 - 13,375 valet

2.6.5 There are also a further 21,196 authorised spaces ‘off-airport’ and a further 6,200 spaces allocated for staff parking.

2.6.6 There are plans to increase the supply of car parking, of which the masterplan identifies two sites for additional multi-storey car parking; Multi-storey car park 7 at the North Terminal would create approximately 3,000 spaces and Multi-storey car park 4 at the South Terminal would create approximately 1,500 spaces. There are also plans to deliver 3,500 spaces by consolidation of the long-stay self-park product into one site and optimising the configuration of current storage areas. This totals an additional 9,565 car parking spaces planned over the next five years, an increase of 24.5% from 2017 capacity.

2.6.7 The Masterplan also sets out targets relating to mode share change to support the Governments objective to promote sustainable travel. Gatwick Airport currently sustains a public transport mode share for passengers of 44%, 39% of which is by rail. The targets are to:

- Achieve a 48% public transport mode share by 2022
- Demonstrate clear progress towards reaching a rail mode share aspiration of 45% by 2030, by achieving a rail mode share of over 40% by 2019 and sustaining at least this level to 2022.
- Achieve 42% of staff journeys to work by sustainable modes
- Deliver a reduction in in air passengers “Kiss and Fly” car journeys equivalent to at least 10% of its 2017 mode share by 2022.
- Reduce the ratio of staff to parking spaces in line with a shift to more sustainable modes of at least 5% by 2022 and achieve 5% of staff car journeys by registered car share users.
- Achieve in excess of a 5% year on year increase in bus use by staff and passengers

3 Passenger Growth

3.1.1 Passenger growth at Gatwick Airport has been significant over recent years, surpassing most existing forecasts.

3.1.2 In 2015 passenger levels at Gatwick reached 40 mppa. This number was not predicted to be reached until 2024, according to the Arup report of 2013. Subsequently, the airport reached 46.1 mppa in 2018, as shown in Table 1. This is ahead of existing growth strategies at the airport and suggests that planned improvements to surface access may not be keeping up with demand.

Table 1: Gatwick Airport Passenger Numbers by Year

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Annual Passenger Movements (000s)	32,361	31,342	33,644	34,219	35,429	38,094	40,060	45,000	45,561	46,075
% Change on Previous Year	-5.3%	-3.1%	7.3%	1.7%	3.5%	7.5%	5.2%	12.3%	1.2%	1.1%

3.1.3 As passenger numbers continue to grow, it is necessary to ensure that the parking demands of these passengers are catered for by authorised parking operators, both on-airport and off-airport.

3.1.4 The Draft Gatwick Airport Masterplan sets out traffic forecasts up to 2032/33 with just the existing runway, as shown below in Table 2. The trend is likely to increase as a result of an increase in the average passengers per flight from 163 to approximately 180, and the potential for peak spreading with the addition of more flights in the traditionally quieter times of the year.

Table 2: Draft Masterplan traffic forecasts with existing runway

Year	2017/2018 Actual	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2027/28	2032/33
Total Annual Passenger Movements (million)	45.7	47.1	49.1	50.6	52.0	52.8	56-59	57-61
% Change on Previous Year		2.97%	4.07%	2.96%	2.69%	1.52%	n/a	n/a

3.1.5 The Draft Masterplan also forecasts total annual passenger movements should the standby runway be brought into use, as shown below in Table 3. Conceptually, the main runway would continue to accommodate all arriving flights, whilst the smaller standby runway would accommodate departing smaller airplanes.

3.1.6 This additional departure runway would add approximately 10-15 movements per hour. New planning consent will be needed to put the standby runway into use. Allowing for this and the delivery of necessary infrastructure changes, the standby runway could be brought into regular use by the mid-2020s.

Table 3: Draft Masterplan traffic forecasts with standby runway

Year	2017/2018 Actual	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2027/28	2032/33
Total Annual Passenger Movements (million)	45.7	47.1	49.1	50.6	52.0	52.8	65-67	68-70

3.1.7 Table 3 highlights that growth is predicted to increase by a further 12% with the operation of the standby runway from 2027/28.

4 Parking Provision

4.1.1 This section considers the provision of parking in 2018 at and around the airport, as recorded by the Crawley Parking Survey 2018.

4.1.2 Crawley Borough Council undertakes an annual survey of on and off-airport parking associated with Gatwick Airport. The survey found that in September 2018, Gatwick Airport had a capacity of 35,944 long-stay spaces, along with a further 4,863 short-stay spaces, a total of 40,807 spaces.

