

Gatwick Northern Runway

TR020005

National Highways Comments on any Submissions Received by Deadline 5

June 2024

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1 **Comments on any Submissions Received by Deadline 5**

This document has been prepared by National Highways to set out its position in respect to matters raised by either the Applicant or other Interested Parties as part of their Deadline 5 submissions. National Highways position has been provided in order to provide clarity to the Examining Authority on points of agreement, disagreement or where additional clarity is being sought in order to resolve the matters raised by National Highways as part of its Relevant Representation **[TR020005/RR/3222]** and Written Representation **[TR020005/REP1/088]**. These can be found in Table 1.1 below.

Table 1-1 National Highways Comments on any Submissions Received by Deadline 5

Reference	Examination Library Reference Number	Statement	National Highways Comment
5.3 Environmental Statement Appendix 5.3.2 CoCP Annex 9 - Construction Dust Management Strategy			
Section 3.1.1	REP5-020	CDMPs will be prepared prior to the construction of each planned work package for the construction of the Project to mitigate dust impacts in accordance with the measures outlined in the CoCP [REP4-007] and best practice to reduce all impacts to a negligible level. The CDMPs will be subject to approval by the relevant local planning authority prior to the commencement of the relevant works.	National Highways request where works may have a direct or indirect impact on the Strategic Road Network, that National Highways is also consulted on any Construction Dust Management Strategy. Any assessment must be in accordance with DMRB LA105
Section 3.1.4	REP5-020	The spreadsheet template will be shared with local authorities for review prior to works commencing and can be shared upon request once work has started and the sheet has been updated for each work package	National Highways requests that any assessment and reporting is in line with the requirements of DMRB LA105.
The Applicant's Response to Deadline 4 Submissions			
Section 2.2.0	REP5-072	The Applicant has received comments on its response to ExQ1 – Air Quality from the Legal Partnership Authorities [REP4-069], Mole Valley District Council [REP4-074] and National Highways [REP4-079]. Due to the volume of air quality input required for the Applicant's submission at Deadline 5, it has deferred providing a response to the substantive air quality points raised by those IPs until Deadline 6	National Highways notes the Applicant will respond to Air Quality matters at Deadline 6 and will await this information being published.
DCO.1.19 National Highways Section 2.7	REP5-072	As per National Highways' comment, these changes have been agreed and have been incorporated into version 7 of the draft DCO submitted at Deadline 5 (Doc Ref. 2.1). National Highways' requested changes have also been reflected on the respective drawings within the Parameter Plans (Doc Ref. 4.7) and the Surface Access Highways Plans – Engineering Section Drawings (Sheet 7) (Doc Ref. 4.8.2).	National Highways acknowledges the updates completed by the Applicant and can confirm this matter is resolved.
EN.1.13 Legal Partnership Authorities Section 2.8	REP5-072	Noted. Tree climbing surveys are being undertaken according to good practice guidelines (Collins 2023) for all trees identified as having bat roost potential. To date (following a first climb), no roosts have been found. A further two climbs will be undertaken on all trees that were still considered to have roosting potential following the first climb over the next six week	National Highways notes the outcome of the first survey that has been undertaken and the fact that two further climbs are to be conducted over the next six weeks. National Highways requests that the outcome of this assessment work is published as soon as practicable into the examination to allow all interested parties to review. Due to the time allocation remaining in the examination, any interim updates introduced into the examination is recommended in order to maximise the time for National Highways to review the outcomes of the survey as more detail is made available.
LV.1.5 Legal Partnership Authorities Section 2.12	REP5-072	The design of the surface access improvements has progressed from the outset with the intent to reduce environmental impacts, notably removal of vegetation within the highways corridor and impacts on land within Riverside Garden Park. This has required at several stages, the agreement with National Highways to departures from the DMRB design standards where environmental impacts of fully compliant designs were a key factor. The preliminary scheme is extremely space efficient and manages to stay largely within the existing road corridor. The scheme does require additional signage and also has to meet standards in respect of visibility splays and other safety considerations for vehicular and pedestrian users.	National Highways notes the response provided by the Applicant but would clarify that the departures referred to as agreed, are only agreed in principle. These departures will still need to go through the full and formal approval process to demonstrate that the mitigation proposed is proportionate and does not compromise the operational safety of the Strategic Road Network as outlined in National Highways Departures Manual.
Table 31 Matters Raised by National Highways, and Table 5 Matters Raised by Gatwick Area Conservation Campaign	REP5-072	The Applicant is in discussion with Network Rail and an updated position on Statement of Common Ground is being provided at Deadline 5. This issue is covered in Row 2.20.3.2 of the Statement of Common Ground	National Highways has reviewed the Statement of Common Ground between the Applicant and Network Rail [REP5-063] and note that Network Rail are continuing to review the information provided by the Applicant. National Highways will continue to monitor the outcomes of these discussions.

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Table 37 Joint Surrey Councils TT9	REP5-072	The Applicant is engaged with SCC on these matters and has held two technical meetings during May to discuss matters further. The Applicant is working through an initial review of an extended model to understand whether the concerns raised about the extent of the model warrant updated analysis.	National Highways notes that the Applicant is working with the Joint Surrey Councils on exploring an “extended” VISSIM model. National Highways would request that any updated models are introduced into the examination to determine if an extended model impacts any of the reporting into the current sensitivity test modelling.
Section 3.12 Actions Arising from Issue Specific Hearing 6 National Highways	REP5-072	<p>3.12.0 The assessment, as set out in Chapter 16 of the Environmental Statement [APP-041] sets out an assessment of the impacts arising from passenger and staff surface transport to access the airport in line with the Airports National Policy Statement. It is noted that the new NNNPS directs assessment to consider Transport Analysis Guidance Unit A3, which then directs to DMRB LA 114 Climate – however, the National Policy Statement for National Networks in place during preparation of the DCO submission (and which continues to have effect for this application) does not provide this direction.</p> <p>3.12.1 The Applicant is currently in discussion with National Highways to determine what additional information may be required in order to ascertain impacts arising from non-airport traffic and whether these are relevant to the application.</p> <p>3.12.2 For the scope and boundary of the assessment, as set out in Chapter 16, additional information on the approach taken to the consideration of Whole Life Carbon has been set out in Deadline 4 Submission –Supporting Greenhouse Gas Technical Notes [REP4-020]. This document also provides information on the assessment of Wellto-tank emissions.</p>	National Highways is continuing to discuss matters pertaining to Climate Change and Greenhouse Gas Emissions and will be summarising its principal points of concern in order for the Applicant to consider its response. We will advise the Applicant and will confirm to the Examining Authority at the next deadline.
Table 39 Article 32 and 37	REP5-072	<p>The Applicant's approach to seeking compulsory acquisition powers over the full extent of land required for the highway improvement works is justified because:</p> <ol style="list-style-type: none"> 1. The Applicant requires powers in the DCO to ensure that any unknown land rights over parcels of land required for the highway improvement works – either forming part of the widened highways or required for ongoing maintenance of the widened highways – can be overridden such that they do not hinder the use and maintenance of the highways after their completion. When the undertaker exercises temporary possession powers under the DCO, article 32(3) provides that private rights of way over areas temporarily possessed are temporarily suspended and unenforceable, but only for so long as the undertaker remains in possession of the land. Once the highway works are completed using such powers and handed to National Highways, there is a risk that unknown rights could then resume which hinder the operation and/or maintenance of the improved highways. <p>Allowing the Applicant the power to compulsorily acquire land required for the widened highways ensures that contrary rights can be extinguished using the DCO powers where required, facilitating the securing of clean title and thus ensuring the deliverability of the scheme. This is also in National Highways' interest to ensure that they ultimately receive clean title to the improved SRN. Whilst the Applicant accepts this risk is unlikely to materialise in practice, it is nonetheless an actual risk and one that needs to be mitigated against to safeguard the delivery of the scheme and is consistent with the approach to CA adopted across the project. As previously stated, to the extent possible the Applicant will only use temporary possession powers in carrying out the highway works.</p> <ol style="list-style-type: none"> 2. The Applicant has also noted the uncertainty which has come to light through the land referencing process and discussions with National Highways and the local authorities as to the extent of each authority's 	<p>National Highways maintains its position on the scope of compulsory acquisition powers sought by the Applicant as outlined in the Statement of Common Ground between Gatwick Airport Limited and National Highways [REP5-059]. The Applicant's position refers to acquisition being required in “forming part of the widened highways or required for ongoing maintenance of the widened highway”. Where land forms part of the existing SRN, and there are improvement works, there is no reason for permanent acquisition. The Applicant refers to “unknown rights” in respect of land which is subject to temporary possession only. This is an unsubstantiated concern: for land which is currently SRN (i.e., not widened, new areas), the SRN is operated safely and efficiently, with no impediments to its current use.</p> <p>The Applicant should be seeking proportionate powers which are no more than reasonably necessary. National Highways would only expect temporary powers to be used where works are within the highway boundary and no change is made to the classification. The Applicant should remove National Highways' land from the scope of permanent compulsory acquisition powers and instead take temporary powers.</p> <p>National Highways therefore maintains its position that the Applicants blanket and broad approach to compulsory acquisition is unjustified and non-compliant with the Government's guidance on compulsory acquisition.</p>

