



Gatwick Airport Northern Runway Project

The Applicant's Response to the Rule 17 Letter (f)

Book 10

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1 The Applicant's Response

1.1 Purpose of this Document

- 1.1.1 The Examining Authority issued a Rule 17 letter [[PD-030](#)] on 20 August 2024. The table below (**Table 1**) constitutes the Applicant's response.

Table 1 The Applicant's Response to Rule 17 Letter (f)

R17f	Question to:	Question:
R17f.1	Applicant	<p>Bayhorne Farm – Alternatives</p> <p>Noting the response by the Legal Partnership Authorities to ExQ2 CA.2.10 [REP7-110] and the detail contained in response to ExQ1 CA.1.11 in 'The Applicant's Response to Deadline 4 Submissions' [REP5-072], please provide additional technical justification for the discounting of all alternative locations for the proposed drainage attenuation pond.</p> <p>Reference has also been made by Surrey County Council in [AS-165] to a possible alternative site at land to the south of London Road, which is currently a car park. Please advise whether this site has been considered as an alternative in respect of drainage. If this is not considered to be a suitable site, please provide a technical justification.</p> <p>Noting that the proposed Horley Strategic Business Park is an allocated site, were alternative locations considered in respect of South Terminal roundabout contractor compound? Please list these and provide a technical justification for why they were discounted. If no alternative sites were considered, please explain why.</p> <hr/> <p>Discounting of all alternative locations for the proposed drainage attenuation pond</p> <p>The proposed location of the pond has been determined following extensive engagement with National Highways and the SCC (as the lead local flood authority (LLFA)); the technical expertise of these organisations and the specific expertise of the Applicant have identified this location as the optimum solution for the reasons set out in this response. Information on designs has been supplied to National Highways and the LLFA and feedback has been provided through an iterative approach to inform the designs and, for the purposes of this response, the location of the attenuation pond.</p>

		<p>Importantly, this location for this attenuation pond has been agreed with these key stakeholders and it satisfies their requirements.</p> <p>Notably, National Highways’ Comments on any Submissions Received by Deadline 8 (Item reference Section 3.3 in Table 1-1) specifically address the challenges raised by SCC about the location of the pond and state that that “National Highways supports the Applicant’s proposals for the location of the attenuation pond off South Terminal Roundabout and has not seen any other viable alternatives which would meet National Highways requirements.” This is the conclusion of extensive engagement on alternatives and designs with National Highways as described above.</p> <p>The proposed pond is required by National Highways to provide attenuation storage for the highways surface water catchment 2, namely the South Terminal Roundabout works between the London to Brighton Rail line and Balcombe Road (Work No. 35). This is required for the drainage of the highway.</p> <p>This attenuation pond is not operating in isolation; it forms part of a wider drainage strategy which has been developed in consultation with the LLFA and National Highways to comply with both of their requirements and policies. Annex 2 of the FRA sets out the Surface Access Drainage Strategy [REP8-080] which describes the full approach to drainage of the highway works and how this pond forms part of the strategy. It also provides details on the of the scheme’s wider drainage proposals. Under DCO Requirement 6 the surface access designs must be substantially in accordance with the Surface Access Drainage Strategy [REP8-080] and the detailed designs will be approved by National Highways.</p> <p>In relation to the new attenuation pond, the existing outfall to Gatwick Stream west of the London to Brighton Rail line is to be retained and this new attenuation pond created in line with the scheme drainage strategy and in accordance with the discharge approach developed in consultation with the LLFAs during the development of the scheme design following LLFA policy in relation to the surface water discharge hierarchy. Figure 10.1.11 in Annex 2 of the Flood Risk Assessment (FRA) [REP8-</p>
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		<p>080] illustrates the catchment 2 and Gatwick Stream outfall locations.</p> <p><u>The Applicant’s Closing Submission – Compulsory Acquisition and Temporary Possession</u> (Doc Ref. 73) provide an overview of the technical justification for the proposed location of pond. Technical justification for the discounting of the alternative locations for the proposed drainage attenuation pond that have been proposed by SCC is provided below in relation to each location. The locations are identified in Figure 1 and Figure 2 below which comprise overlays of the locations onto existing site satellite photography and an extract of the <u>Surface Access General Arrangement Plan Sheet 2</u> (Doc Ref. 4.8.1) respectively for context.</p> <p>Key site features that influenced the selection of the proposed pond location, and also ruled out alternative locations suggested by SCC include:</p> <ul style="list-style-type: none"> ▪ Local topography and space available for the size of pond required. ▪ Proximity to the existing outfall to Gatwick Stream and proximity to the assets for which attenuation is to be provided, distances to which have been minimised in accordance with best practice. ▪ National Highways' requirement for dedicated drainage assets. ▪ The ability to provide safe provisions for maintenance activities and access in accordance with DMRB requirements. ▪ Plane bird strike safety risk considerations, proximity to airport flight paths and built deterrents. ▪ Other existing infrastructure and buildings. ▪ Compliance with the policies, best practice and guidance of National Highways and the LLFA.
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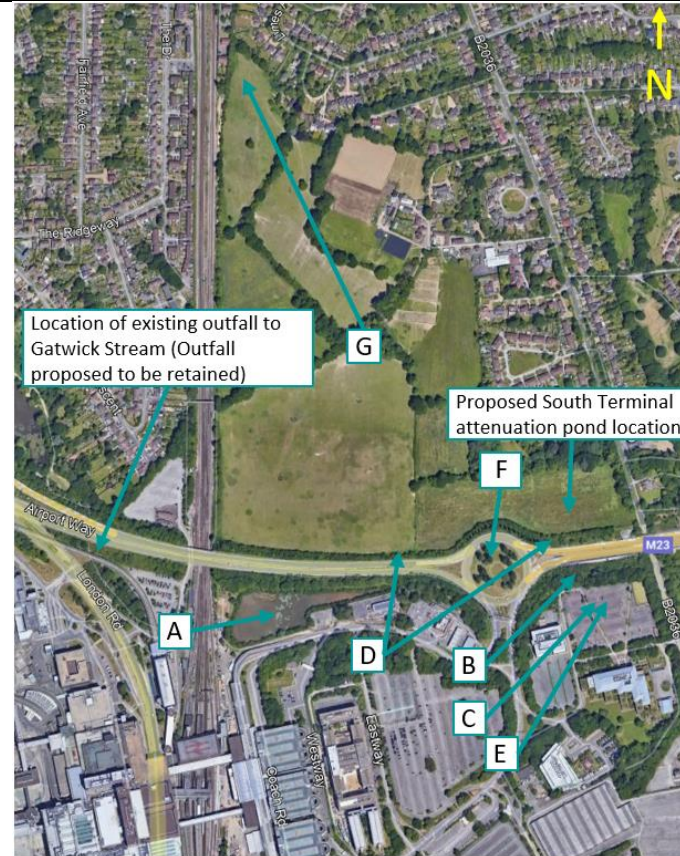


Figure 1: Potential Alternative Drainage Attenuation Feature Locations overlain onto existing site feature satellite photography image

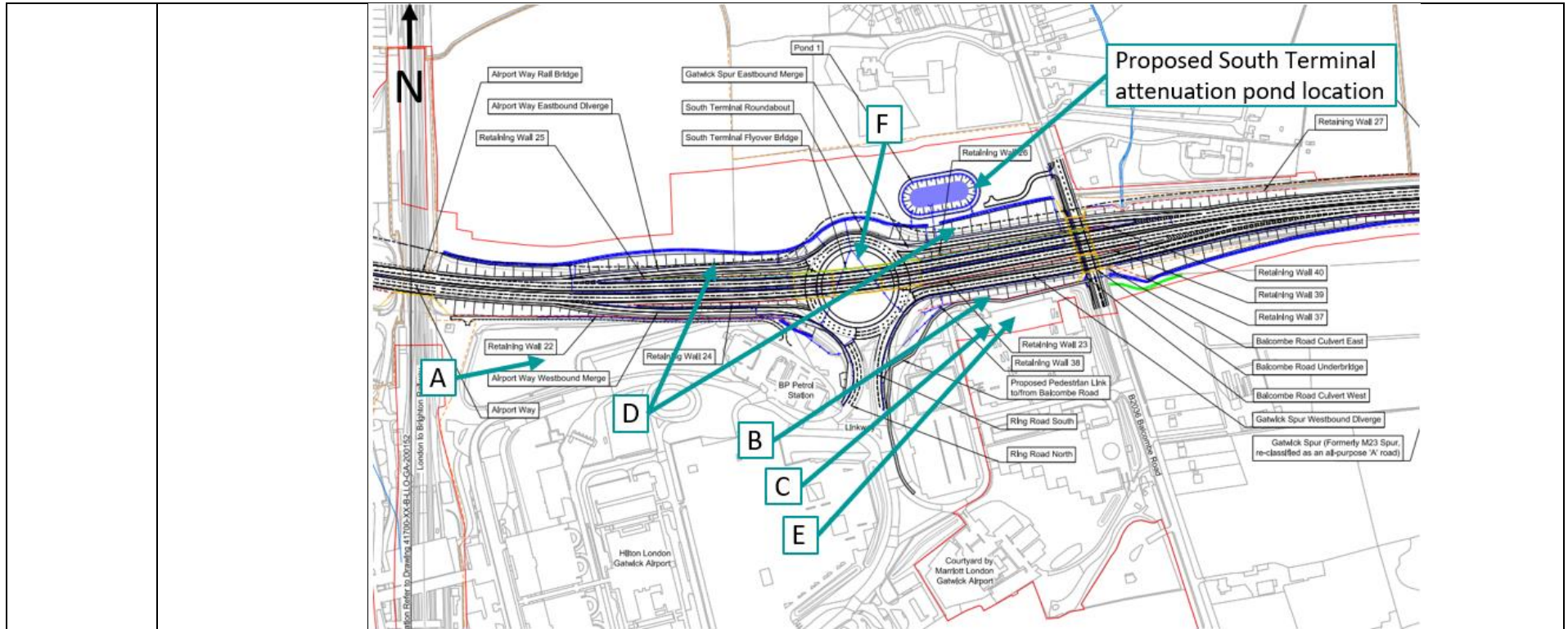


Figure 2: Potential Alternative Drainage Attenuation Feature Locations overlain onto extract of Surface Access General Arrangement Plan

The key reasons why the alternative locations proposed by SCC were discounted in addition to the detail provided in **The Applicant’s Response to Deadline 4 Submissions’** [\[REP5-072\]](#), are set out below. The Applicant responded to SCC’s proposed locations in **The Applicant’s Response to**

		<p>Deadline 4 Submissions’ [REP5-072]. Technical justification for why the alternative locations proposed by SCC were discounted is provided below:</p> <p>Location A - Existing Pond Southwest of South Terminal Roundabout</p> <p>This is an existing attenuation pond in this location which is referred to as "Pond F". This provides attenuation to the airport itself. It would not be practical to enlarge or amend this pond to also service the highway assets owned by National Highways and, further National Highways requires that its assets have dedicated attenuation features and will not allow for features to be combined with assets owned/ operated by a third party.</p> <p>In accordance with technical engagement with National Highways and their development and operational policies, separate drainage networks are required for each highway authority. This enables each entity to have full control of, and responsibility for, their assets including in relation to design, maintenance, flood risk and water quality requirements and managing pollution risk. This ensures that each highway authority is responsible for compliance with their own policies and that they can fulfil their statutory functions. Accordingly use of Gatwick’s Pond F to act as an attenuation pond for National Highways assets is not acceptable from a practical or an operational perspective.</p> <p>Location B - Southeast of South Terminal Roundabout in the existing wooded area</p> <p>There is insufficient space to accommodate the required attenuation pond at this location.</p> <p>The existing tree planting in this area is proposed to be removed to accommodate the proposed Gatwick Spur Eastbound Diverge slip road (and associated infrastructure such as retaining wall provision) and the proposed pedestrian link between Balcombe Road and South Terminals forecourt network (Work No. 35). The pond would be required to attenuate 2900 cubic meters of storage which equates to a size of approximately 85m long by 40m wide and a depth of 2.0m, there is therefore</p>
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		<p>insufficient space between the new slip road, pedestrian link and car park to accommodate the pond between these assets and the car park.</p> <p>Location C - Southeast of South Terminal Roundabout in the existing car park</p> <p>The provision of an attenuation pond on the southern side of M23 Spur would result in the pond being closer to the flight paths at the airport introducing an unacceptable safeguarding risk.</p> <p>A pond of the nature required will attract birds and the proximity to the runway and other vegetation means that the risk of plane bird strikes would be increased relative to ponds positioned on the northern side of M23 Spur. The M23 Spur also acts as a deterrent for birds flying south towards the runway which serves to reduce the risk of bird strikes; this location does not have an equivalent deterrent.</p> <p>Further, this location is currently an existing car park and is not a GAL asset. The car park is proposed to be retained following completion of the NRP surface access works. A new pond at this location would have required permanent acquisition of a large portion of this existing car park and would have a substantial operational impact on the associated landowner/ business and the car parking operations around the airport.</p> <p>Location D - Two longer narrower ponds north of M23 Spur (within the existing highway boundary where possible)</p> <p>There is not sufficient space for ponds within the existing highway boundary even if these were to be narrow ponds.</p> <p>The proposed highway footprint (including the earthworks associated with the South Terminal Roundabout Slip Roads) means that it is not possible to develop a pond solution within the existing</p>
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		<p>highway boundary because there is insufficient space for the size of pond that is required. Any ponds located to the north of the highway will therefore need to be outside the existing highway boundary.</p> <p>Were the ponds to be included in the proposed highway boundary, the overall footprint would be required to be larger and that would lead to a greater impact to the land north of M23 Spur / Airport Way. Narrow ponds would need to be significantly larger in footprint than the ponds currently proposed because they cannot store as much water; the full depth area is in the middle of any given pond but additional storage is obtained through shallow side slopes which allow for a greater increase in storage volume than steep side slopes. Narrow ponds would require steeper sides.</p> <p>A further reason why long narrow ponds are not preferred relates to safety/safeguarding issues associated with the risk of plane bird strikes. Two long narrow ponds would have a larger wet surface area, increasing the risk of birds being attracted to the area and as a result increasing the risk of bird strike.</p> <p>Location E - Below ground storage at existing car parks</p> <p>A below ground storage solution (e.g. tanks) does not align with LLFA or National Highway policy both in terms of attenuation solution types and maintenance access preferences.</p> <p>A previous proposal for an underground storage tank at the existing Car Park Y to provide attenuation for a portion of the West Sussex County Council's surface access highways works associated with Work No. 36 (North Terminal Roundabout Improvements) was removed as a result of WSCC LLFA requests during earlier stages of the design (as described further below in reference to Location H). These solutions also do not comply with National Highways' operational policies because of the challenges of accessing for maintenance.</p>
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		<p>In addition, as noted for option C, this existing car park is not a GAL asset and the permanent acquisition of a large portion of this existing car park would have a substantial operational impact on the associated landowner/business and the parking operations surrounding the airport.</p> <p>Location F - Below ground storage in the South Terminal Roundabout Central island</p> <p>Two bridge piers are proposed in the roundabout central island. These piers and the associated foundations preclude the provision of a storage tank at this location from a practical perspective.</p> <p>Location G - Northwest Corner of Bayhorne Farm</p> <p>This location is not suitable to facilitate a functioning attenuation pond.</p> <p>The reasons it is not feasible are:</p> <ul style="list-style-type: none"> ▪ Location G is within Flood Zone 2 associated with the Haroldsla Stream and is also in an area of surface water flooding in relation to rainfall events, these events would require additional storage capacity within the attenuation pond to mitigate the surface water flooding in this location, therefore increasing the size of the pond. ▪ Conveying highway runoff to Location G would pose numerous technical and practical challenges in particular because of its distance from the proposed highway. Key challenges would include: (i) Gradient issues associated with existing ground levels and the distance between the highway assets and the pond location; (ii) Increased pond depth requirements and (iii) a likely requirement for pumping station provision. These issues would result in substantial technical approval risks which are considered unlikely to be accepted by relevant technical approval authorities. ▪ There is a risk that the outfall of a pond in this location would need to be changed from Gatwick Stream to Haroldsla Stream. This is unlikely to be considered favourable by the
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		<p>LLFA and EA and further modelling of the Haroldslea Stream and wider drainage network would be required to satisfy the LLFA/EA otherwise. For either outfall option, there is a further risk of a potential requirement for a pump station for the outfall with the same cost, maintenance and approval risks as for the potential pump station requirement to convey runoff to the pond.</p> <p>Future design development</p> <p>The scheme limits of deviation (illustrated in the Parameter Plans – Surface Access Highways – APFP Regulations 5(2)(j) – Sheet 2 [REP7-020]) offer a limited degree of flexibility to refine the footprint of the pond. The detailed design of the pond will be developed in consultation with SCC (as the LLFA) and National Highways with due consideration of relevant technical approval processes, relevant standards and guidance, safety and environmental considerations. DCO Requirement 6 requires the details to be substantially in accordance with the Surface Access Drainage Strategy [REP8-080] and paragraph 7 of Part 3 of Schedule 9 of the Draft DCO requires these details to be submitted to National Highways for approval. The List of Other Consents and Licences [REP8-092] shows the water and drainage consents that the Applicant will require and how the EA and LLFA will regulate such activities.</p> <p>Possible alternative drainage attenuation site at land to the south of London Road identified by Surrey County Council in Compulsory Acquisition Hearing 2 post hearing submission [AS-165]</p> <p>The alternative pond option location identified by Surrey County Council in Compulsory Acquisition Hearing 2 post hearing submission [AS-165] (Location H) in the car park (Gatwick Car Park Y) south of A23 London Road is illustrated in Figure 3. Car Park Y is the location designated for Multi-</p>
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Storey Car Park (MSCP) Y and a separate underground drainage attenuation storage facility for Gatwick assets.

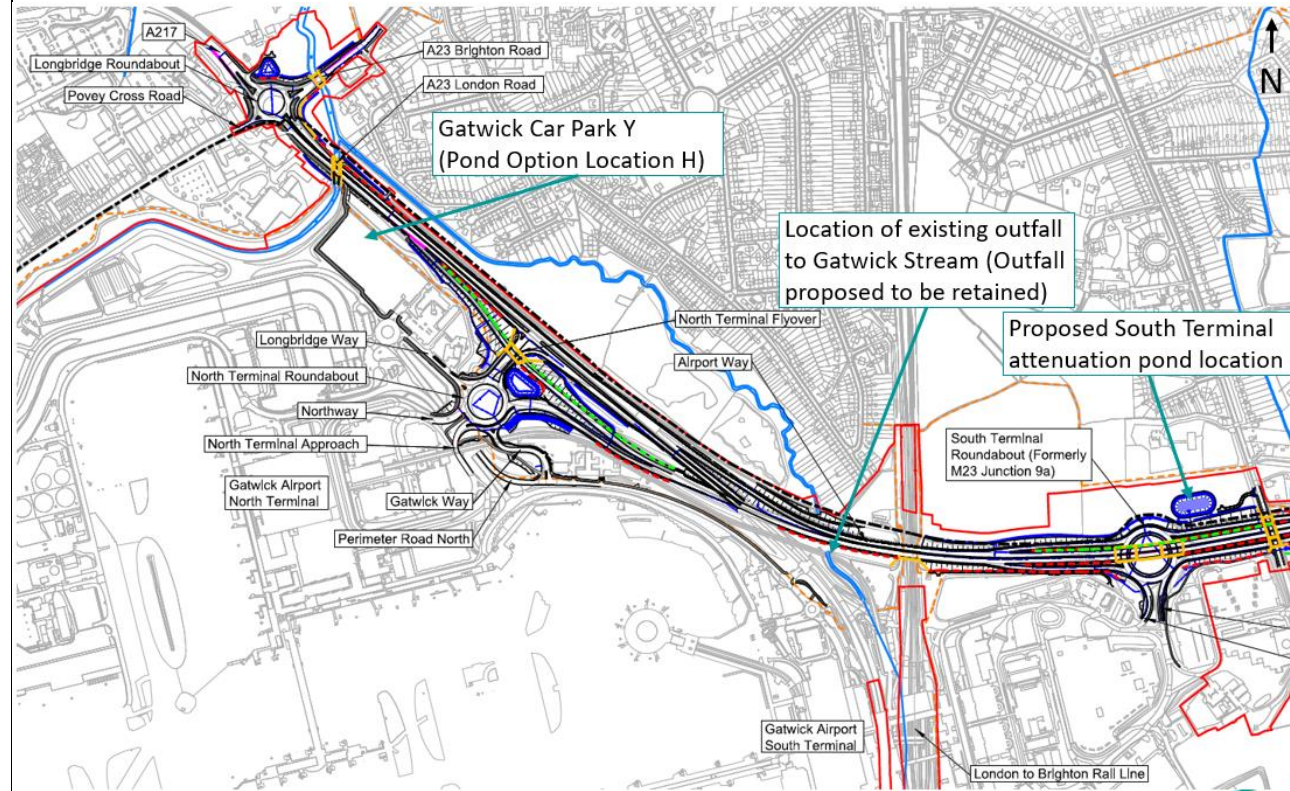


Figure 3: Potential Alternative Drainage Attenuation Feature Location H overlain onto extract of Surface Access General Arrangement Plan

This location is approx. 1km northwest of the existing outfall for this drainage catchment to Gatwick Stream. In accordance with the drainage strategy to retain existing outfalls which has been agreed

		<p>with National Highways and the LLFAs, the provision of an attenuation pond or tank at this location would require the provision of a piped drainage connection under Gatwick Stream to connect to the new attenuation feature (alongside the provision of a pumping station) and an onward piped connection back to Gatwick Stream. This is not practicable.</p> <p>This option would also lead to substantially increased maintenance complexity and cost and would not comply with National Highways' best practice for delivery of their assets. A tank would need to be implemented (as opposed to a pond) in order to accommodate the proposed multi-storey car park, as is currently proposed for the Gatwick assets. In particular, the accessibility would not align with National Highways' best practice to ensure National Highways can control and manage the operation of the asset as described above. access arrangements or the requirement for dedicated assets. Noting that National Highways would be the future asset owner and technical approver for the proposal it is critical that National Highways are satisfied with the design. Designs that do not comply with National Highways' requirements would introduce an unacceptable delivery risk. National Highways' Comments on any Submissions Received by Deadline 8 submitted at Deadline 9 present National Highways' support of the Applicant's proposed location for the attenuation pond and confirm that it has not seen any other viable alternatives demonstrates the optioneering exercise that has been carried out to identify this location as the most suitable option.</p> <p>It should also be noted that an attenuation tank for the surface access highways works drainage catchment in the vicinity of A23 London Road was included at this location in the scheme proposals presented in the Autumn 2021 Public Consultation (Refer to Section 7.2 of the Scheme Development Report (which forms part of Consultation Report Appendices – Part B - Volume 16) [APP-239]). Attenuation tanks are not preferred attenuation solutions in accordance with LLFA policy. The tank was removed at the request of the LLFAs as part of design development that took place after the</p>
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		<p>Autumn 2021 Public Consultation. This reduced the associated maintenance complexity of locating a highway authority asset under a third party (GAL) car park.</p> <p>Alternative locations considered in respect of South Terminal roundabout construction compound</p> <p>ES Chapter 3 Alternatives Considered [APP-028] summarises the highway construction compound options assessment in paragraphs 3.6.234 to 3.6.246 with the locations illustrated in ES Figure 3.3.18 [APP-049] and further details provided in the section 1.25 of the Options Appraisal Tables [APP-073].</p> <p>One of the most important determinants of the location of the main construction compound is accessibility to the highway where the works will be carried out; there are significant requirements on how this access can be provided, primarily for safety reasons in line with meeting specific design considerations. It is also necessary to consider the operational requirements for construction and the need for single or multiple sites that are of a suitable size to accommodate the compound activities. The assessment of locations for potential construction compounds considered operational, safety, design, road traffic and environmental impacts. In addition, the specific requirements in respect of any proposed temporary access from the Strategic Road Network (SRN), and traffic movements between the compound and the surface access works site was an important consideration.</p> <p>The choice of the site immediately north of South Terminal Roundabout was considered as both the optimum location for the compound and the only feasible solution in respect of access to the SRN. The location of the compound enables access via a new connection to the Strategic Road Network in the form of a fourth arm added to the South Terminal Roundabout which maintains a typical junction layout compliant with DMRB Standards without significant safety concerns. There is significant potential to reduce road traffic due to the proximity to Gatwick Airport Railway Station and other</p>
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		<p>sustainable access routes. The site is fully accessible by foot to the railway station and buses for construction staff, with links through the GAL internal road network and PRow</p> <p>Further, in respect of the access to the compound (and noting the question directed to R17f.5 addressed to National Highways), the Applicant has had detailed ongoing engagement with National Highways throughout the examination, including regarding requests for information in respect of the DfT circular 01/2022 “Strategic road network and the delivery of sustainable development”¹, which requires assessment of any proposals for new permanent or temporary access points to the strategic road network. National Highways' Closing Statement at Deadline 9 confirmed that additional information had been provided to address residual queries they had raised and that they were hopeful they would be able to confirm they were satisfied on the position and to withdraw their representations on this point at Deadline 10. The Applicant is pleased to confirm that National Highways have provided such confirmation to the Applicant and understands this will be reflected in National Highways Deadline 10 submission.</p>
R17f.2	Applicant	<p>Submission from Montagu Evans on behalf of Sackville UK Property Select IV (GP) No.1 Limited</p> <p>Please provide a response to the submission made by Montagu Evans [AS-160] on behalf of Sackville UK Property Select IV (GP) No.1, in respect of their freehold ownership of land and buildings at Meadowcroft, 182 Balcombe Road, Horley RH6 9ER.</p> <p>The submissions confirm that the NRP application does not include the site proposed by Sackville UK Property Select IV (GP) No.1 Limited for the Horley Strategic Business Park. The Applicant is not seeking compulsory acquisition or temporary possession powers over any land owned by Sackville</p>

¹ <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development>

		<p>UK Property Select IV (GP) No.1 Limited.</p> <p>The Applicant's response to comments about the location of the surface water attenuation facility are set out in response to R17f.1. The Applicant also notes that these submissions also show that the land is also designated as "Gatwick Open Setting"; the Applicant's proposal to install an attenuation feature on this land is consistent with the designation of "Gatwick Open Setting".</p> <p>As explained at CAH2 and recorded in the Applicant's Written Summary of Oral Submissions CAH2 Compulsory Acquisition [REP8-105] (see para 3.3.9), the Applicant is happy to share information about its works, what is going to take place and when. The Applicant does not consider that the Project prejudices the delivery of Horley Strategic Business Park and it has no intention to do so should such proposals come forward and therefore the land owned by Sackville UK Property Select IV (GP) No.1 Limited should equally not be prejudiced. The Applicant has offered to formalise the sharing of information and intention to work co-operatively with SCC as landowner should the Horley Strategic Business Park proposals come forward. Such terms have not yet been agreed because of SCCal's ongoing objection to the location of the attenuation pond.</p>
R17f.3	Applicant Surrey County Council	<p>Protective Provisions</p> <p>The ExA notes the position and lack of agreement between the Applicant and Surrey County Council, as landowner, in respect of Bayhorne Farm. Please confirm whether consideration has been given to the drafting of Protective Provisions for Surrey County Council in respect of this issue.</p> <p>If the use of Protective Provisions would be considered appropriate, please provide draft wording</p> <p>The Applicant considers that SCCal is adequately protected through the DCO and control documents. Paragraph 4.4.7 of the CoCP (Doc Ref. 5.3 v6) (DCO Requirement 7) provides that "where any landowner's assets (including access to their property) will be affected by construction works appropriate accommodation works...will be undertaken in advance of the main construction works affecting their property". This ensures that the Applicant must take measures to protect SCC's assets</p>

		<p>and access during the construction works; if SCCal is progressing with development at the same time, the Applicant is required to undertake accommodation works where the assets could be affected.</p> <p>Where the Applicant exercises compulsory acquisition or temporary possession powers, it is required to pay compensation under Article 27 (compulsory acquisition of land) (and Article 33 (modification of the 1965 Act)), Article 28 (compulsory acquisition of rights and imposition of restrictive covenants) and Article 37 (temporary use of land for carrying out the authorised development) of the Draft DCO (Doc Ref. 2.1 v12).</p> <p>Although SCC has requested protective provisions in relation to Bayhorne Farm in their Closing Submissions on Behalf of Surrey County Council as Landowner no detail about what protections SCC considers that it requires was included. SCCal has today (27 August 2024) sent the Applicant details regarding the 'general principles' which they are seeking to be covered by protective provisions. For the reasons set out above the Applicant maintains that no bespoke protective provisions are required for SCCal. However, as set out in The Applicant's Closing Submissions (Doc Ref. 10.73), the Applicant will continue negotiations with landowners where an option agreement has not yet been agreed. Should agreement with SCCal be reached before a decision is made by the Secretary of State on the application, the Applicant will inform the ExA/SoS as appropriate.</p> <p>In paragraph 9 of their closing submissions, SCCal has requested that the Applicant delivers a "positive passive provision" for a permanent access from the South Terminal Roundabout to the proposed site for the Horley Strategic Business Park. As explained at CAH2 and recorded in the Applicant's Written Summary of Oral Submissions CAH2 Compulsory Acquisition [REP8-105], it is not for the Applicant to design an access that anticipates a development on an allocated site that has yet to come forward. In the event that development does come forward, SCCal will need to develop any designs with National Highways and obtain their approval for any permanent works as well as the other consents required for the delivery of their development. At such time, the Applicant is happy to work with SCCal and National Highways as required to maximise the utilization of any</p>
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		<p>existing assets. At this stage however, the Applicant cannot justify designing and developing a permanent fourth spur to the South Terminal Roundabout for a future development proposed by a third party and about which sufficient information is not available. In National Highways' Closing Statement it noted it's requirement for the Applicant to remove the temporary access following completion of the construction works.</p> <p>In Annex A to their Deadline 9 closing submission, SCC set out a list of information that it claims is required to assess the impact on the use of the land at Bayhorne Farm and presumably, therefore inform the principle protections that they consider that they need. The Applicant considers that through discussions to date and for the reasons set out in the Statement of Reasons, the application has included sufficient information to make such assessment. As noted by SCCal, the Applicant has made considerable amounts of information, including modelling detail, available both into Examination and in parallel stakeholder engagement with Surrey County Council in their role as local highway authority. The Applicant has been working on the basis that information shared with SCC would be available to the various teams working within SCC and was not aware that information was being withheld from particular teams. When the Applicant was informed of this position, the Applicant confirmed to Surrey County Council as Landowner that it had no objection to its use of any of the material it had provided in directly to Surrey County Council and provided sign-posts to where information was available in the examination.</p> <p>The Applicant does not accept that there is insufficient information in the examination for the impact on the property to be assessed. The Applicant is committed to continuing its engagement with SCC. As it appears from the Deadline 9 submissions that this information has still not been shared within SCC, the Applicant can share material with the land team that has previously been shared with the SCC and can provide further sign-posts to information where that is required.</p>
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R17f.4	Applicant	<p>South Terminal Roundabout Contractor Compound</p> <p>Please confirm why plot 4/470 [REP7-011] is to be permanently acquired? Given that the proposed compound is stated as being required for a maximum of 5 years, please confirm why temporary possession is not appropriate?</p> <hr/> <p>Permanent acquisition of plot 4/470 is required in relation to Work No. 35, the surface access highways works associated with the South Terminal Junction Improvements. The Applicant is, however, only seeking powers of temporary possession and permanent rights over plots 4/468 and 4/461 which neighbour plot 4/470 and form part of the temporary construction compound. Plot 4/468 is only required for use as a construction compound and therefore such powers are sufficient. As set out below, this is not the same for plot 4/470; although this plot will be used for the temporary construction compound, it will also be used for permanent highway assets which is why permanent acquisition powers are required.</p> <p>The width of the highway footprint is required to increase, including increase into plot 4/470, to accommodate the proposed highway assets as follows:</p> <ul style="list-style-type: none"> ▪ The construction of a new eastbound merge slip road (Gatwick Spur Eastbound Merge), ▪ The construction of a new eastbound diverge slip road (Airport Way Eastbound Diverge), ▪ Realignment and widening of the existing South Terminal Roundabout, ▪ The construction of associated drainage infrastructure including the construction of drainage ditches and a new attenuation pond (Pond 1) <p>In the existing situation, the northern edge of the Airport Way, South Terminal Roundabout and M23 Spur highway assets form the boundary between the Strategic Road Network and the Bayhorne Farm Land holding. The proposed surface access assets listed above are to be transferred to National Highways and will form part of the strategic road network with the revised highway boundary at the</p>
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		<p>edge of the proposed highway assets to form the new boundary to Bayhorne Farm, similar to the exiting situation although in a different location.</p> <p>Some of these assets will be constructed later in the construction programme for the surface access works noting that certain areas of the proposed construction compound partially overlap with the proposed permanent works. This will require a phased removal of parts of the construction compound. This approach has been adopted to minimise disruption to the landowner where possible.</p> <p>The remainder of the land designated for use for the proposed temporary construction compound which will not form part of the revised highway boundary (Land plots 4/468 and 4/461) are not subject to permanent acquisition.</p> <p>The justification for all plots is included in the Land Rights Tracker [REP7-065] and the Compulsory Acquisition and Temporary Possession Status of Negotiations (Doc Ref. 10.71).</p>
R17f.7	All Interested Parties	<p>London City Airport Decision</p> <p>The ExA note the recovered appeal decision (APP/G5750/W/23/3326646) on the variation of conditions to allow expansion of London City Airport was published on 19 August 2024. Please provide any comments on this decision and the relevance or otherwise of it to the Proposed Development, should you wish to do so.</p> <p>Please see the Applicant’s response at Appendix A: Comments on the London City Airport Decision.</p>