

Please refer to the Technical Memorandum attached; AA.23.12.15 Technical Memorandum 09

In summary National Highways agree that the daily construction traffic movements [circa 380 movements] would be fewer than the operational traffic generation for the proposed development and in isolation, would not cause a concern, from a capacity perspective, on the SRN. However, to this point although the impact of full development is examined within the TA, there is no specific reference to a scenario testing the cumulative impact- this is because the construction detail and specific phasing is not yet defined.

To address this matter and safeguard National Highways infrastructure in this event, JSJV refer to discussions undertaken in May 2022, after the Applicant submitted a Draft Construction Environmental Management Plan [CEMP] providing indicative details of construction traffic management.

The Applicant has committed, within the TA, to provide a detailed Construction Traffic Management Plan [CTMP] and a Construction Workers' Travel Plan [CWTP] to be prepared by the contractor once the final construction details are confirmed- to be agreed with National Highways, this CTMP would have to include the construction and operation impacts as a scenario, should this be possible at the time.

National Highways would like to reiterate that the Applicant provides adequate agreements within the Schedule 2 requirements to refer specifically to the 'provision of a CTMP prior to works commencing that is agreed to by National Highways'. Once the phasing and construction details are defined, this document should refer to a scenario in which a construction phase and an operational phase occur during the same period.