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		<p>respective land ownership. The Applicant considers it important to retain CA powers over all land required for the improved highways to ensure that, if the ownership of plots of land required for the scheme proves to be different to that currently identified by the parties (e.g. a plot of land which National Highways considers it owns proves to be in thirdparty ownership), the Applicant will be able to acquire this land and ensure the deliverability of the scheme. This is, again, also in National Highways' interest to ensure that it ultimately receives clean, complete title to the improved highway network. The draft DCO contains protective provisions for the benefit of National Highways which prevent the undertaker from exercising CA powers over the strategic road network without the consent of National Highways. The Applicant notes National Highways' residual concerns despite these provisions and is discussing with National Highways how best to address these while ensuring that the risks identified in (1) and (2) directly above are mitigated.</p>	
Surface Access Highways Plans – Structure Section Drawings – For Approval - Version 3	REP5-072	<p>Drawing 41700-XX-B-LLO-GA-200175 - For carriageway Section A - A at the proposed North Terminal Flyover bridge and drawing 41700-XX-B-LLO-GA-200178 - For the Gatwick Spur Eastbound carriageway Section C - C at the proposed Balcombe Road bridge, a VRS is provided in front of the noise barrier located within the verge. This infrastructure can be accessed for maintenance from the verge side and therefore no maintenance activities are considered to be required to the rear of the noise barrier and no edge restraint system has been proposed on the parapet edge beam as this itself would require maintenance next to the retaining wall vertical face.</p> <p>This cross-section edge detail will be subject to ongoing development through detailed design. At this stage based on the feedback received from NH, it is envisaged that the structural plinth would be relocated in line with the proposed noise barrier reducing the overall cross-section width of the Gatwick Spur Balcombe Road bridge and North Terminal Flyover bridge. This could be achieved within the scheme limits of deviation and it is proposed that this would be finalised and agreed at the detailed design stage (with an action recorded as part of SoCG discussions), noting the protective provisions in place for NH with respect to detailed design approvals.</p>	National Highways acknowledges the response by the Applicant and therefore reserves the right to engage with the Applicant during detailed design to ensure that any alterations to address this matter meet the standards and requirements of the DMRB.
4.7 Parameter Plans - For Approval Version 3			
Sheet 41700-XX-B-LLO-GA-200102	REP5-018	N/A	National Highways acknowledges that the updates to the parameter plans and associated amendments to the draft Development Consent Order [REP5-006] addresses the matter raised by National Highways in its comments on the Applicant's responses to Examining Authority Question DCO.1.19 [REP4-079]. National Highways has no further comments on the Applicant's vertical limits of deviation.
4.8.2 Surface Access Highways Plans – Engineering Section Drawings			
Sheet 41700-XX-B-LLO-GA-200168	REP5-019	N/A	National Highways acknowledges that the updates to the engineering section plans provide chainage and notation references to link this package with the updated Work Plans [REP5-018] and associated amendments to the draft Development Consent Order [REP5-006] to address the matter raised by National Highways in its comments on the Applicant's responses to Examining Authority Question DCO.1.19 [REP4-079]. National Highways has no further comments on the Applicant's vertical limits of deviation.
10.38 Appendix C - Response to Comments on the oCTMP at Deadline 4			
Section 4.1.3	REP5-021	<u>National Highways Proposed Wording</u>	National Highways welcomes the amendment which now directly refers to the strategic road network.

