

SURREY COUNTY COUNCIL – RESPONSE TO ExQ1 C.A.1.40

Interested Party Reference number: 20044943

19 April 2024

GATWICK AIRPORT NORTHERN RUNWAY PROJECT DCO

PINS Reference: - TR020005

1.1. This written response (“Response”) is made by Surrey County Council as landowner (“**SCCaL**”) to ExQ1 issued on 28 March 2024 by PINS.

1.2. At C.A.1.40 the examining authority asked the following question:

In terms of Bayhorne Farm and noting the content of the WR submitted as Deadline 1 [REP1-096], please provide additional detail in respect of what mitigation measures are considered necessary by SCC in order to enable a suitable access from the South Terminal Roundabout and how these would be secured

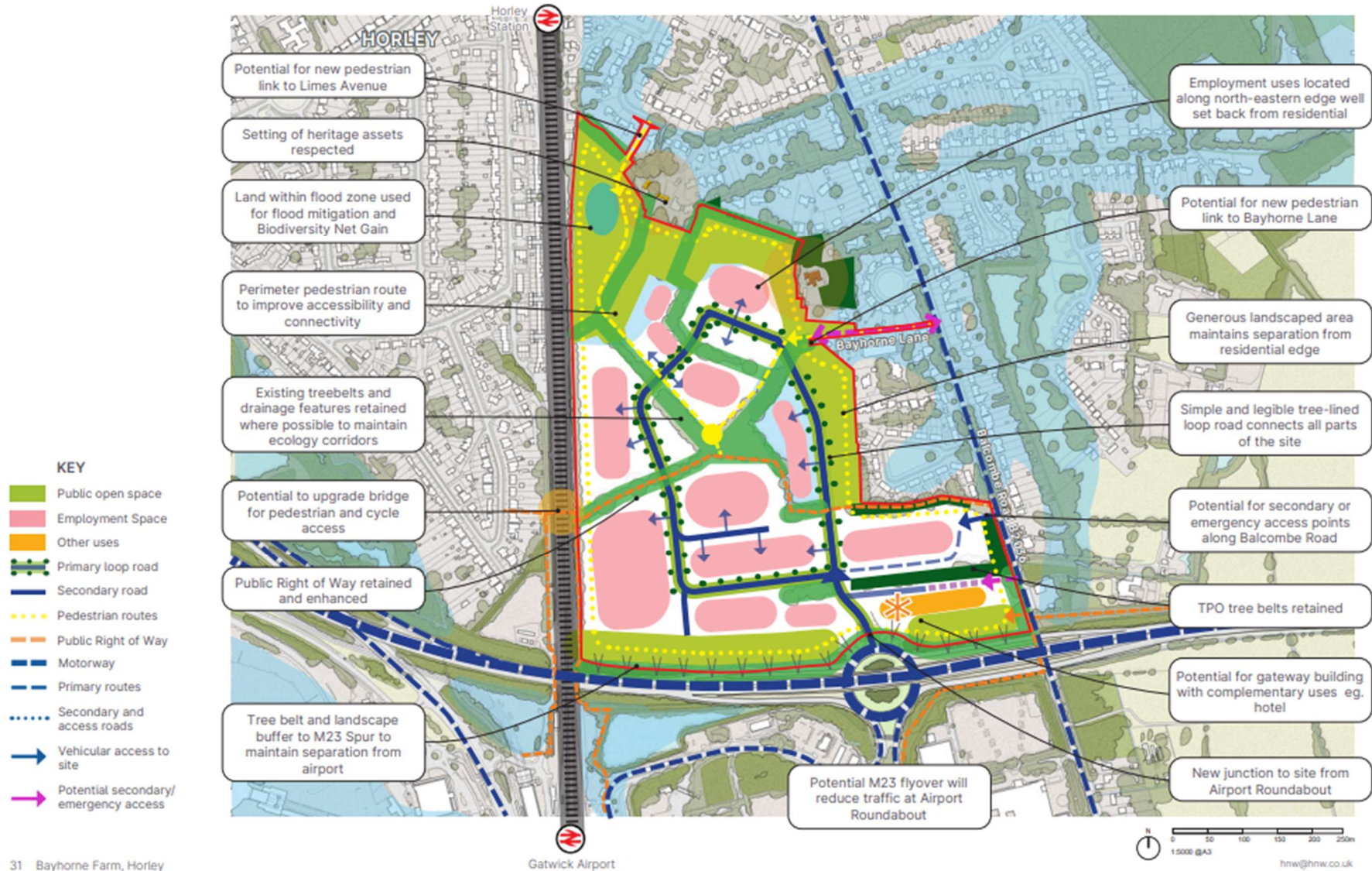
1.3. SCCaL set out a number of continuing concerns about the impact of the Gatwick Airport Northern Runway Project (“**the Project**”) on sites within its ownership in its Written Representation made on 12 March 2024. This Response is to be considered in conjunction with, and follows, the Written Representation and the Relevant Representations made by SCCaL in October 2023 to PINS.

