

09 NOVEMBER 2018

Mr Malcolm Spaven
Director Aviatica
Reservoir House
Gladhouse
Midlothian
EH23 4TA

Dear Malcom

Re: Proposed mixed use development at Moka Nightclub Site, Station Way, Crawley
Our Ref: LGW3764

Thank you for your emails with regard to above mentioned development. We would advise as follows:

Obstacle Limitation Surfaces (OLS)

The site is predominantly under the Inner Horizontal Surface (IHS) which is a flat surface and is located at 104.35m Above Ordnance Datum (AOD). It appears that a small part of the southern section of the site is under the Conical Surface at between 104.35m AOD to 104.9m AOD. The Conical is a sloping surface at 1:20.

I have assessed these proposals using a total development height (to the highest point of any proposed structure) of **110.9m AOD** as stated in your email dated 19 October 2018 rather than the 126.5m AOD as stated on page 9 of 'Assessment of Impact on Gatwick Airport' report, dated October 2018.

If there is any change to the **110.9m AOD** height please come back to us as we will need to reassess the proposals.

A total development height of **110.9m AOD** will mean there will be an infringement of the IHS (104.35m AOD) by 6.55m, depending on verification of the ground levels and siting of the proposed building.

Ideally we would not wish to see any infringement of the Obstacle Limitation Surfaces (OLS), however as you correctly point out, there is provision for infringements of the IHS under EASA Regulation (EU) No 139/2014) Chapter J 'Obstacle Limitation Requirements' - CS ADR-DSN.J.480 which states:

'New objects or extensions to existing objections should not be permitted above the conical surface and the inner horizontal surface except when an object would be shielded by an existing immovable object, or if after a safety assessment, it

is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes’.

Following on from the above mentioned provision we have carried out our own independent aviation safety assessments with regard to the 6.55m infringement of the IHS and we can confirm that we have found no safety issues with regard to the IHS only, however please see the section on navigational aids below.

We would however ask that the final height of the building and associated structures does not increase beyond the **110.9m AOD** currently planned to ensure that any infringements are kept to a minimum.

In your ‘Assessment of Impact on Gatwick Airport’ report, dated October 2018 you also mention the ‘Shielding Principle’, I have emailed the CAA to seek their opinion with regard to this out of interest, but I have had no response to date.

However as the proposed development at **110.9m AOD** would not appear to have any impact on aviation safety (**subject to any navigational aids mitigation being agreed**, see below), we don’t feel that the shielding principle would come into the equation on this occasion. Though should I get a response from the CAA I will let you have their comments for your information.

Navigational Aids

I have consulted with both Air Navigation Solutions (ANS) and NATS En Route Ltd (NERL) with regard to navigational aids utilised by Gatwick Airport.

ANS have responded to say that there will be no impact on their navigational aids and they therefore have no objections.

I have had a response from NERL and they have stated that the proposed development at a height of **110.9m AOD** will be in line of sight to the Gatwick G10 and Pease Pottage radars. Therefore if a planning application were to be lodged NERL would need to carry out further investigations with regard to any potential impacts.

We would recommend that when further details of the development are available that you approach NERL at the earliest opportunity for a technical assessment, please note there will be a charge for this. Details are available on the NATS website at:

<https://www.nats.aero/services/information/preplanning-assessment-buildings-structures/>

Instrument Flight Procedures (IFPs)

We have carried out our own independent checks with our IFP supplier to ascertain as to whether there would be any impacts on our procedures and we can confirm that for a development of **110.9m AOD** there will be no impacts.

However please note that any cranes will need further assessment.

Bird Hazard Management

Landscaping

Any landscaping must be designed to ensure that birds hazardous to aviation are not attracted to the site in large numbers, for example limiting the number of berry/fruit bearing species.

It would appear that this site is relatively constricted so there is unlikely to be any issues from landscaping, however it would be prudent to consult us when further details are available.

SUDS & Water Features

Above ground SUDS & other water features have the potential to attract birds hazardous to aviation, depending on their size and design.

As mentioned above, it appears that the site is relatively constricted. Therefore if any of the above mentioned features are proposed it is likely that they would be too small to be of concern. However it would be prudent to consult us when further details are available.

Flat/Shallow Pitched Roofs

Large areas of flat and shallow pitched roofs can be attractive to Gulls and Pigeons for nesting roosting and loafing. This can be a potential hazard for the airport as it can increase the number of hazardous birds in the area and flight lines can be created across the approaches and the departure routes.

If the proposed development includes roofs of this type we would request that a Bird Hazard Management Plan is entered into to ensure that birds, namely Gulls & Pigeons do not utilise the roof in large numbers.

For further general information with regard to Bird Hazard Management please refer to the Airport Operators Association Advice Note 3 'Wildlife Hazards Around Aerodromes', attached.

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Renewables

We would not wish to see any wind turbines included in this development as they have the potential to impact on radar.

If any large areas of solar panels are proposed we may request that a solar hazard glare assessment be undertaken, depending on the size of the installation.

Roof mounted installations have the potential to further increase the infringement to the IHS and could also impact on any navigational aids. This would however depend on the heights and orientation of the panels. If solar installations are proposed for this development we would be grateful if we could be consulted at the earliest opportunity.

For further general information with regard to renewable energy and aviation please refer to the Airport Operators Association (AOA) Advice Note 5 'Renewable Energy & Impact on Aviation' attached.

Cranes

Cranes and construction equipment have the potential to impact on navigational aids and Instrument Flight Procedures (IFPs) utilised by the airport.

At least once month before any crane is due on site a crane permit must be applied for from Gatwick Airport Ltd. If you have any queries with regard to this, please contact gal.safeguarding@gatwickairport.com

For further general information with regard to the use of cranes and construction equipment within the vicinity of the airport please refer to Airport Operators Association (AOA) Advice Note 4 'Cranes & Other Construction Issues'.

In summary, in relation to a development with a maximum development height of **110.9m AOD** (including buildings & associated structures) we could potentially accept an infringement of the IHS, given that EASA makes this provision. However, this is strictly subject to any mitigation required with regard to navigational aids been agreed with yourself and NERL. It is also dependent on further design details.

Please note that a potential acceptance of an infringement in this location does not set a precedent and may not be acceptable in another location. Each development needs to be assessed on an individual basis.

Please be advised that the advice given is informal and without prejudice to the consideration of any planning application which may be referred to us pursuant to Planning Circular 01/2003 in consultation under the safeguarding procedure. It cannot be assumed that any response to consultation under Planning Circular 01/2003 will necessarily coincide with the informal advice now given. We will not have any liability to you or third parties who may follow this advice.

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It should also be made clear that provision of this advice does not constitute support for the development nor an opinion that the development is acceptable under local planning policy. If you have any queries please do not hesitate to contact me.

Yours sincerely

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

Email: gal.safeguarding@gatwickairport.com