Reference	Examination Library Reference Number	Statement	National Highways Comment
	REP5-075	<p>Adopt smarter ways of working based on best practice that reduce construction vehicle movements, or that reduce or eliminate trips in network peak periods of 07:00 – 10:00 and 16:00 – 19:00, thus reducing pressure on the surrounding road network;</p> <p><u>Applicant's Amendments</u> Adopt smarter ways of working based on best practice that reduce construction vehicle movements, or that reduce or eliminate trips in during peak periods for traffic on the local and strategic road networks serving Gatwick Airport thus reducing pressure on the surrounding road network;</p>	
Section 5.1.4	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Further detail on these compounds, as well as construction vehicle access to each, is provided in ES Appendix 5.3.1: Buildability Report Part A (Doc Ref 5.3) and will be further detailed (to the extent necessary) in the subsequent CTMP. A submission of the CTMP must ensure and evidence that that the compounds identified reduce the traffic impacts on the Strategic Road Network so far as is reasonably practicable, and in order to ensure the safe and efficient operation of the road network. Where measures from a local highway authority are proposed as part of the pre-CTMP submission consultation in relation to the location or operation of compounds, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network. Brief details of access to each compound are included in this section, with further information on construction routes in section 6</p> <p><u>Applicant's Amendments</u> Further detail on these compounds, as well as construction vehicle access to each, is provided in ES Appendix 5.3.1: Buildability Report Part A [REP2-013] and will be further detailed (to the extent necessary) in the subsequent CTMP(s). A submission of the CTMP(s) will detail how the potential traffic impacts from construction traffic associated with the Project will be managed in order to ensure the safe and efficient operation of the road network and minimise any negative environmental and community impacts. Brief details of access to each compound are included in this section, with further information on construction routes in section 6</p>	<p>National Highways notes the following comment from the Applicant in its response document:</p> <p>“If a change cannot be taken forward by GAL, sufficient justification will be provided to the relevant authority. It is not considered necessary to set out such a requirement within the oCTMP as this is standard good practice in discharging requirements and engaging with stakeholders, which GAL will follow. The extent and strength of wording put forward by NH is also not considered reasonable or necessary.</p> <p>On the basis of the above, no change required to the oCTMP text.”</p> <p>National Highways welcomes the confirmation from the Applicant that “sufficient justification” will be provided to the relevant authority if a change cannot be taken forward by the Applicant. However, this “standard good practice” measure is unsecured. Given that the Applicant already agrees to provide reasons, National Highways considers it reasonable for this to be secured in this document in accordance with best practice. This avoids disagreements in the future. National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>
Section 5.6.2	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Access to the compound will be through a new single main HGV entry point located on the South Terminal roundabout. Construction workforce privately owned vehicles will also be able to access to the site from a secondary entry point at Balcombe Road. That secondary point of access must not be open to the public, and the CTMP must set out how public access is to be avoided (e.g. through use of monitored gates and signage). The route to the compound will be via Junction 9 M23, followed by a turn onto the South Terminal roundabout. The CTMP must set out specific measures relating to safety in relation to this compound evidencing access and egress to the compound is managed in accordance with [CD116], and [CD123]. The access point will be set back within the site to maximise vehicle stacking capacity in order to minimise the risk waiting vehicles blocking back onto south terminal roundabout.</p>	<p>National Highways welcomes this amendment. However, the Applicant should consider including the final sentence of National Highways' proposed wording further. Setting the access point towards the back of the site only benefits the Applicant and avoids adverse impacts of queuing. While National Highways acknowledges that the specific location will be subject to detailed design, this concern should be considered as part of the design. Control measures for queuing traffic does not address the National Highways concern on its own. National Highways notes that it's general concerns on the selection of this compound have not yet been satisfied and is awaiting information from the Applicant.</p>

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		<p><u>Applicant's Amendments</u> Access to the compound will be through a new single main HGV entry point located on the South Terminal roundabout. Construction workforce privately owned vehicles will also be able to access the site from a secondary entry point at Balcombe Road. This secondary access point will not be open to the public and the CTMP(s) will set out how public access is to be avoided (such as through signage). The route to the compound will be via Junction 9 M23, followed by a turn onto the South Terminal roundabout. The CTMP(s) will detail how public access to the South Terminal Contractor Compound will be avoided, how safety relating to the access and egress of the compound will be managed and how the control measures of queuing traffic will be implemented. The compound access will be designed in accordance with the relevant standards,</p>	
Section 6.1.3	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> The CTMP will implement the restrictions and prohibitions for construction traffic detailed at paragraphs 6.2 – 6.9 and in respect of sensitive routes and routes unsuitable for use by HGVs or LGVs. Dedicated route signs will be set up on the M25, M23, A23 and Airport Way to indicate the approved routes direct to the Airport compounds sites for materials and plant. Specific routing will be provided for abnormal loads and this must be set out in the CTMP.</p> <p><u>Applicant's Amendments</u> The CTMP(s) will ensure that appropriate restrictions and / or prohibitions are implemented for construction traffic as described in sections 6.2 – 6.7 in respect of sensitive routes and routes unsuitable for use by HGVs or LGVs. DCO Requirement 12 requires that the Project is constructed in accordance with the approved CTMP(s). Dedicated route signs will be set up on the M25, M23, A23 and Airport Way to indicate the approved routes direct to the Airport compounds sites for materials and plant. Specific routing will be provided for abnormal loads and will be detailed in the CTMP(s).</p>	<p>National Highways considers that the Applicant's amendments to the oCTMP does not go far enough to explicitly commit the undertaker to implement the measures described at 6.2 – 6.9. Rather, as drafted, National Highways considers there is scope for the undertaker to implement the measures outlined at 6.2-6.9 where they are considered 'appropriate'. National Highways maintains the position that the commitment as currently drafted does not provide sufficient certainty that those measures will be implemented.</p> <p>National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>
Section 6.1.4	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> The CTMP will outline both the approved routes for construction vehicles as well as those routes which will be prohibited for use by all construction traffic subject to the exceptions detailed further below. Where a consultee has made a suggestion as part of the CTMP pre-submission consultation, non-inclusion of that measure should be justified as part of the CTMP. Without prejudice to the requirement for a traffic management scheme under Part 3 of Schedule 9 to the DCO, where National Highways has specifically raised a response which specifies that the measures represent a severe impact on the safe and efficient operation of the Strategic Road Network, a meeting between senior representatives of National Highways and the Applicant must be held as soon as reasonably practicable. If no resolution is agreed following that meeting, CBC must given substantial weight to representations from National Highways.</p> <p><u>Applicant's Amendments</u> The CTMP(s) will set out the primary access routes, contingency access routes and the routes that, as far as is reasonably practicable, shall not be used by</p>	<p>National Highways welcomes the confirmation from the Applicant that "sufficient justification" will be provided to the relevant authority if a change cannot be taken forward by the Applicant. However, this "standard good practice" measure is unsecured. Given that the Applicant already agrees to provide reasons, National Highways considers it reasonable for this to be secured in this document in accordance with best practice. This avoids disagreements in the future.</p>

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		<p>construction traffic, subject to the exceptions listed in section 6.4 (the restricted use access routes).</p> <p><u>Applicant commentary:</u> During the consultation process on the CTMP(s), GAL will consider any proposals or suggestions put forward by CBC, WSCC, SCC and NH in line with DCO Requirement 12. If a change cannot be taken forward by GAL, sufficient justification will be provided to the relevant authority. It is not considered necessary to set out such a requirement within the oCTMP as this is standard good practice in discharging requirements and engaging with stakeholders, which GAL will follow. The extent and strength of wording put forward by NH is also not considered reasonable or necessary.</p>	
Section 6.2.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> The Airport is surrounded by a network of roads and roundabouts that facilitate access. Construction vehicle access has been considered based on the traffic assessments, accessibility and impact on local traffic, with the aim of reducing disruption whilst maintaining efficient access to the construction compounds and work sites. Error! Reference source not found.and provide a preliminary schematic representation and satellite view (respectively) of the construction traffic network, showing the anticipated primary construction access, secondary/alternative construction access (as resilience and contingency to the main route) and local roads where construction vehicle access is anticipated to be restricted will be prohibited.</p> <p><u>Applicant's Amendments</u> The Airport is surrounded by a network of roads and roundabouts that facilitate access. Construction vehicle access has been considered based on the traffic assessments, accessibility and impact on local traffic, with the aim of reducing disruption whilst maintaining efficient access to the construction compounds and work sites. Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes provides a preliminary schematic representation and satellite view (respectively) of the construction traffic network, showing the anticipated primary construction access, secondary/alternative construction access (as resilience and contingency to the primary route) and local roads where construction vehicle access is to be restricted or prohibited routes subject to exclusions listed in section 6.4. Such routes will be confirmed through the detailed CTMP(s).</p>	<p>Whilst the Applicant has noted that 'alternative wording has been incorporated within the oCTMP to address NH's request' National Highways do not consider that the Applicant's amendment addresses National Highways concern'. As drafted the oCTMP does not provide certainty as to which routes in the CTMP where construction access will be prohibited. Whilst section 6.1.4 commits the CTMP to setting out the primary access routes, contingency access routes and routes where reasonably practicable shall not be used by construction traffic, the 'restricted access routes' National Highways considers that the oCTMP should commit to identifying those routes that will be prohibited outright. National Highways therefore prefers the proposed drafting outlined at in National Highways' Deadline 4 Submission.</p> <p>National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>
Section 6.3.2	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Further information on the situations in which it is envisaged that construction traffic would be authorised to use a contingency access will be provided in the CTMP following consultation with the relevant planning authorities and National Highways. The CTMP must set out a clear set of thresholds for instances where contingency accesses and "restricted use" accesses would be utilized. Unless a robust explanation is provided to the contrary, the Contractor must adopt measures and thresholds suggested by a highway authority as part of the presubmission CTMP which is the subject of consultation.</p> <p><u>Applicant's Amendments:</u></p>	<p>National Highways does not accept the Applicant's comment that paragraph 6.3.1 sufficiently sets out which situations where the contingency routes would be used. Rather, it sets out that Junction 10 of the M23 <i>may</i> be used as an alternative access whilst, the A23 London Road, A23 Brighton Road and the A2011 are other significant roads that provides connections to the airport for the construction traffic from the north and south, in the event that the primary access is impaired. We do not consider that such wording would provide the CTMP or contractors sufficient certainty as to when the contingency routes must be utilise, we do not consider 'impairment' of the primary access to be sufficiently precise.</p> <p>National Highways maintains the position that the specific thresholds are required to establish when contingency access would be utilised. We do not consider paragraph 6.3.1 with reference to the use of contingency routes where primary access 'is impaired' is sufficiently precise enough to inform the CTMP of instances in which contingency access must be utilised. National Highways disagrees that it is unnecessary to duplicate the consultation requirements which are already appropriately secured and set out in Requirement 12, rather the proposed</p>