4.1.3 This compares with the 2016 situation of 34,728 long-stay spaces and 4,496 short-stay spaces, totalling 39,224 spaces. The number of long-stay spaces rose by 1,216 between 2016 and 2018, and the number of short-stay spaces rose by 367, and overall increase in parking spaces by 3.9%.

Table 4: Observed Parking Provision at Gatwick Airport at 2018 passenger demand (Source: Crawley Airport Parking Survey 2018)

Type	On-Airport Authorised Capacity	Off-Airport Authorised Capacity	Total Authorised	Off-Airport Observed Unauthorised Parking
Long-Stay	35,944	22,567	58,511	6,332
Short-Stay	4,863	-	4,863	-
Total	40,807	22,567	63,374	6,332

4.1.4 It is found that in 2018, approximately 39% of the authorised long-stay parking spaces serving Gatwick Airport were found off-airport. Additionally, the parking survey found over 6,000 vehicles at unauthorised parking locations. This is an increase of approximately 3,500 unauthorised spaces. It is expected that, through enforcement action, these vehicles will be displaced to authorised locations.

Commuter Car Park

- 4.1.5 Gatwick Airport set up a commuter car park which is reserved for rail passengers travelling from Gatwick Airport railway station. The car park was formed through the relocation of staff car parking and totals 196 spaces. The commuter car park is aimed at regular rail users, with spaces available at a minimum of a monthly basis.
- 4.1.6 These spaces are reserved for commuter car park season ticket holders only and cannot be used by airport passengers. Therefore, space which could be utilised to offer on-airport parking has instead been dedicated to rail parking.
- 4.1.7 In addition, Gatwick Airport recommends that rail passengers who only need car parking on a daily basis, should use its short-stay car park which is also used by air passengers. Consequently, this creates further pressure on car parking at the airport.
- 4.1.8 Gatwick Airport railway station currently serves 19 million passengers per year. This is forecast to increase to with new rail services that have recently commenced, connecting Gatwick with London every three minutes.

Unauthorised Parking

- 4.1.9 The 2018 Gatwick Airport parking survey found a total of 6,332 vehicles in unauthorised off-airport parking spaces. It must be noted that this figure relates solely to sites which the authorities are aware of, and the actual number of vehicles in unauthorised sites could be far higher.
- 4.1.10 In June 2016, Sussex Police¹ issued a warning to holidaymakers after they discovered more than 1,000 vehicles left unattended in a boggy field by a rogue parking firm. The exact location of the site was not disclosed to protect customers.
- 4.1.11 It is the intention of local planning authorities, trading standards, and the Police, to carry out enforcement action against unauthorised off-airport car parking sites.
- 4.1.12 Therefore, it is essential that authorised capacity is created to accommodate the vehicles which are displaced from the unauthorised sites as and when they are closed-down.

¹ BBC news (2016), *Sussex Police warn of 'rogue' holiday parking firms near Gatwick Airport*, available from: <https://www.bbc.co.uk/news/uk-england-sussex-36641593>

5 Analysis of GAPS

- 5.1.1 The Gatwick Airport Parking Strategy (GAPS), prepared by Arup in 2013, included a sensitivity test of parking demand at 43 mppa. This level of passenger numbers was achieved in 2016, parking data for which is available from the Crawley Borough Council parking survey.
- 5.1.2 The GAPS defined a Level of Service A (LoS A) for both long-stay and short-stay parking. This level of service accounts for the need for a proportion of vacant spaces, to enable the efficient operation of a car park. This level of service also allows for flexibility during peak demand.
- 5.1.3 For long-stay car parks, Arup defined LoS A as 80% occupancy; for short-stay car parks, LoS A was defined as 90% occupancy. These desired occupancy rates have been accounted for by this Technical Note.
- 5.1.4 The GAPS included for a passenger public transport mode share of 40%, together with passenger group sizes from the Civil Aviation Authority 2010/11 passenger survey.
- 5.1.5 Table 5 shows a comparison of parking demand at 43 mppa, as forecast by the GAPS, with the recorded on-airport car parking supply in 2018.

