

YOUR LONDON AIRPORT *Gatwick*

10 APRIL 2018

Sam Dumbrell
Planning Officer
County Planning
West Sussex County Council
County Hall
Chichester
West Sussex P019 1RH

Dear Sam

Re: Planning Application No. WSCC/015/18/NH – Construction of a recycling, recovery and renewable energy facility with associated infrastructure at Former Wealden Brickworks, Langhurstwood Road, Horsham
Our Ref: LGW3637

Thank you for your email/letter dated 16 March 2018, regarding the above mentioned consultation.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the County Planning Authority. The submitted plan shall include details of:

Management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the County Planning Authority.

Reason: It is necessary to manage the roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Gatwick Airport.

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I have attached a Bird Hazard Management Plan, the methods of dispersal highlighted in red need to be completed and it needs to be signed and dated and submitted to yourselves pursuant to the above mentioned condition.

Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the County Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of cranes and other tall construction equipment (including the details of obstacle lighting) – Such schemes shall comply with Advice Note 4 ‘Cranes and Other Construction Issues’, available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>

The approved strategy (or any variation approved in writing by the County Planning Authority shall be implemented for the duration of the construction period.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Gatwick Airport through interference with Instrument Flight Procedures.

Submission of an Obstacle Lighting Scheme

Before development commences details of the permanent obstacle lighting scheme for the development shall be submitted to the County Planning Authority for their written approval. Obstacle lights shall be placed on the flue stack and on the four highest corners of the building itself. The obstacle lights must be steady red medium intensity (2000 candelas) type B.

The lighting scheme is to be implemented upon construction of the buildings/flue stack, no subsequent alterations shall take place unless first submitted to and approved in writing by the County Planning Authority.

Reason: Permanent illuminated obstacle lights are required on the flue stack and the four highest corners of the building to avoid endangering the safe movement of air traffic.

For Information: We require assurances that the lights will be in operation 24 hours per day and should any of the lights fail they will be replaced as soon as is practicable.

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We will need to object to these proposals unless the above mentioned conditions are applied to any planning permission.

For Information: CAA Notification Procedure:

Under Annex 2, Para 31, of DfT/ODPM Circular 01/2003 'Safeguarding of Aerodromes.....', see attached, the Planning Authority must notify the CAA of any obstacle (above 91.4m or more above ground level) as soon as possible should planning permission be granted.

For Information: Proposed Second Runway

Based on the currently available concept drawings for the second runway, we believe this proposed chimney is compatible with a two-runway Gatwick. However this could only be confirmed with certainty following more detailed design work for the runway, its method of operation, the supporting navigational aids and any revisions required to the flight paths in the vicinity of the airport. Such work would only be carried out following an announcement of Government policy support for the runway. In the absence of this work, and given our expectation that such work would show that the chimney does not adversely impact on operations, we will not be objecting to the development on the grounds of second runway safeguarding.

If you have any queries please do not hesitate to contact me.

It is important that the conditions requested in this response are applied to a planning approval. Where a Local Planning Authority proposes to grant permission against the advice of Gatwick Airport Limited, or not to attach conditions which Gatwick Airport Limited has advised, it shall notify Gatwick Airport Limited, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Yours sincerely

Amanda Purdye, Aerodrome Safeguarding
For and on behalf of Gatwick Airport Limited

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