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		<p>Further information on the situations in which it is envisaged that construction traffic would be authorised to use a contingency access will be provided in the CTMP(s).</p> <p><u>Applicant commentary:</u> Comment not accepted: The detailed CTMP will set out situations where the contingency access routes would be used. This is already made clear in para 6.3.1 of the oCTMP and therefore no further text is required. Further to this, para 6.3.2 of the oCTMP makes clear the detailed CTMP will define restrictions to apply to the restricted use access roads and the nature of such restrictions. It is not considered necessary to duplicate the consultation requirements which are already appropriately secured and set out in Requirement 12.</p>	<p>amendment would provide a robust framework for how that consultation requirement is to be discharged as it relates to the determination and use of contingency routes. We consider it necessary for sufficient justification to be secured through the oCTMP rather than be left to implication on the assurance that it sufficient justification will be provided a matter of 'best practice'.</p>
Section 6.5	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> GAL must prepare a scheme of traffic management under Part 3 of Schedule 9 to the DCO. That scheme of mitigation will address works relating to the Strategic Road Network. Nonetheless, both that scheme of mitigation and a CTMP submitted under paragraph 12 of Schedule 2 may have the potential to cause disruption on the Strategic Road Network.</p> <p>GAL's contractors should work with National Highways in relation to CTMPs which may, or have a risk of, affecting the Strategic Road Network to minimise disruption. In particular, they should ensure that CTMPs (or schemes of traffic management, as relevant) identify suitable locations for localised junction modelling based on updated construction programmes and works. Where mitigation is identified as necessary, or measures can be taken to reduce the impacts so far as reasonably practicable, to reduce traffic impacts on the Strategic Road Network, such measures must be included in the CTMP.</p> <p>The CTMP must secure regular construction traffic monitoring reports that describe and characterise the main traffic effects of the project during its construction period, through comparison with the baseline collected prior to commencement. The CTMP must secure that where the monitoring identifies unanticipated disruption or congestion, relevant Contractors would support interventions and/or changes to traffic management measures required to ensure that disruption is kept to a minimum, and would identify where continuous improvements need to be implemented.</p> <p>In relation to a CTMP submitted under Requirement 12, where requests for traffic measures to be modified are raised by National Highways, GAL's contractors would give due consideration to any such request, and where necessary, obtain appropriate approvals for any modifications to the CTMP. Where measures from National Highways are proposed in the TMF, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network in the CTMP.</p> <p>In relation to a scheme of mitigation, an approval from National Highways will be required.</p>	<p>National Highways welcomes the Applicant's amendment to the oCTMP to include specific commitments to monitoring impacts on the SRN. Whilst National Highways are generally content with the proposed amendments to the oCTMP, National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.,</p>

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		<p><u>Applicant's Amendments:</u> The CTMP(s) will take into account the relevant sections of the Strategic Road Network (SRN) and the construction impacts on the local roads in the immediate vicinity of the Project.</p> <p>GAL must prepare a scheme of traffic management under Part 3 of Schedule 9 to the DCO to enable works relating to the Strategic Road Network to be undertaken safely and in such a way as to minimise the potential for disruption of the Strategic Road Network.</p> <p>GAL's contractors will work with National Highways in relation to CTMP(s) which may affect the Strategic Road Network in order to minimise disruption where possible and practicable, with due consideration of the wider impacts on the surrounding road network. In particular, the CTMP(s) (or schemes of traffic management, as relevant) will include monitoring of road traffic on both the local road network and SRN in the vicinity of Gatwick Airport sufficient to assess whether significantly greater impacts than those assessed as part of the DCO may occur and in such cases that localised junction modelling or assessment may be undertaken based on updated construction programmes and works. Where mitigation is identified as necessary or where measures can be taken to reduce the impacts on the Strategic Road Network so far as reasonably practicable without causing consequential and disproportionate impacts on the local road network, such measures should be set out in the CTMP(s).</p> <p>The CTMP(s) will require regular construction traffic monitoring reports that describe and characterise the main traffic effects of the Project during its construction period, through comparison with the baseline. The programme of monitoring will be approved by Crawley Borough Council in consultation with West Sussex County Council, Surrey County Council and National Highways prior to commencement in accordance with DCO Requirement 12. The CTMP(s) will confirm that where the monitoring identifies unanticipated disruption or congestion, relevant GAL Contractors would support interventions and/or changes to traffic management measures required to mitigate and minimise disruption as far as is reasonably practicable, and would identify where continuous improvements could be implemented.</p> <p><u>Applicant commentary:</u> NH's point is accepted in principle, which corresponds to other Project discussions with NH regarding monitoring of road traffic. Text has been included in the oCTMP that is similar to that proposed by NH.</p> <p>Regarding NH's request that a scheme of mitigation requires approval from NH, it is noted that the traffic management scheme anticipated in Part 3 of Schedule 9 to the DCO already requires approval by NH</p>	
Section 6.6.2	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> It is envisaged that a robust monitoring system will be detailed in the CTMP and implemented for the duration of the construction programme to ensure that all construction vehicles adhere to the designated routes. The monitoring system will</p>	National Highways appreciate that the CTMP will be brought forward in line with DCO Requirement 12, however, National Highways maintains the position that given the centrality of monitoring the use of designated routes to the efficacy of the CTMP the oCTMP should specifically provide for consultation on the monitoring system. National Highways' considers that the amendment proposed by National Highways provides a framework for consultation that

