

Planning Policy Response

DM/23/2493

Retention for use of site as long stay airport car parking

Unit 3A Acacia Grove, Copthorne Road, Copthorne

18.10.23

Mid Sussex Planning Policy

District Plan policy

DP1 – Sustainable Economic Development This policy sets out how many jobs will be required in the District and how it will be achieved. New small scale economic development in the countryside will be permissible in accordance with Development in the countryside policies)

Comment – It is noted that this proposed development will generate 15 jobs.

DP12 - Protection and Enhancement of the Countryside The site lies within countryside as defined on the adopted policies map. The policy states that development will be permitted in the countryside provided it maintains or where possible enhances the quality of the rural and landscape character of the District, and it is necessary for the purposes of agriculture; or it is supported by a specific policy reference either elsewhere in the Plan, a Development Plan Document or relevant Neighbourhood Plan.

Comment - The site is subject to other policies in the plan including SA34 – Existing Employment sites in the Site Allocations DPD.

DP 21 – Transport This policy requires development to support the objectives of the West Sussex Transport Plan. To meet these objectives decisions on development proposals will take account of whether the scheme is sustainably located to minimise the need to travel, and opportunities to facilitate and promote the increased use of alternative means of transport to the private car (amongst other things).

Comment – the provision of airport parking does not support the objective to minimise the need to travel or promotion of increased use of alternative means of transport to the private car.

Site Allocations DPD

SA34 - Existing employment sites This policy seek to protect existing employment sites within E(g) Business, B2: General industrial or B8 storage or distribution. The sitse protected are shown on the policy map. This site (and the wider site) are covered by this policy designation. The policy also makes provision for the intensification providing it is in accordance with other development plan and national policies

Comment - Whilst the site is subject to the SA34 allocation as an existing employment site, the proposed use is sui generis and therefore does not fall into the category of uses that the policy is seeking to retain.

Copthorne Neighbourhood Plan

CNP15.4 – Sustainable Transport the policy states that the provision of additional or replacement airport related parking, including long and short term parking for passenger vehicles will not be permitted.

Comment - The application is therefore in conflict with the Copthorne Neighbourhood Plan.

Other considerations

Crawley Local Plan

Crawley's Local Plan contains a policy (GAT3: Gatwick airport related parking) [CRAWLEY 2029](#) to restrict additional airport parking to within the airport boundary. In part this is to ensure that parking is provided sustainable locations and the controlling of airport parking helps to encourage use of alternative modes.

Gatwick Airport limited

Gatwick Airport limited (GAL) has published an Airport Surface Access Strategy (October 2022). One of the actions of this strategy is to support a mode shift to alternate modes with a target of 60% of journeys by public transport or ultra-low/zero emission journey modes, with 50% coming from active travel or public transport. [Surface access strategy.pdf \(gatwickairport.com\)](#).

Comment – Crawley Borough Council and Gatwick Airport limited have policies and strategies in place to manage the provision of airport related car parking. If off-airport parking is provided elsewhere this will undermine the policy objectives of GAL and Crawley Borough Council.