

DCO comment submission ahead of deadline of 7th August submitted via DCO website

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Dear Inspector

Response on Behalf of Jersey Farm for DCO process of safeguarding in regard to GAL GEN2.1 in REP7-083

Further to our registration as an interested party to the DCO proceedings, my clients Windsor Developments/Ardmore Ltd have been monitoring the examination proceedings.

Whilst we have not commented before, we are aware that GAL have directly responded to ExQ1 GEN.1.5 in their representation REP7-083. In this representation as a response to your question, they state that the release of safeguarded land for the potential second runway to the south of the Airport would be contrary to Government Policy as set out in the Aviation Policy Framework (APF) 2013 (para 5.8 and 5.9), Aviation 2050 Dec 2018 (para 3.66) and the National Planning Policy Framework (NPPF) 2023 (para 110) and in their response they state that safeguarding should remain in the “national interest”.

For context, our clients own land, know to the LPA as “Land at Jersey Farm”, which they are promoting for a strategic employment site, which is located to the North of the Borough and immediately adjacent to Manor Royal, the towns largest Main Employment Area.

Our client has made continual representations to GAL, CBC and Central Government in regarding to their consultations on Aviation strategy in regard to safeguarding at Gatwick, and the relevant para 3.66 of Aviation 2050 which refers to the NPPF seeking to protect where there is robust evidence, sites, and routes.

The inspectors ExQ1 asks if *“Given the publication of the ANPS in June 2018 and the proposals within the Northern Runway Project (NRP) for development up to 2047, is there still a need to safeguard land for a second runway to the south of the Airport?”*

In line with our clients previous representations both the Crawley Borough Council Local Plan Review (LPR), and comments on the Draft Aviation Strategy 2050, our clients Windsor Developments Ltd/Ardmore Ltd maintain that safeguarding and the evidence behind it is not robust, and therefore there is no need for GAL to continue to safeguard land for a Southern Runway, especially whilst seeking consent under the DCO process for the Northern Runway.

Our clients have continued to consistently challenge GAL and CBC that local plan policies which retain safeguarding under Policy GAT2 are unsound, in principle and extent, and believe that the policy framework is unjustified, ineffective, and inconsistent with national NPPF policy.

Whilst the initial response from the CBC Local Plan Inspectors, following their Local Plan Examination earlier this year, indicates support for the retention of safeguarding, the plan is yet to be adopted and no Inspectors Report has been published.

Their initial findings for the CBC Examination on the Local Plan Review also state that *“10. If ongoing processes on national aviation policy do not reach a positive conclusion that additional widespaced runway provision at Gatwick Airport is needed, then we agree with the Borough Council that this would trigger a plan review”*.

Our clients throughout the CBC Examination Process reiterated their agreement with CBCs previous iterations of the LPR which included an Area of Search for an Area Action Plan (AAP) that looked to allocate potential Strategic Employment Locations (SEL) on safeguarded land, and sought to lift this constraint to development, which has constrained economic growth in the region for many decades.

Our Local plan representations argued that the principle and extent of safeguarding is outdated and GAL themselves, by seeking the Northern Runway under the DCO process, effectively demonstrate that any additional aviation growth can be achieved on land within the current airport boundary.

Our clients supported this approach that contemplated this positive change in delivery and growth through the Northern Runway Scheme, but are frustrated with GALs continued defence of the extent of safeguard, despite it being based on outdated central government policy and does not reflect the Airports Commission's finding that endorses an additional runway at Heathrow instead of Gatwick, nor does it reflect any amendment or robust evidence given their own plans for Growth through the Northern Runway.

Whilst the trigger for an additional Local Plan Review appears yet again to be endorsed by the Local Plan Inspectors initial findings for the Local Plan Review, we continue to contest that this policy approach relies on outdated (2013) and "rolled over" evidence that does not reflect the opportunities being proposed by GAL, under the promoted Development Consent Order (DCO) for the Northern Runway.

We argue that relying on an outdated 2013 Aviation Strategy as robust evidence does not align with the National Planning Policy Framework para 106 (c) which states that:

"Planning policies should:

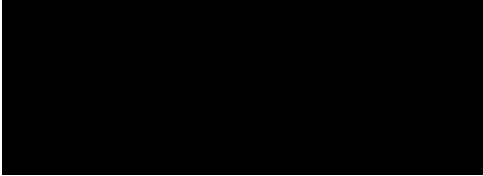
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

Therefore, the application for consent through the DCO process for the Northern Runway Project (NRP) should be a material consideration in the wider aviation strategy and its ability to be seen as a robust and up to date evidence base, and as a result safeguarding in its current extent should be removed. It is not as GAL state "*in the national interest*" to maintain safeguarding, to the South, when they are actively pursuing aviation growth on their Northern Runway.

We are grateful for the opportunity to comment as part of this DCO and seek reassurance that given the promotion of the DCO and Northern Runway that the Inspectors carefully consider if GALs response under ExQ1 GEN.1.5 is robust and if safeguarding is necessary given the publication of the ANPS in June 2018 and the proposals within the NRP itself.

Our clients therefore request that with the DCO seeking development up to 2047, that there is no need to continue to safeguard land within the Local Planning Framework, for a second runway to the south of the Airport. We look forward to hearing from the Inspectors following completion of the DCO process.

Yours sincerely



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