Table 5: Comparison of GAPS Forecast Parking Demand at 43 mppa with Recorded On-Airport Supply in 2018

Parking Type	GAPS Forecast Demand at 43 mppa	Observed Supply (no LOS applied)	Surplus / Deficit (no LOS applied)	Observed Supply* at Level of Service A	Surplus / Deficit at Level of Service A
Long-Stay	56,880	35,944	-20,936	28,755	-28,125
Short-Stay	5,920	4,863	-1,057	4,377	-1,543
Total	62,800	40,807	-21,993	33,132	-29,668

Note:

Observed supply includes all authorised on-airport parking spaces, as recorded by the Crawley Borough Council parking survey 2018.

- 5.1.6 The table shows that, with no level of service applied, there is a deficit of 21,993 spaces at Gatwick Airport; with a LoS A applied, this deficit increases to 29,668 spaces.
- 5.1.7 It is clear that Gatwick Airport depends on off-airport car parks. At a LoS A, the airport is only catering for 53% of the parking demand forecast by the GAPS at 43 mppa.
- 5.1.8 Table 5 shows a further comparison of parking demand, as forecast by GAPS, this time including both the recorded on-airport and off-airport car parking supply in 2018.

Table 6: Comparison of GAPS Forecast Parking Demand at 43 mppa with Recorded On-Airport and Off-Airport Supply in 2018

Parking Type	GAPS Forecast Demand at 43 mppa	Existing Supply (no LOS applied)	Surplus / Deficit (no LOS applied)	Existing Supply* at Level of Service A	Surplus / Deficit at Level of Service A
Long-Stay	56,880	58,511	1,631	46,809	-10,071
Short-Stay	5,920	4,863	-1,057	4,377	-1,543
Total	62,800	63,374	574	51,186	-11,615

Notes:

Existing supply includes all authorised on-airport and off-airport parking spaces, as recorded by the Crawley Borough Council parking survey 2018. Unauthorised spaces are excluded from the existing supply.

- 5.1.9 Car parks, and those which in a block parking arrangement, cannot work at 100% capacity as vehicles need to manoeuvre within the parking areas. Airport car parks also need to factor in some flexibility in case of flight delays etc.
- 5.1.10 Therefore, a level of service is applied, which accounts for the above factors. With Arup's recommended LoS A, it is found that there would have been significant existing deficit of 11,615 spaces, of which 10,071 would serve the long-stay market.
- 5.1.11 Gatwick Airport subsequently reached 45 mppa in 2017; it is therefore clear that more parking capacity will be needed, particularly if the recommended LoS A is applied.
- 5.1.12 As it has been found that Gatwick Airport is dependent on off-airport parking supply, increases in parking capacity to accommodate the growing demand will be needed both on-airport and off-airport.

6 PJA Parking Model

6.1 Background

6.1.1 Growth at Gatwick Airport has been far greater than previously forecast, and the airport has already exceeded its theoretical capacity of 45 mppa, it is reasonable to assume that growth will continue in the near future. This could be achieved using larger aeroplanes, such as the Airbus A380, increasing the passenger load factor on existing flights, and improving the runway operation.

6.2 Methodology

6.2.1 To verify the demand forecast by the GAPS, and incorporate continued passenger growth, a first principles parking demand model was developed by PJA. It is not possible to confirm whether this approach matches that used by the GAPS as full details of the method used have not been made public by Arup.

Inputs

6.2.2 The first principles model makes use of various data inputs, including: published passenger numbers by Gatwick airport; Civil Aviation Authority (CAA) passenger survey results; flight timetabling; and Gatwick Airport travel mode targets.

6.2.3 Detailed passenger survey data was obtained from the CAA for the passenger survey undertaken in 2015. The following inputs have been derived from the CAA survey results:

- Mode of transport used by terminating air travellers at Gatwick Airport;
- Median group size of terminating air travellers at Gatwick Airport; and
- Median trip length of terminating air travellers at Gatwick Airport.

Passenger Numbers

6.2.4 Passenger numbers at Gatwick Airport, by month, were obtained for the most-recent calendar year, 2018. The data shows that the peak month is August, accounting for 10.7% of annual passenger numbers.

6.2.5 August therefore is the month of peak car parking demand to be assessed within the first principles model by PJA.

Mode of Transport

6.2.6 The model incorporates the mode of transport used by air passengers at Gatwick Airport, as derived from the 2015 detailed survey data obtained from the CAA, is given in Table 7.

