

**Gatwick Northern Runway
TR020005
Cover Letter Deadline 9**

August 2024

Our ref: 20044834

Your ref: TR020005

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Via E-Mail to:

21 August 2024

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Dear Mr Gleeson,

GATWICK NORTHERN RUNWAY PROJECT – DEADLINE 9 SUBMISSION

Please find attached National Highways' Deadline 9 submission.

The following documents are provided:

1. Responses to comments on any further information/submissions received by Deadline 8.
2. National Highways Closing Statement
3. National Highways Principal Areas of Disagreement Summary Statement (Tracked Version)
4. National Highways Principal Areas of Disagreement Summary Statement (Clean Version)

In addition to the above documents that have been submitted at Deadline 9, National Highways has provided the following updates on other matters:

Statement of Common Ground

The Statement of Common Ground submitted by the Applicant at Deadline 9 constitutes the latest position that has been reached between both parties. However, National Highways will endeavour to continue negotiations until the close of the examination. National Highways will therefore update the Examining Authority on the status of any outstanding matters at Deadline 10.

Rule 17 Letter dated 20 August 2024

National Highways notes that the Examining Authority has issued a Rule 17 letter containing two questions for National Highways. National Highways will provide a response to these questions by the Deadline 10 date noted by the Examining Authority.

Update to Surface Access Works Related Matters (Highways Design and Operational Safety Matters) included in National Highways Written Representation

National Highways has received an updated technical note from the Applicant and can confirm that it is satisfied that the solutions proposed by the Applicant for the Eastbound Connector Road Merge, Westbound Diverge, removal of the segregated left turn lane and provision of a Place of Relative Safety on the M23 Spur address National Highways concerns. National Highways will require the Applicant to implement each agreed solution at Detailed Design.

Maintenance Boundaries at the A23 London Road / North Terminal Link Signal Controlled Junction

As part of National Highways written representation **[REP1-088]**, National Highways expressed its preference that operation and maintenance responsibility for all signal infrastructure at this junction resides with National Highways. During the examination, no agreement between National Highways, West Sussex County Council and the Applicant has been reached on this matter.

However National Highways are confident that this matter can be resolved during Detailed Design and the Framework Agreement, signed between both parties, affords National Highways the necessary level of projection to ensure that this matter can be agreed for the purposes of the Development Consent Order.

Fluvial Model and Blockage Assessments

National Highways remains concerned that the Applicant has not yet been able to resolve outstanding points of issue relating to the fluvial model with the Environment Agency. National Highways requests that the Applicant provides confirmation of this resolution as soon as it is agreed between both parties.

In relation to the Blockage Assessment, National Highways has maintained its position that any freeboard allowances should comply with DMRB CD356 Section 4.16. Uncertainties in hydraulic models of more than 400mm are common and therefore the 400mm freeboard that the Applicant has implemented has not been justified given that a value of 400mm is less than the 600mm value dictated by DMRB CD356.

However, for the purposes of the examination and Statement of Common Ground, the above matters have been set to agreed. This agreement should not be read as evidence that the Applicant has provided the necessary justification, it is a consequence of the signed Framework Agreement and Protective Provisions, which provides National Highways with the necessary level of protection for these matters to be concluded during detailed design and in advance of any construction works commencing.



National Highways notes that progress has been made with the Applicant enabling a number of matters to be resolved. National Highways and the Applicant will continue to work proactively to seek to resolve any outstanding matters.

Yours Sincerely,



Peter Fisher
Head of 3rd Party Infrastructure