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		<p>be developed in consultation with National Highways and any local highway authority (where relevant) as part of the CTMP pre-submission consultation. Any deviations or non-compliance will be identified and addressed promptly, with corrective actions taken as necessary. Corrective actions would be the subject of consultation with the TMF, and where a highway authority suggests specific corrective measures, such measures should be adopted unless, exceptionally, a robust justification for their non-inclusion is provided along with other measures which would ensure the safe and efficient operation of the road network in the CTMP.</p> <p><u>Applicant's Amendments:</u> A robust monitoring system will be detailed in the CTMP(s) and implemented for the duration of the Project's construction to ensure that all construction vehicles adhere to the designated routes. Any deviations or non-compliance will be identified and addressed promptly, with corrective actions taken as necessary. The corrective actions will be developed with the traffic management working group.</p> <p><u>Applicant commentary:</u> NH's suggested text is not necessary on the basis that the CTMP will be brought forward in line with DCO Requirement 12 and which sets out the requirement on GAL to consult with the relevant authorities and National Highways.</p>	<p>is in step with Requirement 12 which would avoid uncertainty on the scope of consultation when the CTMP is developed and implemented. National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>
Section 6.7.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording:</u> All designated approach routes for deliveries and personnel will be clearly identified. Temporary signage will be erected prior to the commencement of construction works along construction traffic routes to provide access (directional) routing information. These will be located to ensure that construction vehicles and staff are able to travel directly to site from the strategic road network. Signage will also be deployed as required to promote safety for the public and construction workforce during traffic management works and temporary traffic control measures, as well as near to access and egress points to the site. Any Signage proposals will be subject to approval by the local highway authority and in consultation with National Highways where the relevant highway falls outside of the strategic road network. Where signage proposals relate to the Strategic Road Network, in accordance with National Highways' protective provisions, an approval from National Highways will be required.</p> <p><u>Applicant's Amendments:</u> Specified measures for signage will be detailed in the CTMP(s). All designated approach routes for construction deliveries and personnel will be clearly identified. Temporary signage will be erected along construction traffic routes to provide access (directional) routing information. The CTMP(s) will prescribe the temporary signage which must be in place before the commencement of construction works. These will be located to ensure that construction vehicles are able to travel directly to site from the strategic road network. Signage will also be deployed as required to promote safety for the public and construction workforce during traffic management works and temporary traffic control measures, as well as near to access and egress points to the site. Any Signage proposals will be subject to approval by the local highway authority. Where signage proposals</p>	<p>National Highways welcomes the amendments made by the Applicant.</p>

Reference	Examination Library Reference Number	Statement	National Highways Comment
		relate to the Strategic Road Network, in accordance with National Highways' protective provisions, an approval from National Highways will be required.	
Section 6.9.2	REP5-021 REP5-075	<p><u>National Highways Comment:</u> The Applicant has been aware of these works for some time. The lack of certainty provided here must be rectified given the modelled impacts are based on specific routes. Replacement routes must be set out - in order to avoid the traffic modelling being a chocolate teapot, security must be provided on the routes.</p> <p><u>Applicant's Amendments:</u> By the time the Surface Access Improvement works have been completed, Airport Way eastbound will have been replaced by a signalised junction from the North Terminal Roundabout (NTR) to A23 London Road. This replacement will result in alterations to the routes for construction traffic from those outlined above, notably in the provision of a right turn onto A23 London Road towards Airport Way to reduce the number of construction traffic movements using Longbridge Roundabout. Construction traffic routing during the construction of the Project's highway works and following their completion will be confirmed in the CTMP(s).</p>	National Highways does not consider that the Applicant's amendment to the oCTMP provides sufficient certainty to which replacement roads will be secured. Whilst, the oCTMP now provides the example of the provision of a right turn onto A23 London Road it is noting that Construction traffic routing during the construction of the Project's highway works and following their completion will be confirmed in the CTMP(s). National Highways considers that an explicit reference to such routes being developed in consultation with the local highway authorities and National Highways is necessary. National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.
Section 7.6.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Air pollution can be reduced by replacing construction vehicles on our roads with cleaner alternatives such as electric, hybrid, hydrogen, LPG, Euro 6 & 5 engines or by fitting emissions reduction equipment. Low emission plant would be used where practicable during construction of the Project to minimise any potential air quality effects in accordance with London Low Emission Zone Standards. The CTMP must evidence how the Contractor has used all reasonable endeavours to meet this commitment.</p> <p><u>Applicant's Amendments:</u> Air pollution can be reduced by replacing construction vehicles on our roads with cleaner alternatives such as electric, hybrid, hydrogen, LPG, Euro 6 & 5 engines or by fitting emissions reduction equipment.</p> <p>The Code of Construction Practice [REP4-007], secured by DCO Requirement 7, uires that:</p> <ul style="list-style-type: none"> ▪ All on-road heavy vehicles will comply with the London Low Emission Zone (LEZ) requirements across all sites within the Order Limits for the relevant class of vehicle; and ▪ All non-road mobile machinery (with a net power 37kW to 560kW) will comply with the engine emissions standards set by London LEZ for Non-Road Mobile Machinery standards across all sites within the Order Limits. From 1 January 2025, NRMM used on any site will be required to meet emission standard Stage IV as a minimum. From 1 January 2030, NRMM used on any site will be required to meet emission standard Stage V as a minimum. 	National Highways welcomes the Applicant's amendments to section 7.6.1.
Section 7.7.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> The CMTP will detail how deliveries to site will be coordinated and managed in order to reduce the use of the road network (particularly at network peak times) in order to reduce congestion, minimise the risk of accidents and improve the efficient operation of the site. This will reduce the environmental impact on the</p>	National Highways notes that the Applicant considers that alternative wording has been incorporated within the oCTMP in response to National Highways comment that as currently drafted the oCTMP does not provide any requirements that the CTMP will demonstrate how the commitment to coordinate and manage deliveries to reduce the use of the road network at network peak times. National Highways notes that section 7.8.2 states that the DMS

Reference	Examination Library Reference Number	Statement	National Highways Comment
		<p>surrounding area during the construction period. The CTMP must evidence how the Contractor has used all reasonable endeavours to meet this commitment, including specific measures on how deliveries will be scheduled to avoid using parts of network which are at, or near, capacity. The CTMP must also provide for variable delivery times based on avoiding peak and congested periods.</p> <p><u>Applicant's Amendments:</u> The CMTP(s) will detail how deliveries to site will be coordinated and managed in order to reduce the use of the road network (particularly at peak times for the network in the vicinity of the Project) in order to reduce congestion, minimise the risk of accidents and improve the efficient operation of the site. This will seek to reduce mitigate the environmental impact on the surrounding area during the construction period in accordance with the assessment provided in the DCO.</p>	<p>will plan and schedule deliveries to avoid, where possible, construction deliveries using routes that go past local schools at peak times, such as the school drop off and pick up times.</p> <p>However, the use of the DMS at section 7.7.3 will only be explored through the production of the CTMP(s), rather than a commitment being made tin the oCTMP to implement the DMS or the inclusion of specific measures. We consider that the oCTMP must state that the DMS and or specific measures will be implemented to avoid deliveries using parts of the network at or near capacity and provide for variable delivery times to avoid peak congestion periods. As currently drafted the oCTMP provides no commitment to specific measures to avoid peak congestion periods.</p> <p>National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>
Section 7.7.2	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Use of Delivery Management Zones will be implemented and development in consultation with the relevant planning authority and National Highways as part of the CTMP and thereafter as a standing item on the agenda for the TMF, as these allow materials to be delivered to specific locations away from sensitive areas and consolidated until deliveries are required, when they can be transported on fewer vehicles to their destination sites.</p> <p><u>Applicant's Amendments:</u> The use of Delivery Management Zones will be considered in the production of the CTMP(s), as these allow materials to be delivered to specific locations away from sensitive areas and consolidated until deliveries are required, when they can be transported on fewer vehicles to their destination sites.</p> <p><u>Applicants Commentary:</u> The oCTMP makes clear that GAL will explore the use of a delivery management system and delivery management zones as the project progresses. However, at this time GAL cannot commit to the use of either a delivery management system or delivery management zones. Such measures will be confirmed through the CTMP, to be subject to consultation and approval in line with DCO Requirement 12.</p>	<p>National Highways considers that the use of a DMS and delivery management zones to be an effective measure to avoid congestion and impacts on the network as a result of deliveries. Such a measure should be committed to by the Applicant at this stage to provide certainty as to the kinds of specific measures that will be implemented to avoid deliveries causing negative network impacts. The Applicant should provide great justification as to why these measures cannot be committed to at this stage.</p> <p>If the Applicant cannot commit to the use of DMS or delivery management zones at this stage we consider that the oCTMP needs to describe indicative measures which would be implemented into the CTMP, the DMS and Delivery Management Zones included. Any specific measures to avoid network impacts as a result of deliveries needs to be developed in consultation with National highways and the local highway authorities if they cannot be committed to at this stage. Should the DMS or Delivery Management Zones not be implemented then sufficient justification needs to be provided as to why not.</p> <p>National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement and following National Highways review of construction modelling outputs shared 21 June 2024.</p>
Section 7.7.3	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Use of a Delivery Management System (DMS) will also be explored implemented as a system whereby deliveries to site will be scheduled through booking slots, ensuring that the flow of vehicles to and from the construction site is controlled. The CTMP must set out how the DAMSs will be used to avoid peak hours and how all reasonable measures to maximise overnight deliveries have been mandated. A DMS also provides surety of delivery for critical items, which protects the integrity of the build schedule and allows for accurate, efficient reporting of delivery activity. A DMS has the following uses:</p> <p><u>Applicant's Amendments:</u> The use of a Delivery Management System (DMS) will also be explored through the production of the CTMP(s), as a system whereby deliveries to site will be</p>	<p>See comments above on section 7.7.1 and 7.7.2, National Highways consider that the use of the DMS should be committed to and secured in the oCTMP. At a minimum, further justification as to why the DMS cannot be committed to at this stage should be provided by the Applicant.</p> <p>National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.</p>

Reference	Examination Library Reference Number	Statement	National Highways Comment
		<p>scheduled through booking slots, ensuring that the flow of vehicles to and from the construction site is controlled. A DMS also provides surety of delivery for critical items, which protects the integrity of the build schedule and allows for accurate, efficient reporting of delivery activity. A DMS has the following uses:</p>	
Section 7.14.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> During the detailed design stage, the DfMA and offsite manufacturing practices will be a key consideration. These approaches have the potential to decrease the volume of construction vehicles arriving at the Airport during the construction period, enhancing road safety and reducing environmental impacts. Additionally, implementing DfMA and off-site manufacturing can lead to a reduction in waste generation, further contributing to a more sustainable construction process.</p> <p><u>Applicant's Amendments:</u> During the detailed design stage, the DfMA and off-site manufacturing practices will be a consideration, where applicable. These approaches have the potential to decrease the volume of construction vehicles arriving at the Airport during the construction period enhancing road safety and reducing environmental impacts. Additionally, implementing DfMA and off-site manufacturing can lead to a reduction in waste generation, further contributing to a more sustainable construction process.</p>	National Highways welcomes the Applicant's amendment and is content with the proposed drafting.
Section 7.17.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> GAL and its contractors must use all reasonable endeavours in securing materials being delivered by rail, rather than using the road network, in order to maximise the sustainability of delivery methods. GAL commits to identifying in the CTMP which measures have been considered, and evidencing that such measures are not reasonably practicable where they are not progressed.</p> <p><u>Applicant's Amendments</u> GAL and its contractors will continue to explore the feasibility of having some materials delivered by rail, rather than using the road network, in order to maximise the sustainability of delivery methods, where doing so would not compromise the safe, reliable and efficient operation of the rail network for other freight and passenger services. GAL will review with Network Rail potential measures for transporting construction materials by rail and conduct such engagement with third parties as may be required to establish their practicality. Evidence that rail delivery methods have been given due consideration, including but not limited to any that may be practicable, will be identified in the CTMP(s).</p>	<p>National Highways maintains the position outlined in the Deadline 4 mark up of the oCTMP. National Highways consider that the amendment to section 7.17.1 does not provide any further security or certainty as to the commitment to use rail for the delivery of construction materials. The Applicant should not seek to explore the use of delivering <i>some</i> materials by rail but should use reasonable endeavours to secure delivery. Whilst, National Highways welcome the commitment to evidencing the consideration of rail delivery methods in the CTMP such a commitment only has force where there is a specific commitment to use rail delivery rather than simply explore the feasibility of delivering the materials via rail.</p> <p>National Highways consider the proposed Deadline 4 mark up is to be preferred.</p>
Section 8.4.1	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> GAL must use reasonable endeavours to procure that its contractors to form a collaborative working relationship with neighbouring sites and share resources and infrastructure such as vehicle routeing, laydown area sharing, shared bussing and transportation to compound and worksites, joint procurement, shared best practices and joint waste management to reduce the construction traffic impacts. This can be achieved by developing a collaboration framework that outlines the objectives, responsibilities, and communication channels for all parties involved in the various sub projects.</p> <p><u>Applicant's Amendments</u></p>	National Highways position is unchanged, encouraging a collaborative relationship does not go far enough, rather the Applicant should be required to use all reasonable endeavours for contractors to foster a collaborative relationship, including contractual measures where applicable. National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.

Reference	Examination Library Reference Number	Statement	National Highways Comment
		<p>GAL will encourage its contractors on projects related to the Project's construction works to form a collaborative working relationship and share resources and infrastructure such as vehicle routeing, laydown area sharing, shared bussing and transportation to compound and worksites, joint procurement, shared best practices and joint waste management to reduce the construction traffic impacts. This can be achieved by developing a collaboration framework that outlines the objectives, responsibilities, and communication channels for all parties involved in the various sub projects.</p>	
Section 8.6	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> Compliance with DMRB and other relevant standards/guidance</p> <p>The CTMP must comply with the following parts of the Design Manual for roads and Bridges and other guidance:</p> <ul style="list-style-type: none"> - GG 116 – Requirements and guidance on temporary traffic management short term lane closures for relaxation works, types 0,1 and 2 - GG 117 the design and implementation of temporary traffic management and road works - ARTSM Guidance on the use of Portable Traffic Signals - Lane widths must be suitable for HGVs and in accordance with Chapter 8 of the Traffic Signs Manual and any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) guidance. <p><u>Applicant's Amendments</u> For the public road network, the CTMP(s) must comply with the following relevant parts of the Design manual for Roads and Bridges and other guidance, for example:</p> <ul style="list-style-type: none"> - GG 116 – Requirements and guidance on temporary traffic management short term lane closures for relaxation works, types 0,1 and 2 - GG 117 the design and implementation of temporary traffic management and road works - ARTSM Guidance on the use of Portable Traffic Signals - Lane widths must be suitable for HGVs and in accordance with Chapter 8 of the Traffic Signs Manual and any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) guidance. 	National Highways welcomes the addition of an explicit requirement to comply with the relevant DRMB standards and guidance.
Section 8.7	REP5-021 REP5-075	<p><u>National Highways Proposed Wording</u> The CTMP must secure the establishment of a Traffic Management Forum (TMF) which is held at least quarterly from the commencement of works under the DCO. The TMF would consist of GAL, GAL's contractors, utility, local highway authorities, public transport operators, emergency services and National Highways.</p> <p>The TMF would, in advance of their meetings, be provided with any proposed updates to CTMPs as well as the outputs of the monitoring required under an approved CTMP. The TMF would review the performance of implemented traffic management with a focus on:</p>	National Highways welcomes the proposed amendments to section 8.7 to refer to a commitment to establish a Traffic Management Forum (TMF). National Highways reserves its position on this matter pending the outcomes of discussions on the Framework Agreement.

Reference	Examination Library Reference Number	Statement	National Highways Comment
		<ul style="list-style-type: none"> - a. Direct impacts to local and strategic road network - b. Indirect impacts on the wider network as a result of the implemented Traffic management - c. impacts on local businesses and communities. <p>The CTMP must secure that where a member of the TMF provides a suggestion for a measure to be undertaken as a result of the monitoring provided to it, that GAL is required to either implement that measure, or provide to all members of the TMF, a reasoned justification for its non-implementation. Where the impact which gave rise to that suggestion subsists at the next meeting of the TMF, GAL must use all reasonable endeavours to implement that suggestion or put forward a revised proposal which is approved by the TMF. Where a measure cannot be agreed, GAL must immediately instruct its contractors to cease works which give rise to the relevant impact.</p> <p><u>Applicant's Amendments</u></p> <p>The CTMP(s) will secure the establishment of a Traffic Management Forum (TMF) to be held at least quarterly from the commencement of works under the DCO. The TMF would focus on the monitoring and communication of traffic management during construction and would consist of GAL, GAL's contractors, utility, local highway authorities, public transport operators, emergency services and National Highways.</p> <p>The TMF would, in advance of their meetings, be provided with any proposed updates to CTMPs as well as the outputs of the monitoring required under an approved CTMP. The TMF would review the performance of implemented traffic management with a focus on:</p> <ul style="list-style-type: none"> - a. Direct impacts to local and strategic road network - b. Indirect impacts on the wider network as a result of the implemented Traffic management - c. impacts on local businesses and communities. <p>Prior to the commencement of highway construction a Traffic Management Working Group, comprising GAL and its principal contractors would liaise closely with National Highways and the local highway authorities to establish the methods of co-ordination and management of material and people movement in accordance with the Construction Code of Practice and as reflected in the CTMP(s).</p>	
Statement of Common Ground between Gatwick Airport Limited and Crawley Borough Council			
2.20.4.5	REP5-038	No indication of scale of funding for the Transport Mitigation Fund, nor the nature and scale of funding for off-airport parking enforcement. Commitment to continue the parking levy to support the Sustainable Transport Fund is welcomed but the amount per space needs to increase to compensate for the proportionate decrease in staff and passenger parking.	

Reference	Examination Library Reference Number	Statement	National Highways Comment
		<p>Updated position (Deadline 1): Preparation of further information by the applicant is welcomed.</p> <p>Updated Position (Deadline 5): The Transport Mitigation Fund, as currently proposed by GAL, would provide £10million over a nine-year period. We question if this is sufficient, and whilst there remains uncertainty as to what projects this is intended to cover, if there is expectation that it is used for Active Travel north/south/ east/west of the Airport, plus bus priority and/or service improvements across the wider network on routes serving the airport, and potentially also rail improvements, then the £10million is unlikely to be sufficient. As an example, improvement of Crawley Route A alone (Gatwick Airport to Town Centre via Manor Royal) is currently estimated through the Crawley Local Cycling and Walking Strategy (LCWIP) to cost between £4.06m and £7.2m. Three other Active Travel Route improvements are referred to in the West Sussex LIR (Para 17.92) as mitigation for the DCO – these are collectively costed at between £5.09m and £14.22m. This point is not covered in detail in the West Sussex LIR as discussion has been ongoing. We note that the Transport Mitigation Fund remains subject to ongoing negotiation through the S106 agreement process.</p>	
Network Rail updated PADSS Submitted at Deadline 5			
2.1. Lack of mitigative funding for rail	REP5-108	At a strategic level, the overall level of capacity provided in the December 2019 timetable is the limit for the foreseeable future without further capacity upgrades, such as the Brighton Main Line Upgrade Programme. Rail industry forecasts – which only account for modest growth at Gatwick – indicate that the capacity limit on the Brighton Main Line will be exhausted in the 2030s - a similar timescale to this proposal. In particular, we are forecasting increased passenger standing on services from Gatwick in the morning peak and to Gatwick in the evening. Shoulder peak services are also forecast to experience standing. Additional passengers associated with the Northern Runway Project will be adding to the future crowding such that all additional passengers are likely to have to stand. We are working with GTR to finalise our analysis and will provide further representations in due course. Without additional infrastructure capacity, accommodating growth over and above industry forecasts will require careful review of the allocation of services and distribution of passenger capacity.	<p>National Highways notes the position of Network Rail and awaits the publication of this analysis.</p> <p>Network Rail's continued concerns in respect to future rail capacity will restrict the ability of the Applicant to achieve its mode share targets outlined in the Surface Access Commitments [REP3-028]. If the capacity does not exist to meet the demand assumed by the Applicant, this will undermine the surface access commitments and the modelling produced by the Applicant, which may give rise to an increased number of road users on the strategic road network which has not been assessed in the application.</p>
3.2. Technical model clarification and alignment	REP5-108	Our review has also highlighted a fundamental difference in the baseline growth expectations for Gatwick Airport demand between those presented by GAL in the Transport Assessment and the growth rate which is provided for rail planning purposes by the Department for Transport. In short, Gatwick's Business As Usual scenario has a much higher growth rate than the rail industry's baseline (based on our funder's assumptions). This means the impact of Gatwick's BAU growth is not currently accounted for in our analysis, creating a large gap between current forecasts and the NRP proposals. Network Rail are working to refine these assumptions and assess the impact of a more substantial BAU growth rate	
Deadline 5 Submission - 7.3 Design and Access Statement Appendix 1 - Design Principles Version 4			
1.1.13 Independent Design Adviser's Role and Process	REP5-032	Annex A of this document sets out the role of the independent Design Adviser which is part of the detailed design process. It explains the scope of the Design Adviser's independent design review and their engagement with other stakeholders, including through a design review meeting. As explained in Annex A, where a design review	National Highways welcomes the defining of the role of the Design Advisor and scope and process of detailed design review. National Highways also welcomes the confirmation of the specific works numbers, as applicable to the strategic road network, into the remit of Design Adviser scope.

