



# Gatwick Airport Northern Runway Project

## Notification of Proposed Project Changes

### Book 9

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# 1 Notification of Proposed Project Changes

## 1.1. Introduction

- 1.1.1 Gatwick Airport Limited (“GAL” or the “Applicant”) submitted an application for a development consent order (the “Application”) under section 37 of the Planning Act 2008 for the proposed Gatwick Airport Northern Runway Project (the “Project”). The Application was subsequently accepted for Examination by the Planning Inspectorate (on behalf of the relevant Secretary of State) on 03 August 2023.
- 1.1.2 Since submission of the Application, the Applicant has continued to refine the Project proposals including having regard to feedback received from stakeholders. The Applicant has identified three changes to the Project (as detailed further in this document) and which are the subject of this Change Notification.
- 1.1.3 In the process of identifying and considering changes to the Application, the Applicant has reviewed the changes against the Planning Inspectorate’s Advice Note Sixteen: Requests to change applications after they have been accepted for examination (“Advice Note Sixteen”) (Version 3 March 2023<sup>1</sup>) and the Planning Act 2008: Guidance for the examination of applications for development consent<sup>2</sup>. For each change, the Applicant has considered:
- Whether the change would constitute a change to the Application, in accordance with paragraph 2.4 of the Advice Note Sixteen. The Applicant considers that the proposals would result in a change to the Project and as such, this notification has been prepared and is submitted.
  - Whether the change would be so substantial as to constitute a materially different project, in accordance with paragraphs 2.1 and 5.4 of the Advice Note Sixteen. The Applicant considers that none of the proposed changes, either individually or collectively, meet this criterion.
- 1.1.4 The proposed changes are intended to enhance the Application, which remains an application for fundamentally the same Project. The Applicant considers that the proposed changes are, individually and collectively, non-material. None of the changes would involve the inclusion of additional land within the Order Limits or require the acquisition of different or new land, nor would any of the changes give rise to any materially new or materially different adverse environmental effects in comparison to those assessed and reported in the **Environmental Statement** [APP-026 to APP-217, AS-023 and AS-024] submitted as part of the Application for the Project. As such, The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (“CA Regulations”) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations”) are not invoked by the proposed changes. This is set out further in Sections 3 and 4 of this report.
- 1.1.5 Consultation on the changes would be undertaken in accordance with the principles and process set out in Advice Note Sixteen, as described further in Section 5 of this report. The views of the Examining Authority are sought on the detail of the scale and nature of the proposed consultation exercise.

<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-16/>

<sup>2</sup> [https://assets.publishing.service.gov.uk/media/5a80dfeae5274a2e8ab52a7a/examinations\\_guidance\\_final\\_for\\_publication.pdf](https://assets.publishing.service.gov.uk/media/5a80dfeae5274a2e8ab52a7a/examinations_guidance_final_for_publication.pdf)



1.1.6 This Notification Report is being submitted now in order that the proposed changes may be considered and incorporated into the Application without prejudicing any party or challenging the Examination Timetable.

## 1.2. Purpose of this Report

1.2.1 The purpose of this report is to notify the Examining Authority of the Applicant’s intention to formally request a change to the DCO Application and seek advice from the Examining Authority on the procedural implications. This report constitutes Step 1 of Figure 1 of Advice Note Sixteen in which the Applicant decides to request a change to an accepted application and informs the Examining Authority in writing. The relevant information requested in Figure 2a of Advice Note Sixteen is contained within this report and the accompanying drawings.

1.2.2 This Notification Report sets out the background to the proposed changes, including the reasons for the changes, engagement undertaken, the environmental effects of the changes, land right implications and impacts on the Application documents. It also puts forward the Applicant’s proposed consultation approach and indicative programme, for the Examining Authority’s consideration.

## 1.3. Overview of the Proposed Changes

1.3.1 **Table 1.1** provides a brief summary of the proposed changes and justification for the proposed change.