Table 7: Mode of Transport used by Terminating Air Travellers at Gatwick Airport

Final Mode of Passenger	Percentage
Parked Cars	23.04%
Kiss and Fly	13.38%
Public Transport	43.77%
Taxi	14.97%
Other	4.84%
Total	100.00%

6.2.7 The data shows that nearly a quarter of air passengers travelling from Gatwick Airport travelled by car and then parked their car, either on-airport or off-airport. A further 13% were recorded in the Kiss and Fly category – that is, they were dropped-off by car without parking.

6.2.8 These mode shares will be adjusted to the Draft Masterplan mode share targets detailed in Paragraph 2.6.7 for scenarios with the standby runway. The percentage of parked cars will decrease as a result of a projected increase in public transport. The masterplan 10% reduction in existing Kiss and Fly mode share has been applied to the CAA 2015 data, rather than the 2017 mode share as this data is not available. The adjusted mode shares for these scenarios are shown in Table 8.

Table 8: Adjusted mode share following Draft Masterplan mode share targets

Final Mode of Passenger	Existing Percentage	New percentage
Parked Cars	23.04%	20.15%
Kiss and Fly	13.38%	12.04%

Public Transport	43.77%	48%
Taxi	14.97%	14.97%
Other	4.84%	4.84%
Total	100.00%	100.00%

Group Size

6.2.9 The model then applies the median group size of passengers departing from Gatwick Airport, as derived from passenger survey data obtained from the CAA. The group size data is given in Table 9 below.

Table 9: Group Size of Terminating Air Travellers at Gatwick Airport

Group Size	Percentage of All Passengers
Travelling alone	40.2%
Travelling with one other	40.6%
Travelling with two others	4.9%
Travelling with three others	9.6%
Travelling with four others	2.4%
Travelling with five or more	2.3%
Total	100.00%

6.2.10 The resulting median group size is two passengers; this group size is incorporated within the first principles model.

Trip Length

6.2.11 The final data taken from the CAA passenger survey is the median trip length is trip length. This data is given in Table 10.

Table 10: Trip length of terminating air travellers at Gatwick Airport

Trip Length	Percentage of All Passengers	Cumulative Percentage
Up to 12 hours	1.5%	1.5%
Over 12 hours to 1 day	1.1%	2.6%
Over 1 day to 2 days	4.4%	7.0%
Over 2 days to 3 days	7.3%	14.3%
Over 3 days to 4 days	17.9%	32.2%
Over 4 days to 5 days	8.9%	41.1%
Over 5 days to 6 days	3.2%	44.3%
Over 6 days to 1 week	24.9%	69.2%
Over 1 week to 2 weeks	23.6%	92.8%
Over 2 weeks to 3 weeks	3.5%	96.3%
Over 3 weeks to 4 weeks	1.9%	98.2%
Over 4 weeks	1.6%	99.8%
Total	99.80%	-

6.2.12 The data shows that the median trip length is six days to one week. The midpoint of this category is 6.5 days; this has been rounded up to 7 days. Therefore, a median trip length of seven days is a conservative estimate of parking requirements, as the demand is spread over seven, rather than six, days.

Flight Timetabling

6.2.13 Flight timetabling data was used to derive the profile of flights over a 7-day period. This profile was applied to derive parking accumulation during August.

6.3 Model Results

Existing Mode Shares

6.3.1 The first principles model has been run, using the existing travel mode shares at Gatwick Airport, for the following scenarios:

- 43 mppa – 2016 base,
- 46 mppa – 2018 actual,
- 52 mppa – future forecast (existing runway); and
- 59 mppa – stretch future forecast (existing runway)
- 61 mppa - stretch future forecast (existing runway)
- 67 mppa - stretch future forecast (with standby runway)
- 70 mppa - stretch future forecast (with standby runway)

6.3.2 These scenarios have derived from the maximum forecast of million passengers per annum in the forecast years set out in the Draft Masterplan (e.g. 2027/28 forecasts 56-59 mppa; 59mppa has been taken as the forecast scenario). The scenarios were tested using both the existing mode share, and the draft masterplan target mode share from Table 8.