Reference	Examination Library Reference Number	Statement	National Highways Comment
		has been carried out GAL will submit a Design Review Statement with the relevant submissions.	
1.1.14 Independent Design Adviser's Role and Process	REP5-032	The process of an independent design review will ensure that the Design Principles are applied appropriately and which forms a clear part of the Design Adviser's remit, as explained in Annex A.	While the role and scope is defined in the Annex A, paragraph 1.6.3 states that the Design Report, as the defined output of the Design Adviser's review, will be advisory and non-binding on GAL. Paragraph 1.6.4 states that GAL will take into account any recommendations made by the Design Adviser. National Highways seeks clarification from the Applicant as to how any conflict would be resolved should the Design Advisers deem that that design principles have not been achieved. This is important to National Highways, as in addition to National Planning Policy, the National Highways Licence (Department for Transport, 2015) requires a focus on good design. Paragraph 5.26 of the Licence states, "The holder must have due regard to relevant principles and guidance on good design, to ensure that the development of the network takes account of geographical, environmental and socio-economic context."
Comments on any further information/ submissions received by Deadline 4 submitted by West Sussex Local Authorities			
Section 15.1	REP5-117	The National Highways Deadline 4 submission Comments on Responses to ExQ1 [REP4-078] highlights that two plots of land identified in the Applicant's Book of Reference [REP1-009 and REP1-011] identifies the land under National Highways ownership which National Highways understands should have transferred to West Sussex County Council as part of the 1978 statutory de-trunking order of the A23 by virtue of section 228 of the Highways Act 1959. This is correct and is West Sussex County Council's (WSSC) understanding of the matter. The land is still legally owned by National Highways but WSSC are liaising with National Highways to ensure the legal registration is enacted and the Land Registry records are updated accordingly so that it becomes WSSC owned land.	National Highways notes the comment by the West Sussex Local Authorities and will continue to work proactively to resolve this matter.
10.32 Environmental Appraisal of the Impact of the Post-Covid 19 Traffic Data for the Environmental Statement			
Section 4.2.2	REP5-068	Details of the modelling results using post-Covid-19 traffic data are provided in the following technical notes provided at Deadline 5, which are updates to the two appendices to Supporting Noise and Vibration Technical Notes to Statements of Common Ground [REP3-071] previously submitted at Deadline 3: Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix C - Traffic Noise Barrier Options Selection Report: Post COVID Sensitivity Test (Doc Ref. 10.13 v2); and Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix D - Traffic Noise Important Area Assessment: Post COVID Sensitivity Test (Doc Ref. 10.13 v2).	National Highways notes that the Applicant has referred to version 2 of Appendix C and D in its Deadline 5 submission. However, to National Highways knowledge no update to the Supporting Noise and Vibration Technical Note, which was originally submitted at Deadline 3 [REP3-071] was provided at Deadline 5. National Highways requests clarification from the Applicant on this matter.
Section 4	REP5-068	Environmental Appraisal of the Impact of the Post-Covid 19 Traffic Data on the Noise and Vibration Assessment	The Applicant is asked to confirm if Section 4 of the assessment remains in current in light of the expected updates to Noise contours to be issued at deadline 6 and as discussed at ISH8 on Wednesday 19 June 2024.
Section 3.2	REP5-068	Paragraphs 3.2.2, 3.2.6, 3.2.7 and 3.2.8 suggest that the change in NOx is predominantly due to the use of the new version of the Emissions Factor Toolkit.	As the purpose of the appraisal is the impact of Covid-19 traffic data, National Highways would recommend that Covid-19 traffic flow emissions are also calculated using the same version of the emissions factor toolkit used in the ES assessment, to identify the impact of Covid-19 alone on total emissions.
Section 3.3.7	REP5-068	The same dispersion modelling approach was taken as that detailed in ES Appendix 13.6.1: Air Quality Assessment Methodology [APP-158]. As detailed in	National Highways notes that, whilst the utilisation of the latest emissions factor toolkit is a useful exercise, this does not allow National Highways to see the effect of Covid-19 traffic data alone, when compared to the original assessment contained in the Environmental Statement.

Reference	Examination Library Reference Number	Statement	National Highways Comment
		Section 3.2 of this Environmental Appraisal, AADT traffic data and the latest EFT (Defra, 2023) were used to calculate emissions.	
Section 3.3.8	REP5-068	The modelling used the post-Covid 19 traffic data for 2047 and all other sources used emissions for 2038, based on the 2038 assessment carried out in ES Chapter 13: Air Quality [APP-038].	<p>National Highways notes that the screening assessment considered the assessment years of 2029, 2032, 2038 and 2047, but the detailed modelling focused on 2047 alone, based on the fact that many more links were affected by the Covid-19 traffic data in 2047 than in the other assessment years. To note, just because there are more links affected by the Covid-19 data in 2047, does not necessarily mean that the changes that occurred in the other years, due to the Covid-19 date, were less than those experienced in 2047.</p> <p>National Highways would like to request:</p> <ul style="list-style-type: none"> ○ Assuming all the links identified in Table 3.5 were also screened as being affected by Covid-19 in the 2047 assessment year as well, the Applicant should provide a comparison of the change in flows on those shared links for each assessment year. ○ If any of the links in Table 3.5 aren't screened as being affected by Covid-19 in 2047, then justification should be provided by the Applicant as to why detailed modelling at those locations have not been considered in this document for the other assessment years. ○ The Applicant should have also compared emissions per link to establish/confirm if 2047 was the worst-case scenario to consider in the detailed assessment for all receptors potentially affected by the Covid-19 traffic data. <p>NOx emissions per vehicle in 2047 will be markedly lower than the emissions per vehicle in the other assessment years, meaning that the contribution associated with any increase in vehicles due to the project could be higher in an earlier assessment year even though there is a smaller change in vehicle numbers.</p>
Statement of Common Ground between Gatwick Airport Limited and Natural England			
Section 2.8.2.2	REP5-062	<p><u>GAL Updated Position</u> Details of assessment provided to Natural England. Following meeting on 26th March 2024 between NE and GAL/their consultants, NE agreed with the conclusions of the assessment that there were no significant effects on all sites other than Westerham Wood SSSI where they requested further bryophyte surveys be undertaken to determine whether this interest feature was present with the impact risk zone adjacent to the M25. The survey work was completed and the assessment of results was provided to NE on 9 May 2024.</p> <p><u>Natural England Updated Position</u> We received the updated survey work on 9 May 2024 and met with GAL/their consultants on 23/05/2024 to discuss. Due to unforeseen circumstances, we are unable to confirm whether this updated information resolves our concerns regarding Westerham Wood SSSI at this time. We will provide our comments on this at Deadline 6.</p>	National Highways notes that the Applicant has provided Natural England with additional information that has not been introduced into the examination. If Natural England highlight a range of concerns in its Deadline 6 submissions, National Highways will therefore reserve the right to make any representations and request that the information is submitted into the examination in full