1.3.2 It is not necessary to classify individual changes as ‘material’ or ‘non-material’, however the extent of materiality provides a useful indicator of the ability to accommodate the changes within the statutory timetable of the Examination. Having regard to the likely environmental implications for each change (set out in Section 3) and other relevant factors such as land required to accommodate the changes (set out in Section 4), the Applicant considers that each individual change is non-material and collectively would not result in a materially different project. However, it is acknowledged, that the final decision on these matters is for the Examining Authority.

**Table 1.1: Summary of the Proposed Changes**

Change No.	Change Title	Brief Summary	Materiality Assessment	Justification for the Proposed Change
<b>Project Change 1</b>	Extension to the design parameters for the NT IDL proposed southern extension	Extension to the design parameters for the North Terminal (“NT”) International Departure Lounge (“IDL”) proposed southern extension, and demolition of the Commercial Important Passengers (“CIP”) lounge and circulation building.	Non-material	To provide greater design flexibility to deliver the proposed southern extension.
<b>Project Change 2</b>	Reduction in height of the proposed replacement CARE facility	Reduction in height and removal of the proposed biomass boilers of the proposed replacement Central Area Recycling	Non-material	To remove the incineration of waste on site by changing the CARE facility to

	and change in its purpose	Enclosure (“CARE”) facility to become a waste sorting facility only.		become a waste sorting facility only.
<b>Project Change 3</b>	Revision to the proposed water treatment works	Revision to the proposed surface water treatment works from a Moving Bed Biofilm Reactor (“MBBR”) solution to a constructed wetland (reed bed) system.	Non-material	To provide a more sustainable solution for surface water treatment.

## 1.4. Report Structure

1.4.1 The remainder of this Notification Report is structured as follows:

- **Section 2: Proposed Changes** – provides a description of, and justification for, the changes.
- **Section 3: Environmental Appraisal** – provides an overview of the environmental assessment work that has been undertaken to determine if the changes would affect the environmental assessments reported in the Environmental Statement submitted as part of the DCO Application.
- **Section 4: Compliance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010** – provides details on the land plots affected by the proposed changes in the context of the compulsory acquisition regulations.
- **Section 5: Consultation** – details the proposed consultation approach.
- **Section 6: Proposed Change Application submission** – identifies the additional material that the Applicant intends to submit in support of its submission, alongside indicative timescales for introducing the changes.

## 2 Proposed Changes

### 2.1. Description of the Proposed Changes

#### Change 1: Extension to the design parameters for the NT IDL proposed southern extension

2.1.1 The DCO Application, as submitted, proposes two extensions to the North Terminal ("NT") International Departure Lounge ("IDL") – a northern extension and a southern extension, as referenced in Schedule 1 Work No. 22 of the **draft Development Consent Order ("DCO")** [[AS-004](#)]. The first change within this Notification Report ("Project Change 1") proposes amendments to the southern extension from that described within the DCO Application as set out below. Project Change 1 does not entail any changes to the northern extension of the IDL, which remains as set out in the DCO Application.

2.1.2 Project Change 1 comprises:

- Increase in the maximum plan parameters from up to 119 x 105 metres (width x length) to up to 120 x 175 metres.
- Increase in the maximum height parameter (above ground level) from 27.5 metres to 30 metres.
- Demolition of the CIP lounge building and the circulation building.
- Remedial works to the coaching gates.

2.1.3 All other aspects of the proposed southern extension remain as described for the DCO Application, in that, whilst the design parameters would change, the extension would have a maximum floorspace of 12,600m<sup>2</sup>. The indicative construction sequence is also unchanged.

2.1.4 Project Change 1 would not involve the addition of any further land to the Order Limits or require a change to the nature of the compulsory acquisition powers sought within the same areas of the Order Land (with further detail on this set out in Section 4 of this report).

#### Change 2: Reduction in height of the proposed replacement CARE facility and change in its purpose

2.1.5 The DCO Application, as submitted, proposes to demolish the existing CARE facility located to the north of Taxiway Juliet and replace it to the north west of the proposed Pier 7, as set out in Works No 8 and 9 of Schedule 1 of the **draft DCO** [[AS-004](#)]. The second change detailed within this Notification Report ("Project Change 2") comprises amendments to the proposed replacement CARE facility as follows:

- Decrease in the maximum height parameter (above ground level) of the main building from 22 metres to 15 metres.
- Removal of the proposed biomass boiler flue, which is proposed as being up to 48 metres in height in the DCO Application.
- Removal of the two proposed biomass boilers.