6.3.3 The resulting car parking demands for each of the existing mode share scenarios are set out in Table 11 below.

Table 11: First principles Model Results – existing mode share

Scenario	Forecast Demand	Existing Supply (no Level of Service applied)	Surplus / Deficit (no Level of Service applied)	Existing Supply at LoS A	Surplus / Deficit at LoS A
43 mppa	59,803	62,705	2,902	50,614	-9,189
46 mppa	61,565	63,374	1,809	51,186	-10,380
52 mppa	72,319	63,374	-8,945	51,186	-21,134
59 mppa	82,055	63,374	-18,681	51,186	-30,869
61 mppa	84,836	63,374	-21,462	51,186	-33,651
67 mppa	93,181	63,374	-29,807	51,186	-41,995
70 mppa	97,353	63,374	-33,979	51,186	-46,167

Note:
Existing supply includes all authorised on-airport and off-airport parking spaces, as recorded by the Crawley Borough Council parking survey 2016 (43mppa) and 2018 (remaining mppa forecasts).

6.3.4 The results of the first principles model show that, if no level of service is applied to the existing parking supply, in 2018 (the 46 mppa scenario) there was a forecast surplus of approximately 1,800 spaces. However, with the level of service applied, per the recommendations of Arup, the existing supply had a deficit of 10,380 spaces.

6.3.5 For the future forecasts, the 52mppa scenario, predicted to be met by 2022 shows that, with the LoS A applied, there is a forecast deficit of over 21,000 spaces. This increases to a forecast deficit of over 30,000 spaces in the 59 mppa scenario, anticipated to be reached in 2027/28.

6.3.6 It should be noted that, compared with the GAPS, the first principles model forecasts a slightly lower level of parking demand at 43 mppa. Therefore, PJA’s model can be taken as a conservative estimate of parking demand in comparison with Arup’s model.

Forecast Passenger Growth

6.3.7 Per the figures given in Table 1, mean annual passenger growth at Gatwick Airport during the five-year period 2013-2018 was 5.8%. During the ten-year period 2009-2018, mean annual passenger growth at the airport was 3.2%.

6.3.8 Accordingly, two forecasts of future passenger levels were made. The first, a high growth case, is based on the mean annual passenger growth during the last five years; the second, a low growth case, is based on the mean annual passenger growth during the last ten years.

6.3.9 The resulting forecasts of annual passenger numbers at Gatwick Airport and the forecast from the Draft Airport Masterplan are given in Table 12 below. The maximum million passengers per annum from the draft Masterplan has been used.

Table 12: Forecast Annual Passenger Numbers (million) at Gatwick Airport with Main Runway only.

2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
High Growth Case: 5.8%													
48.60	51.26	54.07	57.03	60.16	63.45	66.93	70.59	74.46	78.54	82.84	87.38	92.16	97.21
Low Growth Case: 3.2%													
47.51	49.01	50.56	52.15	53.80	55.50	57.25	59.06	60.92	62.84	64.83	66.87	68.98	71.16
Draft Airport Masterplan (existing runway)													
47.1	49.1	50.6	52	52.8				59					61
Draft Airport Masterplan (standby runway)													
47.1	49.1	50.6	52	52.8				67					70

6.3.10 The results show that for the high growth case Gatwick Airport is forecast to exceed 48 mppa in 2019; to exceed 61 mppa after 2023; and to exceed 97 mppa by 2032.

- 6.3.11 For the low growth case, the results show that Gatwick Airport is forecast to exceed 47 mppa in 2019; to exceed 52 mppa in 2022; and to exceed 71 mppa in 2032.
- 6.3.12 The low case forecast annual passenger numbers are comparable with what is forecast in the Draft Airport Masterplan, with passenger numbers in the Masterplan slightly greater than the low growth case forecast. Forecasting to 2032 highlights the low growth case model results are closer to the Draft Airport Masterplan million passengers per annum when the standby runway is in use.

Implications of First Principles Model

- 6.3.13 The results of the first principles model show that, should high growth case passenger increase occur, a parking deficit of over 21,000 spaces is forecast by 2020 (52 mppa), with a LoS A applied. By 2023 (59 mppa), this deficit is forecast to increase approximately 30,800 spaces, again with a level of service A applied.
- 6.3.14 Should low passenger growth occur, the results of the first principles model show that by 2023 (52 mppa), a deficit of approximately 21,000 spaces is forecast, with a LoS A applied. By 2028 (59 mppa), this deficit is forecast to increase to over 30,800 spaces, again with a LoS A applied.
- 6.3.15 It is therefore clear that, regardless of whether high or low passenger growth occurs, at least 21,000 more car parking spaces are forecast to be needed by 2023.
- 6.3.16 The Draft Gatwick Airport Masterplan, published in 2018, estimates that the airport is intending to deliver an additional 9,565 on-airport car parking spaces during the five-year period to 2023. On the assumption that the airport would deliver all 9,565 spaces, this leaves a balance of 11,569 spaces to accommodate passenger growth to 52 mppa.
- 6.3.17 Accordingly, significant increases in car parking capacity, both on-airport and off-airport, would be needed during the current Local Plan period to 2030 if current mode share stays unchanged.