1.4. The Project will use land at Bayhorne Farm, both during construction and after completion. Bayhorne Farm is identified as a construction compound with temporary access arrangement from South Terminal Roundabout (“STR”) into the proposed compound; the temporary arrangement will effectively landlock the site, restricting development until the Gatwick expansion is complete. This delay will significantly alter the local and strategic highway network, as the Gatwick scheme will be operational before the site can be developed.

1.5. The changes in the immediate and local highway network will have a significant impact on future development at Bayhorne Farm unless mitigating measures are put in place as part of the DCO. Without these measures Bayhorne Farm is unlikely to come forward and deliver the anticipated employment benefits upon the Project becoming operational.

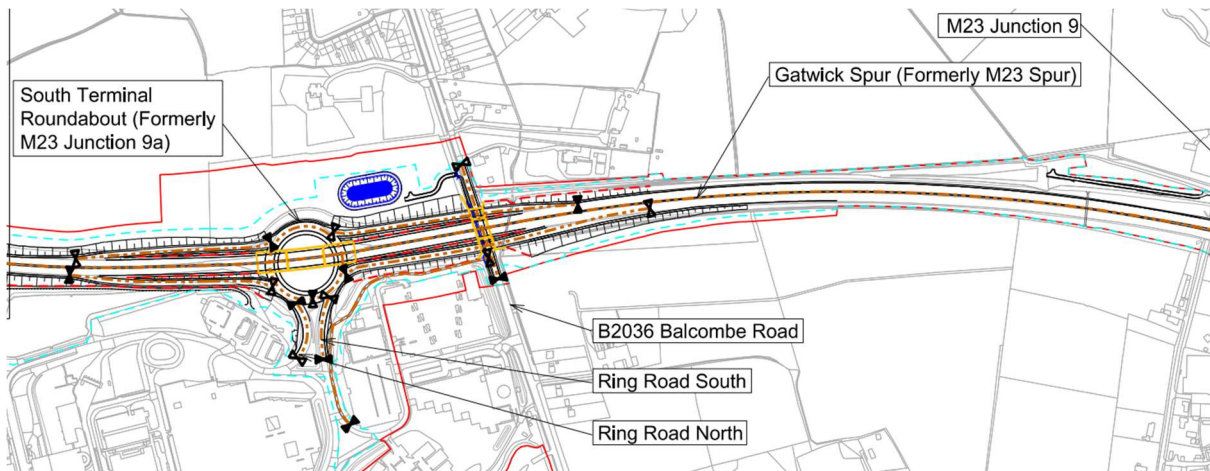
1.6. Having regard to Policy HOR9 SCCaL commissioned a masterplan assessing the capacity for employment space at Bayhorne Farm. The layout plan below shows the access arrangements that must be put in place in order to mitigate against the impact of the Project on SCCaL’s ownership and the wider site allocation.