2.1.6 The indicative construction sequencing in the DCO Application (**ES Appendix 5.3.3: Indicative Construction Sequencing** [[APP-088](#)]) anticipated that the replacement CARE facility would be constructed in two phases; with the first phase of works being in 2024 to 2025; and a second

phase in 2028 to 2029. The indicative construction sequence would change as a result of the Project Change 2 to one continuous phase of development from 2024 to 2029. The existing CARE facility would remain in operation until the new CARE facility has been commissioned, as set out in **ES Chapter 5: Project Description** (paragraph 5.2.51) [[APP-030](#)].

2.1.7 All other aspects of the proposed replacement CARE facility remain as described in the DCO Application, including the footprint, maximum depth (being up to 5 metres below ground level) and location of the replacement facility.

2.1.8 The change would not involve the addition of any further land to the Order Limits or require a change to the nature of the compulsory acquisition powers sought within the same areas of the Order Land (with further detail set out in Section 4 of this report).

### Change 3: Revision to the proposed water treatment works

2.1.9 The DCO Application, as submitted, proposes a surface water treatment works to treat de-icer contaminated rainwater run-off and discharge from the existing pollution storage lagoons, as referenced in Schedule 1 Work No. 43 of the **draft DCO** [[AS-004](#)]. The third change to the Project ("Project Change 3") comprises amendments to the proposed water treatment works as follows:

- Change to the water treatment process from a Moving Bed Biofilm Reactor (MBBR) process to a constructed wetland (reed bed) system entailing different structures and features (described further below).
- Increase in the footprint for the proposed water treatment works to accommodate the reed bed system from up to 5,600m<sup>2</sup> to an area of approximately 16,000m<sup>2</sup> (16 hectares). The additional land to accommodate the reed beds is located to the south of the area previously proposed for the MBBR system, within the existing Order Limits.
- Provision of an additional temporary construction compound up to 5,000m<sup>2</sup> (0.5 hectares) in area.
- Provision of a temporary 2.4m high noise barrier during construction, located along the south side of the southern pond.

2.1.10 The indicative construction sequencing in the DCO Application (**ES Appendix 5.3.3: Indicative Construction Sequencing** [[APP-088](#)]) anticipated that construction of the surface water treatment works (MBBR system) would take place from 2027 to 2028. Instead, it is anticipated that the water treatment works would be constructed from 2025 to 2026 to provide the constructed wetland (reed bed) system.

2.1.11 The proposed constructed wetland system would use reed beds with Forced Bed Aeration (FBA) technology to treat the de-icer contaminated waters. The wetlands are attached-growth biological reactors and accelerate the degradation of organic compounds (such as de-icing chemicals). The system functions by naturally occurring bacteria attaching to the surface of the gravel media to form biofilms. When the contaminated water is distributed across the surface area of the beds, it percolates vertically down through the saturated gravel media. The contact between the contaminants and the biofilms results in biological contaminant degradation and reduced concentrations of organic matter. The FBA system evenly distributes oxygen across the reed bed to maintain aerobic conditions, where necessary, as degradation is more efficient under aerobic conditions.

2.1.12 The system would draw 100 l/sec from the de-icer pollution storage lagoons and treat this to a standard that would allow discharge to the Gatwick Stream. This rate is unchanged from the DCO Application.