Validation of First Principles Model

- 6.3.18 The results of first principles model for the 43 mppa scenario have been validated. The 43 mppa scenario was the 2016 base situation in an earlier Tech note (1575B-TN01 Parking Demand 2017), for which car parking demand was recorded by Crawley Borough Council's parking survey.
- 6.3.19 The 2016 survey recorded 54,827 parked airport passenger cars in September 2016. The first principles model includes forecast demand for September, in addition to making forecasts for August.

- 6.3.20 The first principles model forecasts the highest demand in September, for the 43 mppa scenario, to be 57,705 vehicles. This is a slight overestimation of only 5%.
- 6.3.21 Moreover, it is understood that Crawley Borough Council was unable to gain access to all locations in which cars were parked in unauthorised facilities. Therefore, the results of the parking survey would be a slight underestimation of demand. This offers further confidence in results of the first principles model.
- 6.3.22 Accordingly, the results of the first principles model are considered valid, and no further calibration of the model is needed for use with a 46 mppa base. The 2018 parking survey was used for the 46mppa base (2018 total passengers)

Mode Shift

- 6.3.23 Gatwick Airport Limited has a wish to increase the public transport mode share and reduce the proportion of Kiss and Fly trips by 10% of the existing mode split. The Draft Airport Masterplan, published by the airport in 2018, notes that the airport seeks to reduce Kiss and Fly to at least 10% of its 2017 mode share by 2022. By 2022, it has been calculated that passengers will exceed 51mppa.
- 6.3.24 The 2015 CAA survey showed that Kiss and Fly accounted for 13.38% of passenger trips to the airport. A sensitivity test has been carried out whereby the level of recorded Kiss and Fly trips is reduced by 10% from 13.38% to 12.04%. Public Transport mode share has been increased from 43.77% to 48%. This has resulted in a parked car percentage of 20.15%.
- 6.3.25 The first principles model was run with this change in mode share, with the resulting forecast parking demand given in Table 13.

Table 13: Kiss and Fly LoS analysis

Scenario	Forecast Demand	Existing Supply (no Level of Service applied)	Surplus / Deficit (no Level of Service applied)	Existing Supply at LoS A	Surplus / Deficit at LoS A
46 mppa	55,950	63,374	7,424	51,186	-4,765
52 mppa	63,248	63,374	126	51,186	-12,063
59 mppa	71,762	63,374	-8,388	51,186	-20,577
61 mppa	74,195	63,374	-10,821	51,186	-23,009
67 mppa	81,493	63,374	-18,119	51,186	-30,307
70 mppa	85,142	63,374	-21,768	51,186	-33,956

Note:
Existing supply includes all authorised on-airport and off-airport parking spaces, as recorded by the Crawley Borough Council parking survey 2016 (43mppa) and 2018 (remaining mppa forecasts).

6.3.26 The results of the sensitivity test show that an increase in public transport mode share and a reduction in Kiss and Fly, would reduce forecast parking deficits at Gatwick Airport.

6.3.27 Accounting for a LoS A, the model forecasts a deficit of just over 4,700 spaces at 46mppa; approximately 12,000 spaces at 52mppa and approximately 20,000 spaces at 59 mppa.

7 Conclusions

7.1.1 This Technical Note, prepared by PJA on behalf of WTL Holdings, offers evidence of future parking demand at Gatwick Airport. The note has reviewed planning policy and strategy; analysed trends of passenger growth; appraised existing parking provision; commented on the Gatwick Airport Parking Strategy; and offered a forecast of parking demand with future passenger growth.

7.1.2 The Gatwick Airport Parking Strategy (GAPS) was prepared by Arup in 2013. The strategy included forecast parking demands at 43 mppa; this passenger level was exceeded in 2016. Consequently, the airport published the Draft Gatwick Airport Masterplan in 2018, predicting that the airport would offer an additional 9,565 spaces for passengers by 2023.