Masterplan Diagram

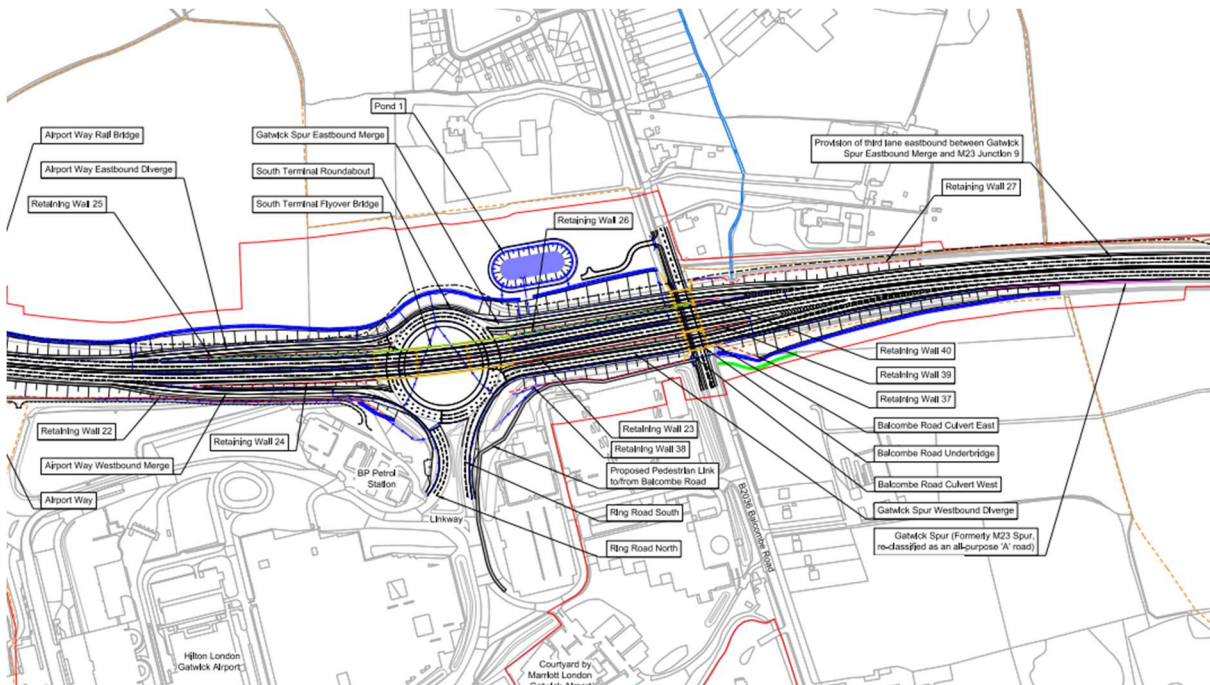


1.7. The Project will undertake both temporary and permanent re-alignment works on Airport Way to support the construction and operation of the Project. These works are set out in Work No. 35 in Schedule 1 of the draft DCO.

1.8. Surface Access Parameter Plan 41700-XX-B-LLO-GA-200101 (extract below of STR/Bayhorne Farm) sets out the proposed layout for approval. This layout should not be approved without inclusion of the mitigation requested by SCCaL.



1.9. Further detail of the new layout arrangements are set out in the Surface Access Highway Plan 41700-XX-B-LLO-GA-200153 – (extracted below) and which should not be approved without further amendments reflecting the mitigation required.



1.10. At paragraph 8.3.8 “South Terminal Roundabout Contractors Compound” in the Design and Access Statement (Volume 5), the proposed temporary works to take

access from STR and form a temporary access road into the compound are shown – an extract of the proposed layout is shown below:



Figure 67. Overall Site Plan - South Terminal Roundabout

- 1.11. The above temporary and permanent works shown in the above surface access arrangement plans are set out in detail in Work No. 35 in the draft DCO. SCCaL considers that the mitigation necessary to meet its concerns would include amendments to these plans and Work No. 35 is amended to enable a permanent access arrangement to be included within the DCO into Bayhorne Farm as part of the Project. The ExA is asked to require the Applicant to work up proposals in consultation with the SCCaL at the earliest opportunity, so that if a change request is needed, it can be accommodated within the examination timetable.
- 1.12. Given the realignment works and temporary access arrangements these could be amended without significant additional cost or time delays to the Project and put in place the required mitigation to protect the future viability of Bayhorne Farm.
- 1.13. The Project will introduce a fly-over and a new signalised roundabout under the fly-over. It is envisaged that development at Bayhorne Farm will result in additional traffic when compared to the Project site. While the fly-over will provide additional capacity, the increase in traffic associated with the Project will require access for the Bayhorne Farm to be increased in lanes and also signalised.
- 1.14. In order to mitigate the impact of the Project on development at Bayhorne Farm, SCCaL asks:
- 1.14.1. Work No.35 is amended to ensure a permanent access from STR, “the Bayhorne Farm Access Road”, into Bayhorne Farm is included, if necessary, by way of a change request;
 - 1.14.2. The relevant surface arrangement plans and other plans and application documents are amended to show the permanent access on a new alignment and that the new alignment is agreed in advance with SCCaL prior to issue;
 - 1.14.3. The freehold interest in the Bayhorne Farm Access Road, once completed, is transferred to SSCaL at nil premium;

1.14.4. No rights or restrictions are created over the Bayhorne Farm Access Road or adjoining access road(s) which will impede or prevent development at Bayhorne Farm.

1.15. SCCaL are in the process of undertaking a detailed review of the Project's wider impacts on the local highway network. There are several other potential junctions where the Project will create highway constraints and this will impact on development at Bayhorne Farm. These are considered secondary to the principal requirement for mitigation as set out herein, but it may become necessary to seek mitigations at those junctions as scheme review develops.