



Horsham  
District  
Council

# Horsham District Council's Closing Statement

Gatwick Airport Northern Runway Project

*Planning Inspectorate's Reference: TR020005*

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# GATWICK NORTHERN RUNWAY DCO EXAMINATION

## HORSHAM DISTRICT COUNCIL'S CLOSING STATEMENT

- 1.1 This statement has been prepared by Horsham District Council (“the Council”) to summarise its closing position in respect of the application made by Gatwick Airport Ltd (“the Applicant”) for a Development Consent Order (“DCO”) for the Northern Runway Project (“the Project”). Horsham District Council is part of the group of Joint Local Authorities (“JLAs”) and has made submissions together with the other JLAs throughout the DCO examination, as part of the Legal Partnership Authorities (“LPAs”) in relation to legal obligation/agreements matters, and as one of the West Sussex Local Authorities.
- 1.2 The Council recognises the significant contribution the Airport makes to the local economy, and to the Gatwick Diamond Area. At the start of the examination, in its Relevant Representation [[RR-1742](#)], the Council made clear that it has an agreed position to oppose additional runway capacity. The Council carried a Notice of Motion on 11 October 2023 to re-confirm a long-standing position on this issue in the light of the expansion proposals. The motion highlighted concerns that expansion would be damaging to the environment, including impacts on noise, pollution and biodiversity as well as to the Council’s climate and carbon reduction aims and that the Council does not believe the existing infrastructure, particularly road and rail, is adequate for the Airport’s needs.
- 1.3 Notwithstanding this position, the Council has worked positively and proactively to engage with the Applicant and with the examination, both standalone and in partnership with the other authorities, to ensure that should the DCO be made the Project has the least detrimental impact possible in the circumstances and that the economic benefits of the Project can be fully secured for Horsham District.
- 1.4 The Council has engaged with the Joint Local Authorities in the draft of the JLA’s Closing Statement and fully endorses the position contained in that document in respect of the approach to key matters of principal, compliance with policy, need and demand and the inadequacies of the Applicant’s position in relation to noise, surface access, air quality, and climate change and greenhouse gas emissions. It continues to advocate, alongside the other JLAs, on the need for Environmentally Managed Growth (“EMG”) as a necessary control mechanism. In the event that the Examining Authority considers it appropriate to recommend that the DCO should be approved, or that the Secretary of State is minded to make the DCO, the measures and controls put forward by the Council and the other JLAs throughout the examination, and summarised in the Joint Local Authorities Closing Statement, represent the minimum package of controls and mitigation that should be required of the Applicant.
- 1.5 While there have been a number of issues which, through discussion, the Council and the Applicant have been able to reach agreement on, the package of mitigation on offer by the Applicant, and the proposal for EMG in order to manage the Airport’s impacts on local communities and businesses, do not assuage the Council’s concern that expansion at the airport would have too damaging an impact on Horsham District and on the wider environment.
- 1.6 Notwithstanding the suggestions for additional measures put forward by the JLAs to address the Project’s impacts, the Council continues to have wider concerns, which are beyond the scope of the current examination, in relation to the scale of investment and the environmental mitigation necessary to make expansion at the airport acceptable. However, if the ExA and SoS were minded to grant consent a DCO should be made in a form which incorporates the amendments put forward by the JLAs in [REP8-163](#), together with the refinements submitted at Deadline 9, which include additional measures to control and regulate the impacts of the NRP.