- 7.1.3 Passenger growth at Gatwick Airport has exceeded all prior forecasts. This suggests that planned improvements to surface access may not be keeping up with demand. A comparison of the parking demand forecast by Arup for 43 mppa was made with the recorded parking provision in 2016. It was found that there is already significant on-airport parking deficit of nearly 3,000 spaces, at a LoS A.
- 7.1.4 To forecast future car parking demand, PJA produced a first principles parking demand model. The model used a variety of official data sources, such as Gatwick Airport, and the Civil Aviation Authority.
- 7.1.5 The results of the model were validated against the 2016 Crawley Borough Council parking survey alongside the 2016 CAA report data. The validation found that the model forecasts parking demand to within 5% of observed demand. Consequently, the model was used to forecast parking demand at several annual passenger levels which could be achieved during the next ten years.
- 7.1.6 Growth in Gatwick Airport and the predicted use of the standby runway by 2027/28 will see changes to the surface access and parking provision in the longer term. The PJA parking model has made the same infrastructure assumptions for all scenarios, however with the implementation of the standby runway, there will need to be supporting infrastructure; details which are still being developed by Gatwick Airport.
- 7.1.7 A summary of the model results is shown in Table 14 overleaf.

Table 14: PJA First Principles Model Results

Scenario	Forecast Demand	Existing Supply (no Level of Service applied)	Surplus / Deficit (no Level of Service applied)	Existing Supply at LoS A	Surplus / Deficit at LoS A
Existing Mode Share					
43 mppa	59,803	62,705	2,902	50,614	-9,189
46 mppa	61,565	63,374	1,809	51,186	-10,380
52 mppa	72,319	63,374	-8,945	51,186	-21,134
59 mppa	82,055	63,374	-18,681	51,186	-30,869
61 mppa	84,836	63,374	-21,462	51,186	-33,651
67 mppa	93,181	63,374	-29,807	51,186	-41,995
70 mppa	97,353	63,374	-33,979	51,186	-46,167
Kiss and Fly reduction and increase in public transport use (future mode share)					
46 mppa	55,950	63,374	7,424	51,186	-4,765
52 mppa	63,248	63,374	126	51,186	-12,063
59 mppa	71,762	63,374	-8,388	51,186	-20,577
61 mppa	74,195	63,374	-10,821	51,186	-23,009
67 mppa	81,493	63,374	-18,119	51,186	-30,307
70 mppa	85,142	63,374	-21,768	51,186	-33,956

7.1.8 The model forecasts that by 2023, depending on the rate of passenger growth, there could be a deficit of approximately 21,000 spaces. This deficit accounts for a LoS A, as recommended by Arup in the Gatwick Airport Parking Strategy.

7.1.9 The Draft Gatwick Airport Masterplan, published by Gatwick Airport in 2018, claims that by 2023, the airport can deliver 9,565 on-airport parking spaces. On this basis, the modelled deficit of 21,134 spaces by 52 mppa (2023 with low growth, or by 2021 with high growth), would be reduced to 11,569. Therefore, the need for more off-airport parking spaces would remain.

7.1.10 The forecast deficit of parking spaces would worsen with further passenger growth, and with a reduction in the mode share of Kiss and Fly and consequent increase in parking and public transport use.

7.1.11 It is therefore found that car parking capacity, both on-airport and off-airport, needs to be increased to accommodate future levels of passenger numbers at Gatwick Airport. Given the under-supply at the Airport, it is therefore vital that off-airport capacity is increased to avoid growth in unauthorised parking and ensure that sufficient choice exists for customers.

8 Glossary

Block Parking: A system whereby cars are parked in a block, without aisles between rows of cars. This allows for efficient use of land but is only suitable when departure times are known, such as for long-stay parking.

Kiss and Fly: A passenger is dropped off by car at the airport by someone else who then drives away from the airport. This may involve a brief period of car parking.

Meet and Greet: A passenger drives their car to the airport; it is then driven by a car park operator to a car park. On the passenger's return, their car is brought back to the terminal by the car park operator.

Non-Transfer Passenger: A passenger who is not transferring between flights; i.e. they arrive at or depart from the airport using surface transport.

Off-Site Parking: Car parking that is found outside of the airport boundary. Such parking is usually controlled by a third-party operator.

On-Site Parking: Car parking that is found within the airport boundary. Such parking is usually controlled by the airport operator.

Park and Ride: A passenger drives their car to the car park; they are then driven to the terminal in a minibus. On the passenger's return, they are transferred from the terminal to the car park by minibus.