



# Gatwick Airport Northern Runway Project

Response to the Examining Authority's Written Questions  
(ExQ2) – Land Use and Recreation

**Book 10**

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## 1 Response to the Examining Authority’s Written Questions – Land Use and Recreation

1.1.1 The below table sets out the Applicant’s response to the Examining Authority’s Written Questions relating to Land Use and Recreation.

ExQ1 Question to: Question:		
LAND USE AND RECREATION		
LU.2.1	Applicant	<p><b>Public Rights of Way management and temporary diversions during construction</b></p> <p>Row AR-3 of the Mitigation Route Map [REP2-011] states that <i>“Improvements to National Cycle Route 21 from the western edge of Car Park B to the south of the airport will be considered”</i>.</p> <p>Please signpost to information regarding improvements which are being proposed/ considered.</p>
		<p>The improvements to National Cycle 21 in this specific area that are being considered are upgrades to the routing and installing additional signage. These improvements have been considered as enhancements within the application.</p> <p>Paragraph 2.2.5 of Appendix A to The <b>Applicant’s Response to Actions - ISH4 Surface Transport</b> [<a href="#">REP1-065</a>] states:</p> <p>“In addition to new and enhanced cycle parking the condition of NCR21 as it passes underneath South Terminal is the subject of a further improvement project as part of business as usual investment. Regular audits of facilities, including how well they are used will guide subsequent enhancement through the Northern Runway Project, funded through the Sustainable Transport Fund.”</p> <p>In addition, on line 17.1K of the <b>Applicant’s Response to Deadline 4 Submissions</b> [<a href="#">REP5-072</a>] additional detail was provided as follows:</p>

		<p>"In the Crawley LCWIP 2021 there are two cycling routes identified that connect to/from Gatwick: - Route A: Gatwick Airport to town centre via NCR21, Manor Royal and Northgate. On this route Gatwick is investigating the delivery of improvements to NCR 21 at the southern end of Route Q / northern end of Route A to be delivered either as part of the Project or as a separate scheme. The envisaged improvements include improving wayfinding and the condition and alignment of NCR21 where the route passes beneath the railway station and South Terminal buildings, as recommended by the Crawley LCWIP. The widening of a short section of the path to the south of the railway station is also being investigated, near the crossing of Gatwick Stream, to remove a pinch point constraining active travel users (subject to acquiring rights over a parcel of Crown Land). The timeline for the delivery of these NCR21 works is to be confirmed at a later date."</p>
LU.2.2	Applicant	<p><b>Public Rights of Way Management Strategy</b></p> <p>In respect of Table 4.1.1 of the Public Rights of Way Management Strategy [REP2-009], please confirm how long West Sussex 346_2Sy is to be temporarily closed/ diverted?</p> <p>It is expected to be temporarily closed and diverted for approximately 3 years. The 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 and has been identified and assessed in <b>ES Chapter 19: Agricultural Land Use and Recreation [APP-044]</b> paragraph 19.9.30.</p> <p>The detail of the diversion route and the closure of the existing PROW will be set out in a PROW Implementation Plan which must be substantially in accordance with the Public Rights of Way Management Strategy and must be approved by the relevant highway authority under DCO Requirement 22.</p>
LU.2.3	Local Authorities	<p><b>Pentagon Field</b></p> <p>Noting your response to ExQ1 DCO.1.39 [REP3-135] and further detail provided in Comments on Responses to ExQ1 - Response to Development Consent Order and Control Documents [REP4-062], are you satisfied with the amends made to the wording of Work No.41?</p>



		N/A – this question is not directed at the Applicant.
LU.2.4	Applicant	<p><b>Pentagon Field</b></p> <p>Please provide comment in respect of the statement made by the Local Authorities at row 116 of the ‘Response to Applicant’s Schedule of Changes to the dDCO’ [REP6-103] insofar as the proposed works potentially relate more to land raising rather than the creation of spoil bunds.</p> <p>Pentagon Field (Work No. 41) is proposed to accommodate spoil arisings from the Project. The site extends to approximately 8.8 hectares as shown on sheet 4 of the <b>Works Plans</b> [REP6-009] of which only 4.6 hectares would be used to accommodate spoil arisings. As this is just over 50% of the site, the proposals do not constitute land raising of the site. That is not the purpose of the works at Pentagon Field and because of the nature of the proposals, would not be the effect.</p> <p>Notwithstanding this, in response to the <b>Legal Partnership Authorities’ response</b> [REP6-103] and the <b>West Sussex Joint Local Authorities’ response</b> [REP6-116], the Applicant has revised the wording of Work No. 41(c) in the <b>draft DCO</b> (Doc Ref. 2.1 v9) to replace the description of the creation of the spoil bunds with the placement and grading of spoil deposition.</p> <p>The detailed design of the site, including the scale and form of the final landform, will be confirmed through a Landscape and Ecology Management Plan discharged under Requirement 8 of the <b>Draft DCO</b> (Doc Ref. 2.1 v9) submitted to Crawley Borough Council for approval. The Landscape and Ecology Management Plan must be substantially in accordance with the <b>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan</b> [REP6-032] which includes descriptions of the landscape proposals in paragraphs 4.9.2-4.9.3 and Figure 1.2.18.</p> <p>In the <b>Legal Partnership Authorities’ response</b> [REP6-103], they requested further information on the breakdown of the proposed work. This was provided in <b>Appendix F of The Applicant’s Response to Deadline</b></p>

		<p><b>4 Submissions</b> <a href="#">[REP5-078]</a> in that it explains the movement of spoil arising from the Project onto Pentagon Field, the nature of such spoil, the sequencing of works and the final design approach.</p>
LU.2.5	Crawley Borough Council	<p><b>Museum Field</b></p> <p>The ExA notes the comments made by CBC at row 2.1.4.2 of the SoCG [REP5-037] in respect of the view that a footpath link direct onto Horley Road would be beneficial to allow public access to the land. The Applicant confirmed in response to ExQ1 LU1.13 [REP3-096] and at row 2.1.4.2 of the SoCG [REP5-037] that a review in respect of the provision of such a pedestrian access was undertaken but would not be feasible for several reasons, including pedestrian safety.</p> <p>Taking these factors into consideration, does CBC still consider a direct pedestrian link onto Horley Road to be necessary?</p>
		N/A – this question is not directed at the Applicant.