

Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and National Highways – Tracked Version

Book 10

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1 Introduction

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in support of the examination phase for the proposed Gatwick Northern Runway Project (NRP). The Application was made by Gatwick Airport Limited (the Applicant) to the Secretary of State for the Department for Transport (the Secretary of State) pursuant to Section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Application comprises alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. It also includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport's passenger throughput capacity. This includes substantial upgrade works to certain surface access routes which lead to the airport. A full description of the Proposed Development is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
- 1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the Examination. The purpose and possible content of SoCG is detailed in the Department for Communities and Local Government's guidance entitled 'Planning Act 2008: examination of applications for development consent' (2015), stating:
 - "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."
- 1.1.4 The Statement of Commonality provides details of the structure and status of the SoCG between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCG varies to reflect the nature and complexity of the matter, as well as the position between the parties.
- 1.1.5 This document relates to matters between the Applicant and National Highways. Where matters would require the involvement of other third parties in order to come to an agreement, these dependencies are noted.
- 1.1.6 Matters raised in this document which have been agreed between the Applicant and National Highways have been shaded green. Matters where agreement has not yet been reached are shaded white.
- 1.1.7 Proactive engagement between the parties across the breadth of matters, including design, modelling, and environmental impacts, is ongoing. Therefore, the SoCG is an evolving document and the detailed wording within it is still being discussed in detail between the parties. Iterations are intended to be submitted at future examination deadlines; and both parties reserve the right to supplement the matters identified as discussions progress, to ensure it is comprehensive and up to date. However, both parties believe it is possible that the matters that have been outlined in this SoCG are resolvable during the confines of the examination process.



- 1.1.8 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached, and is presented in a tabular form. This SoCG does not seek to replicate information that is available elsewhere, either within the Application and/or Examination documents, referring out where appropriate. The terminology used within the SoCG to reflect the status between the parties is either:
 - "Agreed" to indicate where a matter has been resolved to the satisfaction of the parties.
 - "Not Agreed" to indicate a final position where parties cannot agree.
 - "Under discussion" to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.



2 Current Position

1.2. Agricultural Land Use and Recreation

1.2.1 **Table 2.1** sets out the position of both parties in relation to agricultural land use and recreation matters.

Table 2.1 Statement of Common Ground – Agricultural Land use and Recreation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline	•			1	1
here are no	issues relating to the baseline	for this topic within this Statement of Common Ground.			
Assessment	Methodology				
There are no	issues relating to the assessm	ent methodology for this topic within this Statement of Common Ground.			
Assessment					
2.1.3.1	Environmental Statement Chapter 19: Agricultural Land Use and Recreation Paragraph 19.4.1 and Table 19.13.1	Relevant Representation (Oct 23): The Applicant notes that the assessment has considered DMRB LA109, Geology and Soils, amongst other guidance documents. However, in Table 19.13.1 a moderate adverse effect has been determined for agricultural land quality (temporary medium term and permanent term) but has nevertheless been considered by the Applicant as 'not significant' since Best and Most Versatile (BMV) land is not affected. National Highways is concerned that the level of justification provided by the Applicant, in accordance with DMRB LA109, is insufficient in order to enable National Highways to make a judgement on whether this effect is significant or not significant. The Applicant will need to provide further justification to demonstrate to National Highways, why this moderate impact is not considered a significant effect. Updated position (Deadline 1): The position of the Applicant is noted in that no 'best and most versatile' (NPPF, 2023) (ALC Grades 1, 2, 3a) will be impactedThe Applicant's response satisfies the query.	For this assessment, there would be some loss of agricultural land required temporarily and permanently for the Project. These are moderate adverse effects, however, they are not considered to be significant in EIA terms, as no best and most versatile land resource (Grades 1, 2 or 3a land) is affected as defined in the National Planning Policy Framework 2023 provided in Paragraph 19.2.5 of Chapter 19 of the ES: Agricultural Land Use and Recreation.	ES Chapter 19: Agricultural Land Use and Recreation [APP-044]	Agreement reached at Deadline 1
Mitigation an	nd Compensation				
There are no	issues relating to the mitigation	n and compensation for this topic within this Statement of Common Ground.			
Other					
There are no	other issues relating to this tor	oic within this Statement of Common Ground.			



1.3. Air Quality

1.3.1 **Table 2.2** sets out the position of both parties in relation to air quality matters.

Table 2.2 Statement of Common Ground – Air Quality Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline	1			1	1
There are no	issues relating to the baseline f	or this topic within this Statement of Common Ground.			
Assessment	Methodology				
2.2.2.1	Environmental Statement	Relevant Representation (Oct 23): National Highways notes a dispersion	Consultation has been undertaken with stakeholders to agree the	ES Appendix 13.4.1:	Under discussi
	Appendix 13.4.1 Air Quality	site roughness of 0.2m has been used in the air quality dispersion	methodology as set out in the ES Appendix 13.4.1.	Air Quality	Agreed
	Assessment Methodology	modelling, however there is a limitation associated with this method		Assessment	
		choice. Sensitive receptor locations associated with National Highways'	The dispersion site roughness of 0.2 m is consistent with previous	Methodology [APP-	Agreement
	Paragraph 4.15	network may not be suited to a roughness factor of only 0.2 and therefore	modelling assessments at Gatwick airport in 2005/6, 2010 and	<u>158</u>]	reached at
		turbulence on the SRN may be underestimated.	2015 and is considered suitable for the assessment.		Deadline 9
				The Applicant's	
		National Highways requests that the Applicant justify the use of the 0.2m	Updated position (April 2024):	Response to the	
		site roughness factor and how this can be considered for the SRN as a	The Applicant has provided a response to the query about using a	Examining	
		reasonable worst case for assessing any impacts to air quality.	0.2m surface roughness value at AQ.1.21 of The Applicant's	Authority's Written	
			Response to the Examining Authority's Written Questions	Questions (ExQ1) -	
		Updated position (Deadline 1):	(ExQ1) – Air Quality [REP3-083] submitted at Deadline 3.	Air Quality [REP3-	
		Can evidence please be provided that such an approach was agreed with		083]	
		National Highways? According to CERC, the publishers of the software	Updated position (July 2024):		
		used to model the dispersion of emissions, a surface roughness value of	The Applicant has discussed the matter with the National Highways		
		0.2m can be used to represent agricultural areas. Whilst this is a	air quality team and it is understood the item can be closed out as		
		reasonable assumption for open rural areas, it is not so for any urban	not requiring further discussion. It has been agreed the surface		
		areas or wooded areas, where a surface roughness of 0.5m to 1m would	roughness information provided in responses demonstrates there is		
		be more appropriate, or any large urban areas where a surface	no material impact on the air quality conclusions.		
		roughness of 1.5m would be more appropriate. From review of the air			
		quality figures, it is clear that the model includes receptors located in			
		areas characterised as urban, wooded and large urban. At receptors			
		within these locations, the use of the 0.2m surface roughness in the			
		model is likely to underpredict the contribution of emissions to pollutant			
		concentrations. This would likely have repercussions on the model			
		verification and potentially the total pollutant concentrations and impacts			
		reported.			
		Updated position (Deadline 5):			
		National Highways submitted the following in response to the Applicant's			
		submissions at Deadline 3 in its deadline 4 submission [REP4-079].			
		The Applicant states that it is difficult to draw exact comparisons between			
		projects [on surface roughness] due to differences in the environment and			
		model set up. The Applicant then refers to the suggestion from CERC and			
		research published by the University of Birmingham that a lower surface			



		roughness value will result in higher concentrations. It is the opinion of National Highways that due to the difficulty in comparisons stated by the Applicant, the influence of using a higher surface roughness value should be confirmed by a sensitivity test, noting that the influence of surface roughness on individual receptors is also dependent on the distance and orientation of receptors to the modelled road source. The assumption that a higher SR value equates to a lower concentration is not guaranteed. The Applicant also refers to previous emissions inventories and studies undertaken for the Airport as justification of the surface roughness value used, including to note "an approximate representative value of roughness length for modelling the dispersion of sources on, or close to the airport is expected to lie in the range 0.2 m to 0.5m". National Highways notes that the study area reported extends well beyond sources on, or close to, the airport. The Applicant refers to air quality assessments undertaken for National Highways schemes and states that those assessments used a single surface roughness value to represent their entire model domain. National Highways acknowledges that is the case, however National Highways position is that the Applicant's proposals are suitably diverse that a range of surface roughness values should be considered to reflect the different environments that cover the proposed order limits in order to ensure that the Air Quality dispersion modelling is proportionate. Updated position (Deadline 9): Following further discussions with the Applicant, both parties have agreed that this matter is now agreed for the purposes of the Development Consent Order Examination, with no amendment to the surface roughness not significantly altering the outcomes of the assessment. National Highways will continue to work with the Applicant as the design progresses through Detailed Design to ensure that Air Quality matters continue to align with National Highways requirements.			
2.2.2.2	Environmental Statement Appendix 13.4.1 Air Quality Assessment Methodology Paragraph 3.10.7 to 3.10.13	Relevant Representation (Oct 23): The Defra Emissions Factors Toolkit (EFT) has been used to derive emission factors. DMRB LA 105 guidance does not appear to have been referenced by the Applicant nor the use of the recommended gap analysis tool for long term trends emission calculation. National Highways requests that the Applicant provides evidence that local monitoring data has been assessed to confirm that the direction taken to adopt the approach to future rates of improvement in air quality is appropriate. This will enable National Highways specialists to consider any additional information provided.	It is noted that the Project is not a National Highways scheme, so the use of the DMRB LA 105 guidance is not applicable. The same point applies to the use of the recommended gap analysis tool for long term trends emission calculation. Details of the use of the Defra Emissions Factors Toolkit (EFT) in the Air Quality Appendix, including reasoning for why the use of the EFT is appropriate. Sensitivity of emissions including a quantitative assessment of the of the DfT Transport Decarbonisation Plan (TDP) is included in the Air Quality Appendix 13.9.2. Updated position (April 2024):	ES Appendix 13.4.1: Air Quality Assessment Methodology [APP- 158] ES Appendix 13.9.2: Air Quality Sensitivity Tests [APP-168]	Under discussion Agreed Agreement reached at Deadline 9



		Updated position (Deadline 1): The use in previous modelling is not sufficient justification. The	Concerns regarding emissions uncertainty and how the ES has accounted for this is addressed in Appendix F of the Supporting	Appendix F of the Supporting Air	
		Applicant's response points out that the Project is not a National	Air Quality Technical Notes to the SoCGs [REP1-050] submitted	Quality Technical	
		Highways scheme. Whilst this is the case, there is an argument that	at Deadline 1. The technical note includes a sensitivity test which	Notes to the SoCGs	
		because the Project has such an impact on the Strategic Road Network,	assumes no improvements in emissions beyond 2030. The	[REP1-050]	
		that use of guidance designed for the assessment of air quality impacts	assessment shows that there would be no changes to conclusions		
		on the Strategic Road Network is an appropriate tool for use. It is noted	as set out in the ES.		
		that no sensitivity test has been applied to NOX emissions, beyond a			
		comparison with the policy for decarbonisation. Some additional	Updated position (July 2024):		
		consideration of less optimistic NOX vehicle emission factors would have	The Applicant has discussed the matter with the National Highways		
		been beneficial.	air quality team and it is understood the item can be closed out as		
			not requiring further discussion. It has been agreed the information		
		Updated position (Deadline 5):	provided in responses demonstrates there is no material impact on		
		National Highways outlined its latest position in its comments to	the air quality conclusions.		
		responses to the Examining Authorities written questions [REP4-079]			
		which outlined that the Applicant's response to question AQ.1.8 does not			
		specifically refer to, nor justify, not implementing the DMRB LA105			
		methodology (i.e. use of the National Highways tools associated with the			
		LA105 method, including the National Highways specific emissions tool).			
		The Applicant refers to the Defra Emissions Factors Toolkit (EFT) that			
		they have used in the ES (v11) and a sensitivity test undertaken using			
		EFT v12, as reported in Appendix F of Supporting Air Quality Technical			
		Notes to Statements of Common Ground (SoCG) [REP1-050]. The			
		Applicant does not refer to another sensitivity test reported in Appendix F			
		of Supporting Air Quality Technical Notes to SoCG [REP1-050], which			
		was more relevant to National Highways' relevant representation – the			
		use of a more precautionary assumption of vehicle emissions factors.			
		With reference to Appendix F of Supporting Air Quality Technical Notes to SoCG [REP1-050], the Applicant does not appear to have provided the			
		evidence requested, to demonstrate that local monitoring data has been			
		assessed to confirm that the direction taken to adopt the approach to			
		future rates of improvement in air quality, is appropriate.			
		Tatalo Tatoo of improvement in all quality, to appropriate.			
		Updated position (Deadline 9):			
		Following further discussions with the Applicant, both parties have agreed			
		that this matter is now agreed for the purposes of the Development			
		Consent Order Examination. National Highways will continue to work with			
		the Applicant as the design progresses through Detailed Design to ensure			
		that Air Quality matters continue to align with National Highways			
		requirements.			
2222	Environmental Statement	Polovant Penrocontation (Oct 22)	DMPR I A 105 guidance is not applicable for the Project diver that	ES Annondiy 42 4 4	Under
2.2.2.3	Appendix 13.4.1 Air Quality	Relevant Representation (Oct 23): National Highways notes that speed data in kph is understood to have	DMRB LA 105 guidance is not applicable for the Project, given that it is not a National Highways scheme. The assessment has	ES Appendix 13.4.1: Air Quality	Under discussionAgreed
	Assessment Methodology	been used, as opposed to the speed banding approach required by the	followed industry best practice methods as agreed with the local	Assessment	ulacuasion<u>i</u> Myreed
	Assessment wethodology	been used, as opposed to the speed banding approach required by the	authorities.	ASSESSITETIL	
			dutionado.		



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Paragraph 3.10.11	DMRB LA 105, Air Quality. National Highways requests that the Applicant justifies this approach.	Section 13.10 of the air quality assessment methodology details	Methodology [APP- 158]	Agreement reached at
	There are likely to be occasions and locations where congestion occurs	speed data used for the assessment. Highway peak hours were	130]	Deadline 9
	during construction and therefore elevated pollutant concentrations.	used for four specific time periods to reflect congestion on the road		Deadine 9
	during construction and therefore elevated pollutarit concentrations.	network. Speeds at junctions and roundabouts were modelled at a		
	The Applicant is requested to provide evidence to ensure that this has	reduced speed to reflect queuing and congestion.		
	been considered as part of the air quality assessment.	reduced speed to reflect queding and congestion.		
	been considered as part of the all quality assessment.	Updated position (July 2024):		
	Updated position (Deadline 1):	The Applicant has discussed the matter with the National Highways		
	LA105 is not merely for National Highways' schemes, but is used on a	air quality team and it is understood the item can be closed out as		
	cross-sectoral basis, and is produced following engagement with statutory	not requiring further discussion. It has been agreed the information		
	environmental bodies. The Applicant's response to this point is noted.	provided in responses demonstrates there is no material impact on		
	The confirmation provided by the applicant that reduced speeds for	the air quality conclusions.		
	congestion have been included in the assessment is appreciated.	and an quanty someoners		
	Updated position (Deadline 5):			
	The repercussions of not using DMRB LA 105 methodology is			
	summarised as follows:			
	Gap Analysis: KA 105 required a gap analysis of predicted annual mean			
	NO2 concentrations. This is to ensure that modelled roadside NO2			
	concentrations are not too optimistic. It is National Highways opinion that			
	a precautionary approach should have been followed with regards to			
	future emissions rates (and background concentrations), particularly when			
	assessment years are so far in the future.			
	Speed banding: LA 105 required vehicle speeds to be banded into			
	defined categories for motorways and non-motorway roads. The use of			
	speed bands in the assessment methodology is intended to remove the			
	subtleties of small changes in vehicle speed.			
	Time period traffic data: For assessments that are not in the early stages			
	of appraisal, LA 105 requires 24 hour traffic data to be split between the			
	AM, interpeak, PM and overnight periods.			
	Notice that the second of the			
	National Highways considers that without the use of the DMRB LA105			
	standard, the assessment of local air quality impacts submitted to the			
	DOC by the Applicant is not precautionary.			
	Undeted position (Deadline 0):			
	Updated position (Deadline 9):			
	Following further discussions with the Applicant, both parties have agreed			
	that this matter is now agreed for the purposes of the Development			
	Consent Order Examination. National Highways will continue to work with			
	the Applicant as the design progresses through Detailed Design to ensure			



		that Air Quality matters continue to align with National Highways			
		requirements.			
		requirements.			
Assessment					
2.2.3.1	Environmental Statement	Relevant Representation (Oct 23):	It is proposed that a technical note is provided to set out the	Appendix C of the	Agreed
2.2.3.1	Chapter 13: Air Quality	National Highways has an air quality KPI, set by the Department for	requested information.	Supporting Air	Agreed
	Chapter 13. All Quality		requested information.	Quality Technical	Agraamant
	Canaral	Transport and based on the Pollution Control Mapping model, to bring	Undeted position (Deadline 1). This technical note is contained in	Notes to the SoCGs	Agreement
	General	links into compliance with legal NO2 limits in the shortest possible time.	Updated position (Deadline 1): This technical note is contained in		reached at
		There are six compliance links surrounding the proposed site boundary,	Appendix C of the Supporting Air Quality Technical Notes to	[REP1-050]	Deadline 5
		with one located within the Applicants site. These are located on roads	the SoCGs (Doc Ref. 10.4) submitted at Deadline 1.		
		including the A23 (located within the proposed site boundary), A264,			
		A2220, A2004, A2011 and A2219. All these compliance links were			
		predicted to comply with the set standard (EU Limit Value of 40µg/m3 as			
		an annual mean for NO2) in 2018 and National Highways is concerned			
		that the Applicant's proposals risk an exceedance being generated to the			
		EU Limit Value.			
		Notice all light years requires the Applicant to provide evidence that the			
		National Highways requires the Applicant to provide evidence that the			
		proposed SRN mitigation scheme will not exacerbate pollutant levels			
		along these links and that the proposed scheme will not lead to an			
		exceedance in the EU Limit Value of 40µg/m3 as an annual mean for			
		NO2 along these links			
		Updated position (Deadline 1):			
		This matter remains under discussion, and National Highways will await			
		receipt of the Applicant's technical note.			
		Updated position (Deadline 5):			
		In the Applicant's Deadline 1 Submission Document – Supporting Air			
		Quality Technical Notes to Statements of Common Ground (Book 10)			
		[REP1-050], the Applicant provides further details to demonstrate impacts			
		on compliance links. The Applicant confirms an exceedance limit value at			
		one 4m verification point (P_165) but confirms there is no exceedance at			
		the nearby qualifying feature (P_164). The verification point is predicted			
		to experience an increase in annual mean NO2 concentrations of 0.2			
		μg/m3. The Applicant confirms there is no issue with compliance due to			
		the operation of the scheme.			
		No further actions on this point are required.			
2.2.3.2	Environmental Statement	Relevant Representation (Oct 23):	Section 12.5 of the Transport Assessment includes assumptions	Section 12.5 of ES	Agreed
	Chapter 13: Air Quality	In Paragraph 13.10.25, the largest change in all pollutants due to the	and limitations of the assessment, including details on localised	Chapter 12 Traffic	
		construction 2024 scenario is predicted to be at R_147 Sutton Common	model noise identified in Croydon and Steyning.	and Transport [APP-	
	Paragraph 13.10.25			037]	



		Road, 12km to the north of the M25, which is reported to experience a moderate adverse impact. National Highways is concerned that anomalous results like the above, demonstrates uncertainty which undermines the validity of the traffic model used for the assessment. National Highways therefore requests that the Applicant outlines how the largest air quality impact associated with the Scheme, will be at a location that is 12km to the north of the M25 and therefore not in the localised proximity of the Scheme. Updated position (Deadline 1): National Highways believe this issue should remain open for discussion.	Section 12.4.7 and 12.4.8 of the Transport Assessment includes assumptions and limitations of the assessment, specifically relating to model noise in congested areas which includes Croydon and Steyning. Therefore, large changes of traffic flow in these areas are due to background traffic switching between routes with very similar journey times in the model, when in practice this is very unlikely to happen. This is explained in paragraph 13.10.28 of the ES Chapter 13: Air Quality for Sutton Common Road.	Transport Assessment [AS-079] ES Chapter 13 Air Quality [APP-038]	Agreement reached at Deadline 5
		The Applicants response highlights an issue that should have been considered in model verification. The risk to National Highways is that anomalous reporting could lead to stakeholder challenge in future that National Highways may be responsible for responding to. Publication of anomalous results would make this position harder to refute. Updated position (Deadline 5): In the Applicant's Deadline 1 Submission Document – Supporting Air Quality Technical Notes to Statements of Common Ground (Book 10), the Applicant acknowledge an error in the assessment of air quality impacts at the location of receptor R_147, which artificially increased the impact reported at this location. They state that without the error, the impact is "likely" to be 0.1 µg/m3. They state that the correction of this error does not affect the overall conclusion of the assessment. They also state that the error affected one isolated link and that the validity of the assessment			
		The use of the word "likely" in the Applicant's Technical Note suggests that the model has not been updated to correct the error, However, it is accepted that the change in traffic flow data that is provided on nearby links would result in a smaller impact than that reported in the ES. No further actions on this point are required.			
2.2.3.3	Environmental Statement Chapter 13: Air Quality General comment citing example in paragraph 13.10.30.	Relevant Representation (Oct 23) National Highways has reviewed this document and the locations of highest predicted pollutant concentrations and most significant impacts are not fully clear. The interpretation of the assessment and results throughout this chapter is not possible with the reader having to undertake their own analysis of	ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.	ES Chapter 13 Air Quality [APP-038] Appendix C of the Supporting Air Quality Technical Notes to the SoCGs [REP1-050]	Agreed Agreement reached at Deadline 5



		the many associated figures and appendices which leads to the risk of	The applicant is happy to provide National Highways with a		
		inconsistencies in interpretation.	technical note to set out the information requested and this can be		
			provided via the SOCG process.		
		National Highways notes that in Paragraph 13.10.30, the compliance			
		receptor results for the construction traffic assessment year 2024 reports	Updated position (Deadline 1): This technical note is contained in		
		that the project is not predicted to impact compliance with the air quality	Appendix C of the Supporting Air Quality Technical Notes to		
		standards, without any discussion of the predicted concentrations at	the SoCGs (Doc Ref. 10.4) submitted at Deadline 1.		
		compliance receptors or the maximum impact location. However, National			
		Highways notes that cross-referencing to Appendix 13.9.1 air quality			
		results tables and Figure P2, there is one compliance receptor with			
		annual mean NO2 concentrations above the air quality standards the			
		assessment has utilised and multiple receptors with concentrations above			
		the annual mean PM2.5 standard referenced.			
		the annual mean r wiz.o standard referenced.			
		National Highways therefore requests that the Applicant should alearly set			
		National Highways therefore requests that the Applicant should clearly set			
		out within Chapter 13 the predicted pollutant concentrations and			
		maximum impact locations for all receptor types and for all scenarios.			
		This information should also be supported by an explanation of what the			
		origin root cause of these results are (e.g., traffic changes).			
		Updated position (Deadline 1):			
		National Highways request that the Applicant provides a technical note as			
		outlined in their position statement to facilitate further discussions.			
		Updated position (Deadline 5):			
		In the Applicant's Deadline 1 Submission Document – Supporting Air			
		Quality Technical Notes to Statements of Common Ground (Book 10),			
		Appendix C [REP1-050], the Applicant provides a summary of pollutant			
		concentrations and impacts. This demonstrates that where total			
		concentration is elevated, the change in concentration is imperceptible,			
		and where the change is elevated, total concentrations are low. No further			
		action is necessary.			
2224	Environmental Statement	Polovent Penrocentation (Oct 22)	Ear application where shanges are greater than 40/ of the	ES Chapter 0:	Under
2.2.3.4		Relevant Representation (Oct 23)	For ecological sites, where changes are greater than 1% of the	ES Chapter 9:	
	Chapter 13: Air Quality	National Highways notes that 139 ecological receptors are identified by	critical load, the assessment off effects have been considered in	Ecology and Nature	discussion Agreed
	Develope 40 40 00 A	the Air Quality Chapter's assessment of the 2024 construction scenario	the ecology and nature conservation assessment to determine	Conservation [APP-	Ammoore
	Paragraph 13.10.33 And	as predicted to experience concentrations above the critical level, with 26	significance. The impacts were determined by the scheme	034]	Agreement
	Paragraph 13.10.36	sites where a change of 1% of the lower critical local criterion is predicted.	ecologist to be not significant.		reached at
				Appendix G of the	Deadline 9
		National Highways requests that the Applicant outlines how many of each	The methodology to assess the air quality effects has been agreed	Supporting Air	
		ecological site type exceed the above criteria and, of those identified,	with Natural England and will be provided in the SoCG with Natural	Quality Technical	
		whether an assessment by ecology specialists considering both	England.	Notes to the SoCGs	
		construction and operational phases was undertaken to demonstrate that		[REP1-050]	
		no significant effects were identified.	Updated position (April 2024):		



Furthermore, National Highways requests that the Applicant clarifies whether the outcomes of these additional assessments have been accepted by Natural England.

Updated position (Deadline 1):

National Highways notes the response provided by the Applicant confirming non-significant outcomes for receptors in scope and acceptance of the methodology by Natural England. National Highways advises the Applicant it has had substantial challenge from Natural England with regards to this matter and requests sight of the assessment methodology used and the NOx / NH3 values with and without the project.

Updated position (Deadline 5):

National Highways has reviewed the latest technical documents submitted by the Applicant at Deadline 1 and notes that the Applicant has used National Highways' ammonia tool to calculate ammonia concentrations from road traffic.

National Highways has also found the modelled NOx and NH3 concentrations and nitrogen deposition for the project in 2032 (Table 9, Appendix 1 of Appendix G, Gatwick Airport Northern Runway Project Supporting Air Quality Technical Notes to Statements of Common Ground. However, National Highways is unable to find any of the submitted evidence the reasons for the changes in the modelled concentrations for any of the ecological sites alongside the Strategic Road Network. National Highways requests the reasoned information be made available or sign posted to the relevant submitted document.

National Highways also requests the traffic data used to inform the air quality assessment is also made available for all scenarios assessed to inform our understanding of the impacts of the project.

Updated position (Deadline 9):

Following further discussions with the Applicant, both parties have agreed that this matter is now agreed for the purposes of the Development

Consent Order Examination. National Highways will continue to work with the Applicant as the design progresses through Detailed Design to ensure that Air Quality matters continue to align with National Highways requirements.

The Applicant has addressed matters raised in the **Statement of Common Ground between Gatwick Airport Limited and Natural England** [REP1-037].

Additional assessment of impacts at SSSI sites has been provided within **Appendix G** of the **Supporting Air Quality Technical Notes to the SoCGs** [REP1-050] submitted at Deadline 1.

Updated position (July 2024):

The Applicant has discussed the matter with the National Highways air quality team and it is understood the item can be closed out as not requiring further discussion. The Applicant has provided links to the published air quality and ecology assessment to support the National Highways' teams understanding of the assessment and conclusions.

Statement of
Common Ground
between Gatwick
Airport Limited and
Natural England
[REP1-037]

Mitigation and Compensation

There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.

Other

There are no other issues relating to this topic within this Statement of Common Ground.





1.4. Capacity and Operations

1.4.1 **Table 2.3** sets out the position of both parties in relation to capacity and operations matters.

Table 2.3 Statement of Common Ground – Capacity and Operations Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status			
There are no specific issues relating solely to Capacity and Operation Matters within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.								



1.5. Climate Change

1.5.1 **Table 2.4** sets out the position of both parties in relation to climate change matters.

Table 2.4 Statement of Common Ground - Climate Change Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline	1				1
There are no is	sues relating to the baseline f	or this topic within this Statement of Common Ground.			
Assessment N	Methodology				
2.4.2.1	Environmental Statement	Relevant Representation (Oct 23):	This analysis aimed to compare an urban location and a rural	ES Chapter 15	Agreed
	Chapter 15: Climate	The Applicant has applied the methodology of temperature points to	location to Gatwick Airport to determine whether a UHI existed.	Climate Change	
	Change	inform the Urban Heat Island (UHI) Assessment, however this	These sites were selected because a rural area within London	[APP-040]	Agreement
		assessment compares the Scheme to London City Airport which is a	would not be distinct from London City Airport and therefore would		reached at
	Table 15.5.4	significant distance away from the cell grid used for the other two points of	not present a useful comparison.	Updated Position	Deadline 5
		comparison.		(April 2024):	
			A range of weather station sites were considered for the analysis	ES Appendix 11.9.6:	
		National Highways proposes that it would be more prudent to include the	which employed the NOAA dataset, but also cross referenced with	Flood Risk	
		Crawley datapoints mentioned in the UHI assessment, at the datapoints	the Met Office MIDAS data.	Assessment Version	
		available. This would enable the Applicant to undertake a comparison		2 [AS-078]	
		against the Crawley data points. Furthermore, the Applicant could build	The coverage aimed for 20 years of data since 2022, with hourly		
		upon this with a comparison of a rural area near London City Airport	resolution to determine day time and night time UHI effects.	ES Appendix 11.9.6:	
		against London City Airport, where the differences between airport and	Temperature data were obtained from weather station sites at	Flood Risk	
		rural area for the two locations can be compared.	relevant points. London City Airport was selected to represent an	Assessment - Annex	
			urban environment and Charlwood a rural location. Crawley	2 [APP-148]	
		Updated position (Deadline 1):	datapoints were not used because they cover a limited temporal		
		Matter remains under discussion.	range (2002-2007) and the time series is relatively incomplete.	ES Appendix 11.9.6:	
			Other sites had good hourly resolution which allows more accurate	Flood Risk	
		National Highways interest in this matter would be to understand whether	analysis.	Assessment - Annex	
		any resilience measures intended for our network comply with our		6 [APP-149]	
		standards, including allowances required for climate change in drainage	Updated position (April 2024):		
		infrastructure and flood resilience. Critical to this is provision of	The resilience measures proposed at this stage are intended to	Draft Development	
		information that satisfies National Highways that none of the changes	present overarching resilience goals of the project. As the design is	Consent Order	
		proposed to our network would create new or exacerbate existing flooding	further refined at detailed design stage (to follow post Development	Version 6 [REP3-006]	
		hotspots.	Consent Order (DCO) consent), its adaptive capacity would be		
			further considered.		
		Updated position (Deadline 5):			
		National Highways has reviewed the relevant Appendix 15.5.2 Urban	As detailed in the Annex 2 of the FRA [APP-148], a 40% climate		
		Heat Island Assessment [APP-186]. The rationale provided by the	change allowance has been used for the highway surface access		
		Applicant for contextualising the UHI effect at Gatwick with that at London	preliminary design, which has been presented in technical design		
		City Airport is reasonable, so National Highways can confirm that this	reports and discussed in design engagement with the overseeing		
		matter is Agreed.	authorities and LLFA.		
			Post-Project runoff rates are proposed to be limited to the 1-year		
			greenfield runoff rates for storm event up to 100-year + climate		



			change where possible. This is based on the MOOO and to the		
			change where possible. This is based on the WSCC preferred		
			option for brownfield redevelopment sites (refer to "West Sussex		
			LLFA Policy for the Management of Surface Water" clause 5.4.4).		
			This approach addresses the long-term storage requirement.		
			Where this was not possible, justification has been provided during		
			technical engagement with the LLFA, and a technical report issued		
			for comments.		
			Open drainage attenuation has been proposed where practical,		
			such as basins, ponds and swales. Due to the surrounding site		
			constraints, oversized pipes have been proposed for some		
			drainage systems. This approach is documented in the technical		
			design documentation which has been subject to review and		
			engagement with the LLFA and no objections to the approach have		
			been raised through preliminary design technical engagement with		
			the LLFA.		
			Firstless and an area of a paragraphic and a second a second and a second a second and a second		
			Further enhancement opportunities will be considered at the		
			detailed design stage, after the DCO is granted, in collaboration		
			with National Highways, the local highway authorities and LLFA.		
			The National Highways elements of the design would be subject to		
			approval in accordance with the National Highways protective		
			provisions set out in Schedule 9 Part 3 of the draft DCO [REP3-		
			006].		
Assessment	T =				
2.4.3.1	Environmental Statement	Relevant Representation (Oct 23):	The methodology for the assessment was structured to follow the	ES Appendix 5.4.2	Under
	Chapter 15: Climate	In Table 15.4.1, issues considered within the assessment, the Applicant	ANPS classification of emissions into four categories, and the	Carbon Action Plan	discussion Agreed
	Change	has considered the following aspects:	assessment of Construction impacts was limited within the ES to	[APP-091]	
		Construction Period: Construction and Demolition within Airport Boundary	those impacts prior to opening. The assessment was not seeking to		Agreement
	Table 15.4.1 <u>1.11</u>	Construction Period: Delivery of construction and demolition	provide a Whole Life Carbon assessment of the Project - a point	ES Chapter 15	reached at
		activities within existing airport boundary, including construction	explicitly noted within the ES.	Climate Change	Deadline 9
		of upgraded highway junctions.		[APP-040]	
		Operational Period: Performance of the Project with respect to	Maintenance and repair of the newly constructed elements within		
		climate change resilience and adaptation.	the Project will be required. A full life cycle carbon assessment	ES Chapter 12:	
		Operational Period: Mitigation areas beyond existing airport	would seek to quantify this over a defined study period, which	Traffic and Transport	
		boundary.	would likely extend beyond the 2050 assessment period (which is	[<u>APP-037</u>]	
			used based on assessing risk to UK achieving carbon targets).		
		National Highways is concerned that the Applicant's assessment does not	Within the timescales between opening year (2029) and the end of	ES Appendix 15.9.1	
		consider the ongoing impact of maintaining any of the proposed assets.	the assessment year (2050) it is considered unlikely that	In-Combination	
			maintenance, repair, replacement, and refurbishment GHG	Climate Change	
		The Applicant should clarify whether the assessment has considered the	emissions would be so great as to materially change the	Impacts Assessment	
		ongoing impact of maintaining any proposed assets, as well as the	assessment of operational emissions. The mitigation set out in the	[APP-188]	
		adjacent SRN as a consequence of the increase in vehicle traffic caused	Carbon Action Plan, specifically regarding to employing PAS2080		
		by the development	as a Carbon Management System, would necessitate GAL		
			adopting a whole life carbon approach in the management and		



Updated position (Deadline 1):

Matter remains under discussion.

Presumably the Applicant will be expecting any emissions from increases to vehicle traffic and maintenance of the road network to be attributed to the relevant highway authority. Where this is National Highways, we would expect to see whole life carbon calculation and assessment to ensure consistency with our requirements for carbon accounting.

Updated position (Deadline 5):

ES Chapter 15 states that climate impact on construction and operation on upgraded highways junctions have been considered. National Highways request that the Applicant undertake a climate change risk assessment of highways improvement works during construction and operation. This assessment should clarify which Asset Group highway improvement works fall under in ES Appendix 15.4.1 Climate Change Resilience Definitions [APP-184] or 15.8.1 ES Appendix Climate Change Resilience Assessment [APP-187] similar to how the scope of works have been included in ES Chapter 16: Greenhouse Gases [APP-041]. This is to ensure these works relevant to National Highways are considered in the recommendations set out in Supporting Climate Change Technical Notes to Statements of Common Ground, Appendix C – Climate Change Technical Note – Adverse Weather Plan review [REP4-039].

Updated position (Deadline 9):

Following further discussions with the Applicant, both parties have agreed that this matter is now agreed for the purposes of the Development

Consent Order Examination. National Highways will require the Applicant to prepare a whole life carbon assessment and Carbon Management

Assessment, Report and Plan in line with National Highways PCF and DMRB requirements during detailed design to ensure that National Highways receive a full account of the construction, operation and maintenance carbon calculations. This report will be required to should thoroughly address and mitigate any potential impacts on National Highways assets.

National Highways considers that it would be beneficial for- a Climate Change Risk Assessment to be undertaken on commencement of the detailed design stage.

mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.

Paragraph 15.8.17 in Chapter 15 of the ES (Climate Change) highlights that GAL has procedures in place to check the efficacy of embedded mitigation measures and to keep them under review on account of regulator change, other circumstances or the prevailing climate changes to ensure that passenger and operational safety are preserved and business continuity is ensured.

It is also noted that all medium risks require regular review in the future to ensure they do not move to high or very high ratings. This can be formalised during operation through alignment with GAL's Task Force for Climate-related Financial Disclosures and GAL's 5-year review cycle for the Climate Adaptation Risk Assessment (GAL, 2021).

The CCR Assessment has considered the strategic road network (SRN) and was included as part of the ICCI assessment (refer to ES Chapter 12: Traffic and Transport). The ICCI Assessment (ES Appendix 15.9.1) also highlights that the SRN will be designed to standard road and material specifications in line with the design life of the asset and climate change regulations as set out in the Design Manual for Roads and Bridges (DMRB). At this stage we do not know which elements of the asset will be susceptible to softening due to higher temperatures. However, the effects of warmer temperatures on road materials in the future is considered negligible because the choice of materials would be based on relevant design standards and appropriate climate change considerations as set out in the Code of Construction Practice. Where necessary climate resilience would be built into the material mix and frequency of resurfacing when required in the future to account for higher temperature extremes as part of the usual renewal process.

Updated position (April 2024):

We have provided an updated Whole Life Carbon information at Deadline 4 and will liaise with National Highways at that point to discuss any future/additional needs.

Updated position (July 2024):

The above position on this matter still remains valid.

As the design and materials guidance would be periodically updated to reflect climate change and GAL-the Applicant would be required to meet National Highways standards during detailed

ES Appendix 5.3.2 Code of Construction Practice [REP1-021]



Mitigation and 0 2.4.4.1	Compensation Environmental Statement Chapter 15: Climate Change	Relevant Representation (Oct 23): The Applicant has reviewed Table 15.9.1, which outlines the mitigation, monitoring and enhancement measures for In-combination Climate	design/construction and as part of any renewals, the main risk would be in the guidance not keeping up with climate impacts, or climate change effects outpacing the materials science. As a result of the above, a climate change risk assessment of highways improvement works during construction and operation is not deemed needed nor applicable at this stage. Regarding the second point around the works relevant to National Highways being considered in the recommendations set out in Supporting Climate Change Technical Notes to Statements of Common Ground, Appendix C – Climate Change Technical Note – Adverse Weather Plan review [REP4-039], we do not agree this document is the best place for these recommendations, as the Adverse Weather Plan (AWP) is a GAL Applicant only and airside AWP document, not appropriate for this task. No significant in-combination climate impacts were identified during the construction or operational periods and therefore no further mitigation (beyond that which will be embedded) was proposed.	ES Appendix 11.9.6: Flood Risk Assessment [APP-	Under discussion Agreed
		Change Impacts (ICCI) assessment. National Highways notes that there	Embedded mitigation for various topics can be found in the various	147]	Agreement
	Table 15.9.1	is little evidence in terms of operation preparedness or embedded mitigation in place which is accounted for in this table. National Highways requests that the Applicant clarifies the existing plans within the submission or submits additional plans into the examination which look at similar impacts from an operational point of view for National Highways to assess. Updated position (Deadline 1): Matter remains under discussion. National Highways interest in this matter would be to understand whether any resilience measures intended for our network comply with our standards, including allowances required for climate change in drainage infrastructure and flood resilience. Critical to this is provision of information that satisfies National Highways that none of the changes proposed to our network would create new or exacerbate existing flooding hotspots. Updated position (Deadline 5): The Applicant concludes in Appendix 11.9.6 Flood Risk Assessment [AS-078]:	topic chapters. Additionally, new highway infrastructure will be designed to appropriate climate change allowances, therefore minimising any future flood risk to the highway network during the operation of the Project. Further information can be found in ES Appendix 11.9.6: Flood Risk Assessment and ES Appendix 11.9.6: Flood Risk Assessment - Annex 6. This will be supported by existing measures that are in place to ensure the airport remains operational (e.g. The Gatwick Operations Adverse Weather Plan, GAL, 2021). It is noted within the ICCI that GAL has procedures in place to check the efficacy of embedded mitigation measures to keep them under review on account of regulator change, other circumstances change or the prevailing climate changes; to preserve passenger and operational safety and business continuity. Updated position (April 2024): The resilience measures proposed at this stage are intended to present overarching resilience goals of the project. As the design is further refined at detailed design stage (to follow post Development Consent Order (DCO) consent), its adaptive capacity would be further considered.	ES Appendix 11.9.6: Flood Risk Assessment Version 2 [AS-078] ES Appendix 11.9.6: Flood Risk Assessment - Annex 2 [APP-148] ES Appendix 11.9.6: Flood Risk Assessment - Annex 6 [APP-149] Draft Development Consent Order Version 6 [REP3-006	reached at Deadline 9



"Where potential impacts have been identified as a result of the Project, appropriate mitigation measures have been proposed. With this mitigation in place, fluvial flood risk to the Project is considered to be low and there is no adverse impact to the flood risk elsewhere as a result of the Project."

Regarding Flood Alerting Systems contained in Annex 6 of Appendix 11.9.6: Flood Risk Assessment [APP-149], the Applicant states:

"Where a development has been adopted by a public authority, that authority will assume responsibility for ensuring adequate flood procedures are in place upon adoption of the development. This will be the case in relation to the surface access highway works". IF National highways has a responsibility to ensure that any risk of flooding as a consequence of the Applicant's proposed changes are mitigated in accordance with the requirements of the DMRB CG 501. ii The Applicant notes in Table 1.1.1 of Appendix 15.9.1 In-combination Climate Change Impacts Assessment [APP-188] that there could be an increased risk of fluvial flooding and notes that a flood risk assessment has been undertaken with mitigation measures to reduce fluvial flood risk. iiiThe Applicant notes the mitigation measures have been: ii "design to ensure no increase in flood risk up to an including a 1 in 100 year event with a 20% climate change allowance in line with the longest design life of the highways assets". I This is unlike the increased risk of surface water flooding, where the Applicant has designed mitigation measures to ensure no increase in flood risk up to and including a 1 in 100 year event with 40% climate change allowance for the highways improvements. Ii National Highways therefore requests that the Applicant clarifies why the mitigation measures for the increased risk in fluvial flooding has not been considered with a 1 in 100 year event with a 40% climate change allowance, which is the upper peak rainfall intensity associated with future climate change. This should cover the range of impacts that the highways network could face.

Updated position (Deadline 9):

National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of security protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.

As detailed in the Annex 2 of the **FRA** [APP-148], a 40% climate change allowance has been used for the highway surface access preliminary design, which has been presented in technical design reports and discussed in design engagement with the overseeing authorities and LLFA.

Post-Project runoff rates are proposed to be limited to the 1-year greenfield runoff rates for storm event up to 100-year + climate change where possible. This is based on the WSCC preferred option for brownfield redevelopment sites (refer to "West Sussex LLFA Policy for the Management of Surface Water" clause 5.4.4). This approach addresses the long-term storage requirement. Where this was not possible, justification has been provided during technical engagement with the LLFA, and a technical report issued for comments.

Open drainage attenuation has been proposed where practical, such as basins, ponds and swales. Due to the surrounding site constraints, oversized pipes have been proposed for some drainage systems. This approach is documented in the technical design documentation which has been subject to review and engagement with the LLFA and no objections to the approach have been raised through preliminary design technical engagement with the LLFA.

Further enhancement opportunities will be considered at the detailed design stage, after the DCO is granted, in collaboration with National Highways, the local highway authorities and LLFA. The National Highways elements of the design would be subject to approval in accordance with the National Highways protective provisions set out in Schedule 9 Part 3 of the draft DCO [REP3-006].

Updated position (July 2024):

The mitigation measures for the Project prevent any increase in offsite fluvial flood risk for its lifetime based on a 1 per cent (1 in 100) AEP plus a 20 per cent allowance for climate change event, equivalent to adopting a 100-year design life. However, considered individually the highways scheme and airports element adopt separate design lives consistent with the character of these elements of the development and the effects when flooding occurs.

The surface access highways improvement elements adopt a 100-year design life to 2132 from the first full year of opening in 2032. Following consideration of the changes brought by the Project and the sources of flooding, a 40-year design life has been adopted for the airfield to 2069 from the northern runway opening year of 2029.



This follows review of the infrastructure being altered, the likelihood of the continued evolution of the airfield over the longer term, and of where flooding actually occurs.

Despite different design lives across the proposed development, the Project secures a holistic fluvial mitigation strategy, mitigating collectively for the airfield and highways improvement elements to the standard of the longer design life. The shorter design life for the airfield is, in effect, ignored and the whole project is mitigated up to the 1 per cent (1 in 100) AEP plus a 20 per cent allowance for climate change event, which based on the EA Guidance for the consideration of climate change is equivalent to adopting a 100-year design life for fluvial flood risk for all Project elements.

ES Appendix 11.9.6 Flood Risk Assessment (FRA) [REP6-052] incorporates the predicted impact of climate change in accordance with EA Guidance (Flood Risk Assessments: Climate Change Allowances Guidance, Environment Agency, 2022). This is applied through uplift allowances based on UKCP18 published by the EA for peak river flow for fluvial flood risk and rainfall intensity for surface water drainage.

The climate change allowances applied for peak river flow are based on the Project's location (Thames River Basin District), vulnerability classification (essential Infrastructure as a worst-case) and design life (40 and 100 years to 2069 and 2132 respectively). Based on these criteria, the Higher Central allowances have been applied to the Project for the 2050s epoch for the airfield and the 2080s epoch for the highways elements as indicated in **red bold** in Table 2.4.1.

<u>Table 2.4.1 Climate Change Allowances Applicable to Peak</u>
<u>River Flow</u>

Allowance	Total potential uplift anticipated			
	2020s (up to 2039)	2050s (2040- 2069)	2080s (2070- 2125)	
Upper End	<u>27%</u>	<u>26%</u>	<u>40%*</u>	
Higher Central	<u>16%</u>	<u>12%</u>	<u>20%</u>	
Central	<u>11%</u>	<u>6%</u>	<u>12%</u>	

^{*} Plus 40% Allowance applied for the Credible Maximum Scenario.

Based on the EA guidance as reproduced in Table 2.4.1 an uplift factor of plus 12 per cent is applicable to the consideration of fluvial flood risk on the airfield and plus 20 per cent for the surface access highways improvements elements. The plus 16 per cent allowance applies to the construction period assessments. All uplift factors are



applied to the 1 per cent (1 in 100) Annual Exceedance Probability (AEP) event.

In accordance with EA Guidance, a Credible Maximum Scenario (CMS) has been applied to test the sensitivity of the Project to a more extreme change in peak river flow due to climate change of plus 40 per cent. It should be noted that the guidance does not provide a CMS for rainfall intensity.

The 100-year design life for the highways elements would extend to 2132, seven years beyond the end of the 2070's epoch of 2125. It is considered that based on current predictions, an additional seven years of climate change beyond 2125 would not impact significantly on the assessment of flood risk for the Project. Additionally the CMS would cover the additional seven years beyond 2025. The CMS sensitivity test of plus 40 per cent on the 1 per cent (1 in 100) AEP event has assessed the impact of the Project in the event of climate change impacts exceeding those currently predicted as reproduced in Table 2.4.1

The analysis demonstrates that with the incorporation of the mitigation measures secured by the Project it would not increase flood risk to other parties in the 1 per cent (1 in 100) plus 40 per cent event (see ES Appendix 11.9.6 FRA Figure 7.2.8). Given the difference between the uplift of 20 per cent to 2125 and the CMS of 40 percent, it is considered that the additional 20% would be sufficient to address the potential additional climate change impacts that would result in the seven-year period post 2125 to the 100-year design life horizon for the Project of 2132.

Climate change allowances for rainfall intensity applicable to the Project are set out as indicated in **red bold** in Table 2.4.2.

Following EA Guidance these are based on the design life of the Project and its location.

<u>Table 2.4.2 Climate Change Allowances Applicable for Rainfall</u> Intensity

Rainfall Event	Allowance	Total potential uplift anticipated		
		2050s (up to 2060)	<u>2070s (2061 – 2125)</u>	
3.3% (1 in	Upper End	<u>35%</u>	<u>35%</u>	
30) AEP	Central	<u>20%</u>	<u>20%</u>	
1% (1 in 100)	Upper End	<u>40%</u>	<u>40%</u>	
<u>AEP</u>	Central	<u>20%</u>	<u>25%</u>	

<u>Developments with a lifetime between 2061 and 2100 adopt the</u>

<u>Central allowance for the 2070s epoch, so as the design life for the</u>



airfield is 40-years to 2069 an uplift factor of plus 25 per cent is applied. As the surface access highways elements has a longer design life of 100 years, extending beyond 2100 it adopts the Upper End allowance of plus 40 per cent. Both uplift factors are applied to the 1 per cent (1 in 100) AEP event. Although the EA Guidance does not provide criteria for a CMS for rainfall intensity, the 40 per cent uplift has been tested (as a sensitivity analysis) for the airfield drainage, in order to test the impact of a larger than predicted change in rainfall as a result of climate change. This has not identified any new significant effects beyond those for the design (20 per cent) event: modelling demonstrates that there would be betterment or negligible change at all locations that previously experienced flooding (see ES Appendix 11.9.6 FRA Figure 7.3.5 and Figure 7.3.6), except for a very localised area of increase near Taxiway Juliet West that would not be expected to impact airport operations. Without mitigation the project would increase flood risk to other parties due to the encroachment into and truncation of the floodplain. Therefore a mitigation strategy has been developed to address this and ensure flood risk is not increased to other parties and that the development is safe for users for its lifetime. The proposed fluvial mitigation measures are set out in Section 7.2 of the FRA and indicative designs are provided in ES Appendix 11.9.6 Flood Risk Assessment - Annex 1 [APP-148]. The fluvial mitigation strategy has been developed holistically for both airfield and surface access highways elements. Seeking to separate them would introduce additional complexity and potentially environmental effects due to more wide-scale works being required. Instead a single holistic strategy was developed to ensure no increase to flood risk to other parties for a 100-year lifetime including the predicted impacts of climate change. This in effect supersedes the shorter (40-year) design life adopted for the airfield elements, mitigating for any fluvial flood risk impacts from the airfield works to a 100-year design life. The strategy has therefore been designed for the 1 per cent (1 in 100) plus 20 percent event. The surface access highways improvements result in an increase of impermeable area that without mitigation could increase surface water flood risk to other parties. Consequently the Project includes mitigation measures consisting of a combination of basins, swales and online storage to store and attenuate peak rates of runoff to ensure no increase in flood risk to other parties. These are described in Section 7.3 of the FRA and ES Appendix 11.9.6 Flood Risk Assessment - Annex 2 [APP-148].



Other	its lifetime.
	not increase flood risk to other parties and will be safe for users for
	Project continues to adhere with the principle that the Project will
	[REP5-031] secured through the draft DCO will ensure that the
	Appendix 1 of the Design and Access Statement and Requirements
	Order (DCO) examination. However the design principles set out in
	modification during detailed design post the Development Consent
	developed to an outline design level and are therefore subject to
	The Project and associated mitigation measures have been



1.6. Construction

1.6.1 **Table 2.5** sets out the position of both parties in relation to construction matters.

Table 2.5 Statement of Common Ground – Construction Matters

ce Matter Stak	takeholder Position	Gatwick Airport Limited Position	Signposting	Status
Environmental Statement Appendix 5.3.1: Buildability Report Part B The the d disru in th The that carri that netv Upd Nati refle As a link cons aligr nort will i dete with This addi	elevant Representation (Oct 23) or the Airport Way Eastbound Link from the A23, the Applicant is roposing extensive works to this section of the SRN which seemingly rise from a need to include the new footway link below the road along the embankment. National Highways is concerned of the level of isoruption that the works would generate to implement a new footway link at this area and whether any alternative solutions were considered. The Applicant is to provide clarity on whether this is the sole reason for the change and whether alternative solutions were considered in this area are at would not require extensive works to realign the arriageway. Alternatively, National Highways would seek a commitment that is secured in the Development Consent Order that this section of the etwork will be investigated during detailed design. Podated position (Deadline 1): ational Highways request that the Applicants position is updated to effect the latest stages of negotiations as shown below: as agreed at the design TWG on 9th January, the final alignment for this hak will be reviewed and developed at the detailed design stage in consultation with National Highways. The vertical and horizontal informents of the link combined with the design of the footway link to the corth all influence the nature of the scheme impacts at this location and ill require additional ground investigations and contractor input to determine the final solution. Design refinement can be accommodated ithin the Limits of Deviation for the scheme. The high and the provision of the scheme action tracker as an action to be dedressed at the detailed design stage after the DCO has been granted. The podated position (Deadline 5): ational Highways acknowledges the commitment by the Applicant to eview this section of the network during detailed design. National ighways notes that this is secured as part of the Protective Provisions and by Requirement 5.	The design at this location underwent extensive design discussions with NH between the Autumn 2021 consultation and Summer 2022 consultation following on from NH comments on the North Terminal design proposals. The majority of the works at this location are driven by the changes to the A23 London Road slip road connection onto Airport Way Eastbound (including horizontal and vertical alignment changes) which will lead to some disruption at this location during construction. The key factors influencing the relocation of the highway further south at this location are: (I) The upgrade of the A23 London Road southbound diverge onto Airport Way Eastbound from a taper diverge to a ghost island lane drop diverge that shifts the diverge footprint further south and influences the diverge link alignment; and (ii) the replacement of the diverge link merge onto Airport Way Eastbound with a free flow link connection. Changing the taper merge to a free flow link with a 510m radius requires kerb line changes. However, it should be noted that the new link seeks to tie-in the existing eastbound carriageway over as short a distance as possible on an alignment that was optimised for tying into the high radius mainline curve further east. The proposed eastbound link does not cross over into the existing westbound carriageway. (minimising disruption to the westbound carriageway during construction) The proposed design changes result in a net decrease in the overall carriageway pavement area at this location with most of the pavement proposed to be removed from the existing taper footprint on the northern side of the carriageway. The design proposals for the verge provision and earthworks side slope on the northern side of Airport Way between the highway and the WCH path will be subject to refinement at the detailed design stage in consultation with NH. The current preliminary design proposal is to minimise the earthworks side slope gradient through embankment modifications, minimising future maintenance costs and risks. Alternati	ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan [APP-084]	Agreed Agreement reached at Deadline 5



			route. This will be developed at the detailed design stage in		
			consultation with National Highways.		
			-Updated position April 2024:		
			Updated position is noted as per NH response at Deadline 1 as		
			follows:		
			"As agreed at the design TWG on 9th January, the final alignment		
			for this link will be reviewed and developed at the detailed design		
			stage in consultation with National Highways".		
			GAL agrees that any design refinement required will be completed		
			in accordance with the detailed design to be agreed by National		
			Highways. This will be recorded in the scheme action tracker as		
			noted and progressed after the DCO has been granted.		
			Thoted and progressed after the DOO has been granted.		
2.5.1.2	General Matters	Relevant Representation (Oct 23):	ES Chapter 5 Project Description, along with its Appendices 5.3.1,	ES Chapter 5 Project	Agreed
2.3.1.2	General Watters	National Highways notes that the surface access works will require	Buildability Report, and 5.3.3, Indicative Construction Sequencing,	Description [REP1-	Agreement
		extensive utility works, however no details have been provided by the	provide indicative information on the proposed construction		reached at
		Applicant which outlines when these works could be undertaken.		016]	Deadline 5
		Applicant which outlines when these works could be undertaken.	phasing.	ES Appendix 5.3.1	Deadine 5
		Undated position (Deadline 1).	The detailed construction phasing and construction programme will		
		Updated position (Deadline 1):	The detailed construction phasing and construction programme will	Buildability Report	
		National Highways request clarity whether the utility works will be	be finalised during the detailed design and pre-construction stages,	Part B [APP-080]	
		undertaken as part of either the programmed surface access works,	through engagement with Local Highway Authorities, West Sussex	FO A	
		airside works or would require their own enabling works.	County Council (WSCC), and National Highways.	ES Appendix 5.3.3	
		National Highways also request clarity regarding whether the utility works	A Nietiere el Hielensene Otatutam I la destalace Dinamiera DOF	Indicative	
		at present consider the need for any temporary diversions which may	A National Highways Statutory Undertakers Diversions PCF	Construction	
		create more onerous construction and traffic management phases.	Product (C3 Stage) produced and submitted to National Highways	Sequencing [APP-	
		Undeted position (Deadline E).	to ascertain the extent to which proposed route options are likely to	088]	
		Updated position (Deadline 5):	affect or be affected by existing Utilities apparatus, including		
		National Highways acknowledges the response by the Applicant and	Statutory Undertakers for water, sewage, gas, electricity, and		
		considers this matter agreed, with further collaboration to be undertaken	telecommunications, as well as other utility providers including, but		
		during detailed design to ensure utility works are co-ordinated.	not limited to, pipeline operators and other telecommunication		
			providers. Updated position April 2024:		
			Key temporary diversions identified at this stage are located in the		
			vicinity of Longbridge Roundabout and the associated River Mole		
			bridges where temporary utility bridges will be required. Relevant		
			temporary traffic management phases with these temporary		
			bridges in place have factored into construction phasing.		
			Full details of traffic management requirements for utility diversion		
			works will be developed at the detailed design stage alongside the		
			development of the utility diversion designs. Traffic management		
			arrangement will be subject to NH approval in accordance with the		
			draft DCO protective provisions for National Highways (Schedule 9		
			Part 3 Clause 5).		



2.5.1.3	Environmental Statement	Relevant Representation (Oct 23)	ES Chapter 5 Project Description, along with its Appendices 5.3.1,	ES Chapter 5 Project	Under
	Appendix 5.3.1: Buildability	National Highways recognises that, due to the complex works that	Buildability Report, and 5.3.3, Indicative Construction Sequencing,	Description [REP1-	discussion Agreed
	Report Part B Part 1	comprise the surface access works, there will be a need to undertake	provide indicative information on the proposed construction	016	
		works during night time closures. However National Highways notes that	phasing.		<u>Agreement</u>
	Section 7.0	the Applicant's submission provides insufficient detail on the required		ES Appendix 5.3.1	reached at
		closures to enable National Highways to fully understand the impact on	The detailed construction phasing will be finalised during the	Buildability Report	Deadline 9
		the operation of the SRN.	detailed design and pre-construction stages, through engagement	Part B [APP-080]	
			with Local Highway Authorities, West Sussex County Council		
		Updated position (Deadline 1):	(WSCC), and National Highways.	ES Appendix 5.3.3	
		National Highways request any modelling that has been undertaken is		Indicative	
		provided in order for National Highways to review.	Updated position April 2024: No further modelling of potential	Construction	
		Undeted position (Deadline E)	night time closures is being undertaken (nor has any been	Sequencing [APP-	
		Updated position (Deadline 5): National Highways has requested that the Applicant undertake further	specifically requested by National Highways at this stage); the position remains as noted above in that detailed construction	088]	
		construction traffic modelling in order to validate that the Strategic Road	phasing will be finalised during the detailed design and pre-	0.1.1.1.0	
		Network will operate safely during the construction of the surface access	construction stages.	Schedule 9 part 3 of	
		works. However, this modelling does not include the requirement to	Solisticulon stages.	the dDCO [REP3-006]	
		assess the impacts of night time closures. Any traffic management		Articles 20 and 21 of	
		proposals for night time closures would need to be agreed with National		the dDCO [REP3-006]	
		Highways.		inc aboo [iver 5 000]	
		National Highways considers this matter still under discussion until matters relating to National Highways markup of the outline construction traffic management plan submitted at Deadline 4 [REP4-076] are resolved. Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		securityprotection to ensure that this matter can be agreed for the			
		purposes of the Development Consent Order Examination.			
2.5.1.4	Environmental Statement	Relevant Representation (Oct 23)	ES Chapter 5 Project Description, along with its Appendices 5.3.1,	ES Chapter 5 Project	Under
	Appendix 5.3.1: Buildability	For the proposed North Terminal Roundabout, although construction of	Buildability Report, and 5.3.3, Indicative Construction Sequencing,	Description [REP1-	discussion Agreed
	Report Part B Part 1	some elements are covered in detail and associated phasing schedules /	provide indicative information on the proposed construction	<u>016</u>]	
	Castian 7.0	graphic are provided. National Highways notes that there is little detail	phasing.	FO Ammandia F O 4	Agreement
	Section 7.3	relating to how the works to the roundabout itself will be undertaken.	The detailed construction phasing will be finalized during the	ES Appendix 5.3.1	reached at
		Roundabouts are considered to be higher risk locations during normal operation, however when roundabouts are then subject to a complicated	The detailed construction phasing will be finalised during the detailed design and pre-construction stages, through engagement	Buildability Report Part B [APP-080]	Deadline 9
		and multiple phased series of roadworks, these associated risks increase,	with Local Highway Authorities, West Sussex County Council	art b [Ar F=000]	
		and the overall capacity reduces.	(WSCC), and National Highways.	ES Appendix 5.3.3	
		and the ordinal supucity reduced.	(1.555), and radional riginary	Indicative	
		Updated position (Deadline 1):	Updated position April 2024:	Construction	
			Discussions on construction traffic modelling are ongoing.	Sequencing [APP-	
				088]	



		National Highways request any detailed VISSIM modelling that has been undertaken for the construction phasing in order for National Highways to review. Updated position (Deadline 5): National Highways has met with the Applicant and has agreed the construction phases that require detailed VISSIM modelling to be undertaken in order to assess the operational performance of the strategic road network during construction. National Highways awaits this information being completed and issued by the Applicant. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of securityprotection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	In relation to carriageway widths: As set out in the annotations on drawing number 41700-XXB-LLO-GA-200174, the carriageway width over the bridge varies as the Airport Way Westbound diverge slip road slip road develops over the length of the bridge structure. To supplement the width information included in the structure section drawings and the information shared previously with National Highways as part of technical design engagement, a summary of typical carriageway widths for each highway impacted by the scheme has been provided in Table 42 of Deadline 3 Submission - 10.17 The Applicant's Response to Deadline 2 Submissions [REP3-106]. The detailed design will be developed in accordance with DMRB (including CD 127) and will be subject to NH approval as set out in NH Protective Provisions in the draft DCO, Schedule 9 Part 3 Clause 5 and 6(3)(b). Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108]. Corresponding discussions with National Highways regarding modelled impacts during construction undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement	Schedule 9 part 3 of the dDCO [REP3-006] Articles 20 and 21 of the dDCO [REP3-006] Deadline 3 Submission - 10.17 The Applicant's Response to Deadline 2 Submissions [REP3-106].	
2.5.1.5	Environmental Statement Appendix 5.3.1: Buildability Report Part B Part 1 Section 7.3	Relevant Representation (Oct 23) For the Inter-Terminal Shuttle Viaduct, the proposed Westbound realignment of Airport Way results in the alignment moving closer to the railway viaduct, with a proposed retaining feature to be installed between these two assets. National Highways notes that the proposed phasing plans or associated text in the buildability report does not provide details on how this might be built and maintained. National Highways requests details of how the proposed retaining wall will interact with the existing structure and its associated foundations and how this may impact both construction and long-term maintenance activities. Updated position (Deadline 1): National Highways don't feel that the current information sign posted within the Applicants position provides enough detail. National Highways request that the Applicants position is discussed further as part of ongoing discussions on the proposed structures. Updated position (Deadline 5):	ES Chapter 5 Project Description, along with its Appendices 5.3.1, Buildability Report, and 5.3.3, Indicative Construction Sequencing, provide indicative information on the proposed construction phasing. The detailed construction phasing will be finalised during the detailed design and pre-construction stages, through engagement with Local Highway Authorities, West Sussex County Council (WSCC), and National Highways. Updated position April 2024: GAL will continue to engage on this topic. The detailed design will be subject to NH approval in accordance with the draft DCO protective provisions for National Highways (Schedule 9 Part 3 Clause 5).	ES Chapter 5 Project Description [REP1- 016] ES Appendix 5.3.1 Buildability Report Part B Part 1 [APP- 080] ES Appendix 5.3.3 Indicative Construction Sequencing [APP- 088] Schedule 9 part 3 of the dDCO [REP3-006]	Agreed Agreement reached at Deadline 5



		National Highways asknowledges the commitment by the Applicant to		Articles 20 and 21 of	
		National Highways acknowledges the commitment by the Applicant to			
		review this section of the network during detailed design. National		the dDCO [REP3-006]	
		Highways notes that this is secured as part of the Protective Provisions			
		and by Requirement 5.			
2.5.1.6	Environmental Statement	Relevant Representation (Oct 23)	The proposed vertical profile at this location is illustrated in Section	Surface Access	
2.5.1.0	Appendix 5.3.1: Buildability	For the Airport Way Bridge over A23 in the Westbound direction, the	7 on Sheet 3 of the Surface Access Highways Plans – Engineering		Agreed
			Section Drawings with chainage information provided on Sheet 1 of	Highways Plans – Structure Section	
	Report Part B Part 1	Applicant's submission does not provide details relating to the proposed vertical profile, cross section and crossfalls.	,		
	Section 7.3	vertical profile, cross section and crossfalls.	this drawing set. Structure sections for this bridge are provided in	Drawings [APP-021]	Agreement
	Section 7.3	National Highways therefore does not have sufficient information to	Sheet 4 of the Surface Access Highways Plans – Structure Section	Cabadula O Dart 2 of	reached at
		National Highways therefore does not have sufficient information to	Drawing. The proposed Airport Way westbound carriageway is to	Schedule 9 Part 3 of	Deadline 5
		demonstrate that these elements meet required standards.	be at a similar level to the existing Airport Way carriageway over	the Draft DCO [REP3-	
			the bridge deck, noting the removal of the eastbound carriageway	006]	
		National Highways requests these details to ensure that the proposed	provision and the realignment of the westbound carriageway. No	Dec III e	
		works will meet the required standards and can be deemed to not have a	structural changes are proposed to the existing reinforced concrete	Deadline 3	
		negative impact on the existing structure and the cross section of the structural deck	slab bridge deck at this stage.	Submission - 10.17 The Applicant's	
			The design proposals at this location have formed part of ongoing	Response to	
		Updated position (Deadline 1):	technical engagement with the NH SES Structures Team. The	Deadline 2	
		National Highways requests a dimensioned cross-section for that part of	detailed design of the bridge including the final vertical profile,	Submissions [REP3-	
		the proposal, to ensure that it aligns with CD 127.	cross section and crossfall provision will be subject to approval by	<u>106</u>].	
		and proposally to onlow to that it alligns that of 1211	NH in accordance with the process set out in the National		
		Updated position (Deadline 5):	Highways Protective Provisions included in Schedule 9 Part 3 of		
		National Highways confirms that the Applicant's updated position is	the draft DCO following relevant guidance and standards.		
		accepted. National Highways will engage with the Applicant at detailed			
		design to ensure that all technical matters are in accordance with the	Updated position April 2024:		
		requirements set out in DMRB CD127.	As set out in the annotations on drawing number 41700-XXB-LLO-		
		requirements set out in Divine OD 127.	GA-200174, the carriageway width over the bridge varies as the		
			Airport Way Westbound diverge slip road slip road develops over		
			the length of the bridge structure. To supplement the width		
			information included in the structure section drawings and the		
			information shared previously with National Highways as part of		
			technical design engagement, a summary of typical carriageway		
			widths for each highway impacted by the scheme has been		
			provided in Table 42 of Deadline 3 Submission - 10.17 The		
			Applicant's Response to Deadline 2 Submissions [REP3-106]. As		
			set out in this document, the Airport Way Westbound carriageway		
			at the bridge is to have a D3UAP cross section with a typical 11m		
			wide carriageway widening to accommodate the diverge slip road		
			which is to comprise of a two lane urban all purpose connector		
			road (DG2F) cross section as defined in DMRB CD 127 with a		
			typical 8.6m wide carriageway including hard strip provision.		
			The detailed design will be developed in accordance with DMRB		
			(including CD 127) and will be subject to NH approval as set out in		



			NH Protective Provisions in the draft DCO, Schedule 9 Part 3		
			Clause 5 and 6(3)(b).		
2.5.1.7	Environmental Statement	Relevant Representation (Oct 23)	ES Chapter 5 Project Description, along with its Appendices 5.3.1,	ES Chapter 5 Project	Under
	Appendix 5.3.1: Buildability	National Highways notes that the construction phasing of the Airport Way	Buildability Report Part B provide indicative information on the	Description [REP1-	discussion Agreed
	Report Part B Part 1	Rail Bridge works would require the operation of the carriageway to be	proposed construction phasing.	016]	
		reduced to a single lane, which would include peak time operation.			Agreement
	Section 7.3.28		The detailed construction phasing will be finalized during the	ES Appendix 5.3.1	reached at
		However National Highways notes that the Applicant's submission	detailed design and pre-construction stages, alright engagement	Buildability Report	Deadline 9
		provides insufficient detail on the required traffic management to enable	with Local Highway Authorities, West Sussex County Council	Part B Part 1 [APP-	
		National Highways to fully understand the impact on the operation of the SRN.	(WSCC), and National Highways.	080]	
			Updated position April 2024: The Applicant has held further	ES Appendix 5.3.3	
		Updated position (Deadline 1):	discussions with National Highways on VISSIM modelling for	Indicative	
		National Highways request any detailed VISSIM modelling that has been	construction phases, has agreed an approach and is currently	Construction	
		undertaken for the construction phasing in order for National Highways to review.	undertaking additional modelling work to address this point.	Sequencing [APP- 088]	
			Updated position (August 2024):		
		Updated position (Deadline 5):	Post Covid Technical Note on VISSIM modelling supplied to		
			National Highways in April 2024 and submitted to Examination		
		National Highways has met with the Applicant and has agreed the	[REP3-108].		
		construction phases that require detailed VISSIM modelling to be			
		undertaken in order to assess the operational performance of the	Corresponding discussions with National Highways regarding		
		strategic road network during construction. National Highways awaits this information being completed and issued by the Applicant.	modelled impacts during construction undertaken between July and		
		illiormation being completed and issued by the Applicant.	August 2024 and the outcome of these discussions are reflected in		
		Updated position (Deadline 9):	the Framework Agreement		
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.5.1.8	Environmental Statement	Relevant Representation (Oct 23)	ES Chapter 5 Project Description, along with its Appendices 5.3.1,	ES Chapter 5 Project	Under
	Appendix 5.3.1: Buildability	For the works to widen the M23 above Balcombe Road, National	Buildability Report Part B provide indicative information on the	Description [REP1-	discussion Agreed
	Report Part B Part 1	Highways notes that a single-lane contraflow may be necessary to enable	proposed construction phasing.	016]	
		the installation of sheet piles.			Agreement
	Section 7.4.50		The detailed construction phasing will be finalised during the	ES Appendix 5.3.1	reached at
		However National Highways notes that the Applicant's submission	detailed design and pre-construction stages, through engagement	Buildability Report	Deadline 9
		provides insufficient detail on the required traffic management to enable	with Local Highway Authorities, West Sussex County Council	Part B [APP-080]	
		National Highways to fully understand the impact on the operation of the	(WSCC), and National Highways.		
		SRN.		ES Appendix 5.3.3	
			Updated position April 2024: The Applicant has held further	Indicative	
		Updated position (Deadline 1):	discussions with National Highways on VISSIM modelling for	Construction	
		National Highways request any detailed VISSIM modelling that has been	construction phases, has agreed an approach and is currently	Sequencing [APP-	
		undertaken for the construction phasing in order for National Highways to	undertaking additional modelling work to address this point.	088]	
		review.	Updated position (August 2024):		



			ID (0 11T 1 1 1N ()//////// 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
		Updated position (Deadline 5):	Post Covid Technical Note on VISSIM modelling supplied to		
		National Highways has met with the Applicant and has agreed the	National Highways in April 2024 and submitted to Examination		
		construction phases that require detailed VISSIM modelling to be	[REP3-108].		
		undertaken in order to assess the operational performance of the	Corresponding discussions with National Highways regarding		
		strategic road network during construction. National Highways awaits this	modelled impacts during construction undertaken between July and		
		information being completed and issued by the Applicant.	August 2024 and the outcome of these discussions are reflected in		
		Hudeted vecities (Deadline 0)	the Framework Agreement		
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.		2 11 22 1122	
2.5.1.9	Environmental Statement	Relevant Representation (Oct 23)	Assessment of the highway operation during highway construction	Sections 8.3 and 13.3	Under
	Appendix 5.3.1: Buildability	For the A23 River Mole & Long Bridge works, the Applicant has outlined a	was undertaken using the strategic highway model and is	of Annex B Strategic	discussion Agreed
	Report Part B Part 1	series of construction phases that will require complex traffic	presented in Section 8.3 and 13.3 of Annex B of the Transport	Transport Modelling	
		management.	Assessment. Further analysis can be undertaken as part of	Report [APP-260]	Agreement
	Appendix B and C		detailed design stages as appropriate.		reached at
		National Highways are concerned that the reduction in capacity during			Deadline 9
		construction will have an adverse impact on both the local road network	Updated position April 2024: The Applicant has held further		
		and SRN.	discussions with National Highways on VISSIM modelling for		
			construction phases, has agreed an approach and is currently		
		Updated position (Deadline 1):	undertaking additional modelling work to address this point.		
		National Highways request any detailed VISSIM modelling that has been			
		undertaken for the construction phasing in order for National Highways to	Updated position (August 2024):		
		review.	Post Covid Technical Note on VISSIM modelling supplied to		
			National Highways in April 2024 and submitted to Examination		
		Updated position (Deadline 5):	[REP3-108].		
		National Highways has met with the Applicant and has agreed the			
		construction phases that require detailed VISSIM modelling to be	Corresponding discussions with National Highways regarding		
		undertaken in order to assess the operational performance of the	modelled impacts during construction undertaken between July and		
		strategic road network during construction. National Highways awaits this	August 2024 and the outcome of these discussions are reflected in		
		information being completed and issued by the Applicant.	the Framework Agreement		
		information being completed and issued by the Applicant.			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.5.1.10	Environmental Statement	Relevant Representation (Oct 23)	ES Appendix 5.3.1, Buildability Report Part B provide indicative	ES Appendix 5.3.1	Under
2.3.1.10	Appendix 5.3.1: Buildability	For the proposed Airport Way Railway Bridge Works, National Highways	information on the proposed construction phasing.	Buildability Report	discussion Agreed
	Report Part B Part 2	notes that Stage two would require lane one of the Westbound	The state of the proposed condition of prideing.	Part B Part 1 [APP-	alocacolori <u>/ Igroca</u>
	TOPOICT GILD I GILZ	carriageway to have a full closure. During Stages eight and nine, the	The detailed construction phasing will be finalised during the	080]	Agreement
	Appendix F	Westbound edge beam and parapet is proposed to be removed.	detailed design and pre-construction stages, through engagement	000	reached at
	/ фронціх і	Trodisound dago scam and parapet is proposed to be removed.	actailed design and pre-construction stages, tillough engagement		Deadline 9
					Deaumile 9



		National Highways are concerned that the reduction in capacity during	with Local Highway Authorities, West Sussex County Council	ES Appendix 5.3.1	
		construction will have an adverse impact on both the local road network	(WSCC), and National Highways.	Buildability Report	
		and SRN.	(WSCC), and National Fighways.	Part B Part 2 [APP-	
		and Sixiv.	Updated position April 2024: The Applicant has held further	081]	
		Updated position (Deadline 1):	discussions with National Highways on VISSIM modelling for	001	
		National Highways request any detailed VISSIM modelling that has been	construction phases, has agreed an approach and is currently		
		undertaken for the construction phasing in order for National Highways to	undertaking additional modelling work to address this point.		
		review.	Harles In a Silver (Assessed 2004)		
			Updated position (August 2024):		
		Updated position (Deadline 5):	Post Covid Technical Note on VISSIM modelling supplied to		
		National Highways has met with the Applicant and has agreed the	National Highways in April 2024 and submitted to Examination		
		construction phases that require detailed VISSIM modelling to be	[REP3-108].		
		undertaken in order to assess the operational performance of the	Corresponding discussions with National Highways regarding		
		strategic road network during construction. National Highways awaits this	modelled impacts during construction undertaken between July and		
		information being completed and issued by the Applicant.	August 2024 and the outcome of these discussions are reflected in		
		Undeted position (Deadline 2)	the Framework Agreement		
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.		,	
2.5.1.11	Environmental Statement	Relevant Representation (Oct 23)	Arup prepared a study regarding STR Compound. They have met	n/a	Under discussion
	Appendix 5.3.1: Buildability	For the South Terminal Roundabout Access, vehicle access is required to	with National Highways to discuss the impact of the construction		
	Report Part B Part 2	both the central island and the compound from the roundabout circulatory	works to STR on 29 th November.		
		carriageway.			
	Appendix G		Updated position April 2024: The Applicant has held further		
		National Highways is concerned that the Applicant has not provided	discussions with National Highways on VISSIM modelling for		
		sufficient information to demonstrate how construction vehicle	construction phases, has agreed an approach and is currently		
		movements associated with the works in the central island and the site	undertaking additional modelling work to address this point.		
		compound will safely access the SRN in a controlled manner. National	Responses to points raised on the South Terminal Study are being		
		Highways will require these principles to be fully detailed and agreed with	finalised and will be provided before the end of May.		
		National Highways			
			Updated position (August 2024):		
		Updated position (Deadline 1):	Post Covid Technical Note on VISSIM modelling supplied to		
		National Highways request any detailed VISSIM modelling that has been	National Highways in April 2024 and submitted to Examination		
		undertaken for the construction phasing in order for National Highways to	[REP3-108].		
		review. Furthermore, National Highways requests that the Applicant			
		provide additional detail regarding construction vehicle movements at the	Corresponding discussions with National Highways regarding		
		South Terminal Roundabout. This access and egress strategy will need to	modelled impacts during construction undertaken between July and		
		be agreed with National Highways and the agreed principles incorporated	August 2024 and the outcome of these discussions are reflected in		
		into the Outline Construction Traffic Management Plan.	the Framework Agreement		
		National Highways sent comments to the applicant on the study on 8 th			
		February 24, and awaits a response to matters raised.			



Updated position (Deadline 5):

National Highways has met with the Applicant and has agreed the construction phases that require detailed VISSIM modelling to be undertaken in order to assess the operational performance of the strategic road network during construction. National Highways awaits this information being completed and issued by the Applicant.

National Highways sent comments to the Applicant on the study on 8th February 2024 and a response to these matters was issued by the Applicant on the 30 May 2024, National Highways is currently reviewing this information and will respond to the Applicant is there any further points of clarification required.

Updated position (Deadline 9):

Additional information provided by the Applicant through the course of the examination has allowed National Highways, in conjunction with the protections offered by the signed Framework Agreement and Protective Provisions, to consider the construction access and egress VISSIM modelling matters to be agreed.

As part of its ongoing liaison with the Applicant, and in accordance with the DfT Circular 01/2022 Strategic road network and the delivery of sustainable development, National Highways has previously, and as part of its ongoing liaison with the Applicant, requested clear justification for the proposed introduction of a new temporary direct access from the South Terminal Roundabout as the primary access point to the proposed South Terminal Construction Compound to support the construction of the surface access works. The Applicant has recently provided some information to National Highways on this point which adds to the information presented in the DCO application, National Highways welcomes the additional information provided by the Applicant and has asked for additional information in order to fully resolve its concerns and to be able to consider withdrawing its objections in this context. The Applicant has committed to provide the necessary additional information before Deadline 10. National Highways remains hopeful of resolving this prior to the conclusion of the Examination but will review this information and confirm its position in its Deadline 10 submission.

However, National Highways has previously, and as part of its ongoing liaison with the Applicant, requested clear justification for the proposed introduction of a new temporary direct access from the South Terminal Roundabout as the primary access point for construction vehicles during the construction of the surface access works. The Applicant has recently provided this additional



		information, which aims to address how they comply with the DfT Circular 01/2022 Strategic road network and the delivery of sustainable development. However, further clarity is still required for National Highways to fully resolve its concerns and consider withdrawing its objections. The Applicant has promised to provide the necessary additional information before Deadline 10. National Highways will review this information and confirm its position in its Deadline 10 submission.			
2.5.1.12	Environmental Statement Appendix 5.3.2: Code of Construction Practice Section 6.2	Relevant Representation (Oct 23) The Applicant commits to establish a Traffic Management Working Group. However, the Applicant does not provide details of how this group would operate or which parties would be involved in this working group. National Highways requests that this working group also include National Highways, and each affected Local Authority in order to ensure that each party can contribute, and a collective decision can be made to ensure that no part of the SRN or local road network are adversely impacted.— Updated position (Deadline 1): National Highways notes the Applicant's position that the TMWG will be established prior to construction commencing. However, to inform the CTMP, these meetings will need to be held well in advance and regularly during the construction preparation stage to agree on principles before the Scheme moves to construction. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	GAL will establish a Traffic Management Working Group (TMWG) prior to construction commencing. The TMWG will be responsible for coordinating and managing material and people movement in accordance with this CoCP and other relevant controls including the oCTMP and oCWTP. The CTMP and CWTP will be detailed and finalised during the detailed design and pre-construction stages in collaboration with National Highways and Local Highway Authorities. Updated position April 2024: The Applicant will review the contents of the mark up of the Outline CTMP provided by National Highways at Deadline 4 and provide a further response to those matters. In respect of a Traffic Management Working Group (TMWG) the Applicant agrees to the establishment of a TMWG prior to construction commencing to ensure all parties, including National Highways, contractors, local highway authorities and GAL have an agreed way of working and schedule of works. Further discussions will be held on the level of detail required at that stage to seek agreement on this matter Updated position (August 2024): Further drafting changes and responses to comments received from National Highways and other interested parties on the Outline Construction Traffic Management Plan submitted at Deadline 7.	ES Appendix 5.3.2 Annex 3 Outline Construction Traffic Management Plan [APP-085] ES Appendix 5.3.2 Annex 2 Outline Construction Workforce Travel Plan [APP-084] Requirements 12 and 13 of the dDCO [REP3-006]	Under DiscussionAgreed Agreement reached at Deadline 9
2.5.1.13	Environmental Statement Appendix 5.3.2: Code of Construction Practice Annex 1	Relevant Representation (Oct 23) The Applicant has not provided any specific details or strategy to ensure that the road network remains adequately drained and that the water quality at discharge points is maintained during the execution of the works.	At the current stage, we do not have detailed information on the temporary drainage system for construction. These details will be developed in consultation with National Highways and Local Highway Authorities. Updated position April 2024: Environmental Statement: Appendix 5.3.2: Code of Construction Practice Annex 1 - Water Management Plan sets out GAL's	n/a	Agreement reached at Deadline 9



		National Highways requests that the Applicant provides further details on how the drainage network will function during this transitional period and how water quality will be maintained and monitored.— Updated position (Deadline 1): National Highways request the Applicant outlines where in the DCO commitment is provided to ensure water quality will be monitored and maintained during construction. If there is no commitment, then National Highways welcomes further discussion with the Applicant on how this can be secured. Updated position (Deadline 5): National Highways acknowledges the updated position provided by the Applicant. National Highways request that the Applicant removes "where required" from Section 2 of the ES Appendix 5.3.2 Code of Construction Practice Annex 1 [REP3-021] in order to commit to monitoring of water quality during construction. Updated position (Deadline 9): National Highways also acknowledges acknowledges that the Applicant has addressed its comments in relation to National Highways Deadline 5 update and consider this matter agreed.	commitments with regards to water quality during the construction phases of the project. Including in Para. 3.1.1 In relation to the control and management of construction works to prevent pollution of surface and groundwater, or mitigate physical impacts to water bodies, the PC would establish the appropriate roles and responsibilities for site staff in accordance with the roles and responsibilities set out in Section 2 of the ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3). The following responsibilities would apply as a minimum: The Environment Manager and associated environmental team would be responsible for implementing water quality monitoring, where required, throughout the construction phase of the proposed scheme. Updated Position July 2024: We propose to reword Section 2 of the ES Appendix 5.3.2 Code of Construction Practice Annex 1 - Water Management Plan at Deadline 8 as follows: "The following responsibilities would apply as a minimum: The Environment Manager and associated environmental team would be responsible for implementing the required water quality monitoring throughout the construction phase of the proposed scheme." Updated position (August 2024): The text "where required", which now forms part of Section 3 of the ES Appendix 5.3.2 Code of Construction Practice Annex 1 has		
2.5.1.14	Environmental Statement Appendix 5.3.2: Code of Construction Practice	Relevant Representation (Oct 23) National Highways notes that there are significant airside works planned to be undertaken concurrently with the surface access works. These activities are likely to introduce significant additional traffic to the SRN at a	Assessment of the highway operation during highway construction was undertaken using the strategic highway model and is presented in Section 8.3 and 13.3 of Annex B of the Transport Assessment. Further analysis can be undertaken as part of	Sections 8.3 and Section 13.3 of the Strategic Transport Modelling Report	Under discussionAgreed Agreement
	Annex 3	time when network capacity will be constrained by temporary traffic management and lane closures. Updated position (Deadline 1): National Highways request any detailed VISSIM modelling that has been undertaken for the construction phasing in order for National Highways to review.	detailed design stages as appropriate. Updated position April 2024: The Applicant has held further discussions with National Highways on VISSIM modelling for construction phases, has agreed an approach and is currently undertaking additional modelling work to address this point.	[APP-260]	reached at Deadline 9
		Updated position (Deadline 5): National Highways has met with the Applicant and has agreed the construction phases that require detailed VISSIM modelling to be	Updated position (August 2024):		



		Lundoutelan in order to occord the on surface of a section of the	Doct Covid Technical Note on VICCIM and delling a complication		
		undertaken in order to assess the operational performance of the	Post Covid Technical Note on VISSIM modelling supplied to		
		strategic road network during construction. National Highways awaits this	National Highways in April 2024 and submitted to Examination		
		information being completed and issued by the Applicant.	[REP3-108].		
		Updated position (Deadline 9):	Corresponding discussions with National Highways regarding		
		National Highways can confirm that the Framework Agreement signed	modelled impacts during construction undertaken between July and		
		between both parties affords National Highways the necessary level of	August 2024 and the outcome of these discussions are reflected in		
		protection to ensure that this matter can be agreed for the purposes of the	the Framework Agreement		
		Development Consent Order Examination.			
2.5.1.15	Environmental Statement	Relevant Representation (Oct 23)	The main compound for the Surface Access works will be South	ES Appendix 5.3.1	Under
	Appendix 5.3.1: Buildability	In section 7.6, the Applicant outlines that Carpark Y is to be used for the	Terminal Roundabout Contractor Compound.	Buildability Report	discussion Agreed
	Report Part A	processing of hard materials from airside works, but there is no mention	· ·	Part A [APP-079]	
	· ·	as to whether this area is also to be used for the surface access works.	Paragraph 7.6.2 of ES 5.3.1 Buildability Report Part A gives		Agreement
	Section 7.6		indicative proposed information how Car Park Y will be utilised		reached at
		Could the Applicant clarify whether the proposed temporary construction	during construction period.		Deadline 9
		compound in the land to the north of the roundabout will have the	daming continuous portion.		
		required space for the processing and storing of all excavated materials.	Excavated concrete will be crushed and reused. A temporary		
		required space for the processing and storing of all excavated materials.	· ·		
		Undeted position (Deadline 4).	mobile crushing unit will be set up on the site alongside the		
		Updated position (Deadline 1):	laydown area for the reprocessed materials. The location will also		
		Whilst clarity has been provided on the purpose of Carpark Y, the	be used as a welfare area during the construction of North		
		proximity of this site for the use of concrete crushing equipment to both	Terminal Roundabout Junction.		
		the Premier Inn and Travelodge raises the question of disturbance. Can			
		the Applicant confirm if this has been factored within their decision	Updated position April 2024:		
		making and have any discussions taken place with the affected parties.	Paragraph 4.2.6 of Documents 5.3 Code of Construction Practice		
			states that the core working hours will be 07:00-19:00 Monday to		
		Updated position (Deadline 5):	Friday and 07:00 – 13:00 on Saturdays. However, the first and last		
		National Highways acknowledge the restrictions that will be imposed on	hour of these days will be for various activities but will not include		
		the processing of hard materials within car park Y in the Code of	the operation of plant or machinery that is likely to cause		
		Construction Practice. However, National Highways seeks to understand	disturbance to local residents or businesses. If works are to be		
		how these activities have been assessed and the impacts on adjacent	carried out outside of these core hours, section 61 consents will be		
		receptors quantified.	obtained from the relevant planning authorities.		
			In considering the possible noise disturbance, we can commit to		
		Updated position (Deadline 9):	only carrying out concrete crushing activities during the day time		
		National Highways welcomes the amendments provided by the Applicant	hours Monday to Friday in accordance with paragraph 4.2.6 of		
		to the Code of Construction Practice at Deadline 8. These amendments,	Document 5.3 Code of Construction Practice		
		and the protection offered by the signed Framework Agreement and	Securion 6.6 Securio de Solida de Constitución i indicio		
		Protective Provisions, means that this matter can be agreed for the	Updated position (August 2024):		
		purposes of the Development Consent Order Examination.	Further updates to the Code of Construction Practice were		
		purposes of the Development Consent Order Examination.			
			submitted in-to Examination at Deadline 8.		
	<u> </u>				



1.7. Cumulative Effects and Interrelationships

1.7.1 **Table 2.6** sets out the position of both parties in relation to cumulative effects and interrelationships matters.

Table 2.6 Statement of Common Ground – Cumulative Effects and Interrelationships Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
There are no	specific issues relating solely to	Cumulative Effects and Interrelationships within this Statement of Common	Ground, which are not considered as part as of matters in other topic a	reas.	



1.8. Draft DCO and Explanatory Memorandum

1.8.1 **Table 2.7** sets out the position of both parties in relation to Draft DCO and Explanatory Memorandum matters.

Table 2.7 Statement of Common Ground – Draft DCO and Explanatory Memorandum Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.7.1.1	Article 6 – Limits of	Relevant Representation (Oct 23)	The proposed preliminary design for the surface access works has been	Draft DCO [REP3-	Under
	Deviation (LoD)	Subparagraph (4) applies LoD's that appear excessive for the	developed in accordance with relevant design standards and guidance	006]	discussion Agreed
		proposed highways works. Without information, or justification,	(including DMRB where appropriate) and has been informed by technical		
		National Highways has a concern that a design which is not compliant	engagement with the relevant highway authorities (albeit National		Agreement
		with DMRB may be permitted under the terms of the DCO.	Highways did not respond to requests for feedback on the limits of		reached at
			deviation in advance of DCO application submission).		Deadline 9
		National Highways requests that the Applicant either justifies this			
		flexibility or reduces the LoD's accordingly and presents any updates in	The proposed limits of deviation reflect the design uncertainty that is		
		a table format similar to that utilised as part of the A66 Northern Tran-	inherent in a third-party infrastructure scheme that remains subject to the		
		Pennine Project (TR010062/APP/REP9-013). Alternatively, conditions	approval of highway authorities, a process which falls outside GAL's		
		would need to be in place and secured in the DCO whereby utilisation	control. Modest changes to the position and/or vertical alignment for the		
		of wider LoD's would require the express consent of National Highways	flyover bridge structures would likely lead to a change to the location of the		
		where deviation may impact the SRN.	crest of the relevant section of highway vertical alignment and a resulting		
			increase in surface levels relative to the preliminary design proposals at		
		Updated position (Deadline 1):	one end of the bridge (and the associated approach embankment) and a		
		National Highways request that Gatwick's position is updated to reflect	decrease in surface levels relative to the preliminary design proposals at		
		the latest status of negotiations, whereby Gatwick have confirmed that	the other end. The proposed magnitudes of vertical limits of deviation have		
		revised Limits of Deviation are currently being discussed between both	been developed with such potential changes in mind and with due		
		parties.	consideration to magnitudes of limits of deviation in other granted DCOs.		
		Updated position (Deadline 5):	The design of the national highway works has been subject to extensive		
		opuateu position (beautine 3).	engagement between GAL agents and National Highways, which is		
		National Highways notes that the Applicant has proposed amendments	ongoing. The detailed design stage is envisaged also to be undertaken in		
		to the vertical limits of deviation as outlined in National Highways	close consultation with National Highways, including through the approvals		
		comments to the Applicant's response to the Examining Authorities	process in Part 3 of Schedule 9 of the draft DCO. The flexibility offered by		
		Written Questions DCO.1.1.9 [REP4-079]. National Highways requests	the limits of deviation in article 6 will best enable the scheme to address		
		that the Applicant update their proposals in line with this position.	future design comments from National Highways.		
		Updated position (Deadline 9):	In any event, the detailed design of the surface access works will be		
		National Highways can confirm that as part of the Applicant's	subject to the approval of the local highway authority (pursuant to		
		submissions at Deadline 5, the Applicant has addressed National	requirement 5 of the draft DCO) or National Highways (pursuant to		
		Highways comments in its revisions to the limits of deviation applied in	requirement 6 and Part 3 of Schedule 9 of the draft DCO).		
		the draft Development Consent Order and the Parameter Plans, which			
		was confirmed in National Highways comments on any submissions	Updated position (April 2024):		
		received by Deadline 5 [REP6-114]. This matter can now be	Article 6 (limits of works) has been updated in version 6.0 of the draft		
		considered agreed for the purposes of the examination.	DCO submitted at Deadline 3 [REP3-006] to clarify the drafting intention		
			and the parameters to have effect for the highway works.		
			and the parameters to have energined from the majoritary memor		



			The Applicant considers that the use of article 6 of the draft DCO and the plans referenced therein is a clearer and preferable approach to specifying maximum extents in tabular form in the DCO. Plans can be more easily scrutinised during the examination than numerical limits or limits by reference to coordinates and are more easily referenced by contractors post-consent. The Works Plans and the Parameter Plans are documents to be certified by the Secretary of State under article 52 of the DCO and thus have no lesser status or controlling effect when referenced by article 6 than a table in the DCO. The Applicant and National Highways continue to discuss the appropriate numerical limits of deviation for article 6(4)(a). Updated position (July 2024): As requested by National Highways, additional points of reference have been added to the Surface Access Highways Parameter Plans [REP6-011] and the Surface Access Highways Plans – Engineering Section Drawings [REP5-019] alongside revisions to the draft Development Consent Order [REP6-005] to reference the section of Work No. 35a which is subject to the greater 2m Limits of Deviation between approx. CH 880 and CH 1680 labelled as points A1 and B1 respectively. It is understood that this point is now agreed with National Highways.		
2.7.1.2	Land Plans (TR020005/APP/AS- 015)	Relevant Representation (Oct 23) National Highways has reviewed the Land Plans (TR020005/APP/AS-015) and Book of Reference (TR020005/APP/AS-010) and notes that the Applicant is wishing to exercise compulsory acquisition powers over existing National Highways land and by association the SRN. National Highways considers the breadth of the rights to be acquired under Schedule 7 to the dDCO are currently too wide. National Highways cannot accept this approach and recommends that the Applicant: • revert within the Land Plans any existing land under National Highways ownership to solely temporary possession in line with the approach that has been undertaken on the London Luton Airport Expansion Scheme that is currently in examination (TR020001/APP/AS-011). • Seek to agree with NH temporary possession of the land required for the construction of the scheme. Where, exceptionally, the Applicant requires permanent rights over any existing National Highways land ownership, these are to be identified	The protective provisions for the benefit of National Highways (Part 3 of Schedule 9 of the draft DCO) (the "NH PPs") are still under negotiation between GAL and National Highways. However, the version included in the draft DCO and the latest draft in circulation between the parties requires that the undertaker obtain the consent of National Highways before exercising the powers of compulsory acquisition in articles 27 and 28 of the draft DCO over any part of the strategic road network (paragraph 5(2) of the NH PPs). This consent requirement should provide sufficient comfort regarding the issue expressed in this row and vitiate any need to amend the Land Plans or provide additional information at this stage. Updated position (April 2024) The Applicant's approach to seeking compulsory acquisition powers over the full extent of land required for the highway improvement works is justified because: 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 —	Draft DCO [REP3-006]	Under discussion



and communicated to National Highways, with a clear justification provided, to demonstrate the need for a permanent right being acquired. This will be considered by National Highways and any concerns will be highlighted to the Examining Authority.

Updated position (Deadline 1):

The existence of Protective Provisions does not provide a response to the requirement to provide a compelling case for acquisition.

Updated position (Deadline 5):

The Applicant's position explicitly refers to the fact that permanent acquisition is required in "forming part of the widened highways or required for ongoing maintenance of the widened highway". This is precisely the point National Highways is wishing to confirm.

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. National Highways therefore maintains its position that the Applicant's blanket and broad approach to compulsory acquisition is unjustified and non-compliant with the Government's guidance on compulsory acquisition."

Updated Position (Deadline 9):

National Highways notes that at Deadline 7 the Applicant introduced updated Land Plan [REP7-017] information whereby the Applicant has sought to address National Highways concerns in respect to the compulsory acquisition of land that will remain part of the Strategic Road Network.

National Highways has continued to liaise with the Applicant to ensure that National Highways land interests are appropriately defined.

Through these negotiations, the Applicant has confirmed that:

<u>Land parcels 4/474B and 4/474C will be converted to land subject to permanent rights (presumed highway)</u>

<u>Land parcels 1/138A and 1/256 will be converted to Land subject to permanent acquisition</u>

- 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. 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.
- 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 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 third-party 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. The Applicant is in continuing discussions with National Highways and their representatives. The purpose of these discussions is to collaboratively identify and progress measures that can be implemented to mitigate any



		When viewed in conjunction with the Protective Provisions and	potential impacts on the Statutory Undertaker's obligation to		
!		Framework Agreement, National Highways considers that it is offered			
			maintain and provide highways. The overarching objective		
!		the appropriate protection to agree this matter for the purpose of the	remains the conclusion of protective provisions that align with the		
!		examination. National Highways will therefore review the Deadline 9	mutual interests of both parties.		
		updates, once available, to confirm that this matter has been			
		satisfactorily addressed.			
!			Updated position (July 2024):		
!			Cognisance of National Highways' continued objection to the Applicant's		
!			approach to compulsory acquisition powers over highways land, the		
			Applicant has refined its approach at Deadline 7. Please refer to the		
!			Applicant's response to CA.2.4 in its Response to ExQ2 – Compulsory		
			Acquisition and Temporary Possession [REP7-080] which sets out this		
			refined approach. It is hoped that this will allow National Highways to		
!			consider this row 'agreed'.		
!					
			Updated position (August 2024)		
!			The Applicant has held further meetings with National Highways including		
!			on 15 August 2024 to provide reassurance on the purpose of identifying		
			land for permanent acquisition in specific relation to land plots identified by		
'			National Highways. WeThe Applicant anticipates this review to result in		
!			this matter being agreed, noting the controls and approvals that are		
,			required under the DCO.		
1					
			ioquirod andorano 500.		
2.7.1.3	Schedule 7 - Land in	Relevant Representation (Oct 23)		Draft DCO IREP3-	Under discussion
2.7.1.3	Schedule 7 - Land in Which Only New Rights	Relevant Representation (Oct 23) The purpose for which powers are taken over land is unclear. The	As above, the NH PPs (subject to agreement) require the consent of	Draft DCO [REP3-	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any	Draft DCO [REP3- 006]	Under discussion
2.7.1.3		The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to pre-emptively set out information about hypothetical acquisitions of rights	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National Highways interests.	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National Highways interests. National Highways request that the Applicant provide a draft of the	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to pre-emptively set out information about hypothetical acquisitions of rights for which it would in any event need National Highways' consent.	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National Highways interests. National Highways request that the Applicant provide a draft of the specific rights it is seeking over National Highways land for	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to pre-emptively set out information about hypothetical acquisitions of rights for which it would in any event need National Highways' consent. Updated position (April 2024):	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National Highways interests. National Highways request that the Applicant provide a draft of the specific rights it is seeking over National Highways land for consideration. Additionally National Highways request a control over	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to pre-emptively set out information about hypothetical acquisitions of rights for which it would in any event need National Highways' consent. Updated position (April 2024): The Statement of Reasons sets out the Applicant's compelling case in the	· -	Under discussion
2.7.1.3	Which Only New Rights	The purpose for which powers are taken over land is unclear. The Applicant should set out the specific rights it is seeking over National Highways interests. National Highways request that the Applicant provide a draft of the specific rights it is seeking over National Highways land for consideration. Additionally National Highways request a control over any acquisition of rights over National Highways' land by the Applicant	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of rights over any part of the strategic road network. It is not, therefore, necessary for GAL to pre-emptively set out information about hypothetical acquisitions of rights for which it would in any event need National Highways' consent. Updated position (April 2024): The Statement of Reasons sets out the Applicant's compelling case in the public interest and how it has limited the powers that it is seeking to only	· -	Under discussion
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		The Applicant refers to utilities works which give rise to the need for the acquisition of permanent rights. The Applicant should therefore reference only utilities works. The use of the phrase "minor works" is ambiguous, unprecedented for SRN DCOs and unacceptable. Put another way, the Applicant's justification provided bears no	only new rights etc. may be acquired), as well as including additional plots within this schedule to reflect its refined approach to compulsory acquisition of designated highways. It is hoped that this change will allow National Highways to consider this row 'agreed'.	
		Updated position (Deadline 9): Subject to the amended the amended wording in Schedule 7 and removing the reference to "minor works," National Highways would considers this matter agreed. National Highways will review the latest draft Development Consent Order once submitted to ensure compliance with its request.	Updated position (August 2024): The reference to "minor works" has been removed and replaced. Reference is now made to "protective works, access works, utility apparatus or other ancillary or related development as set out in Schedule 1 (authorised development)"	
2.7.1.4	Article 27 – Compulsory acquisition of land	Relevant Representation (Oct 23) It is not clear what ancillary purposes the Applicant seeks to "use" all of the Order land. The relevant compulsory acquisition guidance (Planning Act 2008: procedures for the compulsory acquisition of land (September 2013 Department for Communities and Local Government) makes clear, that the Applicant will need to demonstrate that the interference with the rights of those with an interest in the land is for a legitimate purpose, and that it is necessary and proportionate. National Highways seeks clarification on article 27(1)(b) and National Highways considers that article 27 (1)(b) should be deleted in its entirety. Updated position (Deadline 1): The Applicants response does not respond to the unprecedented and unclear wording relating to "use", nor does it provide a justification for its used. The mere fact that National Highways must consent to the use of the powers, does not circumvent for the scope of the powers being properly defined. Updated position (Deadline 5): Discussions between the parties on the wording of PPs remain ongoing. National Highways does not agree the word of the "use" is necessary in this context; and the precedents cited all relate to energy projects. No other transport, nor aviation (the dDCO for Luton Airport, or the DCO for Manston Airport) use this term. If land is acquired, then its "use" should be in accordance with the provisions of Schedule 1. A provision in a DCO which relates to compulsory acquisition is not intended to deal with the permission granted for the use of that land.	As above, the NH PPs (subject to agreement) require the consent of National Highways to any acquisition by the undertaker of any land forming part of the strategic road network. This should address any concern of National Highways with article 27 without the need for amendments to the wording. Updated position (April 2024): Article 27(1)(b) makes clear that the undertaker can use land acquired compulsorily pursuant to article 27(1)(a) for the purposes authorised by the Order (i.e. the Project) or for other purposes in connection with or ancillary to the undertaker's undertaking (i.e. the operation etc. of the airport). The Applicant considers it uncontroversial that it should be authorised to use land that is compulsorily acquired pursuant to the Order powers for the above purposes and does not understand the substance of National Highways' concern with this wording. Contrary to National Highways' assertion, the wording is precedented – including in article 28(1)(b) of the Sizewell C (Nuclear Generating Station) Order 2022, article 24(1)(b) of the Hinkley Point C (Nuclear Generating Station) Order 2013 and in materially the same form in e.g. article 19(1) of the Drax Power (Generating Stations) Order 2019 and article 18(1) of the Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order 2022. Updated position (July 2024): The Applicant maintains its previous position. As well as the wealth of DCO precedent cited above, it is noted that numerous Transport and Works Act orders employ the same wording in a transport context – see e.g. article 18 of the Rother Valley Railway (Bodiam to Robertsbridge	Under discussionAgreed Agreement reached at Deadline 9



		National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	Junction) Order 2023 and article 4 of the Network Rail (Cambridge Re-Signalling) Order 2024. In any event, the Applicant hopes that the change to its approach to compulsory acquisition powers sought over the SRN (see 2.7.1.2 above) will address National Highways' concern and allow it to drop this objection. Updated position (August 2024): Further discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways		
2.7.1.5	Article 31 – Time limit for exercise of authority to acquire land compulsorily.	Relevant Representation (Oct 23) 10 years is an excessively long period of time for land to be subject to compulsory acquisition powers given the limited scale of the development. Schemes which have obtained periods longer than 5 years are typically those which are significantly more complex and linear. National Highways recommends this is reduced to 5 years unless the Applicant is able to provide a reasonable justification. Updated position (Deadline 1): The mere reference to precedent does not justify the use of the elongated period on this Scheme. Updated position (Deadline 5): The further justification of the specified 10 year time period for compulsory acquisition powers provided by the Applicant is acknowledged. National Highways considers that the acceptability of this time period is subject to agreement on the protective provisions and ongoing engagement with the Applicant on measures to be implemented to mitigate the impacts on the SRN.	The time period of ten years is justified in paragraphs 7.18 – 7.20 of the ExM. This is precedented as described in the ExM and it is further noted that the same approach has been taken in the emerging draft Luton Airport Expansion DCO (article 26). Updated position (April 2024): The Applicant considers that the nature and constituent works of the Project justify a 10-year period. ES Appendix 5.3.3: Indicative Construction Sequencing [REP2-016] sets out that the highway works are anticipated to be completed in 2032, with other works not completed until 2035. Allowing a 10-year period within which to exercise compulsory acquisition powers ensures that the Applicant is able to exercise powers proportionately as and when parcels of land are needed for particular works or the operation of the authorised development, rather than having to acquire land earlier on a conservative basis in anticipation of said land being necessary for works later in the construction sequencing or for future operation. Where feasible, the Applicant intends to carry out construction pursuant to temporary possession powers, only vesting permanent interests or rights where necessary for construction and otherwise upon works completion, allowing for a more precise scope of land or rights to be permanently acquired. This approach is only feasible if the undertaker retains its compulsory acquisition powers at the time of completion of works, otherwise it will need to pre-emptively acquire rights and land.	Explanatory Memorandum to the Draft Development Consent Order [AS- 006]	Agreement reached at Deadline 5



2.7.1.6	Schedule 2,	The Applicant's approach to securing its proposed Transport Mitigation	GAL is considering proposals in relation to the Transport Mitigation Fund	n/a	Under
2.7.1.6	Schedule 2, Requirement 20	Fund is unclear. The provision secures the Surface Access Commitments which includes "Commitment 14: Transport Mitigation Fund" but there is no securing mechanism under the DCO or detail regarding what this would comprise. The Planning Statement suggests that this would further be secured by the Section 106, but again no details are provided and it is difficult to see how this would secure necessary interventions on the Strategic Road Network. The Applicant should clarify the scope of the Transport Mitigation Fund and, seek to implement a Requirement which defines: • The scope of the Transport Mitigation Fund • The level of commitment within the Transport Mitigation Fund. • The relevant thresholds which would trigger the activation of the Transport Mitigation Fund. • The parties to be consulted during the development of any Transport Mitigation Fund proposals. • The parties that would act as the approval body for the Transport Mitigation Fund proposals. Updated position (Deadline 5): National Highways submitted at Deadline 4 [REP4-078] the following response to the Applicant in regard to Schedule 2, Requirement 20. National Highways takes no issue with the Applicant's rationale and does not dispute that such documents should be "primarily" overseen by the Lead Local Authority. However, the Examining Authority should note that the surface access commitments also relate to matters directly outside the Lead Local Authority's scope and within National Highways' statutory undertaking. It therefore follows that National	GAL is considering proposals in relation to the Transport Mitigation Fund and further information will be provided in due course. Updated position (April 2024): The draft DCO s106 Agreement was submitted at Deadline 2 [REP2-004] and includes the details about the TMF requested by National Highways. The Applicant has submitted a revised Surface Access Commitments [REP3-028] document at Deadline 3 together with responses to National Highways "mark-up" version of the Surface Access Commitments document [REP3-030]. Updated position (July 2024): Requirement 20 (surface access) in Schedule 2 to the draft DCO [REP7-005] secures the Surface Access Commitments [REP7-042] and now provides that any departure from those commitments must be agreed in writing with Crawley Borough Council and National Highways. This addresses National Highways' concern.	n/a	Agreement reached at Deadline 9
		note that the surface access commitments also relate to matters directly outside the Lead Local Authority's scope and within National			
		Updated position (Deadline 9): National Highways can confirm that this matter is now resolved as Schedule 2, Requirement 20 now explicitly refers to National Highways and it is also recognised that this fund is in addition to the agreed highway mitigation scheme			
2.7.1.7	Business as Usual Upgrades	Relevant Representation (Oct 23) The Transport Assessment sets out that the future baseline "also includes improvements planned as part of the Applicants Capital	GAL will consider this further and revert in due course. Updated position (April 2024):	n/a	Under discussionAgreed



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		Investment Plan (CIP), intended to address increases in airport-related	The Applicant has proposed that a requirement be included to secure the	<u>Agreement</u>
		and background demand that would occur without the Project. These	timely delivery of the BAU signalisation works to the North and South	reached at
		comprise the signalisation of North Terminal and South Terminal	Terminal roundabouts. The wording of this requirement has been provided	Deadline 9
		roundabouts and associated physical changes to increase capacity."	to National Highways and discussions are ongoing.	
		As powers for this work are not being taken in the DCO, they will not		
		be delivered under the terms of the DCO nor is there any certainty of	Updated position (July 2024):	
		when or how this would be delivered.	Requirement 33 (North and South Terminal roundabouts BAU	
			improvement scheme) in Schedule 2 to the draft DCO [REP7-005]	
		Updated position (Deadline 1):	secures the delivery of these works. As per its Comments on any further	
			information/submissions received by Deadline 6 [REP7-114], National	
		National Highways requests a Dequirement to accure the accumption	Highways has agreed this wording.	
		National Highways requests a Requirement, to secure the assumption	- Ingilita yo hao agi ood ano noranigi	
		made in the Applicant's Transport Assessment.		
		Following receipt of both the Applicant's response to Procedural		
		Decision Notice PD-007 [TR020005/AS/114] and planning application		
		reference CR/125/79, National Highways now understands that		
		Gatwick is not constrained by a set passenger capacity. As a		
		consequence, National Highways has updated this position to the		
		following:		
		Tollowing.		
		24. Gatwick North Terminal and South Terminal Roundabout		
		Signalisation		
		24. (1) No part of the authorised development may begin, until the		
		North Terminal and South Terminal roundabout signalisation scheme is		
		completed and open for traffic		
		completed and open for traine		
		This proposed requirement reflects the assumption made in the		
		Applicants traffic modelling that the signalisation is in place prior to the		
		construction of the Project.		
		Updated position (Deadline 5):		
		Negotiations continue with the Applicant in relation to securing the		
		Business As Usual works and their respective timing. National		
		Highways has requested greater contextual details from the Applicant		
		to demonstrate the timeframes that the Applicant is wishing to secure		
		the works against.		
		Updated position (Deadline 9):		
		National Highways now considers this matter resolved through the		
		introduction of Requirement 33 into version 8 the draft Development		
		Consent Order [REP6-006].		
2740	Cohodulo O Drotastico	Polovent Penrocentation (Oct 22)	The current definition of "condition current" was drafted by National	Under
2.7.1.8	Schedule 9 – Protective	Relevant Representation (Oct 23)	The current definition of "condition survey" was drafted by National	
	Provisions Clause 2 -	National Highways disagrees with the current definition of condition	Highways as part of its standard protective provisions and provided to GAL	discussion Agreed
	Interpretation	surveys within the Protective Provisions drafted by the Applicant.	for inclusion in the draft DCO.	



					Agreement
		National Highways is concerned that it does not make clear, all aspects which must be covered in the condition survey and excludes a number of assets, including drainage which are critical to the safe operation of the SRN. National Highways requests that the section relating to condition survey be updated to include the following: "condition survey" means a survey of the condition of National Highways' structures and assets (including, but not limited to, drainage and cabling) and pavements within the Order limits that in the reasonable opinion of National Highways, may be affected by the specified works and further to include, where the undertaker, following due diligence and assessment, identifies a specific part of the highways drainage system maintained by National Highways, that National Highways reasonably considers may be materially and adversely affected by a specified work, a CCTV survey of specified drains: Updated position (Deadline 1): Discussions between the parties on the wording of PPs remain ongoing. Updated position (Deadline 5): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	Nevertheless, discussions between GAL and National Highways regarding the wording of the NH PPs continues and this additional proposed wording has been noted in that context. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement also under discussion. Updated position (August 2024): Further discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways		Agreement reached at Deadline 9
2.7.1.9	Schedule 9 – Protective Provisions Clause 5 – Prior approvals and security	Relevant Representation (Oct 23) It is National Highways' view that the list of elements that are subject to prior approval by National Highways is insufficient to protect National Highways' interests.	Discussions between GAL and National Highways regarding the wording of the NH PPs continues and this comment has been noted in that context. Updated position (April 2024):	n/a	Under discussionAgreed Agreement
		National Highways requires the inclusion of: • Article 32 (Private Rights of Way) • Article 35 (Acquisition of subsoil or airspace only) • Article 36 (Rights under or over streets) • Article 45 (Use of airspace within the Order Land)	The Applicant and National Highways continue to discuss the wording of the protective provisions Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an		reached at Deadline 9



		Updated position (Deadline 1): Discussions between the parties on the wording of PPs is on-going. Updated position (Deadline 5): Discussions between the parties on the wording of PPs remain ongoing. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	indemnity cap and the parallel agreement of the Framework Agreement also under discussion. Updated position (August 2024): Further discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways		
2.7.1.10	Appendix B – Status of Engagement with Statutory Undertakers	National Highways is concerned that in a few cases land ownership is not captured correctly within the Application documents. National Highways has reviewed the Land Plans, Book of Reference and Statement of Reasons and has identified a number of inconsistencies such as those listed below: • Identifies plot 1/014 as being a National Highways' plot. National Highways is not listed in the Book of Reference (BoR) against this plot and Surrey CC are the highway authority. Similarly, plot 1/036 is listed against National Highways name in Appendix B but not Appendix A. As part of National Highways review of the Land Plans, Book of Reference and Statement of Reasons, National Highways has also identified discrepancies in title ownership, ownership boundaries and third-party rights. National Highways will issue to the Applicant a comprehensive list of these inconsistencies in order for these matters to be addressed in full. National Highways recommends that the Applicant carry out a review of the plots referred to in Appendix B and confirm to National Highways that it is accurate. National Highways will be undertaking a parallel review and reserves the right to highlight any additional issues during the examination period. Updated Position (Deadline 5): National Highways confirms that these specific matters listed above have been resolved and this matter is agreed.	Further discussions regarding land boundaries are ongoing between GAL and National Highways. This includes a review of possible differences between Land Registry information and National Highways sources of land ownership records. Updated position (April 2024): The Applicant and National Highways continue to discuss their land interests within the DCO Boundary. National Highways has provided confirmation of their landed interests in the scheme and these are being reviewed and will be reflected in the updated BoR, Schedule of Changes and Land Rights Tracker. The Applicant reviewed the confirmation of landed interests provided by National Highways and are in agreement. These changes to landed interests will be reflected in updated BoR, Schedule of Changes and Land Rights Tracker submitted at Deadline 5.	n/a	Agreement reached at Deadline 5
2.7.1.11	Part 1 Preliminary – Interpretation	Relevant Representation (Oct 23)	The airport boundary plan is included at Appendix 1 to the Glossary.	Appendix 1 to the Glossary [APP-004]	Agreed



		National Highways has been unable to identify an airport boundary			Agreement
		plan forming part of the DCO application. There is no reference to such			reached at
		a plan within Schedule 12 – Documents to be certified. National			Deadline 5
		Highways requests that a copy of the airport boundary plan is provided			Deadine 5
		and included within the Application. The definition of airport road refers			
		to roads within the airport and parts of roads included within the airport.			
		While National Highways considers it unlikely that part of the SRN			
		would be within the scope of the airport, a plan should be provided for			
		confirmation and to assist in the interpretation of the DCO.			
		Sommittation and to assist in the interpretation of the 2001			
		Updated position (Deadline 1):			
		The Applicant has confirmed that a plan has been included in			
		Appendix 1 to the Glossary [APP-004]. National Highways expect the			
		plan to be submitted separately as it is referred to in the draft DCO.			
		National Highways are reviewing this plan to confirm that this			
		matter can be closed and has no further comments.			
		Updated position (Deadline 5):			
		National Highways notes that this definition has been updated to refer			
		to "London Gatwick Airport, an airport" and that the airport boundary			
		plan is now a certified document. National Highways considers that this			
		resolves the concern raised in its Relevant Representation [RR-3222].			
2.7.1.12	Article 6 – Limits of	Relevant Representation (Oct 23)	The works plans feature three distinct areas for Work Nos. 35, 36 and 37,	Works Plans [AS-	Agreed
	Deviation (LoD)	Subparagraph (2) uses the phrase "taken as a whole". This is unclear	and these Works are defined separately in Schedule 1 of the draft DCO.	017]	
		and gives rise to confusion; it is not clear whether the drafting, for	However, in practice, all three Works form one set of surface access works		Agreement
		example, permits the limits of Work No. 35 to be used in connection	and are closely interlinked – there is no bright-line distinction between	Surface Access	reached at
		with Works No. 37.	them for the purposes of construction.	Highways Plans -	Deadline 1
				General	
		It is not clear why paragraph (2) is not drafted identically to	Article 6(2) is therefore included to ensure that the separate descriptions	Arrangements	
		subparagraphs (2)-(5) (i.e., paragraph (2) states that the work "may be	and areas shown on the work plans do not impose unintended and	[APP-020]	
		situated", in contrast to paragraphs (3) to (5) which all begin with "in	arbitrary obstacles when carrying out the authorised development and		
		constructing."). National Highways would prefer the drafting to be	constructing these works. It is for this reason that article 6(2) allows the	Surface Access	
		standardised, or have the Applicant explain its distinct drafting	surface access works to be situated within the limits on the three specified	Highways Plans -	
		approach.	works plans "taken as a whole".	Engineering	
				Section Drawings	
		Updated position (Deadline 1):	The flagged difference in drafting between the paragraphs of article 6	[APP-021]	
		Following the explanation provided, National Highways is content to	reflects that paragraphs (1) and (2) serve a different function to		
		accept the drafting on the proviso that there is no further dilution of the	paragraphs (3) – (5). The former set the outer limits within which the works	Surface Access	
		protections (including consent provisions on the exercise of the powers	must be situated, as shown on the Works Plans. The latter authorise the	Highways Plans -	
		under the dDCO).	specified degrees of deviation from the locations and levels shown on the	Structure Section	
			approved plans (which include the Parameter Plans and Surface Access	Drawings [APP-022]	
			Highways Plans.		



2.7.1.13	Article 6 – Limits of Deviation (LoD)	Relevant Representation (Oct 23) In subparagraph (4), the Applicant should specifically refer to the requirement they are referencing, rather than cross-referring to all of the requirements in Schedule 2, as it is unclear whether there is any other way to approve a variation to the lateral LoDs. Updated position (Deadline 1): Following the explanation provided, National Highways is content to accept the drafting on the proviso that there is no further dilution of the protections (including consent provisions on the exercise of the powers under the dDCO).	The relevant requirements are requirements 4, 5 and 6. It is considered to be clear which requirements have a bearing on the detailed design of the proposed development and therefore any limits of works, but GAL will consider further making the requested amendment to article 6.	Draft DCO [REP3-006]	Agreement reached at Deadline 1
2.7.1.14	Article 8 – Consent to transfer benefit of Order	Relevant Representation (Oct 23) National Highways should receive advanced notice of any transfer of the benefit of the Order over its land or where any interest of National Highways is impacted. This is a reasonable and proportionate amendment which ensures that National Highways remains aware of who retains compulsory acquisition powers over its interests. It would be unreasonable for a third party to gain control over National Highways interests without National Highways prior knowledge. Updated position (Deadline 1): The Applicants response does not grapple with the principle that there should be advance notice of a transfer. Updated position (Deadline 5): National Highways considers this matter agreed.	As per article 8(3), the exercise by a person of any benefits or rights transferred or granted under article 8 are subject to the same restrictions, liabilities and obligations as would apply under the draft DCO if those benefits or rights were exercised by the undertaker. This includes the restrictions in the NH PPs. Therefore, any transferee or grantee would not be able to exercise the powers identified by National Highways as potentially impacting their interests that are listed in paragraph 5(2) of the NH PPs without the consent of National Highways. Updated position (April 2024): In version 6.0 of the draft DCO submitted at Deadline 3 [REP3-006] the Applicant has amended article 8 to add an obligation to notify National Highways in the event that the power in article 8(1) is exercised to transfer or grant to a person other than National Highways the benefit of the order	Draft DCO [REP3-006]	Agreement reached at Deadline 5
2.7.1.15	Article 8 – Consent to transfer benefit of Order	Relevant Representation (Oct 23) While National Highways acknowledges that transfers to National Highways should not require Secretary of State (SoS) consent, National Highways finds it odd that powers over certain works can be transferred to "any registered company". While those works do not specifically relate to National Highways, this is considered to be an excessively wide power. Updated position (Deadline 1): The Applicants response is, with respect, failing to address the issue. The dDCO contains a number of provisions – connected with the delivery of a highways NSIP – and the ability to transfer such powers has a direct bearing on National Highways' undertaking.	It is not apparent to what extent this wording impacts any interest of National Highways. Updated position (April 2024): Article 8(4) provides for the transfer or grant of the benefit of the DCO to a registered company in respect of the identified office and welfare facilities, new aircraft hangar and hotels without the subsequent consent of the Secretary of State. This is justified because the Secretary of State will be able to consider the justification for such transfers through the examination and post-examination process, in the same manner as if they were considering a request for consent subsequently. The ability to transfer the limited identified works in article 8(4)(b) to a registered company reflects that companies other than the Applicant will	n/a	Under discussionAgreed Agreement reached at Deadline 9



		Undated position (Doadling E):	likely energte these facilities in due source (as is the sace for the		
		Updated position (Deadline 5): The Applicant's position cannot be sustained. It is not possible for any	likely operate these facilities in due course (as is the case for the equivalent facilities on the Airport today) and will require the benefit of the		
		The Applicant's position cannot be sustained. It is not possible for any interested party or the secretary of state to consider whether the	Order in this regard. The specified works are not mitigation measures for		
		provision is justified given its breadth allows for transfers of powers to	the wider Project and do not have correlative material commitments and		
		unspecified and therefore unknown registered companies.	thus there is no risk in a third party company exercising the benefit of the		
		unspecified and therefore unknown registered companies.	Order in respect thereof. It would therefore be unnecessary and		
		Updated position (Deadline 9):	disproportionate to require the undertaker to seek further consent from the		
		National Highways can confirm that the Framework Agreement signed	Secretary of State to such transfers post-grant of the DCO.		
		between both parties affords National Highways the necessary level of	Secretary of State to such transfers post-grant of the DOO.		
		protection to ensure that this matter can be agreed for the purposes of	The Applicant notes that planning permission under the Town and Country		
		the Development Consent Order Examination.	Planning Act 1990 is not personal and runs with the land over which it is		
		the Development Consent Order Examination.	granted. Given that the works identified in article 8(4)(b) could have been		
			consented under the 1990 Act (or, for some, pursuant to the Applicant's		
			permitted development rights) if not forming part of the wider Project, the		
			ability to transfer the benefit of the Order in respect of these works without		
			further consent is considered appropriate.		
			Turther consent is considered appropriate.		
			Updated position (July 2024):		
			The Applicant maintains its position as explained above. Article 8(4)(b)		
			does not affect any land or interest of National Highways and is not		
			objected to by any other interested party.		
			Solotto by any sure interested party.		
			Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to resolve		
			any outstanding concerns for National Highways.		
2.7.1.16	Article 13 – Stopping up	Relevant Representation (Oct 23)	GAL will ensure consistency between article 13 and Schedule 3. It is	n/a	Agreed
	and Schedule 3	Article 13 refers to stopping up, but it specifically relates to permanent	considered that the appropriate change will likely be to remove		
	(Permanent Stopping up	stopping up. National Highways requests that the article name is	'permanent' from the title of Schedule 3 rather than add it to article 13, as		Agreement
	of Highways and Private	amended for clarity.	'stopping up' is by its nature permanent so this additional wording is		reached at
	Means of Access &		unnecessary.		Deadline 1
	Provisions of New	Updated position (Deadline 1):			
	Highways and Private	National Highways, having considered the Applicants response,	Updated position (April 2024):		
	Means of Access)	welcomes an amendment to ensure consistency.	This change was made in version 5.0 of the draft DCO submitted at		
			Deadline 1 [REP1-004].		
2.7.1.17	Schedule 3 and Rights	The schedules refer to sheets but not the plan names, National	In the latest version of the draft DCO Schedule 3 refers to the relevant	n/a	Agreed
	of way and access plans		type of plan.		
		way and access plans (or other plans as appropriate) to avoid			Agreement
		ambiguity.			reached at
0.7.4.40	Article 40 Arms to	Polovent Pompoontetion (Oct 20)	The most of the province of the bare fit of Netherland (Day 10)	Deet DOO IDEDO	Deadline 1
2.7.1.18	Article 16 – Access to	Relevant Representation (Oct 23)	The protective provisions for the benefit of National Highways (Part 3 of	Draft DCO [REP3-	Agreed
	works	The Applicant, in light of its functions as a commercial entity with no	Schedule 9 of the draft DCO) (the " NH PPs ") are still under negotiation	006]	
		statutory highway's authority powers, should not be able to exercise	between GAL and National Highways. However, the version included in		
		such powers over highway land without the consent of the street	the draft DCO and the latest draft in circulation between the parties		



		authority. This is in accordance with well precedented drafting, including the Manston Airport Order 2022 which the Applicant refers to in its explanatory memorandum. National Highways requests the insertion of "and with the consent of the relevant highway authority" in article 16(1). Updated position (Deadline 1): It is not clear why the Applicant is referencing article 27 and 28 in their response, as National Highways' concern relates to article 16. If the Applicant amends paragraph 5(2) of the Protective Provisions to include article 16, this matter can be resolved. Updated position (Deadline 5): National Highways welcomes the amendment to this article which requires the consent of the street authority prior to the Applicant exercising powers under article 16. This was originally requested by National Highways in its Relevant Representation and the concern set out at 2.7.1.18 of National Highways' SoCG can be considered materially resolved.	requires that the undertaker obtain the consent of National Highways before exercising the powers of compulsory acquisition in articles 27 and 28 of the draft DCO over any part of the strategic road network (paragraph 5(2) of the NH PPs). This consent requirement should provide sufficient comfort regarding the issue expressed in this row and vitiate any need to amend the Land Plans or provide additional information at this stage. Updated position (April 2024): Article 16 was updated in version 5.0 of the draft DCO submitted at Deadline 1 [REP1-004] to require street authority consent. This article was further refined in version 6.0 of the draft DCO submitted at Deadline 3 [REP3-006].		Agreement reached at Deadline 5
2.7.1.19	Article 18 – Traffic Regulations	Relevant Representation (Oct 23) National Highways notes that the notice periods specified in article 18(5) are significantly less than on other schemes, such as the Manston Airport DCO 2022 or the M25 junction 28 DCO 2022. Permanent changes should require 12 weeks' notice in order to provide National Highways and any other traffic authority sufficient time to make the necessary arrangements. National Highways presumes all of these traffic restrictions are permanent, as the corresponding plans do not refer to temporary interference. It is also common for the traffic authority to have 28 days to specify publication requirements in writing for permanent works rather than 7. Updated position (Deadline 1): The Applicants response does not grapple with the issue that the provision applies outside of airport roads. If the Applicant restricted the shorter timescales to its own roads, National Highways would have no issue. The Applicant notes that the precedents cited are not transport DCOs, and Advice Note 15 specifically requires looking at precedents from the relevant Government department. Updated position (Deadline 5): National Highways notes under its Protective Provisions that this power must not be exercised without its consent. National Highways wishes to make clear that it will not provide that consent in a timeframe which	The time periods provided in article 18 are established in precedent DCOs including the Sizewell C (article 24) and Southampton to London Pipeline (article 16) DCOs. Further and as noted above, as airport operator GAL exercises a significant degree of autonomy over streets within the airport. The specified time periods are justified in this context, given that there will be no involvement of a separate traffic authority for airport roads (as defined) pursuant to article 18(11). As regards all of the anticipated traffic restrictions being permanent, it is flagged that article 18(3) authorises the undertaker to impose temporary measures. Updated position (April 2024): The operation of article 18 has been clarified in version 6.0 of the draft DCO submitted at Deadline 3 [REP3-006]. The Applicant considers the current timeframes (which have been retained) to be appropriate and justified for the following reasons: • Traffic regulations made pursuant to article 18(1) or (2) are already specified in schedules to the draft DCO. These measures are subject to scrutiny during the DCO examination, which the relevant traffic authorities (including National Highways) are	Draft DCO [REP3-006]	Agreement reached at Deadline 5



		does not allow it to conclude the road network can be safely operated	participating in. Traffic authorities should not, therefore, require a		
		with any traffic regulation measure. On that basis this is agreed.	further protracted period to review proposed traffic measures at		
			the time they come to be enacted pursuant to article 18.		
			Where a traffic regulation not specified in schedules to the DCO is		
			proposed pursuant to article 18(3), this is subject to pre-		
			notification consultation with the chief officer of police, traffic		
			authority and any other relevant person under article 18(5). This		
			gives the traffic authority time to engage on the proposed measure		
			before the notice period in article 18(4) starts to run.		
			Where a traffic regulation not specified in schedules to the DCO is		
			proposed pursuant to article 18(3), it requires the consent of the		
			traffic authority under article 18(6). This must not be unreasonably		
			withheld or delayed and is subject to deemed consent, but this		
			affords the traffic authority a longer period than 28 days to		
			consider such an application.		
			As above, the time periods in article 18 are well precedented, including in		
			article 45 of the recently made National Grid (Yorkshire Green Energy		
			Enablement Project) Development Consent Order 2024. National		
			Highways' preference for transport DCO precedent is noted but the		
			Applicant observes that many of these were promoted by National		
			Highways itself and are therefore likely to contain drafting which supports		
			National Highways' preferred time periods.		
			National Highways is invited to justify, in light of the above, why longer		
			time periods are required operationally.		
			National Highways is invited to justify, in light of the above, why longer		
			time periods are required operationally.		
2.7.1.20	Article 18 – Traffic	Relevant Representation (Oct 23)	GAL will consider this further and respond in due course.	n/a	Agreed.
	Regulations	The deemed consent provision here (and throughout the dDCO)			
		should be amended so that the 56 days starts to run from receipt of	Updated position (April 2024):		Agreement
		application, rather than "the date on which the application was made".	In version 6.0 of the draft DCO submitted at Deadline 3 [REP3-006], the		reached at
			Applicant has consolidated the deemed consent provisions into a new		Deadline 5
		Updated position (Deadline 1):	article 56 (deemed consent). The 56-day period in this article is by		
		Matter remains under discussion. National Highways will await further	reference to the "date on which the application was made". This wording is		
		information being provided by the Applicant.	considered preferable to referring to the date on which an application is		
			"received" because the latter introduces uncertainty if e.g. a recipient		
		Updated position (Deadline 5):	individual is on holiday when an application is made or a recipient		
		See response to 2.7.1.19.	company's mailroom misplaces application documentation. In such		
			circumstances the time from which the decision period would run would		
			not be knowable by the undertaker.		
2.7.1.21	Article 20 – Construction	Relevant Representation (Oct 23)	Article 20 applies solely to "local highways".	Draft DCO [REP3-	Agreed
	and Maintenance of	The Applicant is asked to confirm whether any part of the Strategic	A "legal highway" is defined as a highway	006]	
	local highway works	Road Network is caught by this article, and if not, whether the basis for	A "local highway" is defined as a highway—		



		that exclusion is that this matter is dealt with under the Protective	(a) which is not an airport road; and		Agreement
		Provisions included for the benefit of National Highways.	(b) for which National Highways is not (and will not be upon completion of		reached at
			any relevant works) the highway authority.		Deadline 1
		Updated position (Deadline 1):			
		Having reviewed the Applicant's response, this matter is agreed.	The equivalent subject matter to article 20 in relation to highways for which		
			National Highways is or will be the highway authority is dealt with in the		
			NH PPs.		
2.7.1.22	Article 32 – Private	Relevant Representation (Oct 23)	The latest draft of the NH PPs in circulation between GAL and National	n/a	Under discussion
	rights of way	The Applicant should set out which, if any, National Highways rights of	Highways (which remain subject to agreement) provides that article 32		Agreed
		way it proposes to extinguish and where the justification for this is set	shall not be exercised by the undertaker in respect of any part of the		
		out in the application documents. Alternatively, National Highways	strategic road network or land owned by National Highways without the		Agreement
		requests either the insertion of "National Highways" in article 20(5), or	consent of National Highways. If this wording is agreed, it is anticipated		reached at
		the following provision be inserted into its protective provisions:	that the need for amendments to article 32 itself falls away.		Deadline 9
		"The undertaker must, before carrying out any activity authorised by	Updated position (April 2024):		
		this Order or the taking of possession of any Order land, exercise its	Discussions are ongoing between National Highways and the Applicant		
		powers under article 32(6) to ensure that no private right of way	regarding protective provisions for the benefit of National Highways.		
		belonging to National Highways is extinguished under subparagraphs	Should National Highways wish to include additional wording to address		
		(1) to (4) of that article."	this point in those protective provisions, it should include those in its mark-		
			up of the provisions under discussion.		
		Updated position (Deadline 1):			
		Whilst NH appreciates the inclusion of article 32 in paragraph 5(2) of its	Updated position (July 2024):		
		Protective Provisions, the inclusion in that paragraph is not sufficient.	The wording of the protective provisions is materially agreed between the		
		Article 32 operates without the exercise of powers (e.g., article 32(2)).	Applicant and National Highways, pending agreement on the matter of an		
		It is not clear why, if the Applicant has accepted that the provision does	indemnity cap and the parallel agreement of the Framework Agreement		
		not apply to statutory undertakers (as per article 32(5)), why this	also under discussion.		
		cannot be extended to National Highways.			
			Updated position (August 2024):		
		Updated position (Deadline 5):	Further discussion with regard to these matters has taken place to resolve		
		National Highways continues to engage with the Applicant on this	any outstanding concerns for National Highways		
		matter.			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of			
		the Development Consent Order Examination.			
2.7.1.23	Article 34 – Application	Relevant Representation (Oct 23)	Noted – GAL will consider this request further and respond in due course.	The Applicant's	Agreed
	of the 1981 Act and	National Highways supports the application of the 1981 Act and		Response to ExQ1	
	modification of the 2017	modification of the 2017 Regulations and requests that the Applicant	Updated position (April 2024):	(DCO) [REP3-089]	Agreement
	Regulations	amends the explanatory memorandum to note that National Highways	The Applicant justified the inclusion of the paragraphs of article 34	(300) [<u>IKEI 0.000</u>]	reached at
		requires their use as per para 18(4) of the protective provisions.	(application of the 1981 Act and modification of the 2017 Regulations)		Deadline 5
			relating to direct vesting of land and rights in third parties in response to		
		Updated position (Deadline 1):	DCO.1.32 in The Applicant's Response to ExQ1 (DCO) [REP3-089] and		



		Matter remains under discussion. National Highways will await further	explained the necessity of these provisions in relation to the carrying out	Explanatory	
		information being provided by Gatwick	by National Highways of elements of the surface access works. The	Memorandum	
		Information being provided by Gatwick	updated Explanatory Memorandum [REP3-008] submitted at Deadline 3	[REP3-008]	
		Updated position (Deadline 5):	repeated this justification.	[KLF 3-000]	
		National Highways consider this matter agreed.	repeated this justification.		
2.7.1.24	Article 37 – Temporary	Relevant Representation (Oct 23)	Through the draft DCO GAL seeks powers to compulsorily acquire so	Statement of	Under discussion
2.7.1.24	use of land for carrying	National Highways notes that no plots are subject to temporary	much of the Order land as is required for the authorised development (or	Reasons [AS-008]	Officer discussion
	out the authorised	possession only. The Applicant should justify why it is seeking blanket		Reasons [AS-000]	
	development	temporary possession powers and specific acquisition powers only. In	as otherwise set out in article 27(1)(a)), alongside a power to temporarily use any Order land (article 37). The justification for the scope of		
	development	accordance with the relevant guidance, National Highways would have	compulsory acquisition powers sought is provided at section 6 of the		
		expected the Applicant to seek temporary powers to reduce the burden	Statement of Reasons [AS-008].		
		of its land acquisition powers. For example, National Highways queries	Statement of reasons [No ooo].		
		why highway works within the existing boundaries and where no	Where it is not necessary to permanently acquire land or rights, GAL will		
		change is being made to the classification of the highway, are subject	instead utilise the temporary use power in article 37. However, at this		
		to permanent acquisition when they could conceivably be carried out	stage GAL requires the flexibility of having compulsory acquisition powers		
		just as efficiently using temporary powers.	available over the Order land so that it can accommodate works that are		
		just as smalerity asing temperary powers.	shown to be necessary during implementation.		
		Updated position (Deadline 1):	and the second s		
		The Applicant's generalised and unparticularised response, fails to	It is noted that article 37 cannot be exercised in respect of the strategic		
		respond to National Highways' concern in this context. National	road network without the consent of National Highways (paragraph 5(2) of		
		Highways' concerns about the Applicant's failure to show a compelling	the NH PPs). The precise nature of National Highway's concern about		
		case in the public interest for the acquisition of the land is set out	article 37 is therefore unclear.		
		above			
			Updated position (April 2024):		
		Updated position (Deadline 5):	As above, where feasible the Applicant intends to carry out construction		
		National Highways continues to have concerns around the Applicant's	pursuant to temporary possession powers, only vesting permanent		
		approach towards temporary possession powers. In accordance with	interests or rights where necessary for construction and otherwise upon		
		the relevant compulsory purchase guidance, the Applicant should be	works completion, allowing for a more precise scope of land or rights to be		
		seeking proportionate powers which are no more than reasonably	permanently acquired. Due to the current level of detailed design, it is not		
		necessary. National Highways would only expect temporary powers to	currently known for which plots of land permanent acquisition of land or		
		be used where works are within the highway boundary and no change	rights will be necessary beyond temporary possession powers.		
		is made to the classification.			
		The Applicant should remove National Highways' land from the scope	The Applicant considers that it is also in National Highways' interest for the		
		of permanent compulsory acquisition powers and instead take	undertaker (be that the Applicant or, where the benefit of the Order is		
		temporary powers. Please refer to comments against 2.7.1.2 above.	transferred to National Highways, National Highways itself) to have powers		
			available in the Order to ensure that necessary interests or rights can be		
		Updated position (Deadline 9):	compulsorily acquired over plots of land which may be subject to existing		
		National Highways welcomes the Deadline 7 amendments	rights or interests which would otherwise hinder or prevent the		
		to the extent of compulsory powers. National Highways notes	construction of the surface access works.		
		that at Deadline 7 the Applicant introduced updated Land Plan [REP7-017] information whereby the Applicant has sought to address National			
		Highways concerns in respect to the compulsory acquisition of land	Updated position (July 2024):		
		that will remain part of the Strategic Road Network.	Please see the update at 2.7.1.2 above.		
			Hardeted a critical (Assessed 2004)		
			Updated position (August 2024):		



2.7.1.25	Article 45 – Use of	National Highways has continued to liaise with the Applicant to ensure that National Highways land interests are appropriately defined. Through these negotiations, the Applicant has confirmed that: Land parcels 4/474B and 4/474C will be converted to land subject to permanent rights (presumed highway) Land parcels 1/138A and 1/256 will be converted to Land subject to permanent acquisition When viewed in conjunction with the Protective Provisions and Framework Agreement, National Highways considers that it is offered the appropriate protection to agree this matter for the purpose of the examination. National Highways will therefore review the Deadline 9 updates, once available, to confirm that this matter has been satisfactorily addressed. Relevant Representation (Oct 23)	Further amendments were submitted in to the Examination at Deadline 7. Additional discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways. Article 45 provides a temporary power to enter into and use airspace over any Order land. As per article 45(1), this power may be exercised without	Draft DCO [REP3-	Under disquesion Agroad
		When viewed in conjunction with the Protective Provisions and Framework Agreement, National Highways considers that it is offered the appropriate protection to agree this matter for the purpose of the examination. National Highways will therefore review the Deadline 9 updates, once available, to confirm that this matter has been			
2.7.1.25	Article 45 – Use of		Article 45 provides a temporary power to enter into and use airspace over	Draft DCO IREP3-	Under
2.1.1.23	Article 45 – Use of Airspace within the Order Land	National Highways queries where in the Application details of airspace acquisition are set out. The Applicant should set out which areas of airspace it requires and whether this power is proposed to be used in connection with the SRN (and if it is not, then the SRN should be so excluded). It is unclear if this is proposed to be a permanent acquisition power (use of "maintenance") or a temporary power. National Highways also queries the need for this article in light of article 35 (Acquisition of subsoil or airspace only). Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going Updated position (Deadline 5): National Highways continues to engage with the Applicant on this	any Order land. As per article 45(2), this power may be exercised without the undertaker being required to acquire any land or easement or right in land. This distinguishes this power from that conferred by article 35, which authorises the compulsory acquisition of subsoil or airspace over land.	006]	Agreement reached at Deadline 9
		Updated position (Deadline 9): National Highways welcomes the Deadline 7 amendments to the extent of compulsory powers. National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection, except where expressly stated otherwise in National Highways representations, to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement also under discussion. Updated position (August 2024): Further amendments were submitted in to the Examination at Deadline 7. Additional discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways.		



2.7.1.26	Schedule 2, Requirement 6	Relevant Representation (Oct 23) A provisional certificate is defined in the protective provisions (PP) but not in the main body of the dDCO. National Highways suggests that this is defined in the main body of dDCO or in schedule 2. Updated position (Deadline 1): As per the comments directly below, National Highways' view is that there should be an absolute requirement to ensure the works are in place at the relevant time. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9): -National Highways can confirm that the wording of Requirement 6 is agreed and the Examining Authority and Applicant may decide if the definition of "provisional certificate" appears at Schedule 2.	"Provisional certificate" is only used in the NH PPs and requirement 6 in Schedule 2, with the latter using the term alongside a specific cross-reference to the NH PPs. It is therefore not considered necessary to define "provisional certificate" in the main body of the draft DCO. Updated position (April 2024): The Applicant notes that the below issue remains unresolved but considers that this row can be resolved unless National Highways has any further concern with the location of the definition of "provisional certificate". Updated position (July 2024): Given National Highways' response to DCO.2.20 in its Responses to ExQ2 [REP7-115], the Applicant is unclear whether this point remains outstanding. In any event, the Applicant is not opposed to including an additional definition of 'provisional certificate' elsewhere in the draft DCO and will do so at the direction of the ExA if included in its Schedule of Changes. On this basis the Applicant considers this row agreed.	Draft DCO [REP3-006]	Under discussion Agreed Agreement reached at Deadline 9
2.7.1.27	Schedule 2, Requirement 6	Relevant Representation (Oct 23) The requirement to use reasonable endeavours should be deleted. It is not enough for the Applicant to simply use reasonable endeavours to obtain a certificate, without a requirement to actually obtain the certificate. If works are carried out to the SRN, a certificate must be obtained. In fact, the PP (currently not agreed), para 8 (part 3, Schedule 9) require the Applicant to apply for a certificate. It is unclear why the requirement could seemingly be discharged by only using reasonable endeavours. This is an unreasonable requirement which is inconsistent with the PP and should be amended accordingly, otherwise the SRN could be subject to works that have not been approved by National Highways. National Highways has updated the PP to ensure that the road cannot be opened without the certificate. Updated position (Deadline 1): The Applicant's explanation of why there is a reasonable endeavours obligation does not make logical sense. The purpose of the requirement is to ensure that the relevant highway works are in place at the relevant time. National Highways considers that further modelling is required to confirm the timescale in which the highway works referenced in this	Sub-paragraph (1) of requirement 6 specifies that the undertaker must carry out the national highway works (as defined) in accordance with Part 3 of Schedule 9 (the NH PPs). The NH PPs specify the process which the undertaker must follow, including obtaining a provisional certificate prior to reopening the relevant parts of the strategic road network. Sub-paragraph (2) of requirement 6 does not cut across or vitiate the procedural requirements of the NH PPs. Requirement 6 is intended to ensure that the national highway works are suitably progressed within three years of the commencement of dual runway operations (as defined) and the obtaining of a provisional certificate was selected as an appropriate milestone to use for this obligation. However, to ensure that it is within the undertaker's power to avoid breaching the DCO (and thus avoid the resultant criminal sanction), it is necessary to impose an obligation to use reasonable endeavours to obtain a provisional certificate within the specified timeframe, rather than a definitive obligation to obtain one, as the obtaining of a provisional certificate is not entirely within the control of the undertaker. Updated position (April 2024): The Applicant refers to its response to DCO.1.40 (R6) in The Applicant's Response to ExQ1 (DCO) [REP3-089] regarding the appropriate timescale	Draft DCO [REP3-006] The Applicant's Response to ExQ1 (DCO) [REP3-089]	Agreed Under discussion Agreement reached at Deadline 9



		Requirement should be in place. At present, the requirement may lead	In relation to the drafting, the undertaker must use "reasonable		
		to a situation in which they are delivered after the point at which an	endeavours" to obtain a provisional certificate from National Highways by		
		adverse impact on the SRN arises. Once the timescale is determined,	the stated deadline in requirement 6(3) because the grant of a provisional		
		the Requirement should be re-drafted to ensure the works are in fact in	certificate is solely in National Highways' gift and cannot be achieved		
		place. There is simply no need to reference a provisional certificate at	solely through the Applicant's actions. If requirement 6(3) required the		
		all.	undertaker to have obtained a provisional certificate by a set deadline,		
			there could be a situation where the undertaker applied to National		
		Updated position (Deadline 5):	Highways pursuant to Part 3 of Schedule 9 of the DCO for a provisional		
		National Highways continues to engage with the Applicant on this	certificate having complied with the appropriate procedure, National		
		matter.	Highways failed to issue the provisional certificate in a reasonable time (or		
			refused to do so at all) and the undertaker then had to trigger the dispute		
		Updated position (Deadline 9):	resolution process in the protective provisions. In the time taken for that		
		National Highways notes that "reasonable endeavours" was removed	procedure, the undertaker could miss the deadline in requirement 6 and		
		at Deadline 5. This matter is therefore agreed.	thereby commit a criminal offence. This risk is mitigated through the		
		Ŭ	chosen wording in requirement 6.		
			Updated position (July 2024):		
			The Applicant is not aware that National Highways provided an update on		
			its position on the current wording of requirement 6 (aNational hHighway		
			works) at Deadline 7 and would invite confirmation that the drafting is now		
			agreed.		
			Updated position (August 2024):		
			Further amendments were submitted into Examination at Deadline 7.		
			Discussion with National Highways confirm this matter as now agreed.		
2.7.1.28	Schedule 9 - Protective	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under
	Provisions	National Highways has been in receipt of advance copies of the	and National Highways. This issue will be responded to (to the extent not		discussionNot
		Applicant's intended protective provisions in order to agree the	already) in the context of those separate discussions.		Agreed
		principles to protect National Highways and the SRN. However, there			
		remain a number of areas below which the Applicant needs to address	Updated position (April 2024):		
		in order for these matters to be considered resolved in the best interest	The Applicant and National Highways continue to discuss the wording of		
		of both parties.	the protective provisions.		
		Updated position (Deadline 1):	Updated position (July 2024):		
		National Highways notes the Applicants position and discussions on	The wording of the protective provisions is materially agreed between the		
		PPs are on-going.	Applicant and National Highways, pending agreement on the matter of an		
			indemnity cap and the parallel agreement of the Framework Agreement		
		Updated position (Deadline 5):	also under discussion.		
		National Highways continues to engage with the Applicant on this			
		matter.			
		Updated position (Deadline 9):			
		Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed			



		security to ensure that elements of this matter can be agreed for the			
		purposes of the Development Consent Order Examination except for			
		the failure to provide National Highways with the required			
		indemnity.following:			
		Indemnity: National Highways maintains that an indemnity of this			
		nature cannot be capped as requested by the Applicant. It is standard			
		practice for the indemnity in protective provisions (for National			
		Highways as well as other third parties) to be uncapped. A third party			
		scheme which includes a highways NSIP, should not expose National			
		Highways (a public body) to liability for potential costs which are not its			
		faultarising as a result of the Applications scheme in this case for			
		damage/loss caused. It is for the Applicant to establish its own			
		insurance arrangements and this is the accepted position on major			
		infrastructure projects of this nature.			
		Hillastructure projects of this flature.			
2.7.1.29	Paragraph 5 – Prior	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under discussion
2.7.1.29	Paragraph 5 – Prior approvals and security	National Highways also requests the insertion of "(7) Notwithstanding	and National Highways. This issue will be responded to (to the extent not	n/a	Under discussion Agreed
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no	, , , , ,	n/a	
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding	and National Highways. This issue will be responded to (to the extent not	n/a	
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no	and National Highways. This issue will be responded to (to the extent not	n/a	Agreed
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions.	n/a	Agreed Agreement
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024):	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions.	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024):	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected.	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1):	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going.	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5):	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter.	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9):	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9): -National Highways can confirm this matter is agreed between the	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at
2.7.1.29	- '	National Highways also requests the insertion of "(7) Notwithstanding the limits of deviation permitted pursuant to article [] of this Order, no works in carrying out, maintaining or diverting the authorised development may be carried out under the strategic road network at a distance within 4 metres of the lowest point of the ground unless agreed by National Highways" into this provision. It is imperative that there be no presumption that services required for the wider operation of the SRN are affected. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9):	and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions. Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement	n/a	Agreed Agreement reached at



2.7.1.30	Paragraph 7 –	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under
	Payments	For Clause 7 subsection (2), National Highways requests the following	and National Highways. This issue will be responded to (to the extent not		discussion Agreed
		amendment to the current Protective Provision wording:	already) in the context of those separate discussions.		
					Agreed at
		The undertaker must pay to National Highways promptly, but in any	Updated position (April 2024):		Deadline 9
		case within 28 days of demand and prior to such costs being incurred,	The Applicant and National Highways continue to discuss the wording of		
		pay to National Highways the total costs that National Highways	the protective provisions.		
		believes will be properly and necessarily incurred by National	the protective provisions.		
			Updated position (July 2024):		
		Highways in undertaking any statutory procedure or preparing and			
		bringing into force any traffic regulation order or orders necessary to	The wording of the protective provisions is materially agreed between the		
		carry out or for effectively implementing the authorised development.	Applicant and National Highways, pending agreement on the matter of an		
			indemnity cap and the parallel agreement of the Framework Agreement		
		Updated position (Deadline 1):	also under discussion.		
		National Highways notes the Applicants position and discussions on			
		PPs are on-going.	Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to resolve		
		Updated position (Deadline 5):	any outstanding concerns for National Highways		
		National Highways continues to engage with the Applicant on this			
		matter.			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of			
		the Development Consent Order Examination.			
2.7.1.31	Paragraph 7 –	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under
	Payments	Within subsection (6), National Highways requests that the following	and National Highways. This issue will be responded to (to the extent not		discussion Agreed
		wording is removed:	already) in the context of those separate discussions.		
					Agreement
		Within 28 days of the issue of the final account (other than where a	Updated position (April 2024):		reached at
		genuine dispute is raised as to the account)	The Applicant and National Highways continue to discuss the wording of		Deadline 9
			the protective provisions.		
		Updated position (Deadline 1):			
		National Highways notes the Applicants position and discussions on	Updated position (July 2024):		
		PPs are on-going.	The wording of the protective provisions is materially agreed between the		
			Applicant and National Highways, pending agreement on the matter of an		
		Updated position (Deadline 5):	indemnity cap and the parallel agreement of the Framework Agreement		
		National Highways continues to engage with the Applicant on this	also under discussion		
		National Highways continues to engage with the Applicant on this	also under discussion.		
		National Highways continues to engage with the Applicant on this matter.			
		matter.	Updated position (August 2024):		
		matter. Updated position (Deadline 9):	Updated position (August 2024): Further discussion with regard to these matters has taken place to resolve		
		matter.	Updated position (August 2024):		



		protection to ensure that this matter can be agreed for the purposes of			
		the Development Consent Order Examination.			
2.7.1.32	Paragraph 10 – Final	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under discussion
	Condition Survey	National Highways requests that the following wording is amended in	and National Highways. This issue will be responded to (to the extent not		Agreed
		subsections (3) and (4) in order to protect National Highways' position	already) in the context of those separate discussions.		
		in respect to condition survey's:			Agreement
			Updated position (April 2024):		reached at
		If the undertaker fails to carry out the remedial work in accordance with	The Applicant and National Highways continue to discuss the wording of		Deadline 9
		the approved scheme, National Highways may carry out the steps	the protective provisions.		
		required of the undertaker and may recover any expenditure it properly			
		reasonably incurs in so doing.	Updated position (July 2024):		
		National Highways may, where agreed with the undertaker, at the	The wording of the protective provisions is materially agreed between the		
		same time as giving its approval to the re-surveys pursuant to	Applicant and National Highways, pending agreement on the matter of an		
		paragraph 10(1) give notice in writing that National Highways will	indemnity cap and the parallel agreement of the Framework Agreement		
		remedy any damage identified in the re-surveys and National	also under discussion.		
		Highways may recover any expenditure it -properly reasonably incurs			
		in so doing.			
		Updated position (Deadline 1):			
		National Highways notes the Applicants position and discussions on			
		PPs are on-going.			
		Updated position (Deadline 5):			
		National Highways continues to engage with the Applicant on this			
		matter.			
		Updated position (Deadline 9):			
		This matter is agreed and National Highways has accepted the drafting			
		in the PPs to include the word "reasonably."			
2.7.1.33	Paragraph 11 – Defects	Relevant Representation (Oct 23)	The wording of the NH PPs is currently under negotiation between GAL	n/a	Under discussion
	Period	National Highways requests that the following section in sub-section	and National Highways. This issue will be responded to (to the extent not		Agreed
		(1) is removed from the Applicant's proposed Protective Provisions:	already) in the context of those separate discussions.		
			,,,		Agreement
		The undertaker must at its own expense, remedy any defects in the	Updated position (April 2024):		reached at
		strategic road network resulting from the specified works-as are	The Applicant and National Highways continue to discuss the wording of		Deadline 9
		reasonably required by National Highways to be remedied during the	the protective provisions.		
		defects period. All identified defects must be remedied in accordance			
		with the following timescales.	Updated position (July 2024):		
			The wording of the protective provisions is materially agreed between the		
		Updated position (Deadline 1):	Applicant and National Highways, pending agreement on the matter of an		
		National Highways notes the Applicants position and discussions on	indemnity cap and the parallel agreement of the Framework Agreement		
		PPs are on-going.	also under discussion.		
		Updated position (Deadline 5):			
		opuateu position (Deaufille 3).			



		National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9): This matter is agreed and National Highways has accepted the drafting			
		in the PPs to include the word "reasonably."			
		This matter is agreed and National Highways has accepted "reasonably"			
2.7.1.34 Parag	ificate	Relevant Representation (Oct 23) National Highways requests the following amendments to subsection (5):	The wording of the NH PPs is currently under negotiation between GAL and National Highways. This issue will be responded to (to the extent not already) in the context of those separate discussions.	n/a	Under discussion Agreed
		The undertaker must pay to National Highways within 28 days of demand, the costs properly reasonably incurred by National Highways in identifying the defects and supervising and inspecting the undertaker's work, to remedy the defects that it is required to remedy pursuant to these provisions. Updated position (Deadline 1): National Highways notes the Applicants position and discussions on PPs are on-going. Updated position (Deadline 5): National Highways continues to engage with the Applicant on this matter. Updated position (Deadline 9): This matter is agreed and National Highways has accepted the drafting in the PPs to include the word "reasonably." This matter is agreed and National Highways has accepted "reasonably"	Updated position (April 2024): The Applicant and National Highways continue to discuss the wording of the protective provisions. Updated position (July 2024): The wording of the protective provisions is materially agreed between the Applicant and National Highways, pending agreement on the matter of an indemnity cap and the parallel agreement of the Framework Agreement also under discussion.		Agreement reached at Deadline 9



1.9. Ecology and Nature Conservation

1.9.1 **Table 2.8** sets out the position of both parties in relation to ecology and nature conservation matters.

Table 2.8 Statement of Common Ground – Ecology and Nature Conservation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline			1	ı	L
2.8.1.1	Environmental Statement Chapter 9: Ecology and Nature Conservation	Relevant Representation (Oct 23) The Applicant has undertaken a badger survey of the site area; however, National Highways would expect badger surveys to cover 250m either side of the centreline of the works as a minimum, in relation	The survey scope and extents of survey have been agreed with stakeholders, including Natural England, during pre-submission consultation.	ES Appendix 9.6.4 Badger Survey [APP- 133]	Agreed Agreement reached at
	Paragraph 9.4.29	to the proposed surface access works in accordance with DMRB LD118 Appendix A.1.1. National Highways requests that the Applicant should therefore justify the decision that has been made and why the guidance in DMRB LD118 Appendix A.1.1 has not been followed.— Updated position (Deadline 1): National Highways welcomes the commitment to carry out pre-condition surveys for badgers but requests confirmation from the Application how and where this is secured in the DCO / control documents. Should findings of any surveys generate any additional mitigation requirements on National Highways assets this is to be agreed with National Highways. Updated position (Deadline 5): National Highways confirms that this matter has now been addressed to its satisfaction and this is agreed. National Highways will continue to	Given the extent of the Project survey boundaries, much of the land covered by the highways works have been surveyed extensively in the surrounding landscape (ES Appendix 9.6.4 Badger Survey). Further pre-commencement surveys with respect to badger will be completed to ensure that an up to date baseline for any licence is established. Updated position (April 2024): The requirement for pre-commencement surveys is secured via paragraph 5.4.2 of ES Appendix 5.3.2 Code of Construction Practice [REP1-021] (CoCP). Compliance with the CoCP is secured via Requirement 7 of the Draft DCO [REP3-006].	Draft DCO [REP3-006]	Deadline 5
2.8.1.2	Environmental Statement Chapter 9: Ecology and Nature Conservation Paragraph 9.6.115	Relevant Representation (Oct 23) The Applicant notes that crossing point surveys were conducted at two locations, the River Mole Corridor and Riverside Park based upon radio tracking surveys undertaken in 2019. However, National Highways notes that no such assessment was considered for the South Terminal Junction. National Highways are concerned that the exclusion of the South Terminal Roundabout may result in an underreporting of potential effects. National Highways queries why the South Terminal Junction, which will elevate the carriageway above existing conditions, was not considered under the same monitoring regime.—	The locations chosen for the crossing point surveys were based on the results of the radio tracking and landscape features that could be used by bats. Although the tree belt along the northern edge of the A23 is used by bats, the new elevated section is within the existing carriageway which is heavily lit and does not, therefore, represent quality foraging habitat. Updated position (April 2024): Based on current data, there are no requirements for any licencing relating to National Highways land. The requirement for any future licensing from Natural England and any associated mitigation/monitoring will be determined by the results of preconstruction surveys. Such licences form the legal mechanism for how such mitigation/monitoring is secured.	n/a	Agreed Agreement reached at Deadline 9Une discussion



It is the Applicants responsibility to ensure they have sufficient information to secure a licence from Natural England. National Highways requests confirmation from the Applicant on how such mitigation/monitoring is secured in the DCO/control documents. Should the issue generate mitigation or monitoring actions which will be transferred to National Highways then the Applicant must ensure this is discussed and agreed with National Highways.

Updated position (Deadline 5):

The Applicant in its Deadline 3 submissions noted that surveys are being conducted during May and June to determine the presence / absence of roosts.

National Highways in its response to Deadline 3 submissions [REP4-078], requested where possible that the results of the survey's conducted in May are published as an interim update report to enable National Highways and other Interested Parties to review the survey outcomes. This survey data is important to National Highways in order to understand the ecological impact where tress are proposed to be removed as a consequence of the Applicant's proposals.

The Applicant has provided confirmation as to how mitigation / monitoring is secured, as requested at Deadline 1.

Updated Position (Deadline 9):

Noted that section 4.1.5 of the Bat Report states that the 'the mitigation with respect to trees with bat roost potential, set out in section 5.4.19 in ES Appendix 5.3.2 Code of Construction Practice [REP-022] is still considered relevant. This sets out that where trees with potential bat roost features (PRFs) require removal, those trees with Low bat roost potential will be subject to a supervised soft-felling methodology and those with Moderate or High bat roost potential will be subject to climbing inspections and/or dusk emergence/dawn re-entry surveys as appropriate to inform where further mitigation is required'.

In the updated Bat Conservation Trust's Bat Surveys for Professional Ecologists: Good Practice Guidelines (2023) and Bat Mitigation Guidelines (2023) Low, Moderate and High bat roost suitability categories in respect to trees are no longer referred to. Instead of these categories, where one or more Potential Roost Feature/s (PRF) are present they are categorised as either PRF-I (i.e. suitable for individual bats and similar to the previous Low category) and PRF-M (i.e. suitable for multiple bats and similar to the previous Moderate and High

Updated position (July 2024):

Surveys with respect to bat roosts in trees are on-going. As of 1st July 2024, all trees with Potential Roosting Features (PRFs) that may be lost have had at least one aerial survey with approximately half having had a second. To date, no bat roosts have been identified. A report with results to date will be submitted at Deadline 8.

Updated position (August 2024):

The Bat Tree Survey Report relating to surveys undertaken in May and June of 2024 was submitted in to Examination at Deadline 8 [REP8-104]. The Applicant confirms that any future surveys would be in accordance with the Bat Conservation Trust Guidelines 2024 and Bat Mitigation Guidelines 2023 and that corresponding measures will be put in place for pre-construction inspections (assuming all necessary surveys have been undertaken) immediately prior to felling.



		categories). The Bat Mitigation Guidelines (2023) state that pre-			
		construction inspections (assuming all necessary surveys have been			
		undertaken) need to take place immediately prior to felling unless PRFs			
		are removed or blocked. As the previous method did not determine			
		these PRF-I or PRF-M categories, all trees with Low, Moderate or High			
		bat roost potential will require further survey (aerial and or/emergence			
		surveys) prior to felling to characterise the roost type with precautions			
		such as an aerial inspection prior to felling where PRFs are confirmed			
		as present but no confirmed roost, and/or a mitigation licence where a			
		roost is present roted in the Applicants response (Updated			
		position August 2024) that corresponding measures will be put in place			
		for pre-construction inspections. National Highways therefore considers			
		this matter resolved. No roosts have been confirmed to date; however,			
		surveys are ongoing. National Highways expects to be updated on final			
2042	Appendix 0.00 Feeles	survey results and reporting.f	Det ourvous are being undertaken and will be remarked when	EC Annondin E 2 2	Agrood
2.8.1.3	Appendix 9.6.2: Ecology Survey Report – Part 1	Relevant Representation (Oct 23) Building upon the comments raised in Chapter 9 of the Environmental	Bat surveys are being undertaken and will be reported when	ES Appendix 5.3.2: Code of	<u>Agreed</u>
	Survey Report – Part 1		completed.	Construction	Agrooment
	Paragraph 3.10.2	Statement, 32 trees were identified along the A23 from ground assessments as having potential for roosting bats. 27 of these were	Updated position (April 2024):	Practice [REP1-021]	Agreement reached at
	Faragraph 5.10.2	assessed by the Applicant of having high/moderate potential but no	Bat Surveys of trees are ongoing. However, it should also be noted	Practice [REP1-021]	Deadline 9Under
		further climbing assessments or emergence re-entry surveys were	that surveys of trees for the presence of roosts of key woodland bat		discussion
		conducted on them.	species formed part of the landscape-scale radio tracking study		uisoussion
		conducted on them.	completed as part of the submission (ES Appendix 9.6.3 Bat Trapping		
		Can the Applicant please justify why these surveys have not been	and Radio Tracking Surveys [APP-131 and APP-132]). No trees that		
		undertaken to date and the intended timelines for their completion.	are proposed for removal (based on the preliminary design work and		
		didentation to date and the interface timelines for their completion.	removal plans) were found to support roosts of the woodland species		
		Updated position (Deadline 1):	(including Bechstein's bat). In addition, the activity surveys		
		National Highways notes the Applicants position and will await receipt of	undertaken to date found the vegetation along the A23 to be		
		the report referenced.	predominantly of low value to foraging and commuting bats compared		
			to other parts of the Project site. The low numbers recorded suggest		
		Updated position (Deadline 5):	this does not constitute an important roost location for bats.		
		National Highways in its response to Deadline 3 submissions [REP4-	F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
		078], requested where possible that the results of the survey's	Subject to the final detailed tree removal and protection plans being		
		conducted in May are published as an interim update report into the	confirmed prior to construction commencing (through the Detailed		
		examination at the earliest opportunity in order to enable National	Arboricultural and Vegetation Method Statements detailed in CoCP		
		Highways and other Interested Parties to review the survey outcomes	Annex 6 (Doc Ref. 5.3)), further bat roost surveys will be carried out in		
		and understand the ecological impacts.	accordance with paragraph 5.4.18 of ES Appendix 5.3.2: Code of		
			Construction Practice [REP1-021]. As set out in Table 9.8.1 of ES		
		Updated Position (Deadline 9):	Chapter 9: Ecology and Nature Conservation [APP-034], mitigation		
		Please refer to the updated position statement incorporated into	for the loss of any roost would be determined post survey, depending		
		Reference 2.8.1.2. This matter is agreed for the purpose of the	on the type of roost located. Given the surveys completed to date, it is		
		Development Consent Order Examination.	anticipated that any roosts that are located in this area will be of low		
			conservation status (such as day roosts for commoner species).		
			Mitigation for the loss of such roosts will be straight forward to		
			accommodate within retained woodland		



Assessment 2.8.2.1	Methodology Appendix 9.9.2: Biodiversity Net Gain Statement Paragraphs 3.1.5 and 3.1.6	Relevant Representation (Oct 23) National Highways notes that the baseline habitat score for the area is 332.48 units and baseline watercourse score is reported at 4.20 biodiversity units. However, metric 4.0 was used for the condition assessment of area-based habitats and metric 3.1 was used for the watercourses. National Highways are concerned as to the reasoning behind why the same metric has not been used by the Applicant and furthermore, why ditches have not been considered as part of this assessment. Updated position (Deadline 1): National Highways requests that Appendix 9.9.2 is updated to account for the prographical error. The Applicant needs to submit information	Updated position (July 2024): Surveys with respect to bat roosts in trees are on-going and are anticipated to be complete by mid August. This is to ensure that the guidelines with respect to the timing of bat surveys is complied with. As of 1st July 2024, all trees with Potential Roosting Features (PRFs) that may be lost have had at least one aerial survey with approximately half having had a second. To date, no bat roosts have been identified. A report with results to date will be submitted at Deadline 8. Updated position (August 2024): The Bat Tree Survey Report relating to surveys undertaken in May and June of 2024 was submitted in to Examination at Deadline 8 [REP8-104]. The Applicant confirms that any future surveys would be in accordance with the Bat Conservation Trust Guidelines 2024 and Bat Mitigation Guidelines 2023 and that corresponding measures will be put in place for pre-construction inspections (assuming all necessary surveys have been undertaken) immediately prior to felling. This was a typographical error – v4.0 was used for both. Updated Position (April 2024): The typographical error is to be corrected in revised BNG Statement to submit at Deadline 5.	n/a	Agreed Agreement reached at Deadline 5
		National Highways requests that Appendix 9.9.2 is updated to account for the typographical error. The Applicant needs to submit information using a consistent metric version otherwise the quantification of the			



2.8.3.1	Environmental Statement	Relevant Representation (Oct 23)	Bat survey work is on-going and will be reported when completed.	n/a	Agreed
	Chapter 9: Ecology and Nature Conservation	A total of 43 trees within the surface access improvements boundary were identified as having bat roost suitability (9 high and 28 medium). In line with Bat Conservation Trust (BCT) Guidelines, National Highways	Updated position (April 2024): Please refer to the Applicant's update against Item 2.8.1.3.		Agreement reached at
	Paragraph 9.15 and 9.9.187	would normally expect those trees to have been further surveyed and assessed to determine if there are any roosting bats present. This is typically achieved through tree climbing and presence / absence emergence / re-entry surveys. National Highways requests that the Applicant confirms whether any further surveys have been conducted on those trees having been identified of having bat roost suitability and can the Applicant advise if a	Updated position (July 2024): Surveys with respect to bat roosts in trees are on-going and are anticipated to be complete by mid August. This is to ensure that the guidelines with respect to the timing of bat surveys is complied with. As of 1st July 2024, all trees with Potential Roosting Features (PRFs) that may be lost have had at least one aerial survey with approximately half having had a second. To date,		Deadline 9Under discussion
		letter of no impediment has been obtained for any loss of roost and whether this has this been agreed with Natural England Updated position (Deadline 1): National Highways notes the Applicants position and will await receipt of the report referenced.	no bat roosts have been identified A report with results to date will be submitted at Deadline 8. Updated position (August 2024): The Bat Tree Survey Report relating to surveys undertaken in May and June of 2024 was submitted in to Examination at Deadline 8		
		Updated position (Deadline 5): The Applicant in its Deadline 3 submissions noted that surveys are being conducted during May and June to determine the presence / absence of roosts.	[REP8-104]. The Applicant confirms that any future surveys would be in accordance with the Bat Conservation Trust Guidelines 2024 and Bat Mitigation Guidelines 2023 and that corresponding measures will be put in place for pre-construction inspections (assuming all necessary surveys have been undertaken) immediately prior to felling.		
		National Highways in its response to Deadline 3 submissions [REP4-078], requested where possible that the results of the survey's conducted in May are published as an interim update report to enable National Highways and other Interested Parties to review the survey outcomes. This survey data is important to National Highways in order to understand the ecological impact where tress are proposed to be removed as a consequence of the Applicant's proposals.			
		Updated Position (Deadline 9): Please refer to the updated position statement incorporated into Reference 2.8.1.2. This matter is agreed for the purpose of the Development Consent Order Examination.			
2.8.3.2	Appendix 9.9.2: Biodiversity Net Gain Statement Paragraphs 4.5	Relevant Representation (Oct 23) Woodland losses of -66.54 units are highlighted as a concern for National Highways, as most of these units are roadside and are not sufficiently replaced.	The loss of woodland as a result of the Project has been minimised as far as is practicable. However, due to airport safeguarding concerns, further woodland planting is not possible. This position has been accepted by Natural England in their RR.	Statement of Common Ground between GAL and Natural England submitted at Deadline 1 [REP1-037]	Under discussionAgreed Agreement reached at Deadline 9



		National Highways therefore seeks clarification as to how the Applicant	Updated position (April 2024): The Applicant will continue		
		has ensured that no net loss has been achieved on the SRN regarding	discussion with National Highways on this point. However, the		
		the surface access works	Project's position with respect to habitat trading has been accepted by		
			Natural England (point 2.8.4.3 of the Statement of Common Ground		
		Updated position (Deadline 1):	between GAL and Natural England submitted at Deadline 1 [REP1-		
		National Highways would welcome continued discussion on this point	037].		
		and a contribution from the Applicant to provision of woodland			
		elsewhere to ensure the National Highways KPI is not compromised and	Updated position (July 2024): The Applicant has provided a		
		to comply with the metric trading rules (noting the issue with	proposal to National Highways to ensure that the Biodiversity Net		
		safeguarding for the airport is likely to result in a trading issue for the	Gain the Project delivers can be accounted for within National		
		Project.	Highway's KPI. In combination with the BNG delivered on their estate,		
			the proposal includes the allocation of part of the woodland BNG		
		Updated position (Deadline 5):	delivered within the Brook Farm component of the Museum Field		
		This matter remains under discussion with the Applicant. National	Environmental Mitigation Area to National Highways with step-in		
		Highways is awaiting receipt of a refined proposal to mitigate the impact	rights over this woodland to be defined.		
		of the scheme on biodiversity from the Applicant. National Highways will			
		review its position following receipt of this.	Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to		
		Updated position (Deadline 9):	resolve any outstanding concerns for National Highways.		
		National Highways can confirm that negotiations between both parties			
		has led to a satisfactory arrangement to ensure that National Highways			
		interests in respect to BNG have been addressed. This agreement is			
		incorporated into the Framework Agreement signed between both			
		parties and therefore this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.8.3.3	Appendix 9.9.2:	Relevant Representation (Oct 23)	A low SS has been applied to all habitat features both before and	n/a	Under
	Biodiversity Net Gain	All area-based habitats have been assigned by the Applicant of having	after development to avoid biasing any aspect of the calculation.		discussion Agreed
	Statement	low strategic significance (SS) without a justification for why.	However, both the River Mole and Gatwick Stream are significant		
			corridors at a landscape scale.		<u>Agreement</u>
	Annex 1	National Highways notes that the Baseline River Units have considered			reached at
		the River Mole and Gatwick Stream to have high SS, therefore there is a	Updated Position (April 2024): SS to be considered further in		Deadline 9
		potential undervaluation of habitats within the Applicant's assessment	revised BNG Statement to submit at Deadline 5.		
		for the SRN.			
			Updated Position (July 2024): An updated Appendix 9.9.2 BNG		
		Updated position (Deadline 1):	Statement was submitted at Deadline 6 [REP6-050] that accounted		
		National Highways requests that the Applicant justifies their assessment	for SS.		
		of SS. The Applicant must ensure compliance with the guidance			
		published by Natural England to prevent any BNG outputs from being			
		undervalued.			
		Updated position (Deadline 5):			
		National Highways acknowledges the update by the Applicant and will			
		await further information being submitted at Deadline 5.			
		Updated position (Deadline 9):			



Under discussionAgreed
discussion Agreed
Agreement
reached at
Deadline 9
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reached at
Deadline 9
line



		could deliver a route for providing enhancement, which the Applicant	Updated position (July 2024): The Applicant has provided a		
		should provide in light of the specific policies in the Airports National	proposal to National Highways to ensure that the Biodiversity Net		
		Policy Statement (ANPS) (paragraph 5.91, 5.96, 5.104) which are	Gain the Project delivers can be accounted for within National		
		important and relevant policies- for the Applicant's application. In light	Highway's KPI. In combination with the BNG delivered on their estate,		
		of those policies in the ANPS, National Highways therefore requires the	the proposal includes the allocation of part of the woodland BNG		
		Applicant to provide further information to demonstrate that, within the	delivered within the Brook Farm component of the Museum Field		
		limits of the SRN, that the proposed mitigation conserves and enhances	Environmental Mitigation Area to National Highways with step-in		
		habitats to maximise biodiversity and achieves at least no net loss.	rights over this woodland to be defined.		
		Updated position (Deadline 5)	Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to		
		This matter remains under discussion with the Applicant. National	resolve any outstanding concerns for National Highways.		
		Highways is awaiting receipt of a refined proposal to mitigate the impact	1000170 arry outstanding controller for Hallonia Frightways.		
		of the scheme on biodiversity from the Applicant. National Highways will			
		review its position following receipt of this.			
		Updated position (Deadline 9):			
		National Highways can confirm that negotiations between both parties			
		has led to a satisfactory arrangement to ensure that National Highways			
		interests in respect to BNG have been addressed. This agreement is			
		incorporated into the Framework Agreement signed between both			
		parties and therefore this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
		Bevelopment oonsent order Examination.			
2.8.4.2	Appendix 9.9.2:	Relevant Representation (Oct 23)	An updated BNG Metric incorporating this feature and that relating to	n/a	Under
2.8.4.2	Appendix 9.9.2: Biodiversity Net Gain	Relevant Representation (Oct 23) Chapter 9 and Annex 3 states that habitats will be lost and recreated	An updated BNG Metric incorporating this feature and that relating to advance planting is being prepared and will be shared when	n/a	
2.8.4.2	Biodiversity Net Gain	Chapter 9 and Annex 3 states that habitats will be lost and recreated	advance planting is being prepared and will be shared when	n/a	Under discussionAgreed
2.8.4.2		Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that		n/a	discussion Agreed
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated	advance planting is being prepared and will be shared when complete.	n/a	discussion Agreed Agreement
2.8.4.2	Biodiversity Net Gain	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period.	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation'	advance planting is being prepared and will be shared when complete.	n/a	discussion Agreed Agreement
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation' format to provide clarity to National Highways when this mitigation is	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5.	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation'	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5. Updated Position (July 2024): An updated ES Appendix 9.9.2 BNG	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation' format to provide clarity to National Highways when this mitigation is proposed to be implemented.	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5. Updated Position (July 2024): An updated ES Appendix 9.9.2 BNG Statement was submitted at Deadline 6 [REP6-050] that accounted	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation' format to provide clarity to National Highways when this mitigation is proposed to be implemented. Updated position (Deadline 1):	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5. Updated Position (July 2024): An updated ES Appendix 9.9.2 BNG	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation' format to provide clarity to National Highways when this mitigation is proposed to be implemented. Updated position (Deadline 1): National Highways notes the Applicants position and will await receipt of	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5. Updated Position (July 2024): An updated ES Appendix 9.9.2 BNG Statement was submitted at Deadline 6 [REP6-050] that accounted	n/a	Agreement reached at
2.8.4.2	Biodiversity Net Gain Statement	Chapter 9 and Annex 3 states that habitats will be lost and recreated between 2024 and 2038, with the Applicant's assessment stating that certain areas of the site will be lost and created throughout this period. The Applicant has not utilised the 'delay in starting habitat creation' format to provide clarity to National Highways when this mitigation is proposed to be implemented. Updated position (Deadline 1):	advance planting is being prepared and will be shared when complete. Updated Position (April 2024): Timing of planting to be considered further in revised BNG Statement to submit at Deadline 5. Updated Position (July 2024): An updated ES Appendix 9.9.2 BNG Statement was submitted at Deadline 6 [REP6-050] that accounted	n/a	Agreement reached at
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		Updated position (Deadline 9):			
		National Highways confirms that this matter is agreed following the			
		updated BNG statement [REP6-050] issued by the Applicant.s			
2.8.4.3	Environmental Statement	Relevant Representation (Oct 23)	The loss of woodland as a result of the Project has been minimised	n/a	Under
	Chapter 9: Ecology and	National Highways key concern is in respect to woodland and those	as far as is practicable. However, due to airport safeguarding		discussion Agreed
	Nature Conservation	areas that are lost due to the proposed surface access works. The	concerns, further woodland planting is not possible. This position has		
		Applicant must demonstrate that the loss of woodland when factored	been accepted by Natural England in their RR.		<u>Agreement</u>
	Tables 9.81 and	alongside the proposed new woodland created within the National			reached at
	Paragraphs 9.9.53, 9.9.54	Highways ownership boundary sufficiently compensates to achieve no	Updated Position (April 2024): As set out in Annex 3 of ES		Deadline 9
	and 9.9.93 to 9.9.101	net loss in order to ensure that National Highways continues to align to	Appendix 9.9.2 Biodiversity Net Gain Statement [REP3-0047], overall,		
		its biodiversity targets to deliver no net loss across the SRN by 2025.	the Project will be providing a net gain in both area and value for		
			scrub, wetland, water courses and individual tree habitats, with a		
		For Table 9.8.1 the compensation area in relation to highway habitat	large net gain in value of grasslands present.		
		loss is not clear which habitats and by associated how much is required	The Project provides extensive new habitats of ecological value that		
		to achieve no net loss in relation to the SRN.	lead to the delivery of a BNG over 20%. Such habitats include the		
			grasslands and woodland edge at Brook Farm, the marshy grassland		
		National Highways therefore requires the Applicant to provide further	and Open Mosaic Habitat at Museum Field and the Mole diversion		
		information to demonstrate that, within the limits of the SRN, that the	corridor, for example. Brook Farm was not part of the original airport		
		proposed mitigation conserves and enhances habitats to maximise	and was brought into the Project boundary for the purpose of		
		biodiversity and achieves at least no net loss.	biodiversity enhancement. Likewise, Museum Field is an agricultural		
			field outside of the current airport boundary, and although its intended		
		Updated position (Deadline 1):	future function is primarily with respect to fluvial flood management,		
		National Highways would welcome continued discussion on this point	the opportunity to provide significant biodiversity enhancement in this		
		and a contribution from the Applicant provision of woodland elsewhere	area has been taken. As such, the Project has also included off-		
		to ensure the National Highways KPI is not compromised and to comply	airport provision of ecological enhancement. The works to the River		
		with the metric trading rules (noting issue with safeguarding for the	Mole will also create 300m of new naturalised river valley to replace a		
		airport is likely to be resulting in a trading issue for the project, therefore	stretch of river which is currently netted and canalised. Details of how		
		this could offer a mutually beneficial solution).	these habitats fit together holistically are set out in Section 6 of ES		
			Appendix 8.8.1 Outline Landscape and Ecology Management Plan		
		Updated position (Deadline 5):	[REP3-031, REP3-033, REP3-035]. Planting of woodland in these		
		This matter remains under discussion with the Applicant. National	offsite areas was explored and has been taken, where safe to do so		
		Highways is awaiting receipt of a refined proposal to mitigate the impact	(for example, wet woodland along Horley Road, woodland edge		
		of the scheme on biodiversity from the Applicant. National Highways will	habitat around existing mature tree lines). The position of the Project		
		review its position following receipt of this.	with respect to the BNG trading rules was accepted by Natural		
			England (Section 5.11) in their Relevant Representation [RR-3223].		
		Updated position (Deadline 9):	As such, the Project is providing a significant ecological gain and no		
		National Highways can confirm that negotiations between both parties	further habitat creation is considered necessary.		
		has led to a satisfactory arrangement to ensure that National Highways			
		interests in respect to BNG have been addressed. This agreement is	Further discussion on this issue is ongoing and the Applicant is		
		incorporated into the Framework Agreement signed between both	awaiting further information from National Highways regarding its		
		parties and therefore this matter can be agreed for the purposes of the	position.		
		Development Consent Order Examination.	poolioi.		
		Dovelopment Consent Order Examination.	Updated position (July 2024): The Applicant has provided a		
			proposal to National Highways to ensure that the Biodiversity Net		



2.8.4.4 Environmental Statement Chapter 9: Ecology and Nature Conservation Paragraph 9.8.7 and 9.6.8 Relevant Representation (Oct 23) For the mattern raised previously in relation to woodland habitat, Nature Conservation Paragraph 9.8.7 and 9.6.8 See a solution of the second relative to the relative to the second relati						
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2.8.4.4 Environmental Statement Chapter II: Ecology and Nature Conservation Paragraph 9.9.87 and 9.9.88 Relevant Representation (Oct 29) For the matters raised previously in relation to woodland habitat, National Highways also requests clarity on the status of semi-improved grassland, as it is unclose in the Applicant to provide furmer information to demonstrate that, which the limits of the SINN, has the proposed militagilian conserves and enhances habitation to making biodiversity and achieves at least no net loss. Updated position (Deadline 1): National Highways requests that the Applicant provides detail on the paning specification for new assets within its isandhoding. Whilst provision of more ecologically valuable grassland is referred by grand management regimes for the highway frequency be limited to once or thice a year and the service the Applicant should ensure the target outcome is feasible in the long term. Updated position (Deadline 9): This matter committee under discussion with the Applicant. National Highways to ensure that the Biodiversity Net Clarify device the SINN, which is senting the service of the Applicant should ensure the target outcome is feasible in the long term. Updated position (Deadline 9): This matter committee under discussion with the Applicant. National Highways to ensure that the Biodiversity Net Sain the Project defined of the Materials Net Sain the Project defined on the Materials Net Sain the Project defined of the Materials Net Sain the Project defined on the Net Net Ne				Environmental Mitigation Area to National Highways with step-in		
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There are no other issues relating to this topic within this Statement of Common Ground.



1.10. Forecasting and Need

1.10.1 **Table 2.9** sets out the position of both parties in relation to forecasting and need matters.

Table 2.9 Statement of Common Ground – Forecasting and Need Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status		
There are no	There are no specific issues relating solely to Forecasting and Need within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.						



1.11. Geology and Ground Conditions

1.11.1 **Table 2.10** sets out the position of both parties in relation to geology and ground conditions matters.

Table 2.10 Statement of Common Ground – Geology and Ground Conditions Matters

There are no issues relating to the baseline for this topic within this Statement of Common Ground. Assessment There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground. Assessment Z.10.3.1 Geotechnical Design Matters General Representation (Oct 23) With regards to geology and ground condition impacts, a moderate risk of slope instability for an area along the A23 has been identified. This could create a potential safety risk to the SRN and its users. Updated position (Deadline 1): National Highways welcomes the commitment to carry out pre-condition surveys for badgers but requests confirmation from the Applicant on how and where this is secured in the DCO / control documents. Updated position (Deadline 5): National Highways acknowledges the update by the Applicant regarding where these matters will be secured in the Order. National Highways therefore considers this matter agreed at this stage. Baseline Treation Ground. Mitigation in respect to the potential safety risk to the SRN and its users includes undertaking ground investigation and slope stability assessments for slopes forming part of the project design. Assessment for slopes forming part of the project design. Assessment and reporting will be undertaken in accordance with DMRB CD622 document Managing geotechnical risk, March 2020 Rev1. Updated position (April 2024): The protective provisions for the benefit of National Highways (Part 3 of Schedule 9 to the draft DCO) require that the specified works do not commence until detailed design of those works has been submitted to and approved by National Highways, including the "detailed design information". By reference to the definition of this phrase, this information includes information on "earthworks including supporting geotechnical assessments required by DMRB CD622"	Status
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therefore considers this matter agreed at this stage. including supporting geotechnical assessments required by DMRB CD622"	
CD622"	
Mitigation and Compensation	
There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.	
Other	
There are no other issues relating to this topic within this Statement of Common Ground.	



1.12. Greenhouse Gases

1.12.1 **Table 2.11** sets out the position of both parties in relation to greenhouse gases matters.

Table 2.11 Statement of Common Ground – Greenhouse Gases Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline	-	1	1		1
There are no is	ssues relating to the baselin	e for this topic within this Statement of Common Ground.			
Assessment M	Methodology				
2.11.2.1	Environmental	Relevant Representation (Oct 23)	The methodology for the assessment was structured to	ES Appendix 5.4.2	Under
	Statement Chapter 16:	The Applicant summarises the emission sources covered by this chapter and	follow the ANPS classification of emissions into four	Carbon Action Plan	discussion Agre
	Greenhouse Gases	concludes that it will cover the following:	categories, and the assessment of Construction impacts was	[APP-091]	
		Construction	limited within the ES to those impacts prior to opening. The		Agreement
	Paragraph 16.1.2,	Airport buildings and ground operations	assessment was not seeking to provide a Whole Life Carbon		reached at
	Table 16.2.1 and 6.4.1	Surface access areas	assessment of the Project - a point explicitly noted within the		Deadline 9
		Air traffic movements	ES.		
		7 iii diamo movemento			
		However, the assessment fails to consider both long term operation and	Maintenance and repair of the newly constructed elements		
		maintenance.	within the Project will be required. A full life cycle carbon		
			assessment would seek to quantify this over a defined study		
		National Highways requests that the Applicant clarifies whether B2-B5 emissions in	period, which would likely extend beyond the 2050		
		accordance with BS EN 17472 have been included in this assessment.	assessment period (which is used based on assessing risk		
			to UK achieving carbon targets). Within the timescales		
		Further to the above, the Applicant should also clarify if the assessment has	between opening year (2029) and the end of the assessment		
		considered modules D emissions in accordance with BS EN 17472 relating to	year (2050) it is considered unlikely that maintenance,		
		effects beyond the boundary of the Scheme.	repair, replacement, and refurbishment GHG emissions		
			would be so great as to materially change the assessment of		
		Updated position (Deadline 1):	operational emissions. The mitigation set out in the Carbon		
		Matter remains under discussion. National Highways will respond as part of a	Action Plan, specifically regarding to employing PAS2080 as		
		review of any further detail or clarification provided as part of the Applicant's	a Carbon Management System, would necessitate GAL		
		response to the Relevant Rep submitted at Deadline 1.	adopting a whole life carbon approach in the management		
		The state of the s	and mitigation of emissions from Modules B2-B5 as part of		
		Updated position (Deadline 5):	their wider carbon management approach.		
		National Highways has reviewed the Supporting Greenhouse Gas Technical Notes,			
		Appendix A - Greenhouse Gas Technical Note - Whole Life Carbon Considerations	Updated position (April 2024); We intend to provide further		
		submitted at Deadline 4 [REP4-020] and has provided a response to the Applicant	analysis to inform the scale of emissions arising from		
		in its Comments to Deadline 4 submissions submitted at Deadline 5.	maintenance, repair, replacement or refurbishment within the		
			study period as part of a submission at Deadline 4.		
		Updated position (Deadline 9):			
		Following further discussions with the Applicant, both parties have agreed that this	The assessment does not consider Module D. It is not		
		matter is now agreed for the purposes of the Development Consent Order	considered of sufficient scale to be relevant to the GHG		
		Examination. National Highways will require the Applicant to prepare a Carbon	assessment.		
		Management Report in line with National Highways PCF requirements during			
		detailed design to ensure that National Highways receive a full account of the	Updated position (July 2024):		
		construction, operation and maintenance carbon calculations.			



2.11.2.2	Environmental Statement Appendix 16.9.3: Assessment of Surface Access Greenhouse Gases Paragraph 3.1.8	Relevant Representation (Oct 23) National Highways notes that this paragraph indicated that the Transport Decarbonisation Plan (TDP) has been used to represent a realistic worst case. For National Highways schemes, the TDP would typically only be utilised as a sensitivity test. As a consequence, this could lead to the assessment having not taken a realistic worst-case assessment based upon greenhouse gas emissions from road traffic. Furthermore, National Highways queries what emission factor toolkit has been utilised in this assessment, as the use of a higher percentage change in fleet mix could impact the modelling outcomes for air quality as well as greenhouse gas emissions National Highways therefore requests that the Applicant provides details of which emissions factor toolkit has been utilised in this assessment and provide additional details to demonstrate how their assessment constitutes a worst-case assessment. Updated position (Deadline 1): Matter remains under discussion. National Highways will respond as part of a review of any further detail or clarification provided as part of the Applicant's response to the Relevant Rep submitted at Deadline 1. Updated position (Deadline 5): National Highways acknowledges that this matter can be agreed. National Highways refers the Applicant to its remaining positions 2.11.2.1, 2.11.3.1 and 2.11.3.2.	The Applicant is currently in discussion with National Highways about how to appropriately resolve outstanding comments. Updated position (August 2024): Subsequent discussions with National Highways has reached a conclusion on these matters for the purposes of the DCO Examination. The assessment has used vehicle.km carbon factors for converting aggregated vehicle trips (car, public transport, and freight vehicles) into estimated GHG emissions. Carbon factors are taken from DSNEZ corporate reporting guidance. Future decarbonisation rates are based on the Common Analytical Scenarios provided by DfT, and on the indicative decarbonisation trends for other vehicles set out in the Transport Decarbonisation Plan. Updated position (April 2024) Can National Highways confirm if they are now satisfied on this point following the submission at Deadline 1.	n/a	Agreed Agreement reached at Deadline 5
Assessment	Environmental	Relevant Barrasantation (Oct 92)	Within the OHO Charter Table 40.0 d	F0.0h amts = 40	Hadaa
2.11.3.1	Environmental Statement Chapter 16: Greenhouse Gases General	Relevant Representation (Oct 23) National Highways has reviewed both chapters 15 and 16 of the Environmental Statement and notes that the conclusions drawn within the greenhouse gasses assessment and all the emissions categories as being Minor Adverse. It is National Highways' view that the reporting of the Applicant's proposals as Minor Adverse does not align to the decision-making framework that is set by the Government in the National Planning Policy Statement for National Networks (NPSNN).	Within the GHG Chapter Table 16.2.1 summarises the relevance of NPSNN and states the significance test contained therein as being of relevance to this GHG Assessment. At Paragraphs 16.4.65 to 16.4.77 the approach to assessing and reporting on significance of impacts is presented, which is to align with guidance produced by IEMA. The appraisal of overall significance, presented in Paragraphs 16.9.93 to 16.9.97, then present the assessment in terms of the ANPS test which – effectively – aligns with	ES Chapter 16 Greenhouse Gases [APP-041]	Under DiscussionAgreed Agreement reached at Deadline 9



National Highways requests further detail from the Applicant on the assumptions and calculations for these matters reported in the Environmental Statement.

Whilst National Highways notes that the reporting appears to align to the IEMA guidance, National Highways requests clarity on how this Minor Adverse effect align to the Applicant's decision-making framework.

Updated position (Deadline 1):

Matter remains under discussion. National Highways will respond as part of a review of any further detail or clarification provided as part of the Applicant's response to the Relevant Rep submitted at Deadline 1.

Updated position (Deadline 5):

National Highways notes the Applicant's response stating that the assessment is based upon the latest IEMA guidance, however National Highways retains a concern that the GHG assessment does not address the impact of the scheme in its entirety. The Applicant is required to thoroughly consider the potential effects on the SRN and surrounding roads likely to be affected by the proposed developments. This will ensure a comprehensive understanding of the project's environmental implications.

While the Applicant has provided clarity on the assessment methodology, National Highways has not yet been able to satisfy itself that the overall significance of effects is correctly reported in the Environmental Statement due to concerns on the baseline carbon assessment.— National Highways request that the Applicant provides a Whole Life Carbon Assessment that covers the works impacting the SRN and all surrounding roads affected by the scheme (collectively known as the Affected Road Network). It would also be beneficial to include:

- Evidence demonstrating how the transport modelling conducted by the Transport Team is integrated into the Climate Chapter - and that this is up to date i.e. in alignment with the latest National Highways Emission Factor Toolkit. This will help in understanding how the network has been considered.
- Evidence that the assessment aligns with the most relevant policies during
 the examination—including updates to the National Networks Policy
 Statement and relevant Aviation NPS. The methodology used should
 comply with the Design Manual for Roads and Bridges (DMRB) and the
 Institute of Environmental Management & Assessment (IEMA) guidance,
 as well as PAS 2080, as outlined in the NPS.

This information will allow National Highways to adequately determine the contextualisation and significance against budgets and thus confirm the overall significance of effects. National Highways will continue to engage with GAL on this matter.

the NPSNN test in that it relies on the direction (within ANPS) that assessment must confirm the Project "is not so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including Carbon Budgets". Implicit within this is the NPSNN test that "'any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed scheme are so significant that it would have a material impact on the ability of the Government to meet its carbon reduction targets".

Updated position (April 2024)

Yes, as noted in the Environmental Statement the assessment is based on the updated IEMA guidance on assessment of GHG emissions.

Updated position (July 2024):

The Applicant is currently in discussion with National Highways about how to appropriately resolve outstanding comments.

Updated position (August 2024):

Subsequent discussions with National Highways has reached a conclusion on these matters for the purposes of the DCO Examination.



2.11.3.2	Environmental Statement Chapter 16: Greenhouse Gases LA 114 compliance for changes to traffic flow	Updated position (Deadline 9): Following further discussions with the Applicant, both parties have reached a provisional agreement for the impacts facing National Highways assets and agreed that this matter is now agreed for the purposes of the Development Consent Order Examination. National Highways will require that will require the Applicant to prepare a comprehensive and inclusive Carbon Management Assessment, Plan and Report in line with National Highways PCF requirements during the detailed design phase. This report should thoroughlywill be required to address and mitigate any potential impacts on National Highways assets. Relevant Representation (Oct 23) For the reporting of carbon and greenhouse gas emissions, the Applicant needs to be clear on whether the proposed changes to traffic flow are sufficient in order to trigger the scoping criteria in LA 114 Climate. If these thresholds outlined in LA 114 are triggered, then National Highways may need to account for operational greenhouse gas emissions as part of its corporate reporting. National Highways therefore requests clarity from the Applicant on the changes to traffic flows in respect to the criteria set out in LA 114. Updated position (Deadline 1): Matter remains under discussion. National Highways will respond as part of a review of any further detail or clarification provided as part of the Applicant's response to the Relevant Rep submitted at Deadline 1. Updated position (Deadline 5): National Highways acknowledges the response by the Applicant and can confirm it is awaiting confirmation from the Applicant on the increase in carbon emissions from increased traffic flows on the SRN and ARN (i.e., with and without project). This refers to the Area of Detailed Modelling, for the Highways Assessment Model defined in Transport Assessment Annex B: Strategic Transport Modelling report [APP-260]. Updated position (Deadline 9): Following further discussions with the Applicant, both parties have reached a provisional agreement for the impacts facing	The traffic flows for the assessment years of 2032, 2038, and 2047 for passenger and staff travel indicate an increase in AADT from passengers and staff that are between 10.1% and 10.8% above the do-minimum (future baseline, in the absence of the Project) levels. Updated position (April 2024) Noted. We are seeking further information to clarify changes to AADT for the affected road network and will engage further with National Highways on this matter. Updated position (July 2024): The Applicant is currently in discussion with National Highways about how to appropriately resolve outstanding comments. Updated position (August 2024): Subsequent discussions with National Highways has reached a conclusion on these matters for the purposes of the DCO Examination.	Transport Assessment [AS- 079]	Under discussion Agreed Agreement reached at Deadline 9
		provisional agreement for the impacts facing National Highways assets and the purposes of the Development Consent Order Examination. National Highways -will require that the Applicant to prepare a comprehensive and inclusive Carbon Management Assessment, Plan and Report in line with National Highways PCF requirements during the detailed design phase. This report will be required to should thoroughly address and mitigate any potential impacts on National Highways assets. Following further discussions with the Applicant, both parties have agreed that this matter is now agreed for the purposes of the Development			
		Consent Order Examination. National Highways will require the Applicant to			



	prepare a Carbon Management Report in line with National Highways PCF requirements during detailed design.					
Mitigation and Compensation						
There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.						
Other						
There are no other issues relating to this tonic within this Statement of Common Ground						



1.13. Health and Wellbeing

1.13.1 **Table 2.12** sets out the position of both parties in relation to health and wellbeing matters.

Table 2.12 Statement of Common Ground – Health and Wellbeing Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status	
There are no specific issues relating solely to Health and Wellbeing within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.						



1.14. Historic Environment

1.14.1 **Table 2.13** sets out the position of both parties in relation to historic environment matters.

Table 2.13 Statement of Common Ground – Historic Environment Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline	-				
2.13.1.1	Environmental Statement Chapter 7: Historic Environment Paragraphs 7.9 to 7.13	Relevant Representation (Oct 23) This chapter fails to use the unique identifiers from the Historic Environment Baseline and therefore it is not clear which heritage assets on Figures 7.6.1 and 7.6.2 are impacted or changed. This prevents proper assessment by National Highways Updated position (Deadline 1): National Highways requests that a clear heritage asset-by-asset impact assessment needs to be prepared, so that the balancing of harm against public benefit can be assessed in areas that are relevant to the SRN. Updated position (Deadline 5): National Highways has reviewed the Statement of Common Ground between Gatwick Airport Limited and Historic England [REP1-035] and as Historic England do not raise any concerns regarding the approach, consider this point resolved.	Section 7.9 of ES Chapter 7 Historic Environment does use the unique identifiers from the Historic Environment Baseline Report. It is clear within the text of that document which heritage assets are being referred to throughout the assessment. There is no need for an asset-by-asset approach to the impact assessment – the grouping together of assets where appropriate is an acceptable approach. Updated position (April 2024) As set out above, there is no need for an asset-by-asset approach to the impact assessment – the grouping together of assets where appropriate is an acceptable approach. This is especially the case for group of assets where the assessed level of harm is 'no harm' and where the reasons for this are the same for each asset, i.e no intervisibility with any part of the proposed development. The assessment of impacts and effects presented within the ES has been accepted by Historic England (see the signed Statement of Common Ground between Gatwick Airport Limited and Historic England).	ES Chapter 7 Historic Environment [APP- 032] Statement of Common Ground between Gatwick Airport Limited and Historic England [REP1-035]	Agreement reached at Deadline 5
Assessment N					
	sues relating to the assessme	nt methodology for this topic within this Statement of Common Ground.			
Assessment	ayon rolating to the annuar	nt for this topic within this Statement of Common Ground.			
	Compensation	nt for this topic within this statement of Common Ground.			
	•	I compensation for this topic within this Statement of Common Ground.			
Other	sues relating to miligation and	compensation for this topic within this statement of Common Ground.			
		c within this Statement of Common Ground.			



- 1.15. Landscape, Townscape and Visual
- 1.15.1 **Table 2.14** sets out the position of both parties in relation to landscape, townscape and visual matters.

Table 2.14 Statement of Common Ground – Landscape, Townscape and Visual Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline			,	1	
There are no is	sues relating to the baseline f	or this topic within this Statement of Common Ground.			
Assessment N	Methodology				
There are no is Assessment N 2.14.2.1		Relevant Representation (Oct 23) National Highways has reviewed Chapter 8 of the Environmental Statement and notes that the magnitude of impact and sensitivity are stated as being derived from DMRB methodologies. However, upon review it does not appear that the Applicant's LVIA methodology accords to this DMRB guidance. The Applicant's assessment methodology is based upon approaching sensitive and susceptibility as the same. This is not in accordance with the Guidelines for Landscape and Visual Impact Assessment National Highways requests that the Applicant separate out the criteria of landscape and visual value, susceptibility, and sensitivity in accordance with DMRB and GLVIA3 and the thresholds for significance reviewed and justified, given the current approaches negates significant effects to all but high or very high receptors. Updated position (Deadline 1): National Highways notes to updated position of the Applicant, The Applicant should ensure sufficient information is available from the assessment for National Highways to understand the impact to its customers adjacent to the network who may be impacted by the works delivered by the Applicant. Of particular concern would be loss of assets providing a screening function for the SRN, which if not replaced would represent a risk for National Highways in future. Updated position (Deadline 5): National Highways notes that the revised oLEMP includes landscape proposals on drawings, with new woodland and/or land returned to scrub/woodland, which would provide visual screening once established. In combination with the method statements and obligations in the oLEMP this is considered a fair approach to the future detail design of the scheme. The future engagements are also welcomed.	The LTVIA in ES Chapter 8 refers to magnitude of impact, sensitivity of receptor and significance of effect in the following documents: • ES Appendix 8.4.1 LTVIA • The methodology includes; • Table 2.2.1: Landscape/townscape value criteria. • Table 2.2.1: Landscape/townscape condition criteria. • Table 2.2.3: Landscape/townscape sensitivity criteria. • Table 2.2.4: Visual sensitivity criteria (separate sections for landscape/townscape and visual receptors). • The terms used within the tables listed above accords with guidance in GLVIA3 and DMRB Volume 11. • Table 2.2.6: Assessment Matrix. Receptors of Very High, High and Medium sensitivity are defined as most likely to experience significant adverse effects. Receptors of Low sensitivity have the potential to experience significant adverse sequential effects, for example if a series of Moderate adverse effects are experienced by a person travelling along a road. Receptors of Negligible sensitivity are considered unlikely to experience significant adverse effects. The Assessment Matrix is a guideline. All assessment conclusions are supported by reasoned justification. The LTVIA Methodology and ES chapter includes an appraisal of the landscape, townscape and visual baseline conditions within the study area and their value, condition, susceptibility and sensitivity to change as a result of the Project. The methodology uses the terms sensitivity and susceptibility appropriately throughout however, at paragraph 2.2.22 the term 'sensitivity or susceptibility' has been used, which incorrectly suggests the terms are interchangeable.	ES Chapter 8 Landscape, Townscape and Visual [APP-033] ES Appendix 8.4.1 Landscape, Townscape and Visual Impact Assessment[APP-109]	Agreed at Deadline 5



how this contributes to significance of effect have been used correctly throughout the ES Chapter 8.

Updated Position (April 2024) Documents issued at Deadline 3
ES Appendix 8.8.1: Outline Landscape and Ecology
Management Plan [REP2-021, REP2-023, REP2-025, REP2-027].
The obligations within this document are secured through a requirement in the Draft DCO (Doc Ref. 2.1) in that prior to commencement of development of an area, a Landscape and Ecology Management Plan (LEMP) must be submitted to and approved by CBC (in consultation with RBBC, MVDC and TDC as relevant) under Requirement 8. The LEMPs must be substantially in accordance with this oLEMP.

Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in **ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment** [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]. **ES Appendix 5.3.2 Code of Construction Practice** [REP1-021] sets out general methodologies and mitigation measures and **Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement** (Doc Ref. 5.3) which includes Tree Removal and Protection Plans. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.

The revised oLEMP, AIA, and AVMS provide details of trees/vegetation surveyed within the Project, which would be retained or removed and preliminary designs for the proposed landscape planting, including screen planting, within the surface access improvements, replacement public open spaces and key areas of green infrastructure. The information supports the assessment of landscape, townscape and visual effects which are likely to arise as a result of the Project, as set out in ES Chapter 8 Landscape, Townscape and Visual [APP-033]. Significant effects on townscape and visual resources are limited to the 5 year construction period following vegetation removal and when the surface access improvements are initially complete and include Mole Valley Open Weald landscape character area, users of public open space on the edge of Riverside Garden Park and occupiers of no. 74 Longbridge Road. Reinstatement of scrub and tree planting will be designed in accordance with guidelines by National Highways (DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and



		Highways England, DMRB Asset Data Management Manual Volume 13) which would limit the extent of woodland that could be replanted adjacent to the highway. Landscape planting proposals will grow to soften the surface access improvements within its context of settlement and airport edge, create adjacent areas of open space and green infrastructure, and enhance the transition to the surrounding townscape and landscape. Planting will become sufficiently mature within approximately 5 to 10 years to mitigate visual and townscape impacts and reduce effects to a level that is no longer significant. The Applicant will engage further with National Highways in respect of any specific risk that National Highways considers applicable to this Project.		
2.14.2.2 Environmental Statement Chapter 8: Landscape, Townscape and Visual Resources Paragraph 8.4.5	Relevant Representation (Oct 23) National Highways notes that the Applicant has assessed the magnitude of landscape and visual impacts together. This does not reflect stated industry guidelines and it is important that these criteria are assessed separately to allow National Highways the ability to review and understand the relevant impact to the SRN. National Highways requests that the criteria should be separated out, to reflect stated industry guidelines which require separate assessments of landscape and visual matters. Updated position (Deadline 1): The Applicant should ensure sufficient information is available from their assessment for National Highways to understand the impact to its customers adjacent to the network who may be impacted by the works delivered by the Applicant. Of particular concern would be loss of assets providing a screening function for the SRN, which if not replaced would represent a risk for National Highways in future. Updated position (Deadline 5): National Highways notes that the revised oLEMP includes landscape proposals on drawings, with new woodland and/or land returned to scrub/woodland, which would provide visual screening once established. In combination with the method statements and obligations in the oLEMP this is considered a fair approach to the future detail design of the scheme. The future engagements are also welcomed.	Landscape/townscape and visual resources are defined separately in ES Appendix 8.4.1 LTVIA Methodology and are assessed separately throughout ES Chapter 8 in accordance with GLVIA3. Updated Position (April 2024): Documents issued at Deadline 3 ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021, REP2-023, REP2-025, REP2-027]. The obligations within this document are secured through a requirement in the Draft DCO (Doc Ref. 2.1) in that prior to commencement of development of an area, a Landscape and Ecology Management Plan (LEMP) must be submitted to and approved by CBC (in consultation with RBBC, MVDC and TDC as relevant) under Requirement 8. The LEMPs must be substantially in accordance with this oLEMP. Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]. ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Tree Removal and Protection Plans. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement. The revised oLEMP, AIA, and AVMS provide details of trees/vegetation surveyed within the Project, which would be	ES Appendix 8.4.1 Landscape, Townscape and Visual Impact Assessment Methodology [APP- 109] ES Chapter 8 Landscape, Townscape and Visual [APP-033] ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021, REP2- 023, REP2-025, REP2-027]	Agreed at Deadline 5



			rotained or removed and areliminary decises for the areases		
			retained or removed and preliminary designs for the proposed		
			landscape planting, including screen planting, within the surface		
			access improvements, replacement public open spaces and key		
			areas of green infrastructure. The information supports the		
			assessment of landscape, townscape and visual effects which are		
			likely to arise as a result of the Project, as set out in ES Chapter 8		
			Landscape, Townscape and Visual [APP-033]. Significant effects		
			on townscape and visual resources are limited to the 5 year		
			construction period following vegetation removal and when the		
			surface access improvements are initially complete and include		
			Mole Valley Open Weald landscape character area, users of public		
			open space on the edge of Riverside Garden Park and occupiers of		
			no. 74 Longbridge Road. Reinstatement of scrub and tree planting		
			will be designed in accordance with guidelines by National		
			Highways (DMRB LD117 Landscape Design, the Manual of		
			Contract Documents for Highways Works, Major Projects and		
			Highways England, DMRB Asset Data Management Manual		
			Volume 13) which would limit the extent of woodland that could be		
			replanted adjacent to the highway. Landscape planting proposals		
			will grow to soften the surface access improvements within its		
			context of settlement and airport edge, create adjacent areas of		
			open space and green infrastructure, and enhance the transition to		
			the surrounding townscape and landscape. Planting will become		
			sufficiently mature within approximately 5 to 10 years to mitigate		
			visual and townscape impacts and reduce effects to a level that is		
			no longer significant.		
			The Applicant will engage further with National Highways in respect		
			of any specific risk that National Highways considers applicable to		
			this Project.		
Assessment					
2.14.3.1	Environmental Statement	Relevant Representation (Oct 23)	Guidance within GLVIA3 does not set a threshold for significance	ES Chapter 8	Agreed
	Chapter 8: Landscape,	The assessment matrix sets out the likely effects based upon receptor	within a matrix. DMRB Volume 11 refers to moderate, large and	Landscape,	
	Townscape and Visual	sensitivity and the magnitude of impact. National Highways notes that the	very large effects to be typically categorised as significant, although	Townscape and	Agreed at
	Resources	Applicant's supporting text outlines that only effects of major or substantial	this is not prescriptive. There is no pre-determined expectation of a	Visual Figures [APP-	Deadline 5
		are significant. This means that of a total 25 assessment scenarios only 5	number or percentage of significant effects.	033]	
	Paragraph 8.4.6	(20%) can be significant. National Highways considers this to be			
		disproportionately low to the scale of the proposed development.	ES Chapter 8 includes a thorough and transparent analysis of the		
			baseline landscape/townscape and visual resource within the study		
		National Highways notes that this approach, whilst not prescriptive, would	area and assesses the change that is likely to take place as a result		
		be generally consistent with guidance. However National Highways	of the Project. The Assessment Matrix is a guideline. All		
		recommends that the Applicant alters the criteria of significant effects to	assessment conclusions are supported by reasoned justification.		
		allow for moderate to contribute to the classification of significant. The			
		current assessment approach risks the Applicant not being proportionate	Updated Position (April 2024): Documents issued at Deadline 3		
		in their assessment of potential effects on customers.	ES Appendix 8.8.1: Outline Landscape and Ecology		
			Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027].		



Updated position (Deadline 1):

The Applicant should ensure sufficient information is available from their assessment for National Highways to understand the impact to its customers adjacent to the network who may be impacted by the works delivered by the Applicant. Of particular concern would be loss of assets providing a screening function for the SRN, which if not replaced would represent a risk for National Highways in future.

Updated position (Deadline 5):

National Highways notes that the revised oLEMP includes landscape proposals on drawings, with new woodland and/or land returned to scrub/woodland, which would provide visual screening once established. In combination with the method statements and obligations in the oLEMP this is considered a fair approach to the future detail design of the scheme. Future engagements, as per the above responses would be welcomed, subject to which the matter is agreed.

The obligations within this document are secured through a requirement in the **Draft DCO** (Doc Ref. 2.1) in that prior to commencement of development of an area, a Landscape and Ecology Management Plan (LEMP) must be submitted to and approved by CBC (in consultation with RBBC, MVDC and TDC as relevant) under Requirement 8. The LEMPs must be substantially in accordance with this ol EMP.

Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]. ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Tree Removal and Protection Plans. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.

The revised oLEMP, AIA, and AVMS provide details of trees/vegetation surveyed within the Project, which would be retained or removed and preliminary designs for the proposed landscape planting, including screen planting, within the surface access improvements, replacement public open spaces and key areas of green infrastructure. The information supports the assessment of landscape, townscape and visual effects which are likely to arise as a result of the Project, as set out in ES Chapter 8 Landscape, Townscape and Visual [APP-033]. Significant effects on townscape and visual resources are limited to the 5 year construction period following vegetation removal and when the surface access improvements are initially complete and include Mole Valley Open Weald landscape character area, users of public open space on the edge of Riverside Garden Park and occupiers of no. 74 Longbridge Road. Reinstatement of scrub and tree planting will be designed in accordance with guidelines by National Highways (DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13) which would limit the extent of woodland that could be replanted adjacent to the highway. Landscape planting proposals will grow to soften the surface access improvements within its context of settlement and airport edge, create adjacent areas of open space and green infrastructure, and enhance the transition to



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			the surrounding townscape and landscape. Planting will become		
			sufficiently mature within approximately 5 to 10 years to mitigate		
			visual and townscape impacts and reduce effects to a level that is		
			no longer significant.		
2.14.3.2	Environmental Statement	Relevant Representation (Oct 23)	Effects on occupiers of vehicles travelling on the A23/M23	ES Chapter 8	Agreed
	Chapter 8: Landscape,	National Highways notes that the Applicant establishes in paragraph	are described in ES Chapter 8 Section 8.9. The removal of	Landscape,	
	Townscape and Visual	8.4.33 the principle that an accumulation of moderate effects, e.g., as	vegetation within the A23/M23 road corridor and the	Townscape and	Agreed at
	Resources	experienced by a visual receptor during a journey may be regarded as a	construction activities would result in a large scale	Visual [APP-033]	Deadline 5
		significant cumulative effect when considered in combination. This	magnitude of impact on low sensitivity occupiers of		
	Paragraph 8.4.33	principle is further reinforced by paragraph 8.4.32's third bullet, which sets	vehicles. The level of effect is considered to be Moderate		
		out that cumulative moderate effects may increase the overall adverse	adverse overall. Due to the short to medium term nature of		
		effect on a receptor. However, National Highways notes that in paragraph	the activities between 2030 and 2032 and the transient		
		8.11.16, the Applicant states that motorists on the A23/M23 spur would	nature of views experienced from a moving vehicle the		
		have moderate cumulative effects, but these would not be significant.	effect on the visual amenity of road users as a result of		
		National Highways notes that this conclusion is contrary to the above	changes to an existing road corridor are not considered to		
		principles, and it is National Highways view that the Applicant has not	be significant when considered as a sequence of views.		
		provided the appropriate supporting information to justify the impact not	The justification is that construction activities would be		
		being significant. National Highways are concerned that the predicted	phased between Longbridge and South Terminal		
		medium and long term effects associated with this assessment have been	roundabouts (approximately 2 km) and experienced for a		
		underestimated by the Applicant.	relatively brief length of time within a journey.		
			The level of effect reduces when the road is operational.		
		National Highways requests that the Applicant justifies why vehicle users			
		on the A23/M23 with medium to long term cumulative views, and therefore	Updated Position (April 2024): Documents issued at Deadline 3		
		sequential moderate effects, would not result in significant effects as per	ES Appendix 8.8.1: Outline Landscape and Ecology		
		the DMRB methodology	Management Plan [REP2-021, REP2-023, REP2-025, REP2-027].		
			The obligations within this document are secured through a		
		Updated position (Deadline 1):	requirement in the Draft DCO (Doc Ref. 2.1) in that prior to		
		National Highways has highlighted a risk of non-compliance with industry	commencement of development of an area, a Landscape and		
		standard guidance for landscape character and visual amenity	Ecology Management Plan (LEMP) must be submitted to and		
		assessment. National Highways request that the Applicant provides	approved by CBC (in consultation with RBBC, MVDC and TDC as		
		information from their assessment in order to enable National Highways to	relevant) under Requirement 8. The LEMPs must be substantially in		
		understand the impact to its customers adjacent to the network who may	accordance with this oLEMP.		
		be impacted by the works delivered by the Applicant. Of particular concern			
		would be loss of assets providing a screening function for the SRN, which	Tree survey plans, tree quality schedules, preliminary tree removal		
		if not replaced would represent a risk for National Highways in future.	plans and impact assessment for the Project site are included in ES		
			Appendix 8.10.1: Tree Survey Report and Arboricultural Impact		
		Updated position (Deadline 5):	Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-		
		National Highways notes that the revised oLEMP includes landscape	030]. ES Appendix 5.3.2 Code of Construction Practice [REP1-		
		proposals on drawings, with new woodland and/or land returned to	021] sets out general methodologies and mitigation measures and		
		scrub/woodland, which would provide visual screening once established.	Code of Construction Practice Annex 6 – Outline Arboricultural		
		In combination with the method statements and obligations in the oLEMP	and Vegetation Method Statement (Doc Ref. 5.3) which includes		
		this is considered a fair approach to the future detail design of the	Tree Removal and Protection Plans. These drawings will be		
		scheme. Future engagement is also welcomed as per the above	revisited and refined during the detailed design process and		
		responses, subject to which the matter can be agreed.	submitted for approval as part of the detailed Arboricultural Method		
			Statement.		



			The revised oLEMP, AIA, and AVMS provide details of		
			· ·		
			trees/vegetation surveyed within the Project, which would be		
			retained or removed and preliminary designs for the proposed		
			landscape planting, including screen planting, within the surface		
			access improvements, replacement public open spaces and key		
			areas of green infrastructure. The information supports the		
			assessment of landscape, townscape and visual effects which are		
			likely to arise as a result of the Project, as set out in ES Chapter 8		
			Landscape, Townscape and Visual [APP-033]. The assessment		
			of visual effects on occupiers of vehicles travelling on the A23 are		
			included in para 8.9.185 Moderate adverse (2030 to 2032), para		
			8.9.279 Negligible to Minor adverse (2033 to 2038), para 8.9.361		
			Negligible to Minor adverse (2038 and beyond). At no point are the		
			effects on low sensitivity occupiers of vehicles considered to be		
			significant. The assessment has been undertaken in accordance		
			with the methodology provided in ES Appendix 8.4.1 LTVIA		
			Methodology [APP-109]. Significant effects on townscape and		
			visual resources are limited to the 5 year construction period		
			following vegetation removal and when the surface access		
			improvements are initially complete and include Mole Valley Open		
			Weald landscape character area, users of public open space on the		
			edge of Riverside Garden Park and occupiers of no. 74 Longbridge		
			Road. Reinstatement of scrub and tree planting will be designed in		
			accordance with guidelines by National Highways (DMRB LD117		
			Landscape Design, the Manual of Contract Documents for		
			Highways Works, Major Projects and Highways England, DMRB		
			Asset Data Management Manual Volume 13) which would limit the		
			extent of woodland that could be replanted adjacent to the highway.		
			Landscape planting proposals will grow to soften the surface		
			access improvements within its context of settlement and airport		
			edge, create adjacent areas of open space and green		
			infrastructure, and enhance the transition to the surrounding		
			townscape and landscape. Planting will become sufficiently mature		
			within approximately 5 to 10 years to mitigate visual and townscape		
			impacts and reduce effects to a level that is no longer significant		
2.14.3.3	Environmental Statement	Relevant Representation (Oct 23)	ES Chapter 8 para 8.9.159 states 'construction activities would be	ES Chapter 8	Agreed
	Chapter 8: Landscape,	The Applicant notes that pedestrians adjacent to the A23 and in proximity	prominent within an open context following vegetation removal' and	Landscape,	
	Townscape and Visual	to Longbridge Roundabout are predicted to experience a discordant	'construction of retaining walls and the attenuation basins, and the	Townscape and	Agreed at
	Resources	change across the majority of their view, yet the magnitude of impact is	presence of the contractor's compound would be discordant in	Visual Figures [APP-	Deadline 5
	D	predicted to be medium. With reference to the LVIA methodology in Table	nature and occupy the majority of the view in the context of a busy	033]	
	Paragraph 8.9.159	8.4.5, this could be classified as a high magnitude. National Highways is	road junction'. ES Appendix 8.4.1 LTVIA Methodology includes	FO America Part of 4.4	
		concerned that the Applicant is underestimating the magnitude of this	Table 2.2.5 Impact Magnitude Criteria. A 'prominent' change in view	ES Appendix 8.4.1	
		impact.	is considered to be a medium magnitude of change. The	Landscape,	
			susceptibility of a receptor to change in the context of a busy road	Townscape and	
			junction is considered to be lower than in an undeveloped location.	Visual Impact	



National Highways requests that the Applicant justifies the conclusion of a medium magnitude of impact and provides additional detail to demonstrate why the impact is not higher, given the stated change and proximity to receptors.—

Updated position (Deadline 1):

National Highways has highlighted a risk of non-compliance with industry standard guidance for landscape character and visual amenity assessment. National Highways request that the Applicant provides information from their assessment in order to enable National Highways to understand the impact to its customers adjacent to the network who may be impacted by the works delivered by the Applicant. Of particular concern would be loss of assets providing a screening function for the SRN, which if not replaced would represent a risk for National Highways in future

Updated position (Deadline 5):

The revised oLEMP includes landscape proposals, which include for new woodland and/or land returned to scrub/woodland, which would provide visual screening once established. In combination with the method statements and obligations is a fair approach to the future detail design of the scheme. It will remain a matter of professional opinion as to whether construction activities at close proximity to receptors will or will not significantly change the views and as per the above responses, National Highways has already highlighted potential issues with the methodology.

Whilst the construction activities to improve the existing road junction would be prominent due to the close proximity of the receptor, the nature of the context would not significantly change.

Updated Position (April 2024): Documents issued at Deadline 3
ES Appendix 8.8.1: Outline Landscape and Ecology
Management Plan [REP2-021, REP2-023, REP2-025, REP2-027].
The obligations within this document are secured through a requirement in the Draft DCO (Doc Ref. 2.1) in that prior to commencement of development of an area, a Landscape and Ecology Management Plan (LEMP) must be submitted to and approved by CBC (in consultation with RBBC, MVDC and TDC as relevant) under Requirement 8. The LEMPs must be substantially in accordance with this oLEMP.

Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]. ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Tree Removal and Protection Plans. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.

The revised oLEMP, AIA, and AVMS provide details of trees/vegetation surveyed within the Project, which would be retained or removed and preliminary designs for the proposed landscape planting, including screen planting, within the surface access improvements, replacement public open spaces and key areas of green infrastructure. The information supports the assessment of landscape, townscape and visual effects which are likely to arise as a result of the Project, as set out in ES Chapter 8 Landscape, Townscape and Visual [APP-033]. Significant effects on townscape and visual resources are limited to the 5 year construction period following vegetation removal and when the surface access improvements are initially complete and include Mole Valley Open Weald landscape character area, users of public open space on the edge of Riverside Garden Park and occupiers of no. 74 Longbridge Road. Reinstatement of scrub and tree planting will be designed in accordance with guidelines by National Highways (DMRB LD117 Landscape Design, the Manual of

Assessment
Methodology [APP109]



Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13) which would limit the extent of woodland that could be replanted adjacent to the highway. Landscape planting proposals will grow to soften the surface access improvements within its context of settlement and airport edge, create adjacent areas of open space and green infrastructure, and enhance the transition to the surrounding townscape and landscape. Planting will become sufficiently mature within approximately 5 to 10 years to mitigate visual and townscape impacts and reduce effects to a level that is no longer significant. **Mitigation and Compensation** 2.14.4.1 **Environmental Statement Relevant Representation (Oct 23)** ES Appendix 8.8.1 Outline LEMP includes Surface Access ES Appendix 8.8.1 Agreed Appendix 8.8.1: Outline National Highways notes that, as part of the Applicant's surface access Landscape Proposals at Figures 1.2.4 to 1.2.15. The scheme is **Outline Landscape** Landscape and Ecology landscape proposals, the Applicant is proposing to provide a series of designed in accordance with Arup visibility/safety design. and Ecology Agreed at Management Plan – Part There is no clear conflict with National Highways, DMRB LD117 **Management Plan** Deadline 5 environmental features such as amenity grassland, meadow grassland, wet grassland, scrub / woodland edge. Intermittent scrub, woodland and Landscape Design, the Manual of Contract Documents for Part 1 [APP-113] Highways Works, Major Projects and National Highways, DMRB hedgerows. Asset Data Management Manual Volume 13 or DMRB GS 701 and ES Appendix 8.8.1 National Highways has reviewed the Applicant's material and are not able GN 801. **Outline Landscape** to confirm, based upon the level of information provided, that the SRN and Ecology verge design proposals meet the below standards in ensuring that the Further consultation will be undertaken with NH to understand **Management Plan** strategy is feasible for the long term management of the SRN by National refinements to design. Part 2 [APP-114] Highways maintenance operatives. The Applicant will therefore need to provide further detail to demonstrate to National Highways that all It is intended that the principles within the oLEMP will be expanded ES Appendix 8.8.1 environmental mitigation areas comply with: and finalised, as necessary, during detailed design. The obligations **Outline Landscape** within the oLEMP will be secured via Requirement 8 of the draft and Ecology DMRB LD 117 – Landscape Design DCO, to be discharged by the relevant planning authorities. **Management Plan** • GS 701 – Asset Delivery Asset Maintenance Requirements Part 3 [APP-115] • GN 801 – Asset Delivery Asset Inspection Requirements Updated position (April 2024): ES Appendix 8.8.1 Revised version of ES Appendix 8.8.1: Outline Landscape and National Highways requests that the Applicant provide further detail to Ecology Management Plan [REP2-021, REP2-023, REP2-025, **Outline Landscape** demonstrate that the SRN verge proposals align to the referenced design REP2-027] submitted at Deadline 3. Figures 1.2.4 to 1.2.15 show and Ecology criteria and follow National Highways maintenance requirements.-Surface Access Landscape Proposals. Annex 2 of the oLEMP is a **Management Plan** Landscape Maintenance Schedule and Annex 3 of the oLEMP Part 4 [APP-116] **Updated position (Deadline 1):** includes Typical Planting Schedules for species mixes. Section 4.7 National Highways request that the Applicant provide detail on the ES Appendix 8.8.1: of the oLEMP refers to engagement between the Applicants design planting specification for new assets within its landholding. Whilst team and National Highways and the relevant DMRB standards that **Outline Landscape** provision of more ecologically valuable grassland is welcomed it must be and Ecology have been taken into consideration. considered within the context of the operation of the SRN. Cutting regimes **Management Plan** may be limited to once or twice a year and therefore the Applicant should Following detailed design based on DMRB LD117 Landscape [REP2-021 ,REP2ensure the target outcome is feasible in the long term. Any tree planting 023, REP2-025, Design, the Manual of Contract Documents for Highways Works, on verges must be spaced at a safe distance from the carriageway edge REP2-027] Major Projects, a LEMP for individual parts of the Project will be in accordance with LD 117 to ensure the planting does not represent a submitted to and approved by the relevant local authority/highway safety risk or maintenance liability. authority before work on that part commences as set out within



	Updated position (Deadline 5):	Requirement 8(1) of the draft DCO. These LEMPs will be	
	National Highways considers the revised information is fair and provides	substantially in accordance with the outline LEMP.	
	details of the planting specifications and management. Whilst the		
	response does not confirm that tree planting will be at a safe distance, it		
	does refer to being based upon LD117 and therefore National Highways		
	confirm that this can be agreed.		
Other			
There are no other issues relating to this to	nic within this Statement of Common Ground		

There are no other issues relating to this topic within this Statement of Common Ground



- 1.16. Major Accidents and Disasters
- 1.16.1 **Table 2.15** sets out the position of both parties in relation to major accidents and disasters matters.

Table 2.15 Statement of Common Ground – Major Accidents and Disasters Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status		
There are no s	There are no specific issues relating solely to Major Accidents and Disasters within this Statement of Common Ground, which are not considered as part as of matters in other tonic areas						



1.17. Noise and Vibration

1.17.1 **Table 2.16** sets out the position of both parties in relation to noise and vibration matters.

Table 2.16 Statement of Common Ground – Noise and Vibration Matters

Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling Table 8.4.1	Relevant Representation (Oct 23) National Highways has reviewed the appendix to the Noise and Vibration chapter of the Environmental Statement and notes that in Table 8.4.1 surveys were of 10-minute durations. It is National Highway's view that 10-minute survey periods are not sufficient to provide data suitable for validation of the road traffic noise model in the case of the Airport National Highways requests that the Applicant justifies what steps have been taken to independently validate the road traffic noise calculations and, if National Highways judge this to be insufficient, then it is requested that longer term monitoring, close to the A23 and M23 where road noise can be said to dominate over aircraft noise, be undertaken.— Updated position (Deadline 1): The Applicant needs to submit information using a consistent metric version otherwise the quantification of the change to units on National Highways land holding could be challenged. National Highways will await receipt of the Applicants technical note for review. Updated position (Deadline 5): National Highways has reviewed the technical note produced by the Applicant for Deadline 3 [REP3-071] and agrees that results from the two sites compare well enough with the road traffic noise model to give increased confidence in its validity.	The noise surveys carried out in Riverside Garden Park were undertaken to better understand the overall noise environment in the park, not to calibrate the road traffic noise model. The road traffic noise model results have been reviewed by AECOM. In the TWG meeting on 29/11/2022 the applicant responded to various queries on the traffic noise model raised by two traffic noise modelling experts from AECOM. The 2016 ground noise baseline noise survey included 2 sites near the A23 where traffic noise was measured over period of approximately 2 weeks. The survey results compare well with baseline traffic noise modelling results. These results will be provided in a technical note shared with NH and the TWG. Updated position (April 2024): Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix D - Traffic Noise Important Area Assessment, submitted at Deadline 3 provides a calibration of the model using the 2016 ground noise baseline surveys.	ES Appendix 14.9.6: Ground Noise Baseline Report [APP-176]	Agreement reached at Deadline 5
sues relating to the assessme	ant methodology for this topic within this Statement of Common Ground.			
Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling Paragraph 6.3.6	Relevant Representation (Oct 23) The figure referenced in this chapter of the Appendix is incorrect. It appears they refer to contour plots of absolute road traffic noise levels rather than the change plots suggested by the text. Updated position (Deadline 1): National Highways request that this document is updated to correct the error. National Highways environment team believe this issue is not	Noted, the figure references in paragraph 6.3.6 are incorrect and should be as follows: A comparison in the <i>Short Term in 2032: Do Minimum (DMOY)</i> (i.e. the opening year without the Project) vs <i>Do Something (DSOY)</i> (i.e. the situation during the opening year with the Project and associated traffic changes) see Figure 14.9.335 for daytime and Figure 14.9.346 for night.	n/a	Agreed at Deadline 5
	Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling Table 8.4.1 ethodology sues relating to the assessme Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling	Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling Table 8.4.1 Table 8.4.1 Relevant Representation (Oct 23) National Highways has reviewed the appendix to the Noise and Vibration chapter of the Environmental Statement and notes that in Table 8.4.1 surveys were of 10-minute durations. It is National Highway's view that 10-minute survey periods are not sufficient to provide data suitable for validation of the road traffic noise model in the case of the Airport National Highways requests that the Applicant justifies what steps have been taken to independently validate the road traffic noise calculations and, if National Highways judge this to be insufficient, then it is requested that longer term monitoring, close to the A23 and M23 where road noise can be said to dominate over aircraft noise, be undertaken. Updated position (Deadline 1): The Applicant needs to submit information using a consistent metric version otherwise the quantification of the change to units on National Highways land holding could be challenged. National Highways will await receipt of the Applicants technical note for review. Updated position (Deadline 5): National Highways has reviewed the technical note produced by the Applicant for Deadline 3 [REP3-071] and agrees that results from the two sites compare well enough with the road traffic noise model to give increased confidence in its validity. ethodology sues relating to the assessment methodology for this topic within this Statement of Common Ground. Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling Paragraph 6.3.6 Relevant Representation (Oct 23) The figure referenced in this chapter of the Appendix is incorrect. It appears they refer to contour plots of absolute road traffic noise levels rather than the change plots suggested by the text. Updated position (Deadline 1):	Environmental Statement Appendix 14,9.4: Road Traffic Noise Modelling Table 8.4.1 Table 8.4.1	Relevant Representation (Oct 23) National Highways has reviewed the appendix to the Noise and Vibration chapter of the Environmental Statement and notes that in Table 8.4.1 Table 8.4.1



		strategic significance factor of the metric calculation. The Applicant must ensure compliance with the guidance published by Natural England to prevent any BNG outputs from being undervalued. Updated position (Deadline 5): National Highways acknowledge the Applicant's updated position in relation to the clarification.	A comparison in the <i>Long Term: Do Minimum (DMOY)</i> (i.e. the situation in 2032 on the date that the Project opens without the Project) vs <i>Do Something (DSFY)</i> (i.e. the situation 15 years after opening in 2047 with the Project and associated traffic changes), see Figure 14.9.543 for daytime and Figure 14.9.524 for night. Non-project noise change: <i>Do Minimum Future Year (DMFY)</i> (i.e. the situation in 2047 which is 15 years after the Project opens without the Project) compared against <i>DMOY</i> , see Figure 14.9.535 for daytime and Figure 14.9.546 for night. Updated position (April 2024): The Applicant notes the typographical errors to paragraph 6.3.6 of ES Appendix 14.9.4, as listed above, and has provided the appropriate clarification. However, we are not aware of the noise element of the Natural England guidance on strategic significance factor of the metric calculation for Biodiversity Net Gain referred to.		
Mitigation and (
2.16.4.1	Environmental Statement Appendix 14.9.4: Road Traffic Noise Modelling General	Relevant Representation (Oct 23) The Applicant proposes to introduce noise barriers in order to mitigate any noise impacts. National Highways requests that the Applicant provides further information/details to outline the noise impacts on adjacent sensitive receptors as a result of the proposals, discuss all options to minimise noise as far as reasonably practicable, and specifically mitigate impacts for households within Noise Important Areas (NIAs). National Highways has advised the Applicant prior to application that there are two NIAs located along the SRN (ID4641 and ID4640) as well as others located along the M23 and A23 that the Applicant will need to consider and provide mitigation against noise impacts if required by assessment. National Highways request further details from the Applicant in regard to the NIA's in order to consider any effects. Updated position (Deadline 1): National Highways will await receipt of the Applicants technical note for review. National Highways would welcome continued discussion on this point and a contribution from the Applicant to provision of woodland elsewhere to ensure the National Highways KPI is not compromised and to comply with the metric trading rules (noting issue with safeguarding for the airport is	The ES provides a full assessment of road traffic noise at receptors including those in the Noise Important Areas and concludes that suitable mitigation has been included within the scheme. GAL consulted with National Highways on the noise mitigation options in summer 2022 including noise barriers considered in arriving at the preferred mitigation package. However, to help clarify the options considered, two technical papers are being prepared to bring this information together, these will set out the traffic noise and important area assessment, and the traffic noise barrier options selection. These will be shared with the local authorities and National Highways once available. Updated position (April 2024): The two technical Notes has been submitted at Deadline 3 on 19th April: Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix C - Traffic Noise Barrier Options Selection Report. Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix D - Traffic Noise Important Area Assessment.	ES Chapter 14: Noise and Vibration [APP- 039] ES Appendix 14.9.4 Road Traffic Noise Modelling [APP-174]	Agreement reached at Deadline 5



	likely to be resulting in a trading issue for the project, therefore this could	The Applicant will continue discussion with National Highways on		
	offer a mutually beneficial solution).	the KPI point. However, the Project's position with respect to habitat		
		trading has been accepted by Natural England (point 2.8.4.3 of the		
	Updated position (Deadline 5):	Statement of Common Ground between GAL and Natural		
	National Highways has reviewed the technical note produced by the	England submitted at Deadline 1 [REP1-037].		
	Applicant for Deadline 3 [REP3-071] and accepts that the proposed			
	mitigation does not lead to noise increases the aforementioned NIAs.			
Other				
There are no other issues relating to this topic within this Statement of Common Ground.				

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1.18. Planning and Policy

1.18.1 **Table 2.17** sets out the position of both parties in relation to planning and policy matters.

Table 2.17 Statement of Common Ground – Planning and Policy Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status		
There are no s	There are no specific issues relating solely to Planning and Policy within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.						



1.19. Project Elements and Approach to Mitigation

1.19.1 **Table 2.18** sets out the position of both parties in relation to project elements and approach to mitigation matters.

Table 2.18 Statement of Common Ground – Project Elements and Approach to Mitigation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status		
There are no specific issues relating solely to Project Elements and Approach to Mitigation within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.							



1.20. Socio-Economics and Economics

1.20.1 **Table 2.20** sets out the position of both parties in relation to socio-economics and economics matters.

Table 2.19 Statement of Common Ground – Socio-Economics and Economics Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status	
There are no specific issues relating solely to Socio-Economics and Economic Matters within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.						



1.21. Traffic and Transport

1.21.1 **Table 2.1** sets out the position of both parties in relation to traffic and transport matters.

Table 2.20 Statement of Common Ground – Traffic and Transport Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline				1	1
2.20.1.1	Staff Travel Survey	Relevant Representation (Oct 23) The Transport Assessment Report outlines that there is an existing Airport Surface Access Strategy (ASAS) requirement to undertake a staff travel survey in early 2023. However, National Highways notes that this information has not been included in the Applicant's submission. National Highways is concerned that, without sight of this information, National Highways cannot assess whether the assessments relying on historical data remain an accurate depiction which may undermine the conclusion of the Transport Assessment (TR020005/APP/258). Updated position (Deadline 1): National Highways request that the 2023 Staff Travel Survey Data is introduced into the examination in order for National Highways to ascertain if staff travel patterns are representative of what is in the base model. Updated position (Deadline 5): National Highways acknowledges that the Applicant has submitted the 2023 staff travel survey and considers this matter closed. National Highways continues to engage with the Applicant in relation to the outcomes of the 2023 staff travel survey as part of its ongoing discussions relating to the Surface Access Commitments in reference 2.20.4.5.	The 2023 staff travel survey is currently being analysed and will form part of the evidence base for monitoring related to the SACs when the Project commences. We do not currently plan to update the transport modelling to reflect 2023 staff survey results, as the SACs already set out the mode shares to which we are committing. Updated position (April 2024): 2023 staff travel survey information has been submitted at Deadline 2 as part of The Applicant's Response to Actions - ISHs 2-5 [REP2-005] - see Section 4.2 and Appendix D.	n/a	Agreement reached at Deadline 5
2.20.1.2	Transport Assessment Report Annex B: Strategic Transport Modelling Report Section 6.8	Relevant Representation (Oct 23) In Section 6.8, the Applicant describes the issues with the use of the data for the base model. National Highways notes that the rail model has not been updated using post-Covid rail and passenger data. Updated position (Deadline 1): National Highways therefore requests that the Applicant justifies this approach and considers any corresponding impacts on the traffic forecasts. Furthermore, National Highways requests that the Applicant confirms whether this approach has been considered as acceptable by other relevant interested parties, notably Network Rail.	The Examining Authority made a Procedural Decision dated 24 October 2023 to request the Applicant to look at accounting for COVID-19 in the transport modelling and corresponding sensitivity tests have been undertaken. GAL responded to the specific questions from the ExA at the end of January 2024. A summary of the approach taken is set out in the response to PD-006. GAL has shared the approach and outputs from the COVID-19 sensitivity tests with National Highways and discussions are ongoing. We have spoken to DfT regarding the impacts of Covid-19 on the rail model and have used the DfT's Covid forecasting tool for the work currently being undertaken for the sensitivity tests as outlined	Response to PD-006 - Cover letter in response to Procedural Decision [AS-073] Accounting for Covid-19 in Transport Modelling [AS-121] and its Appendices [AS-122]	Under discussionAgreed Agreement reached at Deadline 9



		Updated position (Deadline 5):	above, the details of which will be submitted to the ExA in due		
		National Highways has reviewed the representation submitted by Network	course.		
		Rail at Deadline 3 in response to the Examining Authorities Written	course.		
		Questions [REP3-142].	Updated response (Deadline 1): The response to the ExA's		
		Questions [REP3-142].			
		Nectoral Historia William Continue of Communication	Procedural Decision on accounting for Covid-19 in the transport		
		National Highways will review the Statement of Common Ground	modelling has been submitted and is available on the Project		
		between the Applicant and Network Rail when submitted at Deadline 5 to	Webpage.		
		review the progress in relation to the above.			
			Updated position (April 2024):		
		Should there be any changes agreed between Network Rail and the	Further updates around rail crowding analysis have been submitted		
		Applicant, National Highways will want to review and understand the	to the ExA at Deadline 2 covering discussions at ISH4 relating to		
		implications on traffic modelling as a result of changed input assumptions.	rail crowding analysis [REP2-005 Appendix C]. This provides		
			further commentary on the rail analysis and is currently under		
		Updated position (Deadline 9):	discussion with NR. We are awaiting formal feedback from NR on		
		National Highways has reviewed the updated Surface Access	the rail crowding forecasting and impacts. NR have commented		
		Commitments in respect to rail demand and impacts and has no further	that they agree to the concept of rail service levels returning to Pre-		
		comments.	COVID frequencies which is the basis for the Post-COVID traffic		
			modelling. On this basis we do not envisage any corresponding		
		National Highways can confirm that the Framework Agreement signed	changes to mode share forecasts beyond that included in the		
		between both parties affords National Highways the necessary level of	response to PD006 and consequently any further impact on the		
		protection to ensure that this matter can be agreed for the purposes of the	traffic forecasts.		
		Development Consent Order Examination.			
			Updated position (August 2024):		
			Further discussion with Network Rail has resulted in changes being		
			made to the Surface Access Commitments in relation to rail		
			demand and impacts. This has not required any changes to		
			assumptions or revised modelling that has implications for the		
			highway network.		
2.20.1.3	Transport Assessment	Relevant Representation (Oct 23)	The seasonality of car person demand on a weekday is shown as	Chapter 8 of	Agreed
	Report Annex B:	The Applicant states "However, an August day is not the busiest in terms	41% above annual average conditions in August 2016 and 27% in	Transport	
	Strategic Transport	of the local road network where traffic volumes can be 1-2% below the	June 2016 presented in Figures 31 and 33 of Strategic Transport	Assessment [AS-	Agreement
	Modelling Report	annual average condition." However, National Highways notes that, in	Modelling Report. Figure 33 also shows that car vehicle demand is	079]	reached at
		Figure 31, the information presented demonstrates that weekday arrivals	27% in June 2016 and 37% in August 2016. This represents an 8%		Deadline 1
	Paragraph 7.3.18	by car are 41% in August and 27% in June.	uplift on a June car vehicles value for the airport based on 2016	Figures 31 and 33	
			weekday data. As noted in paragraph 8.1.13 of the Transport	of Transport	
		National Highways therefore requests that the Applicant clarify why June	Assessment, this variability is expected to reduce in the future as	Assessment Annex B	
		provides the reasonable worst-case scenario for traffic when reporting the	the air traffic forecasts include more busy days, and so the	Strategic Transport	
		associated impact on the SRN.	difference between June and August peak weekday demand is	Modelling Report	
			expected to reduce to between 1 and 2%. Given airport demand on	[APP-260]	
		Updated position (Deadline 1):	the SRN is only a proportion of the overall demand, and taking the	711 200	
		National Highways welcome the clarification from the Applicant, and	point that background demand on the local authority is significantly		
		considers this matter now agreed. National Highways will consider any	higher during June, we therefore consider that the June weekday		
		further response from the Applicant in its response to National Highways'	provides a reasonable worst case scenario for assessment.		
		relevant representation.			



2.20.1.4	Transport Assessment Report Annex B: Strategic Transport Modelling Report Paragraphs 8.3.4, 8.3.5 and 8.3.6	Relevant Representation (Oct 23) In section 8.3 of this report, the Applicant notes that "the busiest month for construction vehicle activity is December 2026 with 38,450 construction vehicles for the busiest shift across that month, comprising 16,360 construction workforce or Person Owned Vehicles (POVs) and 22,090 other construction vehicles as a mix of HGVs, LGVs and Liveried Vans and a two-shift day". National Highways notes that the Applicant has provided no explanation as to how these figures are derived and therefore cannot assess the accuracy of these figures. National Highways therefore requests that the Applicant provides the justification for how these figures are derived. If these figures are based on an outline construction plan, this should be shared with National Highways. Updated position (Deadline 1): National Highways will await receipt of the Applicants further information for review. Updated position (Deadline 5): National Highways has received from the Applicant further detail relating to how these construction traffic figures have been derived and can consider this matter agreed. National Highways has further requested that these figures are factored into the construction VISSIM modelling assessments that are currently being undertaken by the Applicant.	As set out in paragraph 8.3.5, construction vehicle data has been generated on a monthly basis by Gatwick's construction team in relation to core and non-core construction activities to deliver the Project. The construction numbers are indicative figures and further information is being prepared. Updated position (April 2024): The Applicant has been in discussion with National Highways about VISSIM modelling for certain stages during the construction of the highway works, including the assumptions which will be used in that exercise. That includes the assumptions about the level of construction-related traffic to be assumed in those scenarios.	Section 8.3 of Transport Assessment Annex B Strategic Transport Modelling Report [APP-260]	Agreement reached at Deadline 5
2.20.1.5	Future Baseline Model Issues	Relevant Representation (Oct 23) The future baseline model, which is a principal component necessary for the Applicant to generate the Transport Assessment Report, is considered flawed due to the following factors: • The future baseline model includes the National Highways Smart Motorway M25 J10- 16 scheme. As publicised by the Department for Transport on the 15 April 2023, all new Smart Motorway schemes are to be removed from government road building plans. As a consequence, the future baseline model potentially assumes greater capacity on the Strategic Road Network in the vicinity of Gatwick Airport than would be present in reality. Therefore, National Highways requires, as a minimum, a sensitivity test to be undertaken by the Applicant to test the removal of the M25 J10-16 Smart Motorway scheme.	The Examining Authority made a Procedural Decision dated 24 October 2023 to request the Applicant to look at accounting for COVID-19 in the transport modelling and corresponding sensitivity tests have been undertaken which also include the noted changes to assumptions around future SRN schemes, NTEM 8.0 and NRTP 2022. GAL responded to the specific questions from the ExA at the end of January 2024. A summary of the approach taken is set out in the response to PD-006. GAL has shared the approach and outputs from the COVID-19 sensitivity tests with National Highways and discussions are ongoing. The transport modelling follows DfT's Transport Appraisal Guidance advice relating to the treatment of growth, including specific developments that are "near certain" or "more than likely" in core scenarios. At the time the transport modelling was undertaken	Response to PD-006 - Cover letter in response to Procedural Decision [AS-073] Chapters 6 to 8 of Transport Assessment [AS-079] Chapters 5.2 & 6 to 8 of Transport Assessment Annex B: Strategic	Under discussionAgreed Agreement reached at Deadline 9



• The future baseline model assumes that the National Highways Lower Thames Crossing Scheme will be open prior to 2029. However, the National Highways DCO for Lower Thames Crossing identifies the opening year as 2032. Therefore, the opening year for the Applicant's model will be assessed based upon an incorrect vehicle distribution on both the Strategic and Local Road Network. Therefore, National Highways requires, as a minimum, a sensitivity test to be undertaken by the Applicant for Lower Thames Crossing not being available for the opening year.

National Highways notes that staff travel data used in the production of this report is based upon 2016 data. Whilst the use of such data is not inherently flawed, the Applicant should justify what factors have been taken into account in ensuring that remains an appropriate database to utilise. The Transport Assessment Report outlines that there is an existing ASAS requirement to undertake a staff travel survey in early 2023. However, National Highways notes that this information has not been included in the Applicants submission and it is not clear how it has been included in the scope or reporting within the Transport Assessment. National Highways is concerned that, without sight of this information, National Highways cannot assess whether the assessment relying on historical data remain an accurate depiction which may undermine the conclusion of the Transport Assessment (TR020005/APP/258). National Highways requests an update on the status of this travel survey. If completed, National Highways requests an update to the report, to outline how the updated survey data impacted any reporting. If the survey has not been completed, National Highways requests that this survey is completed at the earliest opportunity to allow the updated survey data to be reviewed within the timescales of the examination.

Updated position (Deadline 1):

National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information, we cannot confirm acceptable impacts on the network.

Updated position (Deadline 5):

National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests, which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable.

Updated position (Deadline 9):

the assumptions regarding smart motorways between J10-16 were classified as "more than likely". This and the forecasting assumptions are summarised in Chapters 6 to 8 of the Transport Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment.

The 2023 staff travel survey is currently being analysed and will form part of the evidence base for monitoring related to the SACs when the Project commences. We do not currently plan to update the transport modelling to reflect 2023 staff survey results, as the SACs already set out the mode shares to which we are committing.

Updated position (April 2024): VISSIM modelling of the sensitivity tests has been undertaken and shared in discussion with NH. This is recorded in **Post-Covid VISSIM Sensitivity Tests for 2032 and 2047** [REP3-108].

Information from the 2023 staff travel survey has been provided as part of **The Applicant's Response to Actions - ISHs 2-5** [REP2-005].

Updated position (August 2024):

Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108].

Additional VISSIM modelling for the construction period was completed and presented to National Highways on 21/06/2024 and 27/06/2024, which included discussions on potential mitigation measures to ensure the level of operation for the M23 Junction 9 and associated off slips during construction. This approach was agreed by National Highways and corresponding discussions with regarding modelled impacts undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement

Transport Modelling
Report [APP-260]

Post-Covid VISSIM Sensitivity Tests for 2032 and 2047 [REP3-108].

The Applicant's
Response to Actions
- ISHs 2-5 [REP2-005]



		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.20.1.6	Future Baseline Model	Relevant Representation (Oct 23)	The Examining Authority made a Procedural Decision dated 24	Response to PD-006	Under
	Issues	National Highways' specialists recognise that the results identify some	October 2023 to request the Applicant to look at accounting for	- Cover letter in	discussion Agreed
		areas of the network as being close to capacity. As a consequence,	COVID-19 in the transport modelling and corresponding sensitivity	response to	
		National Highways is concerned that the future baseline model includes,	tests have been undertaken which also include the noted changes	Procedural Decision	Agreement
		National Highways Smart Motorway J10-16 scheme, but new Smart	to assumptions around future SRN schemes, NTEM 8.0 and NRTP	[AS-073]	reached at
		Motorway schemes are to be removed from government road building	2022. GAL responded to the specific questions from the ExA at the		Deadline 9
		plans. It also assumes the Lower Thames Crossing scheme will be open	end of January 2024. A summary of the approach taken is set out	Post-Covid VISSIM	
		prior to 2029, however, the Lower Thames Crossing DCO identifies the	in the response to PD-006. GAL has shared the approach and	Sensitivity Tests for	
		opening year as 2032.	outputs from the COVID-19 sensitivity tests with National Highways	2032 and 2047	
			and discussions are ongoing.	[<u>REP3-108</u>].	
		National Highways are concerned that the future baseline model will not			
		result in an accurate representation of the future condition of the network.	Updated position (April 2024): VISSIM modelling of the sensitivity		
			tests has been undertaken and shared in discussion with NH. This		
		National Highways requests that the above matters are addressed, and	is recorded in Post-Covid VISSIM Sensitivity Tests for 2032 and		
		the outputs of this assessment entered into the DCO for consideration.	2047 [REP3-108].		
		Updated position (Deadline 1):	Updated position (August 2024):		
		National Highways has requested that VISSIM modelling is provided in	Post Covid Technical Note on VISSIM modelling supplied to		
		order to enable National Highways to review the operational performance	National Highways in April 2024 and submitted to Examination		
		of the network under the cumulative sensitivity test scenario. Until such	[REP3-108].		
		time National Highways can review this information we cannot confirm			
		acceptable impacts on the network.	Additional VISSIM modelling for the construction period was		
			completed and presented to National Highways on 21/06/2024 and		
		Updated position (Deadline 5):	27/06/2024, which included discussions on potential mitigation		
		National Highways has reviewed the initial VISSIM modelling information	measures to ensure the level of operation for the M23 Junction 9		
		provided by the applicant and has requested additional information on the	and associated off slips during construction. This approach was		
		Post-Covid VISSIM sensitivity tests which the Applicant has agreed to	agreed by National Highways and corresponding discussions with		
		provide but is still outstanding. This is required for National Highways to	regarding modelled impacts undertaken between July and August		
		confirm the impacts on the Strategic Road Network are acceptable.	2024 and the outcome of these discussions are reflected in the Framework Agreement		
		Updated position (Deadline 9): pNational Highways can confirm that the	- Carrott Agraement		
		Framework Agreement signed between both parties affords National			
		Highways the necessary level of protection to ensure that this matter can			
		be agreed for the purposes of the Development Consent Order			
		Examination.			



Paragraph 17.1.30 to 17.1.32 and Paragraph 6.6.6	The Applicant references an M25 South West Quadrant Study being undertaken by National Highways. It is requested that this reference is removed as it is currently not being taken forward by National Highways and will therefore not have a bearing on the Applicant's documentation.	This is noted. The assessment contained in the Application does not rely on the M25 South West Quadrant Study and it does not rely on future improvements coming forward unless they are classified as sufficiently certain in the modelling Uncertainty Log, in line with the methodology indicated in TAG. The highway schemes included in the strategic model is set out in Appendix B of the Strategic Modelling report.	Appendix B of Transport Assessment Annex B: Strategic Transport Modelling Report [APP-260]	Agreement reached at Deadline 1
Z.20.1.8 Transport Assessment Report Annex B: Strategic Transport Modelling Report Table 57	Relevant Representation (Oct 23) The Applicant makes reference to the M25 Junction 10-16 Smart Motorway scheme, as noted in the opening future baseline model section of this document, this scheme is no longer a committed development. National Highways therefore requests that the Applicant remove this scheme from this list and its future baseline model. Furthermore, the Applicant makes reference to the Lower Thames Crossing project, the projected opening year in Table 57 needs to be updated to reflect the current project opening year of 2032. Updated position (Deadline 1): National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network. Updated position (Deadline 5): National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	The transport modelling follows DfT's Transport Appraisal Guidance advice relating to the treatment of growth, including specific developments that are "near certain" or "more than likely" in core scenarios. At the time the transport modelling was undertaken the assumptions regarding smart motorways between J10-16 were classified as "more than likely". This and the forecasting assumptions are summarised in Chapters 6 to 8 of the Transport Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. Given that the Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to look at accounting for COVID-19 in the transport modelling, sensitivity tests are being undertaken which will also look at changes in infrastructure assumptions, NTEM 8.0 and NRTP 2022. This work is being undertaken with submission to the ExA expected at the end of January 2024. A summary of the approach is set out in the response to PD-006. Updated position (April 2024): VISSIM modelling of the sensitivity tests has been undertaken and shared in discussion with NH. This is recorded in Post-Covid VISSIM Sensitivity Tests for 2032 and 2047 [REP3-108]. Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108]. Additional VISSIM modelling for the construction period was completed and presented to National Highways on 21/06/2024 and 27/06/2024, which included discussions on potential mitigation measures to ensure the level of operation for the M23 Junction 9 and associated off slips during construction. This approach was agreed by National Highways and corresponding discussions with regarding modelled impacts undertaken between July and August	Chapters 6 to 8 of Transport Assessment [AS- 079] Chapters 5.2 & 6 to 8 of Transport Assessment Annex B: Strategic Transport Modelling Report [APP-260] Response to PD-006 - Cover letter in response to Procedural Decision [AS-073] Post-Covid VISSIM Sensitivity Tests for 2032 and 2047 [REP3-108].	Agreement reached at Deadline 9



			2024 and the outcome of those discussions are reflected in the		
			2024 and the outcome of these discussions are reflected in the		
			Framework Agreement.		
2.20.1.9	Transport Assessment	Relevant Representation (Oct 23)	Further details of volume, and location of unreleased demand and		Under
2.20.1.9	· ·				discussion Agreed
	Report Annex C: VISSIM	In this section, National Highways notes that the report identifies that there are unreleased vehicles in the future baseline scenarios. National	5-minute frequency queue length profile information for M23 J9 by		discussion Agreed
	Forecasting Report		scenario from the VISSIM modelling will be provided in a technical		Agraamant
	Onetion F.F.	Highways requests that the Applicant justify this point and outline where	note to follow.		Agreement
	Section 5.5	vehicles are unable to enter the network. Furthermore, it is noted that the	Hardest Land Street (Aug 1 000 t) Left and the land of the land		reached at
		number of unreleased vehicles significantly reduces in the "with project"	Updated position (April 2024): Information has now been		Deadline 9
		scenario. However, in 2047 there are still some unreleased vehicles and	provided to National Highways (19 April 2024).		
		therefore National Highways requests that the Applicant justify this point			
		and outline where vehicles are unable to enter the network.	Updated position (August 2024):		
			Five minute queue length frequency data was provided to National		
		Updated position (Deadline 1):	Highways on 15/07/2024. As of 31/07/2024 National Highways		
		National Highways awaits further information to be provided by the	confirmed they had no further comments at this stage of design		
		Applicant as outlined in their position.	development relating to how the SRN will operate in future years		
		11 14 1 16 17 18 18	(2032 and 2047) with the second runway in operation.		
		Updated position (Deadline 5):	Corresponding discussions with National Highways regarding		
		National Hhighways has reviewed the information provided by the	modelled impacts during construction undertaken between July and		
		Applicant and fed back to the Applicant on 22 May 2024 requesting clarity	August 2024 and the outcome of these discussions are reflected in		
		on queue lengths being experienced in the following locations:	the Framework Agreement.		
		MOO I selfer O Di server e lette Oire lette			
		M23 Junction 9 Diverges and the Circulatory			
		Airport Way Diverge to North Terminal Roundabout			
		National Highways awaits a response from the Applicant on whether this			
		information will be provided.			
		information will be provided.			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
Assessment Me	ethodology				
2.20.2.1	Cumulative Sensitivity	Relevant Representation (Oct 23)		Response to PD-006	Under
	Test	National Highways considers that the application is not accompanied with	The Examining Authority made a Procedural Decision dated 24	- Cover letter in	discussion Agreed
		sufficient modelling information to enable National Highways, nor the	October 2023 to request the Applicant to look at accounting for	response to	
		Examining Authority, to understand the impact of the Scheme.	COVID-19 in the transport modelling and corresponding sensitivity	Procedural Decision	Agreement
			tests have been undertaken which also include the noted changes	[AS-073]	reached at
		National Highways has been in receipt of a series of sensitivity tests that	to assumptions around future SRN schemes, NTEM 8.0 and NRTP		Deadline 9
		have not been included in the Applicant's DCO application. However,	2022. GAL responded to the specific questions from the ExA at the	Chapters 6 to 8 of	
		National Highways believes that these sensitivity tests conducted in	end of January 2024. A summary of the approach taken is set out	Transport	
		isolation, do not demonstrate a reasonable worst case scenario to assess	in the response to PD-006. GAL has shared the approach and	Assessment [AS-	
		the impacts to the SRN.	outputs from the COVID-19 sensitivity tests with National Highways	079]	
			and discussions are ongoing.		



Updated position (Deadline 1): National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network.	The transport modelling follows DfT's Transport Appraisal Guidance advice relating to the treatment of growth, including specific developments that are "near certain" or "more than likely" in core scenarios. At the time the transport modelling was undertaken the assumptions regarding smart motorways between J10-16 were classified as "more than likely". This and the forecasting	Chapters 5.2 & 6 to 8 of Transport Assessment Annex B: Strategic Transport Modelling Report [APP-260]	
National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable.	Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. Updated position (April 2024): VISSIM modelling of the sensitivity	Sensitivity Tests for 2032 and 2047 [REP3-108].	
Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	tests has been undertaken and shared in discussion with NH. This is recorded in Post-Covid VISSIM Sensitivity Tests for 2032 and 2047 [REP3-108]. Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to		
	National Highways in April 2024 and submitted to Examination [REP3-108]. Additional VISSIM modelling for the construction period was completed and presented to National Highways on 21/06/2024 and 27/06/2024, which included discussions on potential mitigation		
	measures to ensure the level of operation for the M23 Junction 9 and associated off slips during construction. This approach was agreed by National Highways and corresponding discussions with regarding modelled impacts undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement.		
It is essential that sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing undertaken to date by the Applicant has been conducted into specific case-studies and it is the view of National Highways that a combination of scenarios may adversely impact the overall capacity and performance of the SRN. Therefore, National Highways requests that a cumulative sensitivity test is conducted by the Applicant which includes the following: • Sensitivity testing for the removal of M25 Junction 10-16 Smart Motorway scheme from the future baseline model.	The Examining Authority made a Procedural Decision dated 24 October 2023 to request the Applicant to look at accounting for COVID-19 in the transport modelling and corresponding sensitivity tests have been undertaken which also include the noted changes to assumptions around future SRN schemes, NTEM 8.0 and NRTP 2022. GAL responded to the specific questions from the ExA at the end of January 2024. A summary of the approach taken is set out in the response to PD-006. GAL has shared the approach and outputs from the COVID-19 sensitivity tests with National Highways and discussions are ongoing.	Response to PD-006 - Cover letter in response to Procedural Decision [AS-073] Post-Covid VISSIM Sensitivity Tests for 2032 and 2047 [REP3-108].	Under discussionAgreed Agreement reached at Deadline 9
	National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network. Updated position (Deadline 5): National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination. It is essential that sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing undertaken to date by the Applicant has been conducted into specific case-studies and it is the view of National Highways that a combination of scenarios may adversely impact the overall capacity and performance of the SRN. Therefore, National Highways requests that a cumulative sensitivity test is conducted by the Applicant which includes the following: • Sensitivity testing for the removal of M25 Junction 10-16 Smart	National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network. Updated position (Deadline 5): National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination. It is essential that sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing undertaken to date by the Applicant has been conducted into specific case-studies and it is the view of National Highways that a combination of scenarios may adversely impact the overall capacity and performance of the SRN. Therefore, National Highways that a combination of scenarios may adversely impact the overall capacity and performance of the SRN. Therefore, National Highways that a combination of scenarios may adversely impact the overall capacity and performance of the SRN. Therefore, National Highways that a cumulative sensitivity test is conducted by the Applicant has been conducted into specific case-studies and it is the view of National Highways that a cumulative sensitivity test is conducted by the Applicant which includes the following: It is essential that sensitivity testing for the removal of M25 Junction 10-16 Smart view of the SRN. Therefore, National Highways th	National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network. Updated position (Deadline 5): National Highways has reviewed the initial VISSIM modelling information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but its all unustanding. This is required for Manional Highways to confirm that the Framework Agreement signed between the samples and the provided provided but is all unustanding. This is required for Manional Highways to confirm that the Framework Agreement signed between the native and the provided provided but is all unustanding. This is required for Manional Highways to confirm that the Framework Agreement signed between the native provided but is all unustanding. This is required for Manional Highways to confirm that the Framework Agreement signed between the native provided but is all unustanding. This is required for Manional Highways in April 2024; VISSIM modelling of the sensitivity Tests for 2032 and 247 (TEEP3-108). Updated position (Deadline 2): National Highways can confirm that the Framework Agreement signed between the native provided but is all the sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing considers both the latest available input data and considers a reasonable worst-case scenario. Sensitivity testing for the removal of M25 Junction 10-16 Smart Motorway scheme from the future baseline model.



- Sensitivity testing for the change to the proposed opening date of the Lower Thames Crossing Scheme, which is projected to be 2032, not 2029.
 - o The Department for Transport TAG Unit M4 Forecasting and Uncertainty May 2023 National Highways requests that the Applicant consider Appendix B.3 for the proportionate accounting for COVID-19 in prior calibrated models. Of the approaches to take advised in Unit M4, National Highways recommends that the Applicant undertakes sensitivity testing utilising Option 3, which is to apply the adjustment globally to model results as a post-model adjustment.
- The latest published forecast datasets, which include, National Trip End Model (NTEM) 8.0 and National Road Traffic Projections (NRTP) 2023.
- Little information is provided by the Applicant to enable National Highways to understand how the proposed surface access works will impact the capacity and operation of M23 Junction 9. National Highways requests that the Applicant undertake sensitivity tests to assess the impacts of the proposals to this junction. National Highways has previously requested maximum queue length profiles (at one to five minute intervals) throughout all modelled periods to be provided on the M23 Southbound off-slip approach to the signals from the VISSIM model. This information has not yet been provided to National Highways for consideration. This sensitivity testing will therefore enable National Highways to determine if further interventions at this Junction are required. Subject to the results of the above sensitivity test, National Highways may require the Applicant to undertake further assessments.

Updated position (Deadline 1):

National Highways has requested that VISSIM modelling is provided in order to enable National Highways to review the operational performance of the network under the cumulative sensitivity test scenario. Until such time National Highways can review this information we cannot confirm acceptable impacts on the network. National Highways awaits further information to be provided by the Applicant as outlined in their position.

Updated position (Deadline 5):

National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable.

strategic and VSSIM models in discussion with NH in early 2023, which showed no detrimental impact on the operation of M23 J9. 5-minute frequency queue length profile information from the VISSIM modelling for M23 J9 will be provided in a technical note to follow.

Updated position (April 2024): VISSIM modelling of the sensitivity tests has been undertaken and shared in discussion with NH. This is recorded in **Post-Covid VISSIM Sensitivity Tests for 2032 and 2047** [REP3-108]. The requested model information has now been provided to National Highways (19 April 2024).

Updated position (August 2024):

<u>Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108].</u>

Additional VISSIM modelling for the construction period was completed and presented to National Highways on 21/06/2024 and 27/06/2024, which included discussions on potential mitigation measures to ensure the level of operation for the M23 Junction 9 and associated off slips during construction. This approach was agreed by National Highways and corresponding discussions with regarding modelled impacts undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement.



		Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.			
2.20.2.3	Transport Assessment	It is best practice for a Transport Assessment Report to provide in the introductory section, a summary of the assumptions that have been made for the modelling, covering both baseline and project scenarios. National Highways requests that the Applicant provides this in order to ensure that all assumptions made by the Applicant are readily identifiable for assessment. Updated Position (Deadline 1): National Highways considers that the executive summary contains what should be expected but refers to other items in this SoCG in relation to the validity to the assumptions made.	The Transport Assessment provides an Executive Summary which details the assumptions that have been made for modelling please see pages 1-35 of the Transport Assessment.	Executive Summary of the Transport Assessment [AS-079] pg 1-35	Agreement reached at Deadline 1
2.20.2.4	Transport Assessment Section 15	Relevant Representation (Oct 23) This section of the Applicant's submission deals with the impacts from the construction phase of the highway and runway elements. However, the detail which is provided on highway impacts from the construction phase is sparse. Whilst Annual Average Daily Traffic (AADT) flow changes have been reported, these are aggregate in nature and peak hour flow changes are considered by National Highways to be more appropriate. There is also no reporting by the Applicant regarding delay or journey time changes, associated with the change in flows due to construction traffic, but also associated with changes to the road layout during the highway works. National Highways requires more detail on the construction phase traffic flows to enable sufficient understanding of impacts on the highway network and any associated mitigation required. Updated position (Deadline 1): National Highways has requested that VISSIM modelling for the construction period is provided in order to enable National Highways to examine the operational performance of the network under the different construction phases. -Updated position (Deadline 5):	Details are provided regarding changes by time period in chapter 13 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment, this also includes a magnitude of impact assessment for each of the construction scenarios. Updated position (April 2024): Discussions are ongoing with NH regarding modelling of highway construction traffic management scenarios, with further modelling to be undertaken in VISSIM. Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108]. Corresponding discussions with National Highways regarding modelled impacts during construction undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement.	Chapter 13 of Transport Assessment Annex B: Strategic Transport Modelling Report [APP-260]	Agreement reached at Deadline 9



		National Highways has met with the Applicant and has agreed the construction phases that require detailed VISSIM modelling to be undertaken in order to assess the operational performance of the strategic road network during construction. National Highways awaits this information being completed and issued by the Applicant. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.			
Assessment					
2.20.3.1	Transport Assessment Section 15	Relevant Representation (Oct 23) Whilst Annual Average Daily Traffic (AADT) flow changes have been reported, these are aggregate in nature and peak hour flow changes are considered by National Highways, to be more appropriate in the case of the Airport. There is also no reporting by the Applicant regarding delay or journey time changes, associated with the change in flows due to construction traffic, but also associated with changes to the road layout during the highway works. Updated position (Deadline 1): National Highways has requested that VISSIM modelling for the construction period is provided in order to enable National Highways to examine the operational performance of the network under the different construction phases. Updated position (Deadline 5): National Highways has met with the Applicant and has agreed the construction phases that require detailed VISSIM modelling to be undertaken in order to assess the operational performance of the strategic road network during construction. National Highways awaits this information being completed and issued by the Applicant. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	Plots which show the flow changes in the peak hours are contained in the Strategic Transport Modelling Report -Figures 196 to 199 for airfield construction, Figures 202-205 for highway construction. The magnitude of impact for junctions and nodes have been assessed for the construction assessment scenarios. We will continue to engage with National Highways in relation to additional information required Updated position (April 2024): Discussions are ongoing with NH regarding modelling of highway construction traffic management scenarios, with further modelling to be undertaken in VISSIM. Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108]. Corresponding discussions with National Highways regarding modelled impacts during construction undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement	Figures 196-199 and 202-205 of Transport Assessment Annex B Strategic Transport Modelling Report [APP-260]	Agreement reached at Deadline 9
2.20.3.2	Transport Assessment Report Annex B: Strategic Transport Modelling Report	Relevant Representation (Oct 23) In paragraph 7.2.3, the Applicant states "However, by 2047, there would be little difference between air passenger demand at Gatwick with or without Heathrow R3." Also, paragraph 7.2.4 states "In terms of public transport, the network and catchments serving the two airports are	Paragraphs 8.1.4 to 8.1.6 of the Transport Assessment describe the approach taken to the third runway at Heathrow, which is not included in the assessment of the Project. This approach provides a conservative assessment from a traffic and transport perspective. If Heathrow's third runway was to come forward, traffic levels at	Paragraphs 8.1.4 to 8.1.6 of the Transport Assessment [AS-079]	Agreement reached at Deadline 1



	Paragraph 7.2.3 and 7.2.4	different and therefore the cumulative effects of additional runways at Gatwick and Heathrow are unlikely to be significantly different to those modelled for the Project". National Highways is concerned that this conclusion is not supported by any detail to enable National Highways to make an informed assessment. Updated position (Deadline 1): The Applicant has provided a sufficient response and clarification. This matter is agreed.	Gatwick would be likely to decline in the period immediately following the opening of the third runway, meaning that the impacts of the Project, such as traffic and therefore associated noise and emissions would be lower in the 2032 assessment year than are reported in the DCO Application. By not including the Heathrow third runway, the 2032 assessment is therefore conservative. However, by 2047, there would be little difference between demand at Gatwick Airport with or without the Heathrow third runway and accordingly the outcomes reported in the DCO Application for this scenario would be unchanged irrespective of developments at Heathrow.		
2.20.3.3	Transport Assessment Report Annex E: Highway Junction Review General	Relevant Representation (Oct 23) National Highways has previously requested that the Applicant provide maximum queue length profiles (at one-to-five-minute intervals) throughout all modelled periods for the M23 SB off-slip approach to the signals from the VISSIM model. This information has not been provided by the Applicant in either Annex C or Annex E of the Transport Assessment Report. Updated position (Deadline 1): National Highways awaits further information to be provided by the Applicant as outlined in their position. Updated position (Deadline 5): National Highways has reviewed the information provided by the Applicant and fed back to the Applicant on 22 May 2024 requesting clarity on queue lengths being experienced in the following locations: • M23 Junction 9 Diverges and the Circulatory • Airport Way Diverge to North Terminal Roundabout National Highways awaits a response from the Applicant on whether this information will be provided. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the	This information is being prepared and will be issued separately to NH. Updated position (April 2024): Technical information has now been provided to National Highways (19 April 2024). Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to National Highways in April 2024 and submitted to Examination [REP3-108]. Five minute M23 Junction 9 off slip queue length frequency data were provided to National Highways on 15/07/2024 and subsequently National Highways confirmed they had no further comments relating to how the SRN will operate in future years (2032 and 2047) with the second runway in operation. Corresponding discussions with National Highways regarding modelled impacts during construction undertaken between July and August 2024 and the outcome of these discussions are reflected in the Framework Agreement.	n/a	Agreement reached at Deadline 9
2.20.3.4	General	Development Consent Order Examination. Relevant Representation (Oct 23)	Sensitivity tests in relation to M23 J9 were undertaken in the	n/a	Under
		National Highways notes that only minor improvements are proposed at M23 Junction 9 and that no further works are currently proposed. National Highways has not yet seen conclusive evidence (through modelling) that the Applicant's proposals will not have a detrimental	strategic and VISSIM models in discussion with NH in early 2023, which showed no detrimental impact on the operation of M23 J9. Following comments from NH, further information on M23 J9 including 5-minute frequency queue length profile information from the VISSIM modelling will be provided in a technical note to follow.		Agreement reached at Deadline 9



		impact on the cafe and effective eneration of the wider CDN. Notice of			
		impact on the safe and effective operation of the wider SRN. National Highways' concern is that it is currently not able to confirm whether	Updated position (April 2024): Technical information has now		
		further mitigations beyond the current limits of the proposed highway	been provided to National Highways (19 April 2024).		
		enhancements are necessary.			
		Updated position (Deadline 1):			
		National Highways awaits further information to be provided by the			
		Applicant as outlined in their position.	Updated position (August 2024):		
			Post Covid Technical Note on VISSIM modelling supplied to		
		Updated position (Deadline 5):	National Highways in April 2024 and submitted to Examination		
		National Highways has reviewed the information provided by the	[REP3-108]. Five minute M23 Junction 9 off slip queue length		
		Applicant and fed back to the Applicant on 22 May 2024 requesting clarity	frequency data were provided to National Highways on 15/07/2024		
		on queue lengths being experienced in the following locations:	and subsequently National Highways confirmed they had no further comments relating to how the SRN will operate in future years		
		M23 Junction 9 Diverges and the Circulatory	(2032 and 2047) with the second runway in operation.		
		Airport Way Diverge to North Terminal Roundabout	Corresponding discussions with National Highways regarding		
		Allport way Diverge to North Terminal Noundabout	modelled impacts during construction undertaken between July and		
		National Highways awaits a response from the Applicant on whether this	August 2024 and the outcome of these discussions are reflected in		
		information will be provided.	the Framework Agreement.		
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.20.3.5	Environmental Statement	Relevant Representation (Oct 23)	GA has undertaken a review of the Transport Assessment taking	n/a	Agreed
	Chapter 12: Traffic and	National Highways notes that Chapter 12 of the Environmental Statement	account of the differences in the latest version of the Institute of		
	Transport	has been undertaken in accordance with the Guidelines for the Institute of	Environmental Management and Assessment (IEMA) Guidelines		Agreement
	Continu 12 1 2	Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic 1993. This guidance has	published in July 2023. The results of this review have been		reached at Deadline 1
	Section 12.1.3	subsequently been superseded by the new IEMA guidance document	reported to National Highways and they responded on 17 January 2024 that it hasn't raised any concerns about its impact to the SRN		Deadline 1
		Environmental Assessment of Traffic and Movement which was published	network.		
		in July 2023.	notwork.		
		National Highways is concerned that the Applicant has not provided any			
		reference to the latest revised guidance in their application and how this			
		may have changed the assessment or conclusions.			
		Updated position (Deadline 1):			
		National Highways recognises that the Applicant has submitted a			
		technical note on the Impact of the Latest IEMA Guidance in response to			
		Procedural Decision Notice PD-006 (AS-119). National Highways has			
		reviewed this information and has no further comments to make.			



2.20.3.6	Transport Assessment	Relevant Representation (Oct 23)	This is noted. The intention is for the main Transport Assessment	Chapter 13 of	Under
		In Section 13, it is requested that the Applicant also provide queue	text to be a summary of the extensive technical work undertaken,	Transport	discussion Agreed
	Section 13	information, as the speed plots show little information to the reader. It is	with the more technical detail included in the annexes.	Assessment [AS-	
		noted that this information is included in the VISSIM report as an		079]	Agreement
		appendix but centralising this information into Section 13 would enable	Updated position (April 2024): Technical information has now		reached at
		the reader to avoid having to cross reference to complete their	been provided to National Highways (19 April 2024).	Transport	Deadline 9
		assessment of the Applicant's proposals.		Assessment Annex C	
			Updated position (August 2024):	- VISSIM Forecasting	
		Updated position (Deadline 1):	Post Covid Technical Note on VISSIM modelling supplied to	Report [APP-261]	
		This matter remains under discussion. National Highways awaits receipt	National Highways in April 2024 and submitted to Examination		
		of queue length information requested.	[REP3-108]. Five minute M23 Junction 9 off slip queue length		
			frequency data were provided to National Highways on 15/07/2024		
		Updated position (Deadline 5):	and subsequently National Highways confirmed they had no further		
		National highways has reviewed the information provided by the Applicant	comments relating to how the SRN will operate in future years		
		and fed back to the Applicant on 22 May 2024 requesting clarity on queue	(2032 and 2047) with the second runway in operation.		
		lengths being experienced in the following locations:	Corresponding discussions with National Highways regarding		
			modelled impacts during construction undertaken between July and		
		M23 Junction 9 Diverges and the Circulatory	August 2024 and the outcome of these discussions are reflected in		
		Airport Way Diverge to North Terminal Roundabout	the Framework Agreement.		
		National Highways awaits a response from the Applicant on whether this			
		information will be provided.			
		·			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.20.3.7	Transport Assessment	Relevant Representation (Oct 23)	We will seek to provide a better resolution figure 15.4.1 following	n/a	Under
	'	In this section, the Applicant presents traffic flow changes as part of the	agreement with National Highways as to clarifications they require.		discussion Agreed
	Section 15.4	impact of the construction of the northern runway. However, it is difficult			
		to discern what the flow changes are in Figure 15.4.1.	Updated position (April 2024):Construction related impacts are		Agreement
			part of ongoing discussions with National Highways and further		reached at
		National Highways requests that a revised figure is provided by the	sensitivity tests to update assumptions presented in the Application		Deadline 9
		Applicant which presents a clearer and more detailed demonstration of	are underway. We suggest a consolidated pack of outputs and		
		the flow changes than that which is currently provided.	information responding to the queries flagged is supplied as part of		
			that process.		
		Updated position (Deadline 1):			
		This matter remains under discussion. National Highways awaits receipt			
		of the information requested.	Updated position (August 2024):		
			Post Covid Technical Note on VISSIM modelling supplied to		
		Updated position (Deadline 5):	National Highways in April 2024 and submitted to Examination		
		National Highways notes the Applicant's response and will await new	[REP3-108]. Information showing traffic flows change for the		
		figures depicting traffic flow changes being presented as part to the	construction phases was presented to National Highways at		
		consolidated pack of outputs from the VISSIM modelling requested.	meetings on 21/07/24 and 27/07/24. Corresponding discussions		
		consolidated pack of outputs from the VISSIM modelling requested.	meetings on 21/07/24 and 27/07/24. Corresponding discussions		



			with National Highways regarding modelled impacts during		
		Updated position (Deadline 9):	construction undertaken between July and August 2024 and the		
		National Highways can confirm that the Framework Agreement signed	outcome of these discussions are reflected in the Framework		
		between both parties affords National Highways the necessary level of	Agreement.		
		protection to ensure that this matter can be agreed for the purposes of the	- Ingresional		
		Development Consent Order Examination.			
2.20.3.8	Transport Assessment	Relevant Representation (Oct 23)	We will seek to provide a better resolution figure following	Chapter 13 of	Under
2.20.3.0	Transport Assessment	In this section, the Applicant presents traffic flow changes as part of the	agreement with National Highways as to clarifications they require.	Transport	discussion Agreed
	Section 15.5	construction of the surface access works. However, it is difficult to discern	agreement with National Highways as to claimcations they require.	Assessment Annex	discussion <u>Agreeu</u>
	Section 13.3	what the flow changes are in Figure 15.5.2.	Details are provided regarding changes by time period in chapter	B: Strategic	Agreement
		In addition, the Applicant presents traffic flow changes as AADT changes	13 of Annex B (Strategic Transport Modelling Report) of the	Transport Modelling	reached at
		in flow. Peak hour flow changes, particularly for when there is expected to	Transport Assessment, this also includes a magnitude of impact	Report [APP-260]	Deadline 9
		be peak flows in construction worker car trips, would be expected.	assessment for each of the construction scenarios.	Report [AFF-200]	Deadine 5
		be peak flows in construction worker car trips, would be expected.	assessment for each of the construction scendings.		
		National Highways requests that a revised figure is provided by the	Updated position (April 2024):Construction related impacts are		
		Applicant which presents a clearer and more detailed demonstration of	part of ongoing discussions with National Highways and further		
		the flow changes than that which is currently provided. Furthermore,	sensitivity tests to update assumptions presented in the Application		
		National Highway requests a new figure is provided to present a clearer	are underway. We suggest a consolidated pack of outputs and		
		and more detailed demonstration of the flow changes than that which is	information responding to the queries flagged is supplied as part of		
		shown in Figure 15.5.2.	that process.		
		Shown in Figure 10.0.2.	that process.		
		Updated position (Deadline 1):	Updated position (August 2024):		
		This matter remains under discussion. National Highways awaits receipt	Post Covid Technical Note on VISSIM modelling supplied to		
		of the information requested.	National Highways in April 2024 and submitted to Examination		
			[REP3-108]. Provision of further information regarding traffic flow		
		Updated position (Deadline 5):	changes and queue length information was provided and National		
		National Highways notes the Applicant's response and will await new	Highways confirmed they had no further comments on these data.		
		figures depicting traffic flow changes being presented as part to the	Corresponding discussions with National Highways regarding		
		consolidated pack of outputs from the VISSIM modelling requested.	modelled impacts during construction undertaken between July and		
			August 2024 and the outcome of these discussions are reflected in		
		Updated position (Deadline 9):	the Framework Agreement		
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
Mitigation and	Compensation	<u> </u>			
2.20.4.1	Transport Assessment	Relevant Representation (Oct 23)	The highway works which form part of the Project include a number	n/a	Under
	Section 14	Key to mode split assumptions for employee trips to Gatwick, are the	of enhancements to the active travel infrastructure around the		discussion Agreed
		packages of interventions to incentivise the use of sustainable travel	Airport, which will improve routes for pedestrians and cyclists.		
		modes, over car travel for staff. Section 14.5.2 states that the Applicant			Agreement
		"is committed to implemented incentives for active travel. The precise	GAL continually reviews other active travel provision and incentives		reached at
		nature of those measures will need to be defined in due course and in	at the Airport as part of its ASAS and intends to continue to do this		Deadline 9
		future ASAS, In consultation with employers and staff." The Applicant is	when the future ASAS is developed for the Project. Engagement		
		therefore basing their mode split assumptions on incentivisation	with employers and staff is important to ensure that measures can		
		measures which have not been defined, agreed or secured. Furthermore,	be targeted at both need and opportunity and so that they can be		
		medalio militirate net soon denned, agreed or soodied. I dittlefinore,	bo tangeted at both hood and opportunity and so that they can be		



		The Applicant description to the United States of the Control of t	and the first in the CAC CALL		
		the Applicant does not give clear detail in this section on how active travel	most effective. In the SAC GAL is committing to achieving an active		
		assumptions affect forecast work trips to Gatwick.	travel mode share for journeys made by airport staff originating		
			within 8km of the Airport. This is an absolute commitment and we		
		National Highways requests that the Applicant provides further detail on	will develop and provide active travel incentives and related		
		the possible incentivisation measures and how any active travel	measures as necessary to allow us to deliver this commitment.		
		assumptions relate to an increase in non-car work trips to Gatwick.			
			We will continue to develop potential options and can provide		
		Updated position (Deadline 1):	National Highways with an update on these in due course.		
		National Highways request that additional clarity on how incentivisation			
		measures are to be secured and welcomes updates from the Applicant in	Updated position (April 2024): The Applicant will continue to		
		due course.	deliver incentives for staff to travel by sustainable modes through		
			the ASAS. The Applicant is able to draw on the Sustainable		
		Updated position (Deadline 5):	Transport Fund (STF), generated by the levy on staff and		
		National Highways is awaiting a response from the Applicant in respect to	passenger parking supply, which creates a funding stream for		
		its comments on Deadline 3 submissions contained in Appendix A	initiatives that support an increase in sustainable modes. The STF		
		submitted at Deadline 4 [REP4-078].	has contributed to significant improvements in local bus services		
			and active travel facilities at the airport over several years.		
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed	Paragraph 4 of Schedule 3 of the Draft S106 [REP2-004] sets out		
		between both parties affords National Highways the necessary level of	further details of the STF.		
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.	The highway works which form part of the Project include a number		
			of enhancements to the active travel infrastructure around the		
			Airport. Further details of these proposals were provided in the		
			Deadline 1 Submission –The Applicants Response to Actions		
			from Issue Specific Hearing 4: Surface Transport [REP1-065],		
			with reference to Section 5 Action Points 10 and 11, and Appendix		
			A: Technical Note: Active Travel Provision Details.		
			Updated position (August 2024):		
			Further development and enhancement of the Surface Access		
			Commitments and measures to support sustainable travel, in		
			response to comments made by interested parties, were presented		
			by the Applicant to Examination at Deadline 6 [REP6-030],		
			Deadline 7 [REP7-042] and Deadline 8 [REP8-052]. Corresponding		
			discussions with National Highways undertaken between July and		
			August 2024, and the outcome of these discussions, are reflected		
			in the Framework Agreement.		
2.20.4.2	Transport Assessment	Relevant Representation (Oct 23)	Further information is being prepared on the application of the	ES Appendix 5.4.1:	Under
	Talley S. C. Noodoomon	In Paragraph 7.3.2, the Applicant provides a summary of commitments as	measures in support of the SAC.	Surface Access	discussion Agreed
	Paragraph 7.3.2	part of the surface access works. The final bullet point refers to a		Commitments [APP-	
	3.39.37.77012	"Transport Mitigation Fund to support additional measures should these		090]	



		be needed as a result of growth related to the Airport.", which aligns to	Updated position (April 2024): Paragraphs 9 and 10 of Schedule		Agreement
		Commitment 14 in the Surface Access Commitments document	3 in the Draft S106 [REP2-004], set out details of the Transport		reached at
		(TR020005/APP/090).	Mitigation Fund (TMF). The fund will amount to £10 million to fund		Deadline 9
		(**************************************	mitigation in the event of unforeseen impacts resulting from the		<u></u>
		Though National Highways welcomes this commitment by the Applicant,	Project. Proposals for schemes to be funded and the allocation of		
		there is no further detail provided. The Planning Statement	funding would be considered and approved by the TMF Decision		
		(TR02005/APP/245) sets out that "The draft Heads of Terms for the new	Group. The Applicant is engaging with National Highways on an		
		NRP Section 106 Agreement sets out the planning obligations which are	appropriate side agreement to resolve concerns.		
		not considered appropriate to be secured as requirements to the DCO, for	appropriate side agreement to resolve concerns.		
		instance monetary obligations which will either require the Applicant to	Updated position (August 2024):		
		provide a financial contribution towards the provision of mitigation or to	Further development and enhancement of the Surface Access		
		secure the provision of certain services or works". However, section 106	Commitments and measures to support sustainable travel, in		
		obligations may not be appropriate to secure interventions on the SRN,	response to comments made by interested parties, were presented		
		and no detailed explanation is provided. Indeed, Table 5.2 of the Planning	by the Applicant to Examination at Deadline 6 [REP6-030],		
		Statement appears to conflate what will be included in a section 106	Deadline 7 [REP7-042] and Deadline 8 [REP8-052]. Corresponding		
		Agreement with what is secured under the terms of the DCO: under the	discussions with National Highways undertaken between July and		
		"Traffic and Transport" column it states that the fund will be secured	August 2024, and the outcome of these discussions, are reflected		
		under the s106, but the DCO obligations referenced include the "Surface	in the Framework Agreement.		
		Access Commitments" which are secured under Requirement but also			
		include the Transport Mitigation Fund. This confused approach raises			
		questions about how much reliance should be placed on the commitment.			
		National Highways further requests that the Applicant considers, in			
		conjunction with National Highways, what process and criteria can be			
		added to this commitment, in order to clearly demonstrate when this fund			
		would be activated. This would be resolved by a Requirement or side			
		Agreement in relation to the impacts on the SRN.			
		Updated position (Deadline 1):			
		National Highways awaits further information from the Applicant to			
		address the concern raised.			
		Updated position (Deadline 5):			
		National Highways is awaiting a response from the Applicant in respect to			
		its comments on Deadline 3 submissions contained in Appendix A			
		submitted at Deadline 4 [REP4-078]			
		Submitted at Deading 4 [INET 4-070]			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.20.4.3	Transport Assessment	Relevant Representation (Oct 23)	In accordance with DfT TAG Unit M4, an Uncertainty Log has been	Chapter 9 and	Under
		Unlike public sector developments, or proposals put forward by highway	prepared and technical details are set out in Chapter 9 of the	Appendix B	discussion Agreed
	Paragraph 7.3.2	authorities, the expansion of the Airport by the Applicant generates new	Strategic Transport Modelling Report. Transport schemes which	of Transport	



		trips as a result of private sector development, and the Applicant cannot rely on the Road Investment Strategies or other Government frameworks for ensuring the wider impact of the road network is managed. The Applicant, unlike National Highways and other local authorities, does not have a pre-existing statutory obligation to manage the wider road network.	have a probability of 'near certain' or 'more than likely' are included in the future baseline. The major highway schemes included in the modelling work are set out in Table 57 and Appendix B of the Strategic Transport Modelling Report. The assessment of the Project includes these schemes in the future baseline and the proposed surface access improvements are also included in with	Assessment Annex B Strategic Transport Modelling Report [APP-260]	Agreement reached at Deadline 9.
		In this context, National Highways will work with the Applicant to ensure that appropriate measures are put in place. In light of the requirements on the Applicant in that context, further evidence is required to ensure reasonable mitigation is secured.	Project scenarios. The extensive assessment includes in the Application shows that no further mitigation is required. On this basis, the Project is not relying on any new uncommitted or unfunded improvement to come forward to mitigate impact.		
		Updated position (Deadline 1): National Highways acknowledges the applicants' response. National Highways believes this comment is linked to wider concerns raised under traffic and transport, and until such time as those matters have been resolved, this concern should remain under discussion.	Updated position (April 2024): National Highways response is noted and the Applicant will continue to engage with National Highways to resolve concerns. Updated position (August 2024): Post Covid Technical Note on VISSIM modelling supplied to		
		Updated position (Deadline 5): National Highways has reviewed the initial VISSIM modelling information provided by the applicant and has requested additional information on the Post-Covid VISSIM sensitivity tests which the Applicant has agreed to provide but is still outstanding. Until such time National Highways can	National Highways in April 2024 and submitted to Examination [REP3-108]. Provision of further information regarding traffic flow changes and queue length information was provided and National Highways confirmed they had no further comments on these data. Corresponding discussions with National Highways regarding modelled impacts during construction undertaken between July and		
		review the additional information, National Highways cannot confirm the impacts to the Strategic Road Network are acceptable. This is required for National Highways to confirm the impacts on the Strategic Road Network are acceptable. Updated position (Deadline 9):	August 2024 and the outcome of these discussions are reflected in the Framework Agreement.d		
		National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.			
2.20.4.4	Transport Assessment Paragraph 7.3.2	Relevant Representation (Oct 23) Furthermore, the surface access commitments focus upon hitting the mode share targets, but if mode share targets not being hit also results in a detrimental impact on the highway network.	Our mode share commitments within the Surface Access Commitments (SAC) document represent the position we are committing to achieve, based on our modelling of mode choice and transport network operation. The SAC set out the monitoring strategy which is in keeping with the existing process for monitoring	Requirement 20 of Schedule 2 to the draft DCO (REP3- 006)	Under discussionAgreed Agreement reached at
		National Highways is therefore clear that this commitment needs further refinement in order to be acceptable. Updated position (Deadline 1): National Highways' acknowledges the response from the Applicant but requires confirmation of what would happen where the targets in the SAC	ASAS targets and the development of Actions Plans in consultation with the Transport Forum Steering Group. The SAC document is secured through a requirement to the draft DCO.	ES Appendix 5.4.1: Surface Access Commitment [APP- 090]	Deadline 9



		document are not met, i.e. whether the Applicant would be obligated to	Updated position (April 2024): An updated Surface Access		
		action other commitments.	Commitments [REP3-028] document has been submitted at		
			Deadline 3.		
		Updated position (Deadline 5):			
		National Highways is awaiting a response from the Applicant in respect to	Updated position (August 2024):		
		its comments on Deadline 3 submissions contained in Appendix A	Further development and enhancement of the Surface Access		
		submitted at Deadline 4 [REP4-078]	Commitments and measures to support sustainable travel, in		
			response to comments made by interested parties, were presented		
		Updated position (Deadline 9):	by the Applicant to Examination at Deadline 6 [REP6-030],		
		National Highways can confirm that the Framework Agreement signed	Deadline 7 [REP7-042] and Deadline 8 [REP8-052]. Corresponding		
		between both parties affords National Highways the necessary level of	discussions with National Highways undertaken between July and		
		protection to ensure that this matter can be agreed for the purposes of the	August 2024, and the outcome of these discussions, are reflected		
		Development Consent Order Examination.	in the Framework Agreement.		
2.20.4.5	Environmental Statement	Relevant Representation (Oct 23)	Addressing the comments in turn:	ES Appendix 5.4.1:	Under
	Appendix 5.4.1: Surface	The mode share aspirations used by the Applicant are ambitious and	Whilst the bus and coach services will not be delivered by	Surface Access	discussion Agreed
	Access Commitments	currently the measures do not give National Highways the confidence that	GAL, Commitments 5 and 6 set out the commitments to	Commitments [APP-	
		these commitments can be achieved.	provide reasonable financial support, and it is recognised	090]	Agreement
	Section 4	The Applicant commits to achieving the following annualised mode	that agreement with operators and/or local authorities will	300	reached at
	Godien i	shares three years after the opening of the new northern runway and on	be needed on the detail of each route. The delivery of	Objection 0 of	Deadline 9
		an on-going basis thereafter:	these routes would follow a similar approach to that which	Chapter 9 of	<u>Boadmio o</u>
		Commitment 1 - A minimum of 55% of air passenger journeys to	GAL has used successfully with operators to implement	Transport	
				Assessment [AS-	
		and from the Airport to be made by public transport.	improvements and provide funding.	079]	
		Commitment 2 - A minimum of 55% of airport staff journeys to	For rail, no further mitigation is required to achieve the		
		and from the Airport to be made by public transport, shared travel	committed mode shares. The rail assessment is contained	Surface Access	
		and active modes.	in Chapter 9 of the Transport Assessment.	Commitments [REP3-	
		Commitment 3 - A reduction of air passenger drop-off and pick-up	_	028]	
		car journeys at the Airport to a mode share of no more than 12%	five years, but GAL is committed to achieving the mode		
		of surface access journeys; and	shares by the third anniversary of the commencement of		
		Commitment 4 - At least 15% of airport staff journeys originating	dual runway operations and on an annual basis thereafter.		
		within 8km of the Airport to be made by active modes.	GAL will continue to provide reasonable support where		
			required to deliver the committed mode shares.		
		National Highways has the following concerns that need to be addressed	On the Transport Mitigation Fund, further information is		
		to determine the viability of the Applicant meeting these commitments:	being prepared on the application of the measures in		
			support of the SAC.		
		National Highways notes that these commitments will include the			
		need to provide additional bus/coach services. However, this is	Updated position (April 2024): An updated Surface Access		
		not in the Applicant's remit to provide. National Highways	Commitments [REP3-028] document has been submitted at		
		therefore requests details of what engagement or agreements	Deadline 3.		
		have been undertaken to determine the viability of meeting this			
		commitment. This information is necessary for National Highways	Updated position (August 2024):		
		to understand how likely it is for the Applicant to achieve this	Further development and enhancement of the Surface Access		
		commitment and assess the resulting impact on the Strategic	Commitments and measures to support sustainable travel, in		
		Road Network.	response to comments made by interested parties, were presented		
			by the Applicant to Examination at Deadline 6 [REP6-030],		
			27 the Applicant to Examination at Dodding of the Coope		



		The biggest good of the shift generated by the Angles of Section 19	Deadline 7 (DED7 042) and Deadline 9 (DED9 053). Correct of disc		
		The biggest mode share shift reported by the Applicant is to rail	Deadline 7 [REP7-042] and Deadline 8 [REP8-052]. Corresponding		
		journeys. However, the Applicant only outlines the possible	discussions with National Highways undertaken between July and		
		measures that could be implemented to meet this commitment.	August 2024, and the outcome of these discussions, are reflected		
		National Highways requests details as to how these measures	in the Framework Agreement.		
		could be secured in order to ensure that this commitment can be			
		achieved.			
		The Applicant notes that they would only provide reasonable			
		funding for a minimum of five years for any additional services.			
		Therefore, National Highways requests additional detail on any			
		agreements that are in place or alternatively what securities can			
		be established for the continuity of this programme after the five-			
		year commitment ends.			
		In line with the comments on the Transport Mitigation Fund, there are no			
		clear indications of steps which would be taken if these targets are not			
		met. The Applicant should explain this, and also consider what demand			
		management measures on airport capacity increases would be			
		implemented if those targets are missed. National Highways considers			
		the commitments in this context are weak as compared to the Luton			
		Airport expansion proposals.			
		Updated position (Deadline 1):			
		National Highways requests details as to how these measures could be			
		secured, in order to ensure that this commitment can be achieved.			
		National Highways requests additional details on any agreements that are			
		in place or alternatively what securities can be established for the			
		continuity of this programme after the five-year commitment ends.			
		Updated position (Deadline 5):			
		National Highways is awaiting a response from the Applicant in respect to			
		its comments on Deadline 3 submissions contained in Appendix A			
		submitted at Deadline 4 [REP4-078]			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
		Development Consent Order Examination.			
2.20.4.6	Environmental Statement	Relevant Representation (Oct 23)	Further information is being prepared on the car parking strategy.	Car Parking Strategy	Under
	Appendix 5.4.1: Surface	National Highways notes that the Applicant reports that additional parking	This will be shared with NH in due course.	(REP1-051)	discussion Agreed
	Access Commitments	provision would only be provided where there is demand. National			
		Highways is concerned that the Applicant has not outlined how this	Updated position (Deadline 1): A Car Parking Strategy will be	Surface Access	Agreement
	Paragraph 5.2.7	demand would be assessed nor what thresholds would trigger the need	submitted as part of Deadline 1.	Commitments [REP3-	reached at
		for additional parking. Furthermore, the Applicant does not provide details	·	028]	Deadline 9
		on how any additional parking provisions would be secured.			
		, 1 31			



			Updated position (April 2024): An updated Surface Access	Draft S106	
		National Highways asks that the Applicant provides additional information	Commitments [REP3-028] document is being submitted at	Agreement [REP2-	
		regarding how additional parking needs would be assessed and secured.	Deadline 3.	004]	
		Additionally, National Highways requests further information on how the	A Draft S106 Agreement [REP2-004] was submitted at Deadline	<u> </u>	
		Applicant will manage the timing of car park projects to accommodate	2.		
		growth at the airport, while also not providing more spaces than required			
		or displacing car parking to unsafe locations.	Updated position (August 2024):		
		or displacing our parting to undule locations.	Further clarifications relating to the Applicant's approach to parking		
		Updated position (Deadline 1):	was submitted at Deadline 6 in a Response to		
		National Highways notes the Applicants response and awaits further	Rule 17 Letter - Car Parking Version 2 [REP6-067 and Response		
		information	to Actions ISH8 - Car Parking [REP6-085] and again at Deadline 8		
		mornation	in its Response to Rule 17 Letter – Parking [REP8-114].		
		Updated position (Deadline 5):	in its response to reale 17 Letter – Fairting [REF 0-114].		
		National Highways is awaiting a response from the Applicant in respect to			
		its comments on Deadline 3 submissions contained in Appendix A submitted at Deadline 4 [REP4-078].			
		Submitted at Deadline 4 [REP4-076].			
		Undeted position (Deadline 0):			
		Updated position (Deadline 9):			
		National Highways can confirm that the Framework Agreement signed			
		between both parties affords National Highways the necessary level of			
		protection to ensure that this matter can be agreed for the purposes of the			
011		Development Consent Order Examination.			
Other	Conord	Delevant Democratica (Oct 22)	Discussions in relation to Departures from Chanderd at this leasting	7/0	Hadar
2.20.5.1	General	Relevant Representation (Oct 23)	Discussions in relation to Departures from Standard at this location	n/a	Under
		Where the eastbound carriageway meets M23 Junction 9, National	are ongoing with National Highways SES team. It is envisaged that		discussion Agreed
		Highways has reviewed its records and highlights the presence of a	a final list of departures for the proposed preliminary design will be		•
		number of existing departures from standards being in effect in this area.	agreed in parallel to Statement of Common Ground discussions		Agreement
			1 - 20b. A sector of the control		
		Based upon the Applicant's documentation, National Highways is not able	with provisional agreements to be progressed at this stage where		reached at
		to conclude whether these departures from standard remain in the end-	considered to be required. Full departure from standard application		Deadline 9
		to conclude whether these departures from standard remain in the end- state design, are modified but still feature sub-standard components or			
		to conclude whether these departures from standard remain in the end- state design, are modified but still feature sub-standard components or have been removed as part of the proposals. Any departure from	considered to be required. Full departure from standard application submissions will be progressed at the detailed design stage.		
		to conclude whether these departures from standard remain in the end- state design, are modified but still feature sub-standard components or have been removed as part of the proposals. Any departure from standard needs to be brought to National Highways' attention at the	considered to be required. Full departure from standard application submissions will be progressed at the detailed design stage. Updated position (April 2024):Engagement with National		
		to conclude whether these departures from standard remain in the end- state design, are modified but still feature sub-standard components or have been removed as part of the proposals. Any departure from standard needs to be brought to National Highways' attention at the earliest opportunity to ensure appropriate mitigation is implemented to	considered to be required. Full departure from standard application submissions will be progressed at the detailed design stage. Updated position (April 2024):Engagement with National Highways on Gatwick Spur and specifically the interface of Gatwick		
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		National Highways notes the Applicants position and discussions are on-	by providing a further written response in relation to the comment		
		going.	received. This is subject to ongoing technical engagement.		
		Updated position (Deadline 5):	Updated position (August 2024):		
		National Highways notes the Applicant's position and discussions are on-	Further meetings were held with National Highways on 05/06/24		
		going.	and 19/07/24 along with subsequent correspondence for		
			clarification in relation to Traffic Regulation Measures. An updated		
		Updated position (Deadline 9):	Technical Note reflecting these discussions was issued to National		
		National Highways can confirm that the Applicant has provided sufficient	Highways on 16/08/24. The outcome of these discussions, are		
		level of detail at this stage to conclude this matter for the purpose of the	reflected in the approach to detailed design and the Framework		
		examination.	Agreement.		
		However National Highways will require the Applicant at Detailed Design			
		to amend or record any Departures from Standard associated with the			
		works on the Gatwick Spur and M23 Junction 9. All Departures will			
		require full approval of National Highways in accordance with DMRB.			
		and seek full approval so that National Highways has a record of these for			
		future operation and maintenance requirements.			
2.20.5.2	Parameter Plans	Relevant Representation (Oct 23)	The preliminary design proposals at this location have been	Sheet 2 of the Surface	Agreed
		The Applicant's proposals are to introduce and refine the three-lane entry	discussed with NH Safer Roads Team in a series of design	Access Highways	
		to the M23 Junction 9 circulatory. However, the proposals do not	engagement meetings focussing on the M23 Spur proposals. The	Plans - General	Agreement
		demonstrate what, or if any, alterations to the circulatory and / or	current preliminary design proposes to modify the road markings at	Arrangements [APP-	reached at
		Northbound merge are required. Currently there is a segregated left turn	this location to remove the segregated lane and replace it with	020]	Deadline 9Under
		lane into the Northbound merge from the existing Eastbound Spur	three priority give way lanes on the roundabout approach. The		discussion
		arrangement, but it is not clear based upon the Applicant's proposals if	revised layout can be seen in the preliminary design general	Draft DCO [REP3-	
		this is to be retained, removed or altered.	arrangement drawings. The existing nearside kerb line and central	006]	
			island at this location is proposed to be retained. The offside kerb	-	
		Updated position (Deadline 1):	line is to be relocated further into the central reserve. The layout at		
		National Highways will maintain its position until a time where by the	this location is subject to ongoing discussions with NH.		
		engagement meetings focusing on the M23 Spur Proposals are			
		concluded to the satisfaction of both parties	The proposed layout for the Gatwick Spur approach to M23		
			Junction 9 is included as part of Work No. 35 which encompasses		
		Updated position (Deadline 5):	the proposed improvements for South Terminal Roundabout and		
		National Highways will maintain its position until a time whereby the	Gatwick Spur. A full description is given in the Draft Development		
		engagement meetings focusing on the M23 Spur Proposals are	Consent Order (Schedule 1 Authorised Development.)		
		concluded to the satisfaction of both parties.			
			Updated position (April 2024): Engagement with National		
		Updated position (Deadline 9):	Highways on Gatwick Spur and specifically the interface of Gatwick		
		National Highways can confirm that the Applicant has provided sufficient	Spur with M23 Junction 9 is ongoing.		
		level of detail at this stage to conclude this matter for the purpose of the			
		examination.	Updated position (July 2024):		
			A Technical Note which provided further consideration of options		
		However National Highways will require the Applicant at Detailed Design	and addition supporting information on the proposals for the M23		
		to amend or record any Departures from Standard associated with the	Spur Eastbound approach to Junction 9 was submitted to National		
		works on the Gatwick Spur and M23 Junction 9. All Departures will	Highways on 10th May. A technical engagement meeting was held		



2.20.5.3	Streets, Rights of Way and Access Plans	require full approval of National Highways in accordance with DMRBHowever National Highways will require the Applicant at Detailed Design to amend or record any Departures from Standard associated with the works on the Gatwick Spur and M23 Junction 9 and seek full approval so that National Highways has a record of these for future operation and maintenance requirements. Relevant Representation (Oct 23) The Applicant has identified through the use of pink linework that the proposed footway or cycleway improvements are part of the surface	with National Highways on the 5th June, to review the optioneering and supporting information provided. As part of this technical engagement National Highways raised further comments on the identified preferred layout and GAL are currently addressing these by providing a further written response in relation to the comment received. This is subject to ongoing technical engagement. Updated position (August 2024): Further meetings were held with National Highways on 05/06/24 and 19/07/24 along with subsequent correspondence for clarification in relation to Traffic Regulation Measures. An updated Technical Note reflecting these discussions was issued to National Highways on 16/08/24. The outcome of these discussions, are reflected in the approach to detailed design and the Framework Agreement. Rights of Way and Access plans, and DCO schedules will be updated to provide distinction between different types of footway / shared-used cycle track and segregated cycle track.	Rights of Way and Access Plans (REP1- 014)	Agreed
		access works. However, this detail does not allow National Highways to distinguish between different types of features such as footpaths, shared footway / cycleways or segregated footway / cycleways. National Highways requests that the Applicant distinguish clearly on the Streets, Rights of Way and Access Plans, the different types of pedestrian and cyclist routes to be implemented. Cross section or details of the width of each provision is also requested for National Highways to consider the suitability of these provisions in accordance with the DMRB CD143. Updated position (Deadline 1): National Highways will maintain its position until a time where the information is introduced into the DCO examination. Updated position (Deadline 5): National Highways has reviewed the updated plans submitted by the Applicant and additional queries raised as part of National Highways Deadline 2 [REP2-055] submissions. These queries were clarified by the Applicant and National Highways outlined it had accepted the responses at Deadline 4 [REP4-078].	Updated position (Deadline 1): The updated Rights of Way and Access Plans will be submitted as part of Deadline 1. Updated position (April 2024): As set out in Deadline 3 Submission The Applicant's Response to Deadline 2 Submissions [REP3-106], with reference to Section 6.6 of The Applicants Response to Actions from Issue Specific Hearing 4: Surface Access [REP1-065].	The Applicant's Response to Deadline 2 Submissions [REP3- 106] The Applicants Response to Actions from Issue Specific Hearing 4: Surface Access [REP1-065]	reached at Deadline 5



Highways Plans – General Arrangements General Arrangements Airport Way Rail Bridge Parapets The Applicant proposes to widen the Westbound deck and provide parapets to the latest design requirements of DMRB CD377 – Requirements for Road Restraint Systems. However, the Applicant makes no reference to the Eastbound carriageway. Failure to identify this, risks the Applicant underestimating the scope of the works and therefore the level of disruption to the SRN. National Highways requests that the Applicant will continue to engage with National Highways to streamline any replacement works to minimise disruption to road users where possible. Updated position (Deadline 1): National Highways request that the Applicants position is altered to the following: Gatwick are aware that the parapet in question is subject to a wider replacement programme and will continue to engage with National Highways to streamline any replacement works to minimise disruption to road users where possible. The Applicant proposes to widen the Westbound deck and provide parapets to the latest design requirements of DMRB CD377 – Requirements for Road Restraint Systems. However, the Applicant makes no reference to the Eastbound carriageway. Failure to identify this, risks the Applicant underestimating the scope of the Works and therefore the level of disruption to the SRN. National Highways to streamline any replacement works to minimise disruption to road users where possible. The Applicant proposes to widen the Westbound deck and provide parapets of the Applicant with the Applicant sasumed that NH will upgrade the design to be compliant with current design requirements and that the replacement that the replacement warks to minimise design requirements and that the replacement feating the the design to be compliant with current design requirements and that the Policants part of setsing the the design that the existing parapet will have a sufficient design literator to review at the detailed design stage. As set out in the course of technica	Agreement reached at Deadline 9
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Updated position (April 2024):	
Hudeted necition (Deadline F)	
Updated position (Deadline 5): GAL is aware that the parapet in question is subject to a wider	
National Highways acknowledge the updated position provided by the replacement programme and will continue to engage with National	
Applicant and discussions remain ongoing. Highways to streamline any replacement works to minimise	
disruption to road users where possible.	
Updated position (Deadline 9):	
National Highways will continue to work with Applicant to streamline any Updated position (July 2024):	
replacement works of existing apparatus in conjunction with the surface Continued engagement with National Highways on this topic to	
access works. For the purpose of the Development Consent Order streamline any replacement works to minimise disruption to road	
Examination, this matter is agreed. users where possible has been added as an action for the detailed	
design stage as part of technical engagement. 2.20.5.5. Surface Access Polygon Polygon (Oct. 22)	Agrood
2.20.5.5 Surface Access Relevant Representation (Oct 23) Highways Plans – National Highways notes that the mainline and slip road bridges will be maintenance activities and has considered that there is sufficient	Agreed
	Agraement
General Arrangements sited near one another. space to allow visibility and access to the structures.	Agreement reached at
Balcombe Road National Highways is concerned that the proximity of these structures will Adjacent decks are also at different vertical levels, which enables	Deadline 1
Underbridge generate additional maintenance challenges or restrictions. Hadional riighways is concerned that the proximity of these structures will hadjacent decks are also at different vertical levels, which enables improved access and general inspection. Due consideration has	Deadine 1
been given to the relevant guidance, including that set out in DMRB	
National Highways requests that the Applicant considers maintenance CD350 and CIRIA C686. Further details in relation to maintenance	
requirements and agree these principles with National Highways, to access arrangements for this bridge will be discussed and agreed	
provide confidence that all activities can be undertaken safely. with NH as part of the development of the detailed design after the	
DCO has been granted.	
Updated position (Deadline 1):	
National Highways notes the Applicant's position and this matter can be	
agreed.	
agrood.	
	I In Terr
2.20.5.6 Structure Section Relevant Representation (Oct 23) For the preliminary design stage the approach taken was to n/a	Under



Drawing 41700-XX-B-LLO-GA-200178 This drawing provides a section through the Balcombe Road Underbridge. For the Gatwick Spur Eastbound carriageway Section C - C, this section denotes the presence of the noise barrier but does not indicate there being any structural parapet or edge restraint system on the parapet edge beam.

The Applicant is to confirm whether there is edge restraint being provided on this area and, if required, ensure that this drawing is updated.

Updated position (Deadline 1):

National Highways will consider the Applicant's position in respect to its engineering standards and operational requirements and will provide a response.

Updated position (Deadline 5):

National Highways notes the Applicant's response and requests that the Applicant provides details of any revision to the structure for comment in line with the strategy that National Highways articulated in its updated PADSS under item number 36 submitted at Deadline 2 [REP2-053].

Updated position (Deadline 9):

National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.

additional edge restraint system such as bridge parapet or hand railing which themselves would require maintenance. A VRS is provided in front of the noise barrier in the verge and this infrastructure can be accessed for maintenance from the verge side - had a parapet or hand railings been provided beyond the noise barrier then this would require maintenance next to the retaining wall vertical face. If National Highways have a preference, an addition edge restraint system can be added in this location at the detailed design stage.

Structure heights are illustrated and heights are stated via labels for existing and proposed structures on the Surface Access
Highways Plans – Engineering Section Drawings submitted as part of the Draft DCO application. Headroom clearances for NH structures will be provided in accordance with DMRB requirements as set out during the course of technical engagement with NH SES Structures team.

Updated position (April 2024): 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.

This cross-section edge detail will be subject to ongoing development through detailed design, however with reference to National Highways updated position, and subject to design development and approval from National Highway at the detailed design stage, it is proposed to relocate the structural plinth in line with the proposed noise barrier and reduce the overall cross-section width of the Gatwick Spur Balcombe Road bridge.

Updated position (July 2024):

With reference to Drawing 41700-XX-B-LLO-GA-200178 which illustrates the Gatwick Spur Eastbound Carriageway Section C – C at Balcombe Road Bridge. Following further review in conjunction with areas of concern raised by National highways, it is considered that the VRS provided in front of the noise barrier located within the verge, can be accessed from the verge side for maintenance. Therefore, no maintenance activities are considered to be required to the rear of the proposed noise barrier and it is envisaged that the

Agreement reached at Deadline 9



			structural plinth can be relocated in line with the proposed noise barrier reducing the overall cross-section width of the Gatwick Spur Eastbound Bridge and retaining structure by approximately 800mm. This cross-section edge detail will be subject to ongoing development through the detailed design, noting the protective provisions in place for NH with respect to detailed design approvals. Based on the above clarification and noting the action for the detailed design stage, the Applicant would suggest that this issue is resolved. Updated position (August 2024): Further discussion with regard to these matters has taken place to resolve any outstanding concerns for National Highways		
2.20.5.7	Structure Section Drawings Drawing 41700-XX-B- LLO-GA-200175	Relevant Representation (Oct 23) This drawing provides a section; however, the section does not indicate there being any structural parapet on the north side of the noise barrier. The Applicant is to confirm whether there is edge restraint being provided on this area and, if required, ensure that this drawing is updated. Updated position (Deadline 1): National Highways will consider the Applicant's position in respect to its engineering standards and operational requirements and will provide a response. Updated position (Deadline 5): National Highways notes the Applicant's response and requests that the Applicant provides details of any revision to the structure for comment in line with the strategy that National Highways articulated in its updated PADSS under item number 36 submitted at Deadline 2 [REP2-053]. Updated position (Deadline 9): National Highways can confirm that the Framework Agreement signed between both parties affords National Highways the necessary level of protection to ensure that this matter can be agreed for the purposes of the Development Consent Order Examination.	For the preliminary design stage the approach taken was to eliminate maintenance where possible by not providing an additional edge restraint system such as bridge parapet or hand railing which themselves would require maintenance. A VRS is provided in front of the noise barrier in the verge and this infrastructure can be accessed for maintenance from the verge side - had a parapet or railing been provided beyond the noise barrier then this would require maintenance next to the retaining wall vertical face. If National Highways have a preference, an addition edge restraint system can be added in this location at the detailed design stage. Structure heights are illustrated and heights are stated via labels for existing and proposed structures on the Surface Access Highways Plans – Engineering Section Drawings submitted as part of the Draft DCO application. Headroom clearances for NH structures will be provided in accordance with DMRB requirements as set out during the course of technical engagement with NH SES Structures team. Updated position (April 2024): For carriageway Section A - A at the proposed North Terminal Flyover 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.	n/a	Under discussion Agreed Agreement reached at Deadline 9



			This ever costion adapt detail will be subject to a vertex		
			This cross-section edge detail will be subject to ongoing		
			development through detailed design, however with reference to		
			National Highways updated position, and subject to design		
			development and approval from National Highways at the detailed		
			design stage, it is proposed to relocate the structural plinth in line		
			with the proposed noise barrier and reduce the overall cross-		
			section width of the North Terminal Flyover bridge.		
			Hartest Land Man (Like 2004)		
			Updated position (July 2024):		
			With reference to Drawing 41700-XX-B-LLO-GA-200175 which		
			illustrates the North Terminal Flyover Bridge. Following further		
			review in conjunction with areas of concern raised by National		
			highways, it is considered that the VRS provided in front of the		
			noise barrier located within the verge, can be accessed from the		
			verge side for maintenance. Therefore, no maintenance activities		
			are considered to be required to the rear of the proposed noise		
			barrier and it is envisaged that the structural plinth can be relocated		
			in line with the proposed noise barrier reducing the overall cross-		
			section width of the North Terminal Flyover Bridge and retaining		
			structure by approximately 800mm. This cross-section edge detail will be subject to ongoing development through the detailed design,		
			noting the protective provisions in place for NH with respect to		
			detailed design approvals. Based on the above clarification and		
			noting the action for the detailed design stage, the Applicant would		
			suggest that this issue is resolved.		
			Suggest that this issue is resolved.		
			Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to		
			resolve any outstanding concerns for National Highways.		
2.20.5.8	Structure Section	Relevant Representation (Oct 23)	Headroom details have been provided to National Highways as	draft DCO [REP3-006	Agreed
	Drawings	All engineering sections do not outline that headroom requirements have	part of technical design engagement, all NH structures over		
		been met in accordance with DMRB CD127.	highways shall provide a minimum headroom clearance of 5.3m+S,		Agreement
	General		where S accounts for any sag of the road below (in accordance		reached at
		National Highways requests that the Applicant incorporate labels or	with DMRB CD 127 Rev 1.01 Table 4). The detailed design will be		Deadline 5
		linework which denotes the headroom envelope on the elevation detail.	subject to NH approval in accordance with the protective provisions		
			set out in the Draft Development Consent Order.		
		Updated position (Deadline 1):			
		Headroom requirements should be outlined within the TAA submissions	Structure heights are illustrated and heights are stated via labels		
		with reference to CD 127; review, feedback, any necessary updates and	for existing and proposed structures on the Surface Access		
		acceptance would then be provided in line with the TAA process as	Highways Plans – Engineering Section Drawings submitted as part		
		outlined in CG 300 for this and other aspects of the structure designs.	of the Draft DCO application. Headroom clearances for NH		
			structures will be provided in accordance with DMRB requirements		
		11 14 1 14 15 11 5	as set out during the course of technical engagement with NH SES		
		Updated position (Deadline 5):	Structures team.		



		National Highways acknowledges the responses provided by the Applicant and considers that this matter is agreed for the purpose of the examination. National Highways will continue to work proactively with the Applicant during detailed design.	Updated position (April 2024): The detailed design of the strategic road network elements of the scheme will be subject to National Highways' prior approval in accordance with paragraph 5(1) of the protective provisions for National Highways set out in Schedule 9 Part 3 of the draft DCO [REP3-006].		
2.20.5.9	Surface Access Highways Plans – General Arrangements Airport Way Rail Bridge Parapets	Relevant Representation (Oct 23) Furthermore, can the Applicant confirm an assessment against DMRB CS461, Assessment and upgrading of in-surface parapets, has been undertaken to confirm the parapet suitability. National Highways requests that the Applicant will continue to engage with National Highways to streamline any replacement works to minimise disruption to road users where possible. Updated position (Deadline 1): National Highways request that the Applicants position is altered to the following: Gatwick are aware that the parapet in question is subject to a wider replacement programme and will continue to engage with National Highways to streamline any replacement works to minimise disruption to road users where possible. Updated position (Deadline 5): National Highways acknowledge the commitment by the Applicant to continue engagement on this matter and consider this point to be agreed for the purpose of the examination.	This has been discussed previously with NH Operations Team. It is our understanding that the existing parapets are to be replaced by NH in the near term future as part of scheduled NH upgrades. It is assumed that NH will upgrade the design to be compliant with current design requirements and that the replacement parapet will have a sufficient design life. This will be subject to review at the detailed design stage. As set out in the course of technical design engagement, a preliminary assessment of indicative safety barrier requirements has been undertaken as part of the development of the preliminary design and a full RRRAP will be undertaken at the detailed design stage. Assumptions in relation to preliminary safety barrier extents have been shared through technical design engagement. The detailed design for VRS on the NH network will be developed in accordance with relevant sections of DMRB. Updated position (April 2024): Gatwick is aware that the parapet in question is subject to a wider replacement programme and will continue to engage with National Highways to streamline any replacement works to minimise disruption to road users where possible.	n/a	Agreement reached at Deadline 5
2.20.5.10	Environmental Statement Alternative Considered Figures Options N1 to N3	Relevant Representation (Oct 23) For the South Terminal Roundabout, the Applicant provides a drawing which indicates that alternatives were considered. The current proposal involves reconstruction of a significant length of the SRN with considerable imported fill required for the construction of the embankment and the requirement for three new bridges. For the grade separation, was an option considered by the Applicant to leave the Spur and Airport Way close to existing levels with the junction cut beneath considered? Such an option could provide a balance to the quantum of imported fill required when considered against the works proposed at the North Terminal Roundabout.	Optioneering was undertaken at the early design stages and through consultation with National Highways, the proposed design does tie into the existing Spur and Airport Way and the new structures are required due to widening and the associated slip roads. Detail of optioneering provided within the GAL Autumn 2021 consultation - PTAR Annex C - Scheme Development Report Highway Mitigation (Consultation Report Appendices – Part B – Volume 16). The new earthwork embankments (fill) are due to the creation of slip roads which would only be marginally less if roundabout was lowered and by not lowering the roundabout it allows it to stay operational in parts throughout construction, reducing disruption.	Consultation Report Appendices – Part B – Volume 16 [APP- 239]	Agreed Agreement reached at Deadline 5



		National Highways request further details from the Applicant to confirm whether this option was appraised. Updated position (Deadline 1): National Highways team are currently reviewing the response provided. National Highways will provide an update in due course. Updated position (Deadline 5): National Highways can confirm that the response provided by the	Updated position (April 2024): The Applicant awaits the response of National Highways		
2.20.5.11	Environmental Statement Appendix 5.2.2: Operational Lighting Framework	Applicant in their corresponding position statement satisfies National Highways request and this matter can be considered as agreed. Relevant Representation (Oct 23) National Highways notes that a consultation exercise with existing users could be considered appropriate by the lighting designer. However, it is National Highways' view that the Applicant should be engaging with	GAL will engage with National Highways and Local Highway Authorities in developing the lighting strategy and lighting design for the scheme as part of technical engagement expected to form part of the development of the detailed design of the scheme	Schedule 9 Part 3 of the draft DCO [REP3-006].	Agreed Agreement reached at
	Paragraph 5.1.3	National Highways and other Local Authorities. Without such engagement, critical elements of lighting which could be highlighted by the operators of the road network, may be omitted or excluded from the operational lighting strategy. National Highways requests that the Applicant implements a working group with both National Highways and the affected Local Authorities to ensure that the lighting strategy is holistic.	proposals after the DCO has been granted. Updated position (April 2024): The detailed design of the strategic road network elements of the scheme will be subject to National Highways approval in accordance with the protective provisions for National Highways set out in Schedule 9 Part 3 of the draft DCO [REP3-006].		Deadline 5
		Updated position (Deadline 1): National Highways welcomes this clarification from the Applicant. National Highways consider that this matter may be agreed subject to confirmation from the Applicant on where this right to be consulted on is secured in the DCO / control document. Updated position (Deadline 5):			
		National Highways acknowledge the updated position provided by the Applicant and can confirm that this matter is agreed. National Highways will continue to work proactively with the Applicant during detailed design in relation to the proposed lighting strategy and subsequent design.			
2.20.5.12	Environmental Statement Appendix 5.2.2: Operational Lighting Framework Paragraph 3.9.1, 3.9.7 and 3.9.15	National Highways notes that 4,000K colour temperature Light Emitting Diode (LED) is the existing standard and that alternatives may be considered. However, later paragraphs such as 3.9.7 detail the use of 4,000K on crossings to make them distinct from 3,000K surroundings. Subsequent sections within section 3.9 then talk to the subject of colour temperatures of 2,700K and lower. Paragraph 3.9.15 provides a summary of the LED requirements, however the Applicant does not mention colour temperature despite the detail that has been provided prior.	The specification for lighting including final colour temperatures of LEDs to be applied to the SRN will be confirmed in consultation with National Highways as part of the development of the detailed design after the DCO has been granted. The detailed design will be developed in line with the available technology and research at the time of design development including consideration of nocturnal ecological considerations or human factors. The detailed design for SRN works will be subject to approval by National Highways in	Schedule 9 Part 3 of the Draft DCO [REP3-006]	Agreed Agreement reached at Deadline 1



		National Highways therefore seeks clarity from the Applicant regarding	accordance with the protective provisions set out in Schedule 9		
		the colour temperature of LED's to be applied on the SRN and where this	Part 3 of the Draft Development Consent Order.		
		is secured under the terms of the DCO.	Tart of the Brait Development Consent Order.		
		is asserted under the terms of the poor			
2.20.5.13	Environmental Statement	In Table A.1.1, the Standard and Guidance Documents does not list	BS7671 18th Edition IET Wiring Regulations will be included as a	Schedule 9 Part 3 of	Agreed
	Appendix 5.2.2:	BS7671 18th Edition IET Wiring Regulations. Furthermore, National	standard to be applied to the detailed design of lighting works on	the Draft DCO	
	Operational Lighting	Highways notes that no reference to electrical infrastructure for street	the SRN. This will be captured as an action through the National	[REP3-006]	Agreement
	Framework	lighting is included in this framework document.	Highways Statement of Common Ground. The detailed design for		reached at
		National Highways requests that the Applicant ensures BS7671 18th	SRN works will be subject to approval by National Highways in		Deadline 1
	Table A.1.1	Edition IET Wiring Regulations is referenced, and a specific signpost to	accordance with the protective provisions set out in Schedule 9		
		where such compliance is secured under the terms of the DCO.	Part 3 of the Draft Development Consent Order.		
.20.5.14	Eastbound Connector	National Highways requests that the Applicant reviews the proposal in	Updated position (April 2024): Engagement with National	National Highways	Agreed
	Road Merge from South	line with the feedback provided and explore alternative options for	Highways on Gatwick Spur and specifically the Eastbound	Written Representation	
	Terminal Roundabout	consideration. As part of the options appraisal process, consideration	Connector Road Merge from South Terminal Roundabout to	[REP1-088]	Agreement
		should be given to identifying accompanying mitigation measures that	Gatwick Spur is ongoing.		reached at
		would be necessary to ensure that each option operates safely.			Deadline 9
			Updated position (July 2024):		
		Updated position (Deadline 5):	A Technical Note which provided further consideration of options		
		National Highways and the Applicant continue to engage proactively on	and addition supporting information on the proposals for the		
		this matter to seek an appropriate resolution.	Eastbound Connector Road Merge from South Terminal		
			Roundabout was submitted to National Highways on 10th May. A		
		Updated position (Deadline 9):	technical engagement meeting was held with National Highways on		
		National Highways has received an updated technical note presenting an	the 5th June, to review the optioneering and supporting information		
		alternative layout for the eastbound merge connector road which satisfies	provided. As part of this technical engagement National Highways		
		the concerns raised by National Highways.	raised further comments on the identified preferred layout and GAL		
			are currently addressing these by providing a further written		
			responses in relation to the comment received. This is subject to		
			ongoing technical engagement.		
			Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to		
			resolve any outstanding concerns for National Highways.		
			1050NC any outstartaing outstartaing someons for National Flighways.		
.20.5.15	M23 Westbound Diverge	National Highways has requested that the Applicant reviews the options	Updated position (April 2024): Engagement with National	National Highways	Agreed
	9-	in this location, including assessment and any further mitigation for the	Highways on Gatwick Spur and specifically the proposed layout for	Written Representation	
		risks associated with these proposed departures. This further information	Gatwick Spur Westbound Diverge is ongoing.	[REP1-088]	Agreement
		should enable National Highways to provide advice on the acceptability of			reached at
		proposed options.	Updated position (July 2024):		Deadline 9
			A Technical Note which provided further consideration of options		
		Updated position (Deadline 5):	and addition supporting information on the proposals for the M23		
		National Highways and the Applicant continue to engage proactively on	Spur Westbound Diverge was submitted to National Highways on		
		this matter to seek an appropriate resolution.	10th May. A technical engagement meeting was held with National		
			Highways on the 5th June, to review the optioneering and		
		Updated position (Deadline 9):	supporting information provided. As part of this technical		
			engagement National Highways raised further comments on the		
			Grigagement National Flighways Taised Turther Comments of the		



		Following an optioneering process undertaken by the Applicant, National	identified preferred layout and GAL are currently addressing these		
		Highways is satisfied that the westbound diverge arrangement proposed	by providing a further written response in relation to the comment		
		provides the appropriate balance of safety and operational performance	received. This is subject to ongoing technical engagement.		
		and consider this matter agreed for the purpose of the Development			
		Consent Order examination.	Updated position (August 2024):		
			Further discussion with regard to these matters has taken place to		
			resolve any outstanding concerns for National Highways.		
2.20.5.16	Proposed removal of	National Highways requests that the Applicant provides a detailed	Updated position (April 2024): Engagement with National	National Highways	<u>Agreed</u>
	segregated left turn lane	narrative, outlining the reasoning and engineering decisions that led to	Highways on Gatwick Spur and specifically the interface of Gatwick	Written Representation	
	at M23 Junction 9	the proposal to change the existing segregated left turn lane to the	Spur with Junction 9 is ongoing.	[REP1-088]	Agreement
		proposed give way arrangement presented in the DCO Application. This			reached at
		reasoning is essential, alongside the further VISSIM modelling as	Updated position (July 2024):		Deadline 9
		mentioned under Traffic Modelling and Construction above, in order for	A Technical Note which provided further consideration of options		
		National Highways to understand from a safety and operational	and addition supporting information on the proposed removal of		
		perspective whether the Applicant's proposed layout is acceptable.	segregated left turn lane at M23 Junction 9 was submitted to		
			National Highways on 10th May. A technical engagement meeting		
		Updated position (Deadline 5):	was held with National Highways on the 5th June, to review the		
		National Highways and the Applicant continue to engage proactively on	optioneering and supporting information provided. As part of this		
		this matter to seek an appropriate resolution.	technical engagement National Highways raised further comments		
		the matter to sook an appropriate recolution.	on the identified preferred layout and GAL are currently addressing		
		Updated position (Deadline 9):	these by providing a further written response in relation to the		
		Following an optioneering process undertaken by the Applicant, National	comment received. This is subject to ongoing technical		
		Highways is satisfied that the arrangement proposed provides the	engagement.		
		appropriate balance of safety and operational performance and consider	engagement.		
		this matter agreed for the purpose of the Development Consent Order	Undeted position (August 2024):		
			Updated position (August 2024): Further discussion with regard to these matters has taken place to		
		examination.			
	5		resolve any outstanding concerns for National Highways.	N. d. IIII.	
2.20.5.17	Provision of Emergency		Updated position (April 2024): Engagement with National	National Highways	Agreed
	Areas (EA) / Place of		Highways on Gatwick Spur and specifically the need for provision	Written Representation	
		As part of the Applicant's proposal to change the M23 Spur to an All	of a PRS on the proposed Gatwick Spur is ongoing.	[REP1-088]	<u>Agreement</u>
	the M23 Spur	Purpose Trunk Road (APTR), it is proposed that the existing EA (which is			reached at
		a provision of a smart motorway) would be removed in accordance with	Updated position (July 2024):		Deadline 9
		DMRB standards for an APTR. National Highways has requested that the	A Technical Note which provided further consideration of options		
		Applicant carries out a full GG104 Risk Assessment and agrees with	and addition supporting information on the proposals for the		
		National Highways any amendments or alternative provision identified as	Provision of Emergency Areas (EA) / Place of Relative Safety		
		a result to ensure the continued safe and effective operation of the SRN.	(PRS) on the M23 Spur was submitted to National Highways on		
			10th May. A technical engagement meeting was held with National		
		Updated position (Deadline 5):	Highways on the 5th June, to review the optioneering and		
		National Highways and the Applicant continue to engage proactively on	supporting information provided. As part of this technical		
		this matter to seek an appropriate resolution.	engagement National Highways raised further comments on the		
			identified preferred layout and GAL are currently addressing these		
		Updated position (Deadline 9):	by providing a further written response in relation to the comment		
		National Highways has maintained its position during the examination that	received. This is subject to ongoing technical engagement.		
		a place of relative safety is provided on the Gatwick Spur in order to			
		ensure that an operational safety requirement is maintained.	Updated position (August 2024):		
		STOCK OF A POPULATION OF TOTAL OF TOTAL OF THE THEORY OF THE THE THEORY OF THE THE THE THEORY OF THE	openion promoti (respect to 1)1		



		Telli, to a control of the control o			
		Following an optioneering process undertaken by the Applicant, National	Further meetings were held with National Highways on 05/06/24		
		Highways is satisfied that the Applicant has demonstrated a design which	and 19/07/24 along with subsequent correspondence for		
		will ensure that a place of relative safety situated on the westbound	clarification in relation to Traffic Regulation Measures. An updated		
		diverge connector road can be maintained by the Applicant.	Technical Note reflecting these discussions was issued to National		
			Highways on 16/08/24. The outcome of these discussions, are		
			reflected in the approach to detailed design and the Framework		
			Agreement.		
2.20.5.18	Proposed Maintenance	Preliminary maintenance boundaries submitted by the Applicant to	Updated position (April 2024): The principles of the preliminary	National Highways	Agreed
	Boundaries A23 London	National Highways identify that the National Highways operational	highway maintenance boundaries and preferences expressed by	Written Representation	
	Road / North Terminal	responsibility for the signalised junction of the A23 London Road / North	the individual highway authorities relating to agreeing amendments	[REP1-088]	Agreement
	Signal Controlled	Terminal Link Signal Controlled Junction would terminate at the stop line	to the proposed highway maintenance boundaries are the subject		reached at
	Junction	of the North Terminal Link, with operational responsibility for the rest of	of ongoing engagement.		Deadline 9
		the junction being under the direction of West Sussex County Council.			
		Whilst National Highways agrees with the principles of this arrangement	Updated position (August 2024):		
		for some elements such as pavement, lighting, signage and road	Further discussion with regard to these matters has taken place to		
		markings, one aspect National Highways has highlighted to the Applicant	resolve any outstanding concerns for National Highways, whilst		
		as a matter for further discussion is the signal infrastructure. It is National	these are ongoing we anticipate a successful resolution of this		
		Highways' current preference that the operation and maintenance	issue.		
		responsibility for all signal infrastructure at this junction resides with			
		National Highways. It is recognised, however, that this matter will need to			
		be agreed between National Highways, West Sussex County Council and			
		the Applicant. Therefore, National Highways will continue discussions			
		with the relevant parties and, subject to an agreement being reached, will			
		introduce details of this agreement into the examination where necessary,			
		or update the ExA as the examination progresses.			
		of apacto and Exist do and examination progresses.			
		Updated position (Deadline 5):			
		National Highways and the Applicant continue to engage proactively on			
		this matter to seek an appropriate resolution.			
		this matter to seek an appropriate resolution.			
		Updated position (Deadline 9):			
		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.			





1.22. Waste and Materials

1.22.1 **Table 2.21** sets out the position of both parties in relation to waste and materials matters.

Table 2.21 Statement of Common Ground – Waste and Materials Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status		
There are no specific issues relating solely to Waste and Materials within this Statement of Common Ground, which are not considered as part as of matters in other topic areas.							



1.23. Water Environment

1.23.1 **Table 2.22** sets out the position of both parties in relation to water environment matters.

Table 2.22 Statement of Common Ground – Water Environment Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no i	ssues relating to the baseline	for this topic within this Statement of Common Ground.			
Assessment	Methodology				
2.22.2.1	Environmental Statement	Relevant Representation (Oct 23)	The Environment Agency Flood Map for Planning (Rivers and Sea)	ES Appendix 11.9.6:	Under
	Appendix 11.9.6: Flood	This section of the appendix outlines that the calibration of the River Mole	Flood Zones ignore the presence of flood defences. In order to	Flood Risk	discussion Agree
	Risk Assessment	fluvial model has been carried out using the 'undefended' scenario. As	validate (in error referred to as calibrate) the Upper Mole hydraulic	Assessment: Annex	
		any defences would normally be present and thus reflected in any	model outputs to the EA Flood Zones it was necessary to create	5 [APP-149]	Agreement
	Paragraph 5.2.11	observed levels or flows, it is not clear why the Applicant has utilised an	the 'undefended' scenario to compare like-for-like.		reached at
		undefended scenario for calibration. National Highways understands that			Deadline 9
		the calibration events will have occurred prior to the construction of the	Updated position (Deadline 5): The FRA will be updated and re-		
		Flood Alleviation Scheme, but the undefended scenario described in	submitted before the end of examination to include this amendment		
		Annex 5 has many flood storage areas and defences removed.			
			Updated position (July 2024):		
		National Highways therefore requests that the Applicant provides	The FRA was updated at Deadline 6 to amend paragraph 5.2.12.		
		additional detail on this calibration process to provide confidence in the			
		results and the quality of the input data used in the design.			
		Updated position (Deadline 1):			
		Matter remains under discussion. National Highways will respond as part			
		of a review of any further detail or clarification provided as part of the			
		Applicant's response to the Relevant Rep submitted at Deadline 1.			
		The second of th			
		Updated position (Deadline 5):			
		National Highways acknowledge the updated position provided by the			
		Applicant and will review the updated FRA once submitted.			
		Applicant and will review the appealed FRA once submitted.			
		Updated position (Deadline 9):			
		Following the issue of the Applicant's updated Flood Risk Assessment			
		[REP6-053], National Highways considers this matter agreed.			
2.22.2.2	Environmental Statement	Relevant Representation (Oct 23)	The encroachment of the highways works into Pond F has been	ES Appendix 11.9.6	Under discussion
	Appendix 11.9.6: Flood	National Highways notes that the storage volume of Pond F is proposed	assessed explicitly with the integrated (ICM) surface water and	Annex 3: Airfield	Agreed
	Risk Assessment	to be reduced by the scheme due to widening of Airport Way. The	fluvial hydraulic model. As reported in the Flood Risk Assessment a	Surface Water	<u>g.ood</u>
		conclusion in this assessment that this does not impact flood risk is based	conservative approach of a higher volume of loss than in the	Drainage Hydraulic	Agreement
	Paragraph 6.3.4	on a 'conceptual model', using conservative assumptions. National	current design was included to accommodate the DCO Limits of	Model Build Report	reached at
	3.3/17.1.2.2.1	Highways questions why the impact on the reduction in volume at Pond F	Deviation. The encroachment of the highways works is estimated	[APP-149]	Deadline 9
		has not been explicitly modelled using one of the InfoWorks Integrated	to result in a loss of up to 2,000m3 from the total Pond F volume.		
		Catchment Models (ICM). The use of a conceptual model, in National	Volume.		
		Highway's view, could potentially provide an underestimation of the	The Applicant has considered the loss of volume as part of the		
		attenuation volume needed to accommodate storm events (including an	assessment. This was informed by the (integrated) ICM model. The		



			T		
		allowance for climate change) in accordance with the Design Manual for	encroachment of the widened highways embankment occurs at a		
		Roads and Bridges.	level higher than the highest modelled water level for any rainfall		
			event modelled.		
		The Applicant is therefore requested to provide justification for the			
		assessment methodology used relating to the reduction in volume at	Pond F's current capacity is approximately 60,000m3 with a peak		
		Pond F.	water level of 58.93m AOD for the 1% (1 in 100) AEP event		
			including a 25% uplift for climate change, for both the 1440 min		
		Undeted position (Deadline 1)	duration and the 30 min storm durations the maximum volume of		
		Updated position (Deadline 1):	water stored in Pond F is 25,000m3 with a peak water level of		
		Matter remains under discussion. National Highways will respond as part	·		
		of a review of any further detail or clarification provided as part of the	55.2m AOD. The encroachment of the highways works is estimated		
		Applicant's response to the Relevant Rep submitted at Deadline 1.	to result in a loss of less than 2,000m3.		
		Updated position (Deadline 5):	Updated Position (April 2024):		
		National Highways requests that evidence of this modelling needs to be	The assessment of the reduction in storage volume in Pond F was		
		provided as part of a revised Flood Risk Assessment and would seek	undertaken via the surface water drainage model (Paragraph 6.3.4		
		confirmation that this has also been approved or accepted by the	in Appendix 11.9.6 Flood Risk Assessment[AS-078]]). As it is not a		
			fluvial flood risk issue it is not part of the fluvial model being		
		Environment Agency.	reviewed by the EA. Pond F is included in the surface water		
		Updated position (Deadline 9):	drainage model and the ICM model, the latter has been submitted		
		National Highways remains concerned that the Applicant has not yet been	to the EA for acceptance.		
		able to resolve outstanding points of issue relating to the fluvial model with	Updated Position (July 2024):		
		the Environment Agency. National Highways requests that the Applicant	Details of the surface water drainage model and ICM model,		
		provides confirmation of this resolution as soon as it is agreed between	including Pond F, are presented within FRA Annex 3: Airfield		
		both parties.	Surface Water Drainage Hydraulic Model Build Report [REP5-027]		
		However, for the purposes of the examination and Statement of Common	and FRA Annex 4: Integrated Model Build Report [REP5-027]		
		Ground, this matter has been set to agreed. This agreement should not be	respectively.		
		read as evidence that the Applicant has provided the necessary	respectively.		
		justification, it is a consequence of the signed Framework Agreement and	The ICM model was issued to the Environment Agency for review		
		Protective Provisions, which provides National Highways with the			
		necessary level of protection for this matter to be concluded during detailed	in October 2023 and no comments have been received to date.		
		design and in advance of any construction works commencing.	Hardeted a critical (Assessed 2004):		
		design and in advance of any construction works commencing.	Updated position (August 2024):		
			Environment Agency's acceptance of the baseline Fluvial Model		
		-and this matter is Not Agreed.	was indicated in the corresponding Statement of Common Ground		
		and the first of t	at Deadline 5 [REP5-057] and in subsequent correspondence with		
			the Environment Agency. Further discussion with regard to the		
			With Project Fluvial Model remains ongoing and we will update		
			National Highways on the successful conclusion to those		
			discussions as soon as possible.		
2.22.2.3	Environmental Statement	Relevant Representation (Oct 23)	The HEWRAT assessment has considered the cumulative impacts	ES Appendix 11.9.3:	Agreed
L.L.L.U	Appendix 11.9.3: HEWRAT	In accordance with the HEWRAT guidance, the Applicant's assessment	of outfalls within the Scheme extent which meet the cumulative	Water Quality	/ igrood
	Water Quality Assessment	should consider National Highways' outfalls beyond the works, which fall	assessment range criteria.	HEWRAT	Agreement
	vvaler Quality Assessment		assessificiti fatige citeria.		Agreement
	Conoral	within the cumulative assessment ranges of 100m/1km. National	Undeted Position (April 2024).	Assessment [APP-	reached at
	General	Highways concern is that the Applicant has not considered all outfalls that	Updated Position (April 2024):	<u>144</u>]	Deadline 5



		fall within the cumulative acceptament ranges of 400m/41m. This is associated	Noted		
		fall within the cumulative assessment ranges of 100m/1km. This is crucial to National Highways, in order to ensure that the SRN is not put in a position as a consequence of the Scheme that thresholds or Environmental Quality Standards (EQS's) are breached. The Applicant shall therefore need to consider all National Highways' outfalls within the cumulative assessment and also if there are discharges within 100m/1km of these on the same reach of a watercourse. Updated position (Deadline 1): Matter remains under discussion. National Highways will respond as part of a review of any further detail or clarification provided as part of the Applicant's response to the Relevant Rep submitted at Deadline 1. Updated position (Deadline 5): National Highways can confirm that this matter is agreed for the purpose of examination. National Highways will continue to work proactively with the application during detailed design.	Noted.		
2.22.2.4	Environmental Statement Appendix 11.9.3: HEWRAT Water Quality Assessment Table 3.4.1	Relevant Representation (Oct 23) National Highways notes that the spillage risk assessments have been limited to outfalls 0 to 11 but does not consider outfalls 12 and 13. National Highways accept the position noted by the Applicant and will await the publication of the updated figures to the Water Quality HEWRAT Assessment. Updated position (Deadline 1): National Highways team are reviewing the Applicants response and will respond in due course. Updated position (Deadline 5): National Highways acknowledges the updated position by the Applicant. Subject to completion of this action, National Highways considers the matter closed Updated position (Deadline 9): Following the issue of the Applicant's updated HEWRAT Assessment [REP5-026], National Highways considers this matter agreed.	Spillage risk assessments were completed for all outfalls. There was an inconsistency in the numbering of the numbering of the catchments in Table 3.4.1 for catchments 12, 13 and 14. An updated results table for the spillage risk assessment is appended to this document. The outcomes of the assessment remain unchanged from that presented in ES Appendix 11.9.3: Water Quality HEWRAT Assessment [APP-144]. Updated Position (April 2024): The HEWRAT Assessment will be updated and re-submitted before the end of examination to include this amendment. Updated position (Deadline 5): The Applicant has submitted the updated Water Quality HEWRAT Assessment (Doc Ref. 5.3 v2) at Deadline 5.	ES Appendix 11.9.3: Water Quality HEWRAT Assessment [APP-144]	Under discussionAgreed Agreement reached at Deadline 9



2.22.2.5	Environmental Statement	Relevant Representation (Oct 23)	The Applicant will undertake an assessment of the impact on the	n/a	Under discussion
	Appendix 11.9.6: Flood	There is no mention in the Applicant's submission of the project	Burstow Stream to inform the detailed design, although given the		Agreed
	Risk Assessment	encroaching on the tributary of the Burstow Stream, despite this	culvert will only be extended by 4m the impact is expected to be not		
		watercourse falling within the DCO boundary and is crossed by M23.	environmentally significant.		Agreement
	Paragraph 7.2.5				reached at
		The Applicant is requested to include assessment of impact on flood risk	Updated position (April 2024): Noted		Deadline 9
		associated with the Tributary of the Burstow Stream, due to its interface			
		with the SRN.	Updated position (July 2024):		
			Asset surveys where required will be undertaken following		
		Updated position (Deadline 1):	examination to inform the detailed design of the Project, as secured		
		National Highways team are reviewing the Applicants response and will	in Schedule 9 Part 3 of the dDCO.		
		respond in due course.			
			Updated position (August 2024):		
		Updated position (Deadline 5):	Section 3 of ES Appendix 11.9.6: Flood Risk Assessment – Annex		
		National Highways notes that the survey information has not been	7: Culvert Assessment [REP6-054] details the assessment		
		completed and therefore requested in its responses to Deadline 3	approach for determining culvert sizing, including the catchment		
		submissions [REP3-140] clarity from the Applicant on the timeframes for	and flow estimation. As noted in Section 3.1 of the Culvert		
		the survey of the Burstow stream being completed.	Assessment [REP6-054], the hydraulic assessment/flow		
			estimations have followed ReFH2 methodology, incorporating		
		Updated position (Deadline 9):	climate change allowance in accord with Environment Agency		
		National Highways notes that the Applicant introduced Flood Risk	guidance. The estimated flows used to determine the hydraulic		
		assessment Annex 7 – Culvert Assessment [REP6-054] into the	capacities for existing and proposed culverts are calculated using		
		examination at Deadline 6. National Highways in its Deadline 7	Figure A7.1 and A7.2 from the CIRIA guidance C786 (Culvert,		
		submissions [REP7-114] requested the calculations that informed the	Screen and Outfall Manual) (2019): Figure A7.1 for pipe culverts		
		blockage assessment to support this assessment. An updated Culvert	and Figure A7.2 for box culverts.		
		Assessment [REP8-082] was submitted to the examination at Deadline 8.			
		On the basis that an additional assessment is to be undertaken at	As an example of an assessment of hydraulic capacity estimated		
		detailed design upon receipt of further survey information, this matter is	for a pipe culvert, using Figure A7.1: for estimated flow of 0.1 m3/s		
		Agreed.	with a headwater/barrel height ration of 1 (pipe full conditions), the		
			required pipe size will be 375mm. Similarly for box culverts, using		
			Figure A7.2: for estimated flow of 1 m3/s and a box width of 1m,		
			with headwater/barrel height ratio as 1 (box full conditions), the		
			required height of the box will be 800mm (giving a box size of 1m		
			wide x 0.8m deep). It is noted that proposed culverts will be		
			provided with free board as detailed in Section 3 of the Culvert		
			Assessment [REP6-054].		
			Table 3.1 of the Culvert Assessment [REP6-054] summarises the		
			hydraulic assessment, estimated flows, hydraulic sizing and final		
			adopted culvert sizing with commentary on the adequacy of		
			existing culverts. Therefore, the information provided in the Culvert		
			Assessment [REP6-054] is sufficient to support the assessment of		
			hydraulic capacity undertaken at this preliminary design stage and		
			no additional information is considered to be necessary. As		
			recommended in the Culvert Assessment [REP6-054], the		



2.22.2.6	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 5 Paragraph 1.1.5	Relevant Representation (Oct 23) This paragraph of the flood risk assessment annex documents that the River Mole fluvial model has been produced in partnership with the Environment Agency, but not whether the Environment Agency has formally 'signed-off' the fluvial model. Updated position (Deadline 1):	hydraulic capacity assessment would need to be reviewed at detailed design once the requested survey information is received, at which point the updated assessment and associated calculations would be made available for further review. Environment Agency has formally 'signed-off' the baseline scenario for the Upper Mole fluvial model used for the FRA. Discussions with EA are ongoing and continue with regard to the with-scheme hydraulic modelling as stated in their Relevant Representation. Updated position (April 2024): The Applicant is currently	n/a	Under discussion Agreed Agreement reached at Deadline 9
		National Highways notes that the baseline model has been signed off, this position will be maintained until the fluvial model has been signed off by the EA. Updated position (Deadline 5): National Highways notes the Applicant's response and will await the publication of the latest Statement of Common Ground between the Applicant and the Environment Agency at Deadline 5. Until a time that the fluvial model has been signed off by the Environment Agency, this position will be maintained. Updated position (Deadline 9): and this matter is Not Agreed 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. However, for the purposes of the examination and Statement of Common Ground, this matter has 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 this matter to be concluded during detailed design and in advance of any construction works commencing.	responding to EA with-scheme modelling review comments and the FRA will be updated and re-submitted before the end of examination to include any amendments. Updated position (July 2024): Noted. Updated position (August 2024): Environment Agency's acceptance of the baseline Fluvial Model was indicated in the corresponding Statement of Common Ground at Deadline 5 [REP5-057] and in subsequent correspondence with the Environment Agency. Further discussion with regard to the With Project Fluvial Model remains ongoing and we will update National Highways on the successful conclusion to those discussions as soon as possible.		
2.22.2.7	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 5 Paragraph 1.1.5	Relevant Representation (Oct 23) Furthermore, the Applicant has provided no information in the report on both the source data used in the River Mole fluvial model and whether the River Mole model and hydrology was assessed prior to use on the Scheme. This is typically carried out to determine whether the channel	The Upper Mole Fluvial Modelling study was undertaken as a partnership between Gatwick and the Environment Agency, therefore source model and hydrology has been previously 'signed off'.	n/a	Agreement reached at Deadline 9



and structure geometry is representative of reality today and subsequently that the model is suitable for the use.

National Highways therefore requests:

- That the Applicant confirm the data of source data used to build the River Model fluvial model
- That the Applicant confirm the fluvial model and hydrology was reviewed prior to use, or if no review was undertaken, provide justification for this decision.

Clarity from both the Applicant and Environment Agency that the River Mole fluvial model has been agreed and signed off by both parties. If sign off has not been achieved to date, National Highways additionally requests details on the outstanding comments and their respective significance to the Environment Agency.

Updated position (Deadline 1):

National Highways notes that the baseline model has been signed off, this position will be maintained until the fluvial model has been signed off by the EA.

Updated position (Deadline 5):

National Highways notes the Applicant's response and will await the publication of the latest Statement of Common Ground between the Applicant and the Environment Agency at Deadline 5. Until a time that the fluvial model has been signed off by the Environment Agency, this position will be maintained

Updated position (Deadline 9):

and this matter is Not Agreed 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.

However, for the purposes of the examination and Statement of Common Ground, this matter has 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 this matter to be concluded during detailed design and in advance of any construction works commencing.

The Baseline scenario updated as a part of this DCO was accepted by the Environment Agency in August 2023.

Discussions with EA are ongoing and continue with regard to the with-scheme hydraulic modelling as stated in their Relevant Representation.

Updated position (April 2024): The Applicant is currently responding to EA with-scheme modelling review comments and the FRA will be updated and re-submitted before the end of examination to include any amendments.

Updated position (July 2024):

Noted.

Updated position (August 2024):

Environment Agency's acceptance of the baseline Fluvial Model was indicated in the corresponding Statement of Common Ground at Deadline 5 [REP5-057] and in subsequent correspondence with the Environment Agency. Further discussion with regard to the With Project Fluvial Model remains ongoing and we will update National Highways on the successful conclusion to those discussions as soon as possible.

Assessment



2.22.3.1	Environmental Statement	Relevant Representation (Oct 23)	The project seeks to provide distributed storage attenuation to pipe	n/a	Agreed
	Appendix 11.9.6: Flood	National Highways requires any surface access works to mitigate the	networks that outfall to Gatwick Stream. The discharge drainage		
	Risk Assessment Annex 2	impact of climate change, ensuring no increase in flood risk as a	strategy has been developed through consultation with the LLFA		Agreement
	Surface Water Drainage	consequence of changes to the SRN. Furthermore, National Highways	and no objections have been raised.		reached at
	Strategy	has a responsibility to ensure that highway runoff is treated sufficiently			Deadline 1
		prior to discharge. Based upon the Applicant's submission, National	Networks 2 have a proposed net increase of 1.10 ha in		
	Catchment 4	Highways is not able to assess whether the Applicant's proposals for	impermeable areas, while network 4 has a slight decrease. A		
		Catchment 4 accord with National Highways water quality requirements	minimum of 38% betterment will be achieved with the proposed		
			attenuations for various rainfall events This does not meet the		
		National Highways requests clarification from the Applicant regarding	minimum requirement of WSCC. However, LLFAs had no objection		
		which attenuation or treatment measures are proposed for the runoff from	with the proposal due to the surrounding constraints on the		
		Catchment 4	proposed site (for open drainage attenuation) and due to large		
			underground storage being highly undesirable.		
		Updated position (Deadline 1):			
		Providing a betterment meets the expectation and subject to WSCC	Whilst SuDS have been incorporated into the scheme proposals		
		accepting as the LLFA then no further issues.	where possible, no SuDS provision is included at this location due		
			to constraints associated with the proximity to Riverside Garden		
			Park.		
			Following a HEWRAT assessment no additional treatment is		
			required.		
			Furthermore, part of the existing paved area in catchment 4 is		
			proposed to be reinstated as grassed area nullifying the additional		
			paved areas arising from proposed work. Since, no increase in		
			paved area is proposed for this network and extra attenuation is		
			provided to network 2, no attenuation is proposed for network 4.		
			Overall betterment in discharge rates is still achieved at Gatwick		
			Stream.		
			Existing pipes under the existing footway near Riverside Garden		
			Park are proposed to be retained if possible to minimise the impact		
			on existing vegetation near Riverside Garden Park.		
2.22.3.2	Environmental Statement	Relevant Representation (Oct 23)	The lengths of the existing River Mole culvert and proposed design	ES Chapter 11 Water	Under
	Appendix 11.9.2: Water	National Highways has reviewed the assessment completed by the	are provided in detail in ES Chapter 11 Water Environment	Environment [APP-	discussion Agreed
	Framework Directive	Applicant and notes that the assessment does not include the lengths of	Appendix 11.9.1 Geomorphology Appendix. However, it is noted	036]	
	Compliance Assessment	existing culverts for the subject watercourses	that the existing length of the Burstow Stream tributary culvert is		<u>Agreement</u>
			not provided here.	ES Appendix 11.9.1	reached at
	Table 4.3.1	National Highways therefore requests that the Applicant add length-for-		Geomorphology	Deadline 9.
		length impacts and mitigation / re-naturalisation assessments to	The existing length of the Burstow Stream tributary culvert is 60m.	Assessment [APP-	
		demonstrate the overall benefits more clearly	The specific impacts on the geomorphology and the mitigation are	141]	
			detailed in this appendix.		



_			,		
		National Highways team are currently reviewing the Applicants position	Updated Position (April 2024): The Geomorphology Appendix will		
		and will respond in due course.	be updated and re-submitted before the end of examination to		
			include this amendment.		
		Updated position (Deadline 5):			
		National Highways acknowledges the updated position by the Applicant.	Updated position (Deadline 5): The Applicant has submitted an		
		National Highways will be able to agree the matter closed once this action	updated version of the Geomorphology Assessment (Doc Ref.		
		has been completed	5.3 v2) at Deadline 5.		
		nao been completed			
		Undeted position (Deadline 0):			
		Updated position (Deadline 9):			
		Following the receipt of the updated Geomorphology Assessment [REP5-			
		024], National Highways considers this matter agreed.			
2.22.3.3	Environmental Statement	Relevant Representation (Oct 23)	Hydraulic modelling undertaken to inform the Flood Risk	ES Appendix 11.9.6:	Under discussion
	Appendix 11.9.6: Flood	This section of the flood risk assessment provides peak water levels	Assessment demonstrates that the Project would not increase peak	Flood Risk	
	Risk Assessment	compared to road levels. However, National Highways notes that the	water levels in the River Mole.	Assessment [APP-	<u>Agreed</u>
		Applicant has not completed any blockage assessments to understand		147]	
	Paragraphs 7.2.31 and	the impact on water levels and by association any SRN assets if a	The pre-existing risk of debris blocking any of the local		Agreement
	7.2.32	blockage at these structures were to occur. Furthermore, freeboard is	watercourses would not be altered by the Project. Therefore should	Table 7.2.2 of ES	reached at
		stated to be in excess of 400mm, but all of the crossing points are not	a watercourse blockage occur, the Project would not exacerbate	Appendix 11.9.6:	Deadline 9
		referred to in this section. It is also National Highways' view that it is not	subsequent effects.	Flood Risk	
		uncommon for the uncertainties in the hydraulic modelling to cause	3.333 4.333 3.333	Assessment [APP-	
		changes in peak water levels of similar orders of magnitude to the	The crossing points mentioned in Table 7.2.2 in the FRA are those	147]	
				147	
		reported 400mm freeboard figure (for example headloss assumptions at	main river highway crossings covered by the fluvial model.		
		structures, uncertainties in flow estimates).			
			The baseline River Mole hydraulic model has been reviewed and		
		National Highways requests that the Applicant justifies the use of 400mm	accepted by the Environment Agency. Therefore it is considered		
		freeboard and complete blockage assessments, to quantify the residual	unlikely that variances of 400mm would occur.		
		flood risk should a blockage occur at the structures listed in Paragraph			
		7.2.31.	Updated Position (April 2024):		
			The Applicant is undertaking a blockage assessment for the all		
		Updated position (Deadline 1):	watercourse crossings and will share the outcomes during the DCO		
		National Highways team are currently reviewing the Applicants position	examination.		
		and will respond in due course.			
		and militopond in ado oddioo.	Updated Position (July 2024):		
		Updated position (Deadline 5):	The Applicant has undertaken a blockage assessment within ES		
		Opuateu position (Deauline 3).	Appendix 11.9.6 Flood Risk Assessment - Annex 7 - Culvert		
		National Highway and the manufactor of the black of the b	Assessment [REP6-054], submitted at Deadline 6. The initial		
		National Highways awaits the results of the blockage assessment. It's	blockage assessment highlights a need for further assessment at		
		worth noting that comments on submissions received at Deadline 3 [REP4-	the detailed design stage with greater information to be made		
		078], National Highways reiterated that a freeboard of 600mm should be			
		applied by the Applicant in accordance with DMRB CD356 Section 4.16.	available to improve understanding of the potential for blockage		
			risk.		
		Updated position (Deadline 9):			
		In relation to the Blockage Assessment, National Highways has maintained	Updated position (August 2024):		
			Section 3 of ES Appendix 11.9.6: Flood Risk Assessment – Annex		
		its position that any freeboard allowances should comply with DMRB	7: Culvert Assessment [REP6-054] details the assessment		
		CD356 Section 4.16. Uncertainties in hydraulic models of more than	approach for determining culvert sizing, including the catchment		
		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	and flow estimation. As noted in Section 3.1 of the Culvert		
		than the 600mm value dictated by DMRB CD356.	Assessment [REP6-054], the hydraulic assessment/flow		
		However, for the purposes of the examination and Statement of Common	estimations have followed ReFH2 methodology, incorporating		
		Ground, the above matter has been set to agreed. This agreement should	climate change allowance in accord with Environment Agency		
		not be read as evidence that the Applicant has provided the necessary	guidance. The estimated flows used to determine the hydraulic		
		justification, it is a consequence of the signed Framework Agreement and	capacities for existing and proposed culverts are calculated using		
		Protective Provisions, which provides National Highways with the	Figure A7.1 and A7.2 from the CIRIA guidance C786 (Culvert,		
		necessary level of protection for this matter to be concluded during detailed	Screen and Outfall Manual) (2019): Figure A7.1 for pipe culverts		
		design and in advance of any construction works commencing.	and Figure A7.2 for box culverts.		
		design and in advance of any oblish action works commencing.			
			As an example of an assessment of hydraulic capacity estimated		
			for a pipe culvert, using Figure A7.1: for estimated flow of 0.1 m3/s		
			with a headwater/barrel height ration of 1 (pipe full conditions), the		
			required pipe size will be 375mm. Similarly for box culverts, using		
			Figure A7.2: for estimated flow of 1 m3/s and a box width of 1m,		
			with headwater/barrel height ratio as 1 (box full conditions), the		
			required height of the box will be 800mm (giving a box size of 1m		
			wide x 0.8m deep). It is noted that proposed culverts will be		
			provided with free board as detailed in Section 3 of the Culvert		
			Assessment [REP6-054].		
			Table 3.1 of the Culvert Assessment [REP6-054] summarises the		
			hydraulic assessment, estimated flows, hydraulic sizing and final		
			adopted culvert sizing with commentary on the adequacy of		
			existing culverts. Therefore, the information provided in the Culvert		
			Assessment [REP6-054] is sufficient to support the assessment of		
			hydraulic capacity undertaken at this preliminary design stage and		
			no additional information is considered to be necessary. As		
			recommended in the Culvert Assessment [REP6-054], the		
			hydraulic capacity assessment would need to be reviewed at		
			detailed design once the requested survey information is received,		
			at which point the updated assessment and associated calculations		
			would be made available for further review.		
2.22.3.4	Environmental Statement	Relevant Representation (Oct 23)	The Applicant will undertake an assessment of the impact on the	n/a	Agreed
	Appendix 11.9.6: Flood	In Annex 2 Figure 10.1.8 and 10.1.9 provided by Applicant, the figures	flood risk and freeboard for the two existing culverts to inform the		
	Risk Assessment	depict two culverts over watercourses (EX-CU1 and EX-CU2), however	detailed design, that would follow the DCO examination process.		Agreement
		no details have been provided by the Applicant in regard to their sizing or			reached at
	Annex 2 Figure 10.1.8 and	whether they have been assessed. It is not clear how these existing	Updated Position (April 2024): The Applicant agrees with NH that		Deadline 5
	10.1.9	culverts have been assessed from a flood risk assessment perspective.	surveys will be undertaken where required to inform the detailed		
			design process		
		The Applicant is to confirm sizing and provide details of any assessment			
		of the impact on flood risk and freeboard for EX-CU1 and EX-CU2 on			
		Gatwick Spur road			



		Updated position (Deadline 1): National Highways team are currently reviewing the Applicants position and will respond in due course. Updated position (Deadline 5): National Highways recognises the commitment provided by the Applicant to conduct drainage surveys to inform detailed design. National Highways considers this matter agreed for the purpose of the examination.			
2.22.3.5	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annexes 1-2 Annex 2 A2.42	Relevant Representation (Oct 23) Concerning existing culverts EX-CU2 and EX-CU4, the Applicant outlines that these culverts are to be "extended to accommodate proposed road widening at these locations. Further information on the condition and capacity of the existing culverts are to be obtained following completion of the DCO process to inform the detailed design proposals." National Highways is concerned that the assessment is based on assumptions that have not been validated and may underestimate the flood risk impacts and any subsequent remedial works required. The Applicant is requested to clarify when these surveys will be conducted and whether there is a risk that the proposed order limits are sufficient to accommodate any mitigation that may be required. Updated position (Deadline 1): Matter can be turned to agreed on the basis that the risk is held with the Applicant and they are committed to undertaking surveys during detailed design.	Surveys and next stage of assessments will be undertaken to inform the detailed design stage after the DCO examination. There is sufficient space within the DCO boundary to accommodate replacement of these culverts if required.	n/a	Agreement reached at Deadline 1
2.22.3.6	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Paragraph 7.2.3	Relevant Representation (Oct 23) Based upon the information provided by the Applicant, depth difference mapping has not quantified the impact on flood risk on the works to the culverts on the Gatwick Spur trunk road. The Applicant is requested therefore to quantify the impacts of flood risk on the works to the culverts associated with the M23 Spur Road to ensure that the assessment is comprehensive. Updated position (Deadline 1): National Highways notes the Applicants position and will await receipt of further information. Updated position (Deadline 5): National Highways acknowledges the updated position by the Applicant and will await information to be submitted into the Examination. Updated position (Deadline 9):	The Applicant is currently progressing an assessment of the impact to culverts on the M23 spur and will share the outcomes during the DCO examination. Updated Position (April 2024): The Applicant will share outcomes of blockage assessment before the end of examination (expected delivery by Deadline 5). Updated Position (July 2024): The Applicant has submitted ES Appendix 11.9.6 Flood Risk Assessment - Annex 7 - Culvert Assessment [REP6-054], at Deadline 6. This assessment demonstrates no change in flood risk due to the Project would be anticipated. The initial blockage assessment highlights a need for further assessment at the detailed design stage with greater information to be made available to improve understanding of the potential for blockage risk. Updated position (August 2024):	n/a	Agreement reached at Deadline 9Under discussion



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Catchment 1 vegetated treatment systems considered by the Applicant.			National Highways would like the Applicant to advise if other forms of	constructed.		
		0 ()				



		Updated position (Deadline 1):			
		National Highways are content with the Applicants position and			
		information shared in joint drainage design meetings.			
2.22.4.2	Environmental Statement	Relevant Representation (Oct 23)	A sensitivity test was undertaken to determine the effects of the	ES Appendix 11.9.6:	Under discussion
	Appendix 11.9.6: Flood	National Highways has observed that Flood Compensation Areas	airfield surface water drainage network to fluvial flooding from local	Flood Risk	Agreed
	Risk Assessment	(FCA's), designed to mitigate the increase in fluvial flooding, are shown	watercourses.	Assessment [APP-	
		Environmental Statement Figure 11.6.5 to be partially flooded by surface	The integrated hydraulic modelling results (mapping within Annex 4	<u>147</u>]	<u>Agreement</u>
	Paragraph 7.2.6	water. This may have been considered using the Integrated Model, but as	of the FRA) indicates that the mitigation strategy would ensure no		reached at
		a rain-on-mesh approach has not been used it's not clear.	increase in flood risk to other parties in such circumstances.	ES Appendix 11.9.6:	Deadline 9
				Flood Risk	
		National Highways requests clarity on the assessment approach	Updated Position (April 2024): Noted.	Assessment: Annex	
		undertaken by the Applicant, to confirm that all FCA's provide adequate		4 [APP-149]	
		mitigation when considering flooding from overland flow.	Updated Position (July 2024):		
			The Applicant responded to the Environment Agency's latest		
		Updated position (Deadline 1):	review comments on the with-scheme fluvial hydraulic modelling in		
		Matter remains under discussion. National Highways will respond as part	July 2024 and await their response.		
		of a review of any further detail or clarification provided as part of the			
		Applicant's response to the Relevant Rep submitted at Deadline 1.	Updated position (August 2024):		
			Environment Agency's acceptance of the baseline Fluvial Model		
		Updated position (Deadline 5):	was indicated in the corresponding Statement of Common Ground		
		National Highways notes that the submissions provided by the Applicant	at Deadline 5 [REP5-057] and in subsequent correspondence with		
		during the examination demonstrate that appropriate sensitivity tests have	the Environment Agency. Further discussion with regard to the		
		been undertaken. However, National Highways will maintain this position as under discussion until such a time where the fluvial model has been	With Project Fluvial Model remains ongoing and we will update		
			National Highways on the successful conclusion to those discussions as soon as possible.		
		accepted by the Environment Agency. Any change to the fluvial model parameters may result in changes to the outcomes which National	discussions as soon as possible.		
		Highways may wish to consider.			
		riighways may wish to consider.			
		Updated position (Deadline 9):			
		and this matter is Not Agreed-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.			
		However, for the purposes of the examination and Statement of Common			
		Ground, this matter has 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 this matter to be concluded during			
		detailed design and in advance of any construction works commencing.			



2.22.4.3	Environmental Statement	Relevant Representation (Oct 23)	The Applicant confirms that this is an error in Table A1.3 of ES	ES Appendix 11.9.3:	Under
	Appendix 11.9.3: HEWRAT	The Applicant's report suggests that no treatment is provided for this	Appendix 11.9.3: Water Quality HEWRAT Assessment [APP-144].	Water Quality	discussion Agreed
	Water Quality Assessment	outfall, however the Applicant's documentation has presented treatment		HEWRAT	
		efficiencies for this catchment. National Highways requests that the	The Applicant can confirm that no treatment measures are	Assessment [APP-	Agreement
	Outfall 12	Applicant clarifies the status of any treatment devices for this outfall. For	proposed for Drainage Catchment 12.	144]	reached at
		this outfall, can the Applicant clarify whether the highways ditch is			Deadline 9
		proposed to carry some flows from the road, or whether it is required to	The Applicant can confirm that the highways ditch is proposed to		
		capture runoff solely from the adjacent field.	function as a pre-earthworks drain. This drain will not receive any		
			highway runoff.		
		For clarity relating to all outfalls, National Highways requests that the			
		Applicant clearly outlines within the appendix which outfalls will require to	Updated Position (April 2024): Noted.		
		be surveyed.			
			Updated Position (July 2024):		
		Updated position (Deadline 1):	Noted. The Applicant submitted the updated ES Appendix 11.9.3		
		National Highways accept the position noted by the Applicant and will	Water Quality HEWRAT Assessment [REP5-025] at Deadline 5.		
		await the publication of the updated table to the Water Quality HEWRAT			
		Assessment being introduced into the examination.			
		3			
		Updated position (Deadline 5):			
		National Highways will be able to agree this item once the updated			
		HEWRAT assessment has been introduced into the examination.			
		Updated position (Deadline 9):			
		Following the receipt of the updated HEWRAT Assessment [REP5-026],			
		National Highways considers this matter agreed.			
Other					
2.22.5.1	Environmental Statement	Relevant Representation (Oct 23)	The design of all proposed ponds has been developed with Airport	ES Appendix 11.9.6:	Agreed
	Appendix 11.9.6: Flood	The Applicant is proposing a series of attenuation ponds and detention	Safeguarding input to minimise wildlife strike hazard. For example,	Flood Risk	
	Risk Assessment Annex 2	basins in proximity to an operating airport. The presence of open	the above ground storage proposed as part of the surface access	Assessment [APP-	Agreement
	Surface Water Drainage	attenuation ponds risks an increase in migrating birds in the vicinity of the	highways drainage strategy to the north of the M23 roundabout will	<u>147</u>]	reached at
	Strategy	airport, which in turn risks an increase in the risk of bird strikes for landing	be a reed bed. The attenuation pond at Longbridge roundabout will		Deadline 5
		or departing aircraft.	be wet grassland or reed beds, rather than permanently open wet	ES Appendix 11.9.6:	
	General		ponds.	Flood Risk	
		Updated position (Deadline 1):		Assessment: Annex	
		National Highways request that the surface water drainage strategy is	Updated Position (April 2024):	2 [APP-147]	
		3 -7 - 7			
		updated to cover both the permanent and transitionary phases during	In the permanent case, a reed bed system 'Phragmites Australis'		
				ES Appendix 8.8.1:	
		updated to cover both the permanent and transitionary phases during	In the permanent case, a reed bed system 'Phragmites Australis'		
		updated to cover both the permanent and transitionary phases during	In the permanent case, a reed bed system 'Phragmites Australis' will be planted within the attenuation ponds (SuDS) area. When	ES Appendix 8.8.1:	
		updated to cover both the permanent and transitionary phases during operation whilst the reed bed systems become established.	In the permanent case, a reed bed system 'Phragmites Australis' will be planted within the attenuation ponds (SuDS) area. When established, the reed bed system would provide coverage of	ES Appendix 8.8.1: Outline Landscape	
		updated to cover both the permanent and transitionary phases during operation whilst the reed bed systems become established. Updated position (Deadline 5):	In the permanent case, a reed bed system 'Phragmites Australis' will be planted within the attenuation ponds (SuDS) area. When established, the reed bed system would provide coverage of standing water within the attenuation pond and deterrent use by	ES Appendix 8.8.1: Outline Landscape and Ecology	
		updated to cover both the permanent and transitionary phases during operation whilst the reed bed systems become established. Updated position (Deadline 5): National Highways acknowledges the updated position statement	In the permanent case, a reed bed system 'Phragmites Australis' will be planted within the attenuation ponds (SuDS) area. When established, the reed bed system would provide coverage of standing water within the attenuation pond and deterrent use by	ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan -	
		updated to cover both the permanent and transitionary phases during operation whilst the reed bed systems become established. Updated position (Deadline 5): National Highways acknowledges the updated position statement provided by the Applicant and can confirm this matter is agreed and	In the permanent case, a reed bed system 'Phragmites Australis' will be planted within the attenuation ponds (SuDS) area. When established, the reed bed system would provide coverage of standing water within the attenuation pond and deterrent use by birds.	ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan -	



2.22.5.2	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 2 Surface Water Drainage Strategy General	Relevant Representation (Oct 23) Changes to the highway alignment may result in existing drainage chambers being sited in running lanes. Chambers in running lanes present a safety risk to road users and maintenance operatives and it is National Highways position that all chambers are sited outside of running lanes to ensure the safe operation and maintenance of the SRN. National Highways requests that all drainage chambers in running lanes are relocated out of traffic areas. Updated position (Deadline 1): National Highways are content with the Applicants position and	which would be attractive to birds if not mitigated. A form of temporary mitigation and management will be considered during developed of the detailed design (after the DCO has been granted), through engagement with National Highways, and the design would be subject to National Highways approval in accordance with the protective provisions for National Highways set out in Schedule 9 Part 3 of the draft DCO [REP3-006]. The approach taken acknowledges that where road alignments are being changed existing chambers which are being retained shall be moved out of running lanes. Chamber design will be subject to design development at the detailed design stage in consultation with NH.	n/a	Agreed Agreement reached at Deadline 1
2.22.5.3	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 2 Surface Water Drainage Strategy General	Relevant Representation (Oct 23) Third party connections to the SRN drainage network should not form part of the proposed drainage strategy. National Highways cannot confirm, based upon the details provided in the Applicant's submission that third party connections do not connect into National Highways SRN network. Any third-party connection represents a liability to National Highways which may impact the performance of the SRN network if not properly maintained or designed in accordance with National Highways requirements. National Highways mandates that there should be no new third-party connections to the SRN drainage network, and any existing third-party connections should be removed where possible. Updated position (Deadline 1): National Highways welcomes the commitment on the drainage and third-party connections, but requests confirmation from the Applicant on how and where this is secured in the DCO / control documents. Updated position (Deadline 5): National Highways acknowledges the updated position statement provided by the Applicant and can confirm this matter is agreed and engagement in respect to design, operation and maintenance will continue during detailed design.	There are no newly proposed third party network connections. Where existing connections cannot be removed upstream catchments have been retained ensuring no impact to the downstream network Updated Position (April 2024): The detailed design of the strategic road network elements of the scheme will be subject to National Highways approval in accordance with the protective provisions for National Highways set out in Schedule 9 Part 3 of the draft DCO [REP3-006].	n/a	Agreed Agreement reached at Deadline 5



2.22.5.4	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 2 Surface Water Drainage Strategy Catchments 4 and 5	Relevant Representation (Oct 23) All existing networks should be reviewed and brought in line with the latest allowances for climate change. The Applicant will need to confirm that the drainage edge of pavement and conveyance systems in existing highway areas will be designed to DMRB CG501. This should be secured under one of the control documents. Updated position (Deadline 1): National Highways are content with the Applicants position and information shared in joint drainage design meetings.	The design of drainage edge of pavement and conveyance systems will be carried out in accordance with DMRB CG 501 at detailed design stage. Existing drainage assets for catchments 4 and 5 are proposed to be retained where it meets the design criteria of CG 501, including requirements for climate change.	n/a	Agreed Agreement reached at Deadline 1
2.22.5.5	Environmental Statement Appendix 11.9.6: Flood Risk Assessment Annex 2 Surface Water Drainage Strategy Catchment 1	Relevant Representation (Oct 23) It is not clear to National Highways what, if any changes, are being undertaken to the existing basin serving Catchment 1. National Highways requests that the Applicant clarifies whether any amendments to the existing basin serving Catchment 1 is proposed and that the capacity of the existing edge collection and conveyance systems have been assessed, to ensure that they confirm to DMRB CG501. Updated position (Deadline 1): National Highways are content with the Applicants position. However, to note that National Highways are not consulted on requirement 10 (Surface and foul water drainage). However, National Highways are protected by the PPs which require the Applicant to comply with DMRB.	No changes are proposed to existing pond 8-5 for catchment 1 at this stage as the proposed work does not directly impact the pond. Proposed attenuation has been provided within the drainage network prior to discharging to Pond 8-5. Existing discharge rates, with an allowance of climate change, to Pond 8-5 will be retained. Existing edge collection and conveyance systems are to be assessed and designed at detailed design stage in accordance with DMRB CG 501 after DCO is granted. This is secured via Requirement 10 of the draft DCO.	Draft DCO [REP3-006]	Agreed Agreement reached at Deadline 1
2.22.5.6	Environmental Statement Appendix 11.9.3: HEWRAT Water Quality Assessment Outfall 11	Relevant Representation (Oct 23) National Highways notes that the outfall location appears to be labelled incorrectly. This outfall should read 527546, 142556 in order to align with drainage strategy location. It is requested that the Applicant therefore update this section of the Highways England Water Risk Assessment Tool (HEWRAT) Water Quality Assessment. Paragraph A1.2 states that a default Q95 and Base Flow Index (BFI) host has been applied to catchment 11 and that it discharges to Whitley Brook. National Highways requests that the Applicant clarify this, as it assumed that this should reference Catchment 14. The Applicant is to confirm sizing and provide details of any assessment of the impact on flood risk and freeboard for EX-CU1 and EX-CU2 on Gatwick Spur road.— Updated position (Deadline 1):	 The Applicant acknowledges the two errors reported: The grid reference for outfall 11 should be as read 27546, 142556. The statement in Paragraph A1.2 regarding Q95 and BFI relating to outfall 11 is incorrect. This should be related to outfall 14, which discharges to outfall Withy Brook Updated Position (April 2024): The HEWRAT Assessment will be updated and re-submitted before Deadline 5 to include this amendment. 	Table A1.2 of ES Appendix 11.9.3: Water Quality HEWRAT Assessment [APP- 144]	Under discussionAgreed Agreement reached at Deadline 9



National Highways accept the position noted by the Applicant and will await the publication of the updated Water Quality HEWRAT Assessment being introduced into the examination.	Updated position (Deadline 5): The Applicant has submitted the updated Water Quality HEWRAT Assessment (Doc Ref. 5.3 v2) at Deadline 5.	
Updated position (Deadline 5): National Highways acknowledges the updated position by the Applicant and will review the additional information submitted at Deadline 5. Updated position (Deadline 9): Following the receipt of the updated HEWRAT Assessment [REP5-026], National Highways considers this matter agreed.	Updated Position (July 2024): Noted.	



3 Signatures

1.23.2 The above SoCG is agreed between the following:

