

**Gatwick Northern Runway**

**TR020005**

**Written Representation on the  
Applicants Proposal to Amend its  
Development Consent Order Application**

April 2024

Our ref: 20044834

Your ref: TR020005

Kevin Gleeson  
Lead Member of the Examining Authority  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

Peter Fisher  
Head of 3<sup>rd</sup> Party Infrastructure  
National Highways  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

Via E-Mail to:

19 April 2024

GatwickAirport@planninginspectorate.gov.uk

Dear Mr Gleeson,

**GATWICK NORTHERN RUNWAY PROJECT – WRITTEN REPRESENTATION ON THE APPLICANTS PROPOSAL TO AMEND ITS DCO APPLICATION**

This letter constitutes National Highways' Written Representation in respect to the Gatwick Airport Limited (the Applicant) proposal to amend its Development Consent Order (DCO) application.

National Highways is a statutory consultee in the planning process and is responsible for infrastructure that is directly impacted by the Applicant's proposals. National Highways has a specific obligation to deliver economic growth through the provision of a safe and reliable Strategic Road Network (SRN), in line with the provisions set out in DfT Circular 01/2022: the strategic road network and the delivery of sustainable development. The circular sets out how National Highways will work with developers to ensure that specific tests are met when promoting a scheme. This includes ensuring the transport impact is understood, any mitigation (or other infrastructure) is designed in accordance with the relevant standards and that environmental impacts are appraised and mitigated accordingly. The Applicant's proposals directly impact on infrastructure for which National Highways is responsible.

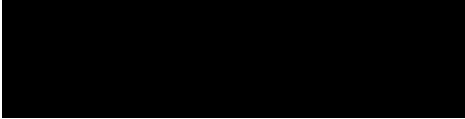
Following the Applicants full submission of material related to the proposed change to the DCO Application into the examination on the 13 February 2024, National Highways has reviewed this information and prepared this written representation to highlight any matters of concern that National Highways has in relation to the Applicant's proposed changes and shall be covered under the following headings:

- Extension to the design parameters for the North Terminal (NT) International Departure Lounge (IDL).
- Reduction in the height of the proposed replacement Central Area Recycling Enclosure (CARE) facility and change in its purpose.
- Revision to the proposed water treatment works.

This response comprises:

- This Letter
- Annex A – Written Representation
- Annex B – Table of Acronyms

Yours Sincerely,



Peter Fisher

Head of 3<sup>rd</sup> Party Infrastructure

## **Annex A – NH Written Representation on the Applicants proposed to amend its DCO Application Reference TR020005**

### **Extension to the design parameters for the North Terminal (NT) International Departure Lounge (IDL).**

National Highways has reviewed the material submitted by the Applicant and can confirm that it has no representations to make on the proposed extension to the North Terminal International Departure Lounge.

### **Reduction in the height of the proposed replacement Central Area Recycling Enclosure (CARE) facility and change in its purpose.**

National Highways has reviewed the material submitted by the Applicant and would request further clarity in regard to the number of operational movements that have been assessed and any subsequent implications on the Strategic Road Network.

With the removal of the biomass boilers, this will result in an increase in organic waste having to be transported offsite for safe disposal. In the Change Application Report **[TR020005/AS/140]** the Applicant outlines that the proposed changes would result in a negligible increase of fewer than six vehicles per day. With the Applicant's proposals forecasting to increase passenger numbers from the existing baseline of 46.6 million passengers per annum (mppa) to 80.2 mppa by 2047, National Highways anticipate that this would result in a corresponding increase in the number of vehicle movements per day to cater for the increase in waste generated. National Highways therefore requests clarification from the Applicant whether these vehicle numbers have been based upon the existing baseline figures or the 80.2 mppa by 2047 and subsequently how these increase in vehicles have been derived.

### **Revision to the proposed water treatment works.**

National Highways notes the Applicants reporting in the Change Application Report **[TR020005/AS/140]** and welcomes the implementation of a more sustainable solution being adopted by the Applicant. Whilst the Applicant has reported no change in the effects as a consequence of this change in system, National Highways requests that the Applicant provides quantifiable data that compares the effectiveness of the two proposed systems in the treatment of de-icing agents prior to discharge into the Gatwick Stream in order for National Highways to assess the operational performance of the two systems and any potential changes to downstream water quality as a consequence.

National Highways also requests that the Applicant sets out what contingency plans would be in place in the event that pollutant concentrations became too high in order to ensure

that polluted water is not discharged into Gatwick Stream which may impact downstream water quality and aquatic species.

## Annex B - Table of Acronyms

<b>Acronym</b>	<b>Description</b>
CARE	Central Area Recycling Enclosure
DCO	Development Consent Order
IDL	International Departure Lounge
mppa	Million Passengers Per Annum
NT	North Terminal
SRN	Strategic Road Network