- 2.1.13 Six wetland areas are proposed, constructed in pairs, surrounded by embankments and timber post and rail fencing. The reed beds would comprise a mix of wetland vegetation species (including those that are resilient to climate change) to create a variety of habitat types. Each reed bed would be lined to prevent groundwater ingress.
- 2.1.14 Six blowers are proposed to facilitate the FBA system, provided along with acoustic hoods and enclosed by acoustic fencing. The blowers would run continuously in the winter (to prevent stagnation) and intermittently during the summer.
- 2.1.15 Key components of the reed bed system include:
- bunded nutrient dosing tank and pumps;
  - pipework, pumps and blowers;
  - bunding;
  - car parking;
  - cabin and secure storage.
- 2.1.16 Each of the components listed above would have a maximum height of 3 metres, excluding the cabin and secure storage that would be up to 4 metres in height (above ground level).
- 2.1.17 There would be no odour emissions from the reed beds during the summer. In the winter months during normal operating conditions (providing the blowers are operating correctly and the organic loading into the systems remains within the design load), complete degradation of de-icers would be achieved and there would be no associated odour. The reed beds would be inspected weekly during the winter and any necessary maintenance would be identified and carried out.
- 2.1.18 The proposed change would not involve the addition of any further land to the Order Limits or require a change to the nature of the compulsory acquisition powers sought within the same areas of the Order Land (with further detail set out in Section 4 of this report).

## 2.2. Need for the Proposed Changes

### Change 1: Extension to the design parameters for the NT IDL proposed southern extension

- 2.2.1 Project Change 1 seeks to increase the maximum design parameters of the proposed southern extension to seek greater design flexibility for the subsequent detailed design stage, required to be approved under Requirement 4 of the **draft DCO** [\[AS-004\]](#).
- 2.2.2 The proposed southern extension to the international departure lounge would accommodate a mix of retail, catering and general circulation space to ultimately provide a high-quality passenger focused environment. The Applicant has identified a need to increase the design parameters for the proposed southern extension to provide greater flexibility for the future detailed design, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.
- 2.2.3 The proposed southern extension would occupy space over Levels 10, 20 and 30, as specified in Schedule 1 Work No. 22 of the **draft DCO** [\[AS-004\]](#), cantilevered at ground floor level. Whilst the design parameters are proposed to be increased in height and area, the design approach to provide a cantilever at ground floor level is unchanged. The maximum floorspace of the extension, being 12,600m<sup>2</sup>, is also unchanged. Illustrative images of the proposed extension were provided in the **Design and Access Statement (Volume 3)** [\[APP-255\]](#) showing the



indicative massing of the extension, namely in Figure 59, and which will be updated for the purposes of the Change Application. The increased maximum height is within the acceptable envelope for aerodrome safeguarding.

- 2.2.4 As part of Project Change 1, it is proposed to demolish the existing CIP and circulation buildings. These buildings may require demolition to accommodate the proposed southern extension, in line with the increased design parameters put forward under the proposed change, but would be dependent on the final design solution (to be approved under Requirement 4 of the draft DCO). The inclusion of these buildings for demolition is to provide maximum design flexibility to ensure the airport can provide the best solution to meet retail and catering operator needs.

### Change 2: Reduction in height to the proposed replacement CARE facility and change in its purpose

- 2.2.5 The DCO Application, as submitted, proposes to demolish and replace the existing CARE facility which comprises a food waste to energy (heat) plant. In line with the Applicant's ongoing drive to sustainability, GAL has considered opportunities to enhance the Project and as part of this, considered options to reduce the incineration of waste on site. Project Change 2 facilitates this change by changing the replacement CARE facility to become a waste sorting facility only. Instead, waste material would be taken off-airport to a dedicated waste processing centre(s) rather than being processed on site.
- 2.2.6 To facilitate this change to provide a waste sorting facility, Project Change 2 comprises the removal of the two proposed biomass boilers and the associated flue of up to 48 metres, together with an overall reduction in the maximum height of the main facility building.
- 2.2.7 The proposed footprint of the replacement facility building is unchanged from the DCO Application. Whilst the biomass boilers would be removed, the space would be used for other recycling activities associated with the proposed CARE facility.

### Change 3: Revision to the proposed water treatment works

- 2.2.8 The DCO Application, as submitted, proposes a Moving Bed Biofilm Reactor process to treat de-icer contaminated stormwater run-off. Project Change 3 proposes to provide a more sustainable solution for water treatment through the replacement of the MBBR process with a constructed wetland (reed bed) solution. The change has been identified through continuous design development carried out in line with GAL's own sustainability aspirations.
- 2.2.9 The proposed constructed wetland system would result in less energy consumption and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species, creating a variety of habitat types.

## 2.3. Materiality of the Proposed Changes

- 2.3.1 Upon submission of a request to make a change to an Application, Advice Note Sixteen (paragraph 2.1) directs the ExA to consider whether the development is in substance the same development which was originally applied for, or whether the effect of the change or changes would be so substantial to constitute a materially different project.
- 2.3.2 The Applicant considers that none of the proposed changes would result in a material change or that, either individually or collectively, they would result in a materially different project than originally applied for. In reaching this conclusion, the Applicant has considered:

- whether the change would generate a new or different likely significant environment effect(s). There would not be any new significant effects or any materially different significant effects beyond those reported in the Environmental Statement, as demonstrated below in Section 3 of this report; and
- whether (and if so, the extent to which) a change request involves an extension to the Order Land, particularly where this would require additional compulsory acquisition (e.g. for new plots of land and/or interest). None of the changes require the inclusion of additional land within the Order Limits or require a change to the nature of the compulsory acquisition powers sought within the same areas of the Order Land, as set out in Section 4 of this report.

2.3.3 Notwithstanding the above, it is acknowledged that the final decision on these matters rests with the Examining Authority.

### 3 Environmental Appraisal

- 3.1.1 In accordance with Advice Note Sixteen (Figure 2a, item 4), the Applicant has undertaken a review and appraisal of the proposed changes against all topics within the Environmental Impact Assessment (EIA) to determine if any of the proposed changes, either individually or when combined, would result in any new or materially different significant effects beyond those reported in the **Environmental Statement** ("ES") [APP-026 to APP-046] submitted as part of the Application.
- 3.1.2 For each of the proposed changes individually and taken in-combination, the environmental appraisal has not identified any new or materially differently significant effects beyond those reported in the ES. Relevant information from the environmental appraisal is provided below for key topics relevant to the change in question.

#### Change 1: Extension to the design parameters for the NT IDL proposed southern extension

- 3.1.3 Whilst the maximum parameters of the proposed southern extension would be larger than that assessed in the ES for Landscape, Townscape and Visual Resources (reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033]) and is likely to remain clearly visible from certain viewpoints (Viewpoints 1, 15, 16, 29 and 32), the level of effect would not be greater due to the distance of the receptors from the extension. It is also unlikely that the proposed change would result in views for new and different visual receptors. Revised key photomontages and a revised Zone of Theoretical Visibility (ZTV) are being prepared and will be provided as part of the Change Application to inform the conclusion that there would be no difference in the significance of effects originally reported.
- 3.1.4 Two existing buildings would be demolished as part of the proposed Project Change 1, namely the CIP lounge and circulation building. In **ES Chapter 13: Air Quality** [APP-038], the assessment of dust assumes construction activities can take place anywhere within the Project site boundary. The demolition associated with the Project Change 1 would not be of a scale that alters the assumptions made in the ES and the measures identified in the **Code of Construction Practice** (CoCP) [APP-082] remain appropriate.

#### Change 2: Reduction in height of the proposed replacement CARE facility and change in its purpose

- 3.1.5 In the assessment for Landscape, Townscape and Visual Resources (reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033]), the reduction in built form offers the potential for the level of some local effects on landscape character and views to reduce. The removal of the biomass boiler flue (up to 48m) would reduce the visibility of the Project in many views and its ability to influence the surrounding landscape character (including nationally designated landscapes) assessed within the ES. There is the potential for the level of some visual effects to reduce although is unlikely to change the levels of effect reported in the ES. Revised key photomontages and a revised ZTV are being prepared and will be provided as part of the Change Application to inform the conclusion that there would be no difference in the significance of effects originally reported.

- 3.1.6 As a result of the removal of the CARE biomass boilers and flue through Project Change 2, the predicted air quality impacts (reported in **ES Chapter 13: Air Quality** [[APP-038](#)]) would be the same or lower than predicted in the ES.
- 3.1.7 For the assessment for Health and Wellbeing (reported in **ES Chapter 18: Health and Wellbeing** [[APP-043](#)]), whilst Project Change 2 would provide an improved position compared to the ES, the level of effect would remain unchanged.

### Change 3: Revision to the proposed water treatment works

- 3.1.8 In **ES Chapter 7: Historic Environment** [[APP-032](#)], an effect of up to major adverse significance on buried archaeological was identified in respect of the original water treatment works proposed as part of the Application and this would remain the same as a result of Project Change 2. The Strip, Map and Sample archaeological investigation proposed for the water treatment works area would be amended to cover the reed beds and consequently an updated **Written Scheme of Investigation for West Sussex** (contained in **ES Appendix 7.8.2** [[APP-106](#)]) will be contained in the Change Application.
- 3.1.9 In the assessment for Landscape, Townscape and Visual Resources (reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [[APP-033](#)]), the reduction in built form offers the potential for the level of some local effects to reduce. The proposed reed beds and ancillary structures would be clearly visible from Viewpoint 11: footpath 360/1Sy Tinsley Green, however, due to the relatively low level and semi-natural nature of the development, a change in the level of effect is unlikely. Revised key photomontages and a revised ZTV are being prepared and will be provided as part of the Change Application to inform the conclusion that there would be no difference in the significance of effects originally reported.
- 3.1.10 For **ES Chapter 9: Ecology and Nature Conservation** [[APP-034](#)], the change in habitat type associated with the reed beds will be addressed in a revised **ES Appendix 9.9.2: Biodiversity Net Gain Statement** [[APP-136](#)] to form part of the Change Application.
- 3.1.11 There would be approximately one to two more HGV movements an hour in the 3-month construction period for the water treatment works compared to the construction HGV movements assessed in the DCO Application (being up to 220 movements). For the Traffic and Transport assessment (reported in **ES Chapter 12: Traffic and Transport** [[APP-037](#)]), this would not generate new significant effects on severance, driver delay, pedestrian and cyclist delay and amenity, accidents and safety, hazardous loads, or effects on public transport amenity. During operation, the reed bed solution would generate a very low number of operational trips associated with inspection and maintenance requirements, which are unlikely to be perceptible on the highway network.
- 3.1.12 For Noise and Vibration (reported in **ES Chapter 14: Noise and Vibration** [[APP-039](#)]), the location of the reed beds borders Noise Sensitive Receptor Area 11 (Tinsley Green) as shown in **ES Figure 14.4.2** [[APP-063](#)] and the nearest individual Noise Sensitive Receptors (NSRs) are the traveller's site and houses on Radford Road to the south. Noise modelling has been undertaken of the proposed change to identify appropriate mitigation measures. Noise from construction activities and construction traffic would be mitigated with the use of a 2.4m high temporary noise barrier, located along the south side of the southern pond construction area together with Best Practicable Means to reduce noise on site as required under the **CoCP (ES Appendix 5.3.2** [[APP-082](#)]) secured under Requirement 7 of the **draft DCO** [[AS-004](#)]. During operation, the main source of noise would be from the blowers. These would have acoustic hoods and be enclosed

by acoustic fencing to further reduce noise levels at the NSRs. Noise from the blowers would not be significant.

- 3.1.13 For Climate Change (reported in **ES Chapter 15: Climate Change** [\[APP-040\]](#)), the maintenance commitments are identified in Section 2 and the reed beds would be designed and maintained in such a way as to be resilient to climate change (including accommodating increasing temperatures, extreme cold, drought, heavy rainfall, high winds and lightning strikes).
- 3.1.14 For Health and Wellbeing (reported in **ES Chapter 18: Health and Wellbeing** [\[APP-043\]](#)), the introduction of reed beds is potentially a change to disease vector habitat close to the airport (e.g. non-endemic mosquito species). However, the design features mean that the reed beds would provide an unattractive environment for mosquitoes given the water would be aerated (not stagnant) and there would be no open areas of surface water.
- 3.1.15 For Agricultural Land Use and Recreation (reported in **ES Chapter 19: Agricultural Land Use and Recreation** [\[APP-044\]](#)), the area proposed for the reed beds forms part of the Gatwick biodiversity area and which the public are able to access informally for recreation. Access to this area would need to be controlled during the construction period, dependent on the location of construction activities, but these controls would be limited in duration as far as possible. There are no designated Public Rights of Way within the proposed reed bed area. West Sussex footpath 360\_1Sy, which runs along the Crawley Sewage Treatment Works access road before turning north eastwards towards Upper Pickett's wood, would continue to be available to walkers throughout the construction of the reed beds. Whilst there are already regular vehicle movements along the Crawley Sewage Treatment works access road, there would be additional vehicle movements associated with the construction of the reed beds for a period of approximately 12 months. Therefore, as part of the design of this Project change, it is proposed that an alternative route would be made available to users of footpath 360\_1Sy between the Balcombe Road junction and the point where the footpath leaves the access road north eastwards towards Upper Pickett's. This alternative route would run through the fields immediately to the east of the access road that are within the ownership of Gatwick Airport and would be accessed via gates at the northern and southern ends. There is a pedestrian walkway at the southern end to cross a field ditch at this point. The **Public Right of Way Management Plan (ES Appendix 19.8.1** [\[APP-215\]](#)) will be revised and submitted as part of the Change Application to show the alternative route for footpath 360\_1Sy.
- 3.1.16 The **Outline Landscape and Ecological Management Plan** (ES Appendix 8.8.1 [\[APP-113 to APP-116\]](#)) will also be submitted as part of the Change Application to include a tree survey and concept designs of the reed beds, together with an updated **CoCP (ES Appendix 5.3.2** [\[APP-082\]](#)) to address working in close proximity to trees and root protection zones.

### Combined Changes 1, 2 and 3

- 3.1.17 There is not considered to be any new or materially different significant effects for the combined proposed changes beyond those reported in any of the chapters to the ES.
- 3.1.18 For the assessment for Landscape, Townscape and Visual Resources (reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [\[APP-033\]](#)) proposed Project Change 1 is likely to result in no greater effect on landscape/townscape character and visual receptors than is described in the ES whereas Project Change 2 has the potential to result in a reduction in effects on landscape/townscape character and visual receptors. Viewpoints 15, 16, 29 and 32 are in distant or elevated locations where both proposed changes would be visible. Revised key



photomontages and a revised ZTV will be provided as part of the Change Application to inform the conclusion that there would be no difference in the significance of effects originally reported.

## 4 Compliance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010

- 4.1.1 All of the land required in respect of each change falls within the existing Order Limits of the DCO Application, as accepted. The proposed changes would not result in any increase or reduction to the extent of the Order Land or require a change to the nature of the compulsory acquisition powers sought within the same areas of the Order Land.
- 4.1.2 Moreover, the procedure under The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 is not engaged as the proposed changes do not provide for the acquisition of different or new land. All land relating to the proposed changes is within land owned by the Applicant.
- 4.1.3 Additionally, there would be no changes to the existing or introduction of new land plots as a result of any of the proposed changes.

## 5 Proposed Consultation

### 5.1. Proposed Consultation Scope

5.1.1 The Applicant intends to carry out consultation to ensure that all persons who may be affected by the proposed changes are made aware of the changes and have the opportunity to provide comments in advance of any submission of a formal change request to the Examining Authority.

5.1.2 The Examining Authority's views are sought on the scale and nature of the proposed consultation activities, which are outlined below.

### 5.2. Proposed Consultation Activities

5.2.1 The Applicant has and will continue to engage with key stakeholders relevant to the proposed changes. This includes engagement with the Local Authorities who have been advised of the proposed changes prior to the submission of this Notification Report and been provided with a briefing of the content of each change.

5.2.2 The Applicant is proposing to consult Local Authorities, landowners/those with an interest in the land relating to the proposed changes and prescribed consultees under sections 42(a) to (d) of the Planning Act 2008. All parties will be sent a letter and consultation leaflet setting out the proposed changes and directing stakeholders to the online consultation feedback form.

5.2.3 The Applicant will also voluntarily consult members of the public through the online publication of the consