



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 19.8.1: Public Rights of Way Management Strategy

Book 5

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1 Introduction

1.1 General

- 1.1.1 This document forms Appendix 19.8.1 of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of Gatwick Airport's existing runways and infrastructure (referred to within This document as 'the Project').
- 1.1.2 This Public Rights of Way (PRoW) Management Strategy describes the approach to managing impacts on PRoW because of construction and operation of the Project to reduce disruption to users (as far as possible).
- 1.1.3 However, detailed PRoW implementation plans for individual PRoW would be developed prior to the commencement of construction. Detailed PRoW implementation plans would be in general alignment with the PRoW Management Strategy for the Project and subject to approval by the relevant Local Planning Authority (LPA).
- 1.1.4 Works associated with construction and operation of the Project would require the following with respect to PRoW:
- temporary stopping-up and/or diversions during the construction period to provide access to the works and safeguard PRoW users; and
 - permanent diversion/re-provision of PRoW to enable continued access.

2 Methodology

2.1 PRoW and Public Access Rights

- 2.1.1 The PRoW and access routes considered within the PRoW Management Strategy are defined as one of the following:
- Footpath: being a highway over which the public have a right of way on foot only and which is not a footway.
 - Bridleway: being a highway over which the public have a right of way on foot and on horseback or leading a horse and by pedal cycle.
 - Cycle track: being a way over which the public has the right of way by pedal cycle (with or without a right of way on foot).

2.1.2 In addition to the PRoW network, this PRoW Management Strategy recognises that Other Routes with Public Access provide additional recreational routes that may be used by all types of users, including walkers, cyclists and horse-riders.

2.1.3 Other Routes with Public Access are not shown specifically on the definitive maps as PRoW but are important in terms of public access. As such, Other Routes with Public Access have been considered in **ES Chapter 19: Agricultural Land use and Recreation** (Doc Ref. 5.1), where appropriate.

2.1.4 Plans showing the location of proposed changes to the PRoW within the Project site are shown on the **Rights of Way and Access Plans – For Approval** (Doc Ref. 4.6). In addition, the indicative PRoW and National Cycle Route 21 (NCR21) temporary and permanent diversion routes are shown in Annex 1 of this document.

2.2 PRoW affected by the Project

2.2.1 PRoW mapping data has been taken from West Sussex County Council and Surrey County Council websites and is considered as a definitive record of PRoW in the study area. PRoW mapping data and the location of these routes has been verified through site visits to the Project site and surrounding PRoW network undertaken between 2019 and 2022.

2.2.2 A Land Based Technical Working Group, which includes the Local Planning Authorities has helped to collect and check evidence and discuss options with individuals and organisations with local knowledge and expertise to inform this PRoW Management strategy.

3 Locations of PRoW

3.1 PRoW locations and descriptions

3.1.1 The PRoWs likely to be affected during construction and operation of the Project are described in Table 3.1.1 below. The location of PRoW in relation to the Project site are presented in Annex 1 of this document.

Table 3.1.1: PRoW Locations and Descriptions

Reference Number	Type	Location and Description
Surrey 368	Footpath – West Sussex Border Path	Long Distance walk, running generally east to west through the study area. This section links Peeks Brook Lane to Surrey Footpath 367.
Surrey 367	Footpath – West Sussex Border Path	Long Distance walk, running generally east to west through the study area. This section links Surrey Footpath 367 to Balcombe Road B2036.
Surrey 362a	Footpath – West Sussex Border Path	Long Distance walk, running generally east to west through the study area. This section links Balcombe Road to The Crescent to the west of the London to Brighton Railway Line. Also links to Surrey Footpaths 360 and 355a.
Surrey 360	Footpath	To the east of the railway line, Footpath 360 runs southwards to the county boundary to the north of Airport Way. Links to Surrey Footpath 362a and West Sussex Footpath 360sy.
Surrey 355a	Footpath	West of the B2036, the Sussex Border Path runs along the alignment of Horley Footpath 362a to the north of the Project site boundary and then crosses over the railway line and south along Horley Footpath 355a to the county boundary.
Surrey 574	Footpath	To the northeast of the Longbridge Roundabout in Horley, FP574 runs northwards along the boundary of the Project site between the A23 and Church Road.
West Sussex 367Sy	Footpath	To the west of M23 Junction 9, public footpath 367Sy runs to the south of the M23 spur and then turns south outside the Project site boundary to meet Fernhill Road.
West Sussex 360Sy	Footpath	Public footpath 360Sy runs south from Airport Way to the east of the railway line and through the existing car parking areas to its junction with 359Sy/361Sy.
West Sussex 355Sy	Footpath	Public footpath 355Sy runs east-west across the railway line on a footbridge from its junction with 360Sy to its junction with the A23.
West Sussex 355_1sy Footpath	Footpath – West Sussex Border Path	Long distance path that links Surrey Footpath 355a, NCR 21 and Subways under Station Approach and London Road to join West Sussex footpath 346_2sy.
West Sussex 359Sy	Footpath	Public footpath 359Sy runs westwards from the B2036 and then southwards adjacent to the existing car parking areas to its junction with Radford Road.
West Sussex 346_2sy Footpath	Footpath – Long Distance West Sussex Border Path	To the north of the airport, the Sussex Border Path, a long-distance walk, runs generally from west to east along the alignment of public footpaths 347Sy (east of Horley Road); 346Sy (south of Charlwood Road and Povey Cross Road); and 346-2Sy and 355-1Sy (south of the A23).
West Sussex 346Sy	Footpath – Long Distance West Sussex Border Path	To the north of the airport, the Sussex Border Path, a long-distance walk, runs generally from west to east along the alignment of public footpaths 347Sy (east of Horley Road); 346Sy (south of Charlwood Road and Povey Cross Road); and 346-2Sy and 355-1Sy (south of the A23).
West Sussex 347Sy	Footpath – Long Distance West Sussex Border Path	To the north of the airport, the Sussex Border Path, a long distance walk, runs generally from west to east along the alignment of public footpaths 347Sy (east of Horley Road); 346Sy (south of Charlwood Road and Povey Cross Road); and 346-2Sy and 355-1Sy (south of the A23).
West Sussex 346_1sy	Footpath	Footpath link from Charlwood Road to the Sussex Border Path 346Sy.
NCR21	Cycle route	NCR21 runs south from Greenwich out of London through Lewisham (the Waterlink Way) to Crawley, and then via East Grinstead and Eridge to Heathfield and Eastbourne. From Crawley it runs northwards between the A23 London Road and the railway line as a traffic free route to the east of the main airport campus. It then follows the alignment of the Gatwick Stream, crossing Airport Way to the north of the airport via a subway which exits in Riverside Park in Horley. NCR21 continues to follow the Gatwick Stream within the northern area of the park, becoming an on-road route between Riverside and Crescent Way.

4 Management Measures

4.1 Overarching Considerations

4.1.1 The aim of the PRow Management Strategy is to seek to retain access within the existing PRow for the public during construction and operational of the Project. However, where this has not been possible, necessary temporary and permanent diversions have been identified as part of this PRow Management Strategy.

4.2 Signage and Information during Construction

4.2.1 At all points where PRows intersect or cross the Project site, appropriate signage would be erected by the contractor on behalf of GAL to advise of planned works and dates of any planned closures.

4.2.2 Signage would also provide information on any alternative routes/diversions and new routes (where applicable). The location and details of these signs would be discussed and agreed with the LPAs as part of the detailed PRow implementation plan process.

4.2.3 A period of at least seven days' notice of any PRow temporary closure would be provided to the LPAs, and if relevant, Land Agents and/or Persons with Interest in Land. Similarly a separate notification would be provided when the temporary closure/diversion has ended.

4.3 Safety fencing and Signage

4.3.1 Where necessary, suitable fencing would be erected by the contractor to form safe corridors for users of PRow, especially where it is proposed to retain access in areas adjacent to construction works associated with the Project.

4.3.2 The type and size of fencing would be agreed with individual landowners (where appropriate) and relevant LPAs prior to the start of construction. The type and size of fencing would be specified within the detailed PRow implementation plans. The fencing would be inspected regularly to ensure that all fencing and signage along the PRow remain in place and that the condition of the PRow is suitable for its intended use.

4.3.3 Where construction routes adjoin a PRow or where a PRow crosses a construction access, appropriate signage would be

installed as necessary to ensure the safety of the public, road users and workforce.

4.4 Proposed PRow management of temporary diversions.

4.4.1 The proposed changes to PRow are illustrated in Annex 1 of this document. The proposed measures during the construction and operational periods are described below.

4.4.2 Construction of the Project is anticipated to lead to a variety of effects on the PRow network, ranging from increased construction traffic on (or near) PRow, through to a need to extinguish a PRow in order to enable construction to commence.

4.4.3 Where it is considered safe to do so, PRow near construction works or that adjoin roads that may be affected by works would remain open with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists and horse riders. It would be disproportionately disruptive to close PRow in this instance, particularly when works may only be taking place for short periods of time and risk to the public is likely to be low.

4.4.4 Where it is considered appropriate and safe to do so, a banks person could be used to hold users of the PRow network for short periods to allow for safe passage of construction traffic (eg where a PRow is to be used for construction access).

4.4.5 There are locations within the Project site where local management measures during construction would not be feasible and where the following actions would be required:

- temporary stopping up of a section of PRow and provision of a temporary diversion; or
- permanent stopping up of a section of PRow and provision of a permanent diversion.

4.4.6 The PRow management measures that are currently identified as likely to be required are detailed in Table 4.1.1 below.

4.4.7 However, if additional measures are identified to be necessary during the construction of the Project, due to further detailed design, including the consideration of improvements to NCR21 south of the airport, these would be agreed with the relevant LPA and landowners (where relevant) and incorporated into the detailed PRow implementation plans.

4.5 Regular Monitoring of temporary diversions.

4.5.1 Inspections of any installed temporary diversions or alternative routes would be undertaken on a regular basis, with any required remedial measures to be carried out. During construction of the Project, there would be a nominated contact identified on signs located at points along affected PRow, who can be contacted to report any concerns regarding the condition or function of the network.

4.1 Operational considerations

4.1.1 Surfaces directly affected through the temporary works together with diversion routes would be restored/be to a suitable condition post construction in accordance with the detailed PRow implementation plans. There are two diversions that will be permanent and there are three sections of PRow that will be stopped up indefinitely.

Table 4.1.1: PRow Affected and Management Measures

PRow Reference Number	Construction Works	Management Measure
Surrey 367	Construction of M23 Spur eastbound widening.	Temporary closure and diversion of Footpath 367 between Balcombe Road and junction with Footpath 368 for a period of approximately 8 weeks. A temporary diversion route would be implemented via Balcombe Road, Haroldslea Drive, Bridleway 372 and Footpath 381.
Surrey 360	Construction of the extension of the east abutment and installation of the beams to accommodate the widening of the railway bridge for the additional third lane for Airport Way westbound.	Temporary closure and diversion of Footpath 360 for a period of approximately 27 weeks and then a further 3 weeks. A temporary diversion route would be implemented via the footbridge over the railway close to The Crescent and then via West Sussex Footpath 355a and 355_1Sy and 355 Sy to the footbridge over the railway to the south of South Terminal.
Surrey 355a	Installation of new beams for widening of Airport Way westbound third lane at South Terminal Roundabout.	Temporary closure and diversion of Footpath 355a for a period of approximately 3 weeks. A temporary diversion route would be implemented via NCR21 through Riverside Garden Park and the Millennium Path along the Crescent.
West Sussex 367Sy	Construction of embankment south of M23 Spur east of Balcombe Road.	Permanent stopping up and diversion of section of Footpath 367Sy to the south of current alignment.
West Sussex 360Sy	Construction of the extension of the east abutment and installation of the beams to accommodate the widening of the railway bridge for the additional third lane for Airport Way westbound.	Temporary closure and diversion of Footpath 360Sy for a period of approximately 27 weeks and then a further 3 weeks. A temporary diversion route would be implemented via the footbridge over the railway to the south of South Terminal and then via West Sussex Footpath 355Sy, 355_1Sy and West Sussex Footpath 355a to the railway bridge close to The Crescent.
West Sussex 355Sy	Installation of new beams for widening of Airport Way westbound third lane at South Terminal Roundabout.	Temporary closure and diversion of 355Sy for a period of approximately 3 weeks. A temporary diversion route would be implemented via NCR 21 through Riverside Garden Park and the Millennium Path along the Crescent
West Sussex 355_1sy Footpath	Installation of new beams for widening of Airport Way westbound third lane at South Terminal Roundabout.	Temporary closure of 355_1Sy for a period of approximately 3 weeks. A temporary diversion route would be implemented via NCR21 through Riverside Garden Park and the Millennium Path along the Crescent
West Sussex 346_2Sy	Construction of A23 Northbound third lane and A23 London Road bridge replacement	Temporary closure and diversion of the section of 346_2Sy between the River Mole and North Terminal Roundabout. A temporary diversion route would be implemented to the west and south of Car Park Y to rejoin the Sussex Border Path at North Terminal Roundabout.
West Sussex 346_2Sy Footpath	Construction of A23 Northbound third lane and A23 London Road bridge replacement	Permanent stopping up and diversion of section of 346_2Sy to the north of Car Park Y close to its existing alignment to rejoin existing route of this section of the Sussex Border Path at North Terminal Roundabout.
West Sussex 346_2Sy	Construction of the Active Travel shared use path east from North Terminal Roundabout to South Terminal.	Permanent stopping up of this section of footpath 346_2Sy. This section would remain as part of the promoted Sussex Border Path route, but the classification of the section of footpath would be removed and replaced by the shared use Active Travel cyclist and pedestrian route along this section of highway.
NCR21	Extension of the A23 underpass to accommodate the widening of the embankment between the railway bridge and Airport Way bridge	The temporary closure and diversion of a section of NCR 21 for a period of approximately 12 weeks. From south to north the temporary diversion would run from the junction with the Sussex Border Path (section 355/1Sy) to the south of Airport Way and head north along the route of the Sussex Border path (Surrey section 355a) to the pedestrian bridge over the railway. From here, cyclists would head west towards The Crescent and then proceed northwest along The Crescent to rejoin the NCR 21 close to the entrance to Riverside Garden Park.

5 Glossary

5.1 Glossary of Terms

Table 5.1.1: Glossary

Term	Description
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
LPA	Local Planning Authority
NCR	National Cycle Route
PRoW	Public Right of Way

Annex 1

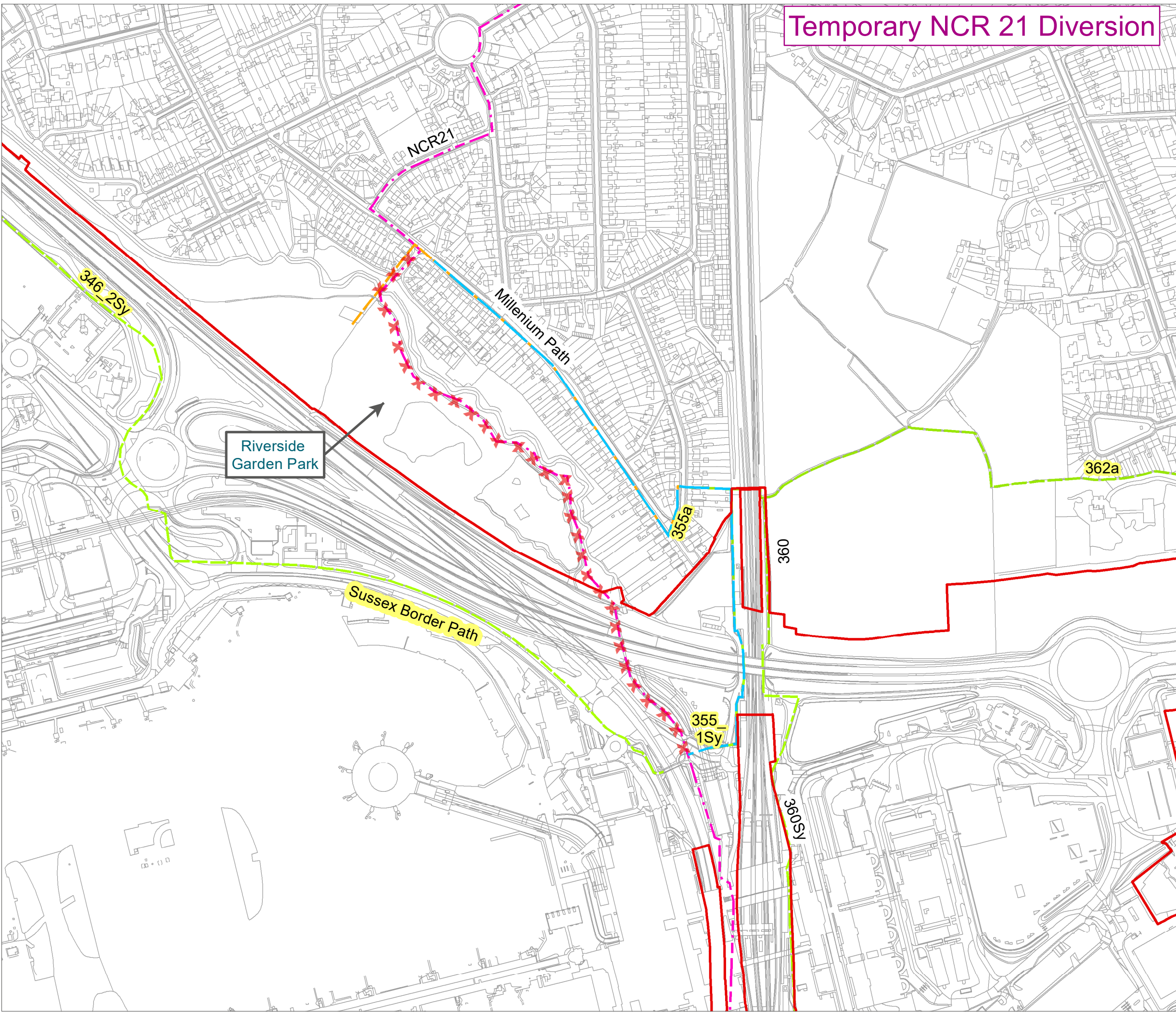
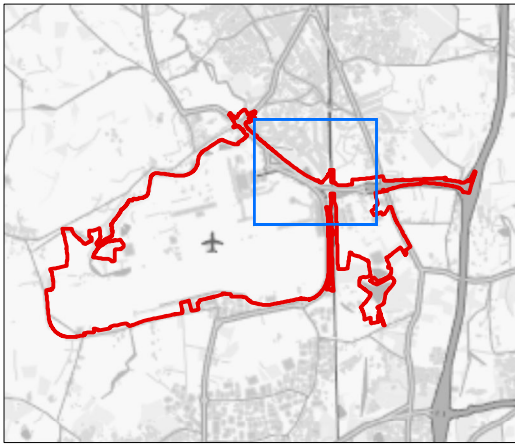
PRoW Temporary and Permanent Stopping up and Diversion Plans

Temporary NCR 21 Diversion



- KEY**
- Project Site Boundary
 - Footpath
 - Other route
 - National Cycle Route 21 (NCR21)
- Indicative Footpath Diversions**
- Temporary NCR 21 Diversion
 - x x x Temporary Closure of Route

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.



DOCUMENT
Environmental Statement

DRAWING TITLE
Indicative Public Rights of Way and National Cycle Route 21 Temporary Diversion Routes

DATE
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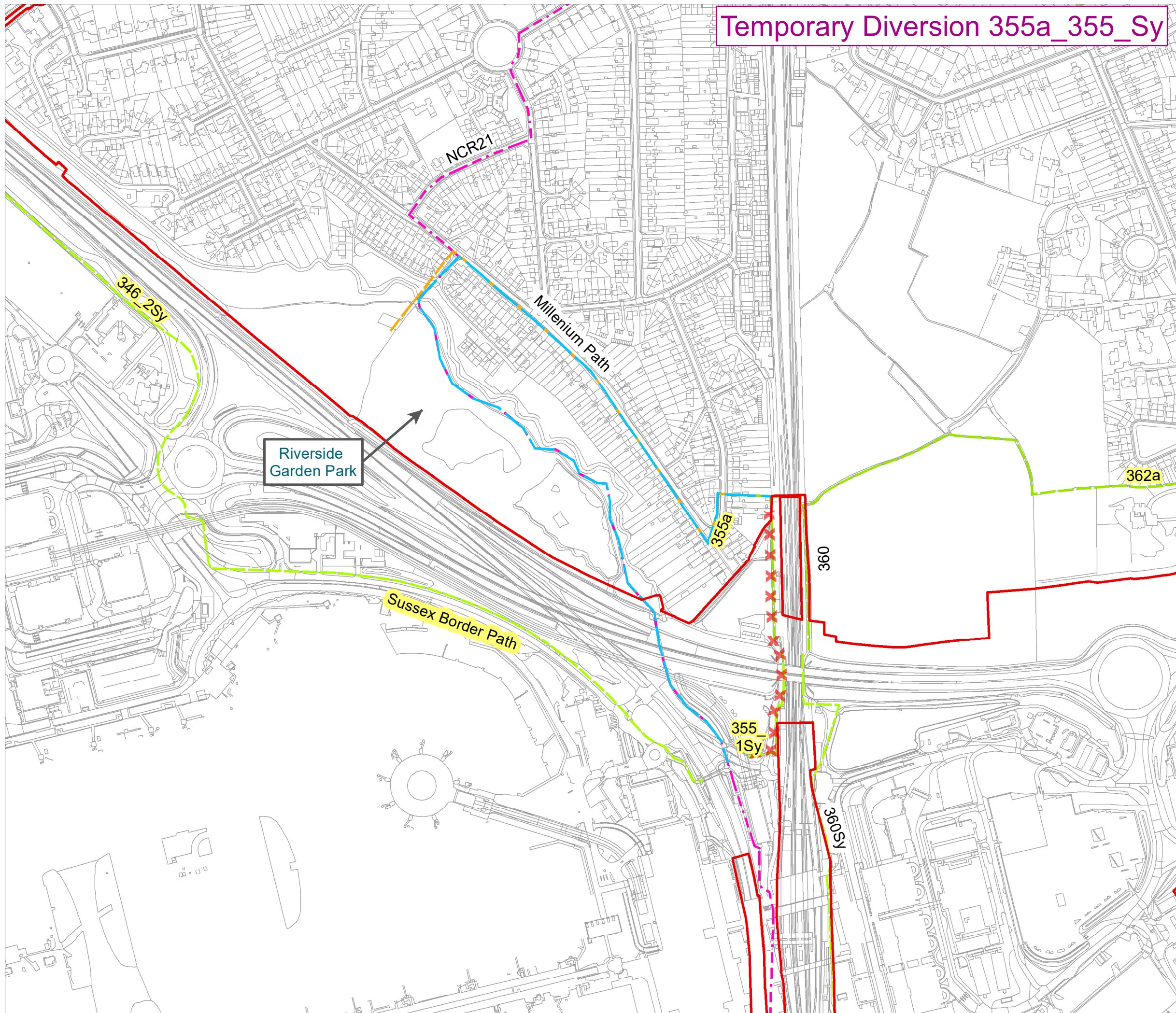
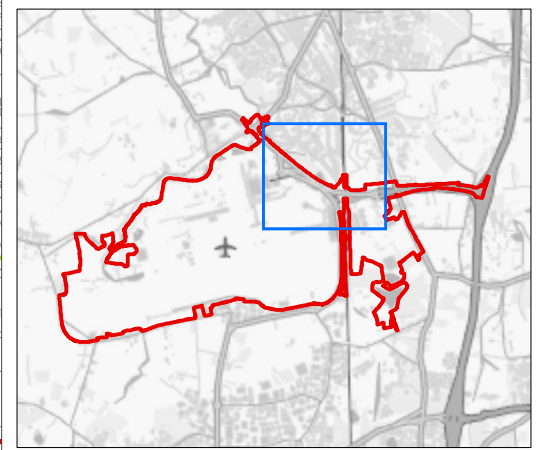
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Temporary Diversion 355a_355_Sy



- KEY**
- Project Site Boundary
 - Footpath
 - Other route
 - National Cycle Route 21 (NCR21)
- Indicative Footpath Diversions**
- Temporary Diversion 355a_355_Sy
 - x x x Temporary Closure of Route

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.

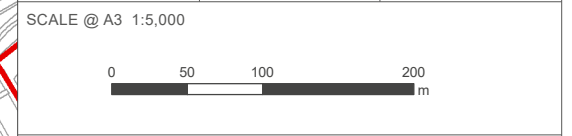


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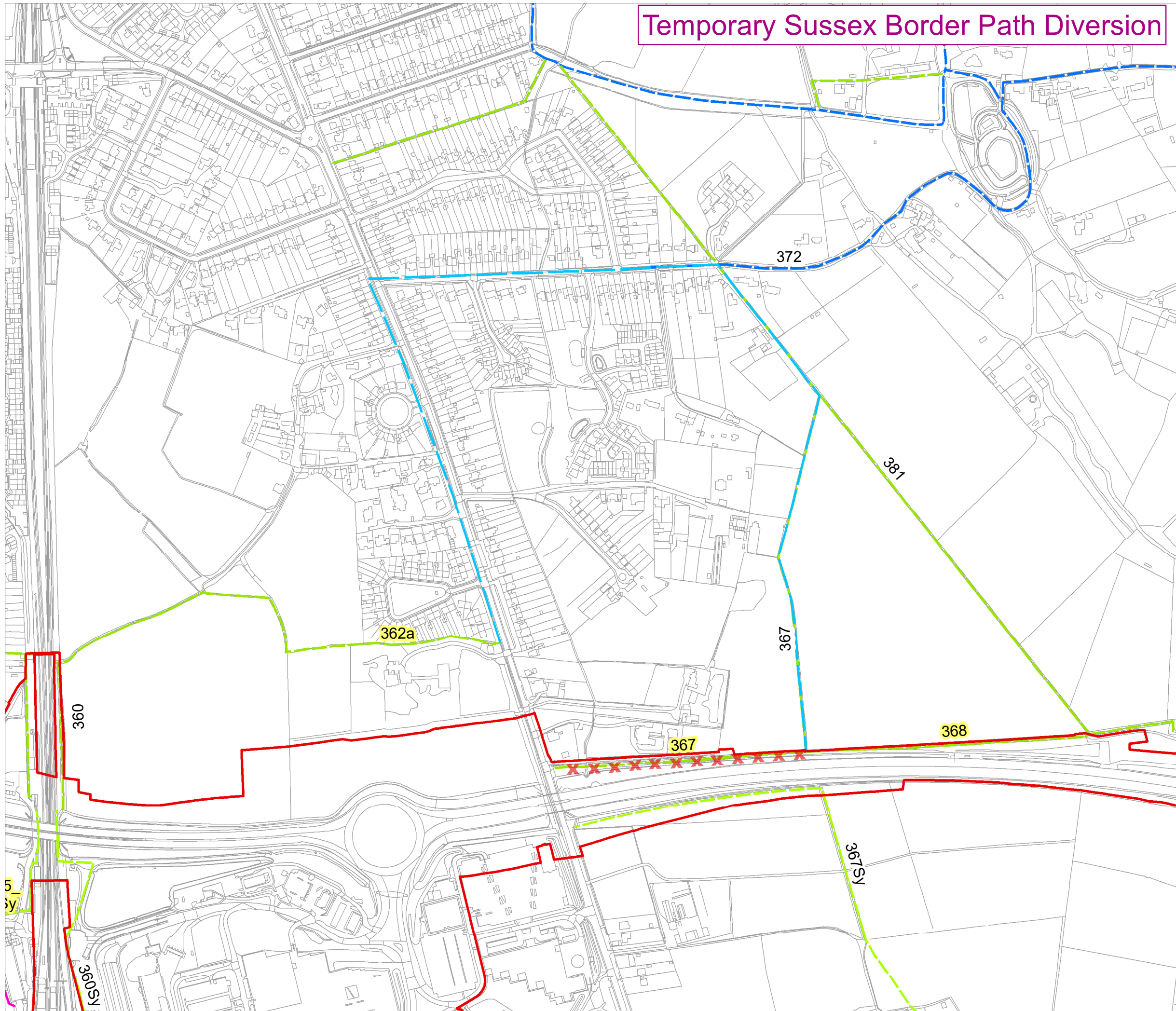
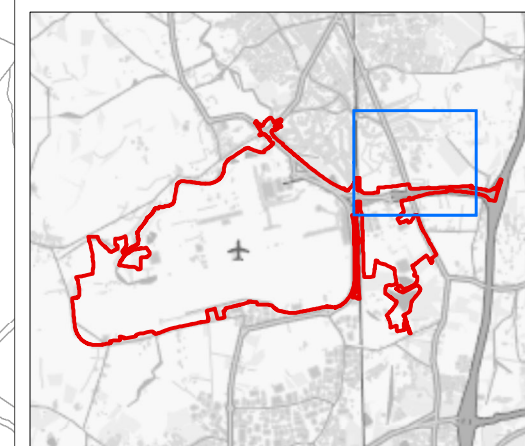
Temporary Sussex Border Path Diversion



KEY

- Project Site Boundary
- Bridleway
- Footpath
- Other route
- National Cycle Route 21 (NCR21)
- Indicative Footpath Diversions
- Temporary Sussex Border Path Diversion
- x x x Temporary Closure of Route

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.



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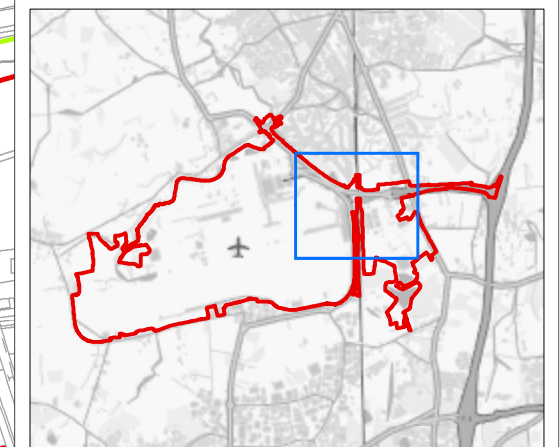
Temporary Diversion 360_360y



KEY

- Project Site Boundary
- Footpath
- Other route
- National Cycle Route 21 (NCR21)
- Indicative Footpath Diversions**
- Temporary Diversion 360_360y
- x x x Temporary Closure of Route

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.



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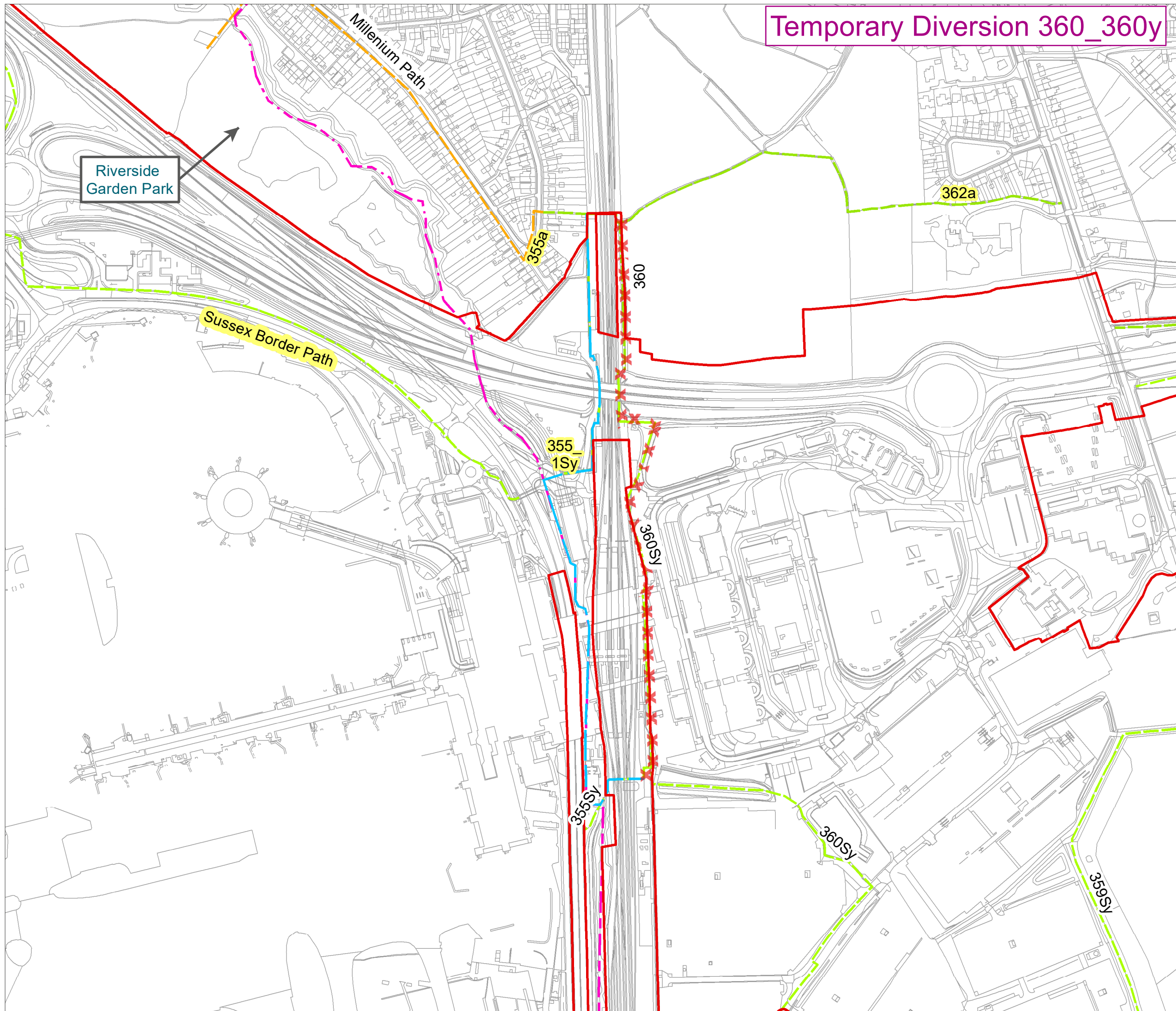
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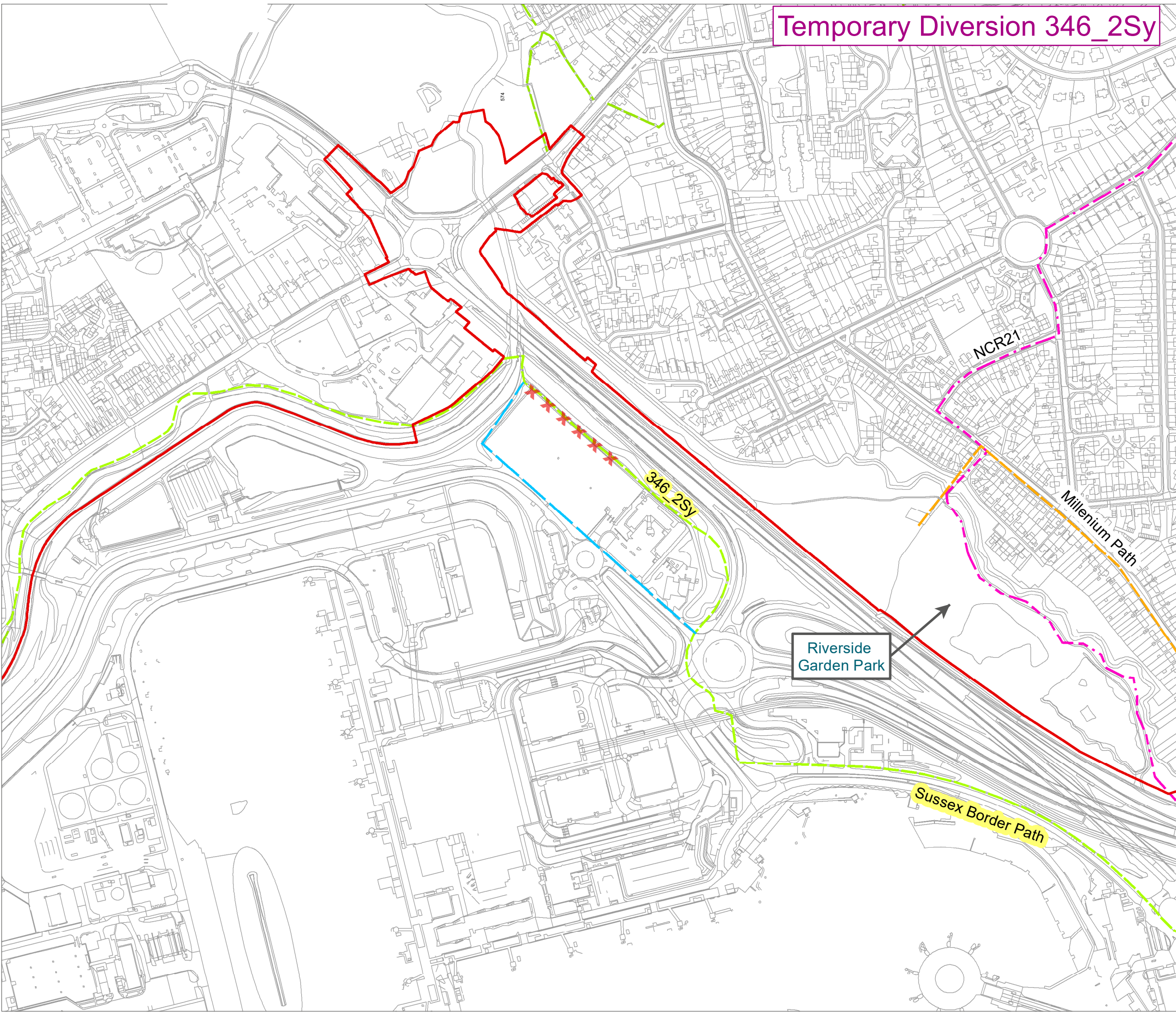


Temporary Diversion 346_2Sy



- KEY**
- Project Site Boundary
 - Footpath
 - Other route
 - National Cycle Route 21 (NCR21)
- Indicative Footpath Diversions**
- Temporary Diversion 346_2Sy
 - x x x Temporary Closure of Route

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.

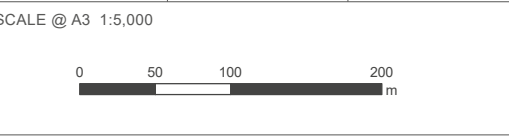


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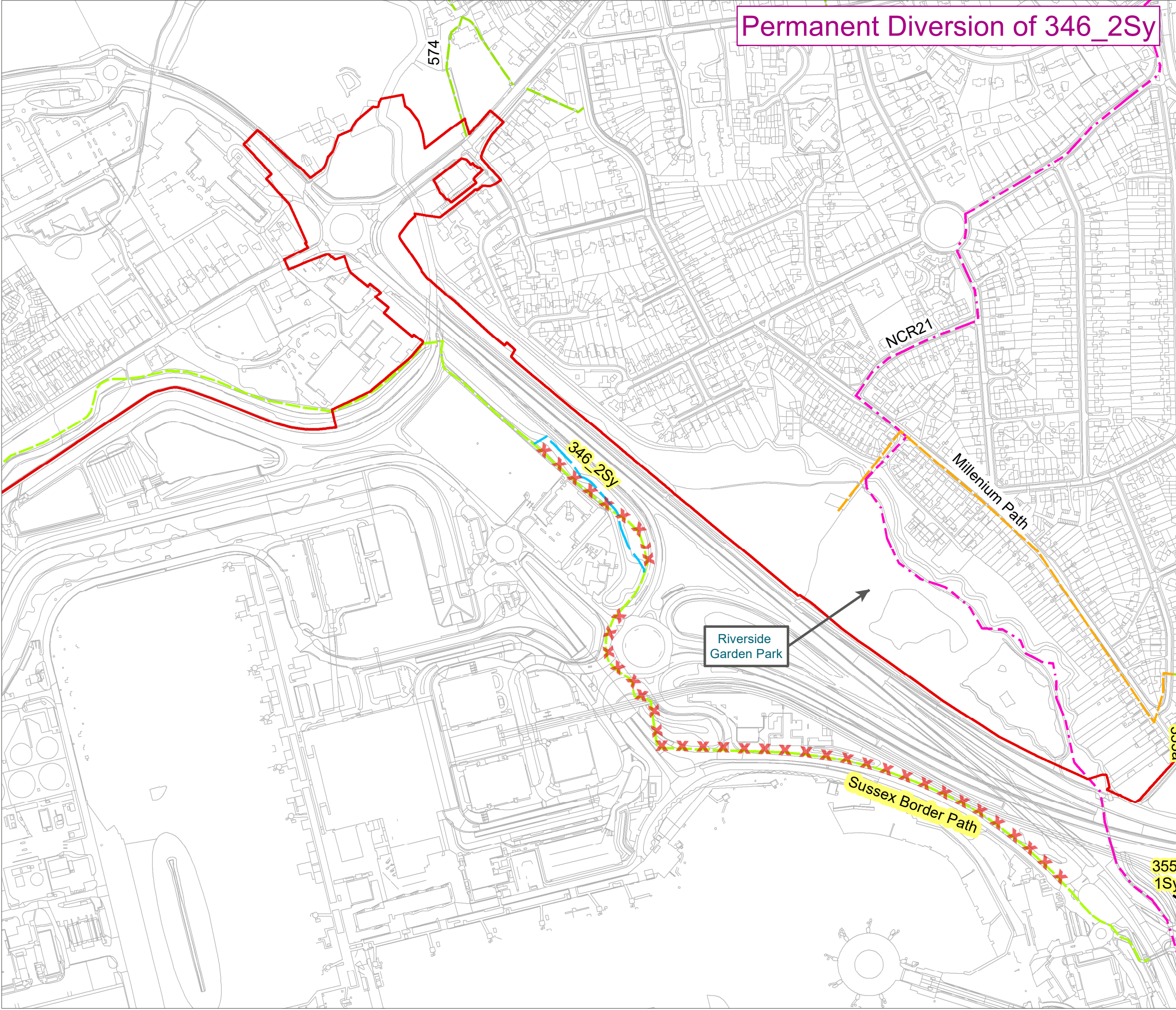
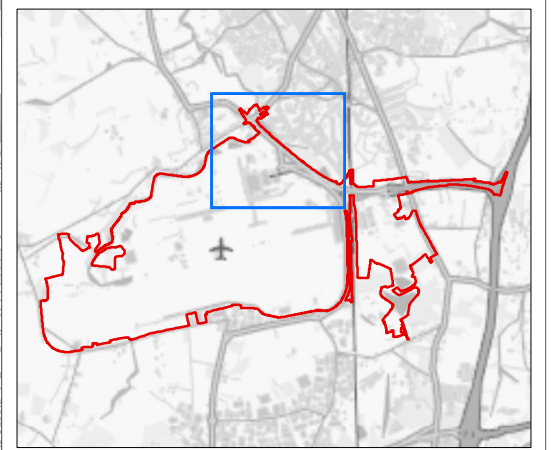
Permanent Diversion of 346_2Sy



- KEY**
- Footpath
 - Other route
 - National Cycle Route 21 (NCR21)
 - Permanent Diversion of 346_2Sy
 - xxx Permanent Stopping Up and Diversion of 346_2sy

Sussex Border Path promoted route retained

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.

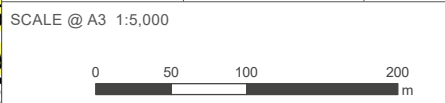


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Permanent Diversion of 367_Sy

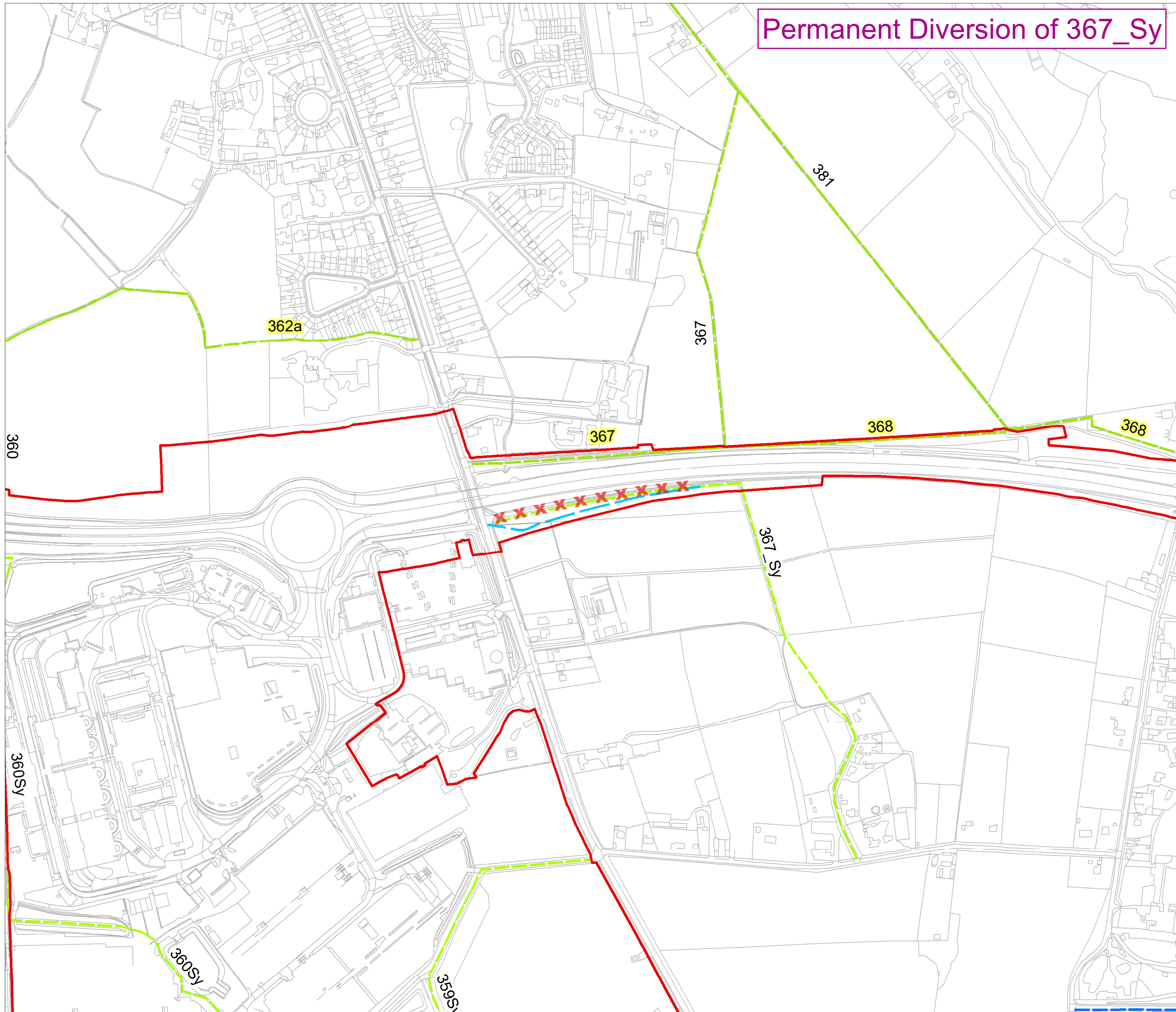
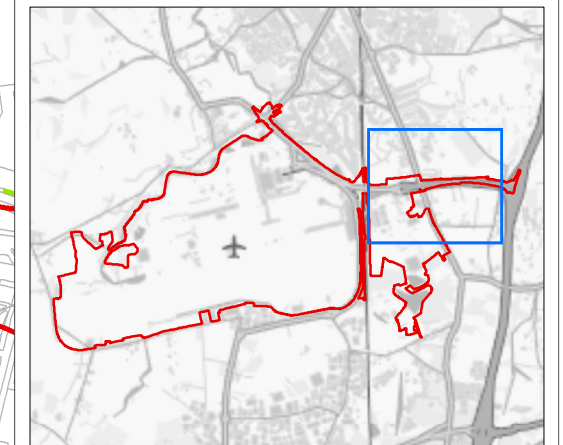


KEY

- Footpath
- Other route
- National Cycle Route 21 (NCR21)
- Permanent Diversion of 367_Sy
- xxx Permanent Closure of Route

Sussex Border Path promoted route retained

Sussex Border Path - footpath numbers highlighted in yellow form part of this route.



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