



24 February 2025

Secretary of State for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

FAO: Transport Infrastructure Planning Unit

Dear Sir / Madam

Application by Gatwick Airport Limited for Development Consent for the Proposed Gatwick Airport Northern Runway Project

We write further to the examination of Gatwick Airport Limited's (GAL's) application for an order granting development consent (the 'DCO application') for the Gatwick Northern Runway Project (the 'Project') under the Planning Act 2008 ('PA 2008').

Airport Industrial Property Unit Trust (AIPUT) is a limited partner in the Airport Industrial Limited Partnership, the General Partner of which is Airport Industrial GP Limited (AIGPL). AIGPL, together with its wholly owned subsidiary Airport Industrial Nominees Limited (AINL), own land which is directly affected by the Project. Specifically, AIGPL and AINL own the leasehold of a site known as Viking House, part of which (Plots 6/733, 6/734, 6/736, 6/737 and 6/740) is proposed to be subject to compulsory acquisition powers under the DCO. AIGPL and AINL also have interests in land, in the nature of rights of access over airport roads and rights of access to use service media over several hundred plots within the airport campus, which are subject to proposed compulsory acquisition and temporary possession power under the DCO. Tritax Management LLP are the fund and asset managers of AIPUT.

AIPUT, AIGPL and AINL participated as an interested party in the examination of the DCO application, grouped under the name 'AIPUT'. AIPUT submitted a detailed written representation (REP1-165) at Deadline 1. This included an objection to GAL's proposals to permanently acquire part of the Viking House site, on the basis that the proposed powers had not been properly justified in accordance with section 122 of the PA 2008 and relevant guidance. AIPUT considered that GAL had not adequately explained why temporary possession or a lesser type of right was not sufficient. AIPUT's written representation also made clear its opposition to the compulsory acquisition of its existing rights of access and rights to use service media across several hundred on-airport plots, for which no rationale had been advanced. AIPUT also expressed concerns about the practical impacts of the Project on the ongoing use of Viking House and highlighted the importance of maintaining access arrangements.

AIPUT made further representations to the Examining Authority at Deadline 2 (REP2-069), Deadline 3 (REP3-152, REP3-153, REP3-154), Deadline 4 (REP4-085, REP4-086, REP4-087), Deadline 5 (REP5-118), Deadline 6 (REP6-117, REP6-118), Deadline 7 (REP7-121, REP7-122), Deadline 8 (REP8-136), Deadline 9 (REP-176) and Deadline 10 (REP10-034). These further representations, amongst other things, updated the Examining Authority on the status of negotiations between AIPUT and GAL in relation to a legal agreement to address AIPUT's concerns about the land acquisition proposals and impacts on the ongoing use of the Viking House site.

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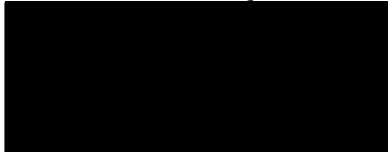
WHERE PROGRESS LIVES

AIPUT's final submission at Deadline 10 (REP10-034) stated as follows:

"This submission is made by AIPUT to update the Examining Authority on the status of discussions between AIPUT and Gatwick Airport Limited (GAL) in relation to a commercial agreement for the acquisition and use of part of the leasehold land at Viking House for the purpose of the Northern Runway Project. AIPUT confirms that Heads of Terms for an agreement between GAL, AIPUT and the occupier are very close to being signed. The Heads of Terms provide for the completion of legally binding Option Agreement between the parties within 8 weeks following the close of the Examination, at which point AIPUT has agreed that it will write to the Secretary of State confirming withdrawal of its objection and representations to the DCO application. The parties are working collaboratively towards that goal. However, if the Option Agreement is not completed within that timescale, AIPUT reserves its right to make further representations to the Secretary of State in relation to the proposed compulsory acquisition of its land interests and to ensure that the concerns it has raised through the examination are addressed through the DCO."

Following the close of the examination, AIPUT sought to engage with GAL with a view to completing an option agreement within the 8-week period specified in the agreed heads of terms. This timescale was not met and regrettably AIPUT has had to continue to chase GAL and its advisors for responses on numerous occasions. Whilst progress has been made more recently with the parties close to reaching agreed terms, the option agreement has still not been completed as at the date of this letter. Accordingly, AIPUT has no choice but to notify the Secretary of State that it maintains its objection to the compulsory acquisition of its land and rights in land for the reasons set out in its written representations and subsequent submissions.

Yours sincerely

A large black rectangular box redacting the signature of the Senior Asset Manager.

Senior Asset Manager