

**Crawley Local Plan 2024-2040 Examination**  
**Inspector's Matters, Issues and Questions (MIQs)**

**Matter 5: Gatwick Airport**  
**National Highways' Statement**

**Issue 1: Whether the overall approach to Gatwick Airport is justified, effective and positively prepared**

**Q.5.10**

**National Highways (NH) Response:**

- 1.1. National Highways (NH) can confirm that the Council did share the sensitivity testing [**ES/ST/01w**] with the company. The relevant Technical Note (TN) in respect of Gatwick Airport is TN02: GAL DCO Sensitivity Test. NH is grateful for this additional piece of information.
- 1.2. NH has reviewed TN02. Below is the position of NH on this piece of work.
- 1.3. The Gatwick Airport Limited Development Consent Order (GAL DCO) note (TN02) examines the effect of a scenario where the recently submitted DCO is fully implemented reflecting the operation of the second runway. The DCO scenario has been added to the existing 2035(2037) reference case and

preferred Local Plan scenario models. From the text it does not appear that there has been any adjustment to remove existing Gatwick growth assumptions from the 2037 models, implying that there may be double counting of growth.

- 1.4. Matrix totals plus model assignment summaries have been provided to examine the effects of the combined scenario on the network. Junctions where capacity issues have been brought about by the increased flows have been identified and flows along the M23 to examine the flow effects at the merges and diverges have been included.
- 1.5. For the purposes of the Local Plan NH queried whether Gatwick's growth assumptions in the absence of the DCO had changed since the modelling was undertaken in 2021. NH require confirmation that this has not changed.
- 1.6. As noted by National Highways during consultation on the GAL DCO proposals, as part of the mitigation for the Gatwick Airport the applicant has proposed an extra lane eastbound on the M23 Gatwick Spur. National Highways does not object to the principle of declassifying the M23 spur to an All-Purpose Trunk Road (APTR) and replacing the hard shoulder with a running lane subject to further design information being provided and any departures from standard being agreed. However, any agreed mitigation for the proposals for the Gatwick Airport expansion (including for the M23 Gatwick Spur) will be established through the DCO, and are contingent on further modelling and design information. Therefore at this stage it is not a fully secured scheme and it is suggested that any uncertainty is addressed

through appropriate sensitivity testing.

- 1.7. This means additional information is needed, including sensitivity testing.
- 1.8. The Council also shared with NH TN03: “Gatwick Green Trip Generation Comparison (June 2023)” which forms part of [ES/ST/01w]. This has been reviewed by NH. Below is the position of NH on this piece of work.
- 1.9. This technical note looks at the effects of the reduction in floorspace at Gatwick Green, a significant employment allocation in the Local Plan, due to revised employment assumptions within the Plan. The note shows that using the same vehicle trip rates as in the 2021 study that the trip numbers are reduced by 30-33% depending upon time period. Given that trip distribution assumptions remain unchanged NH is content that the growth assumptions and traffic assignments in the 2021 study for the Plan continue to provide a robust assessment of the Gatwick Green development.
- 1.10. This means that NH does not have any outstanding issues with regard to TN03 and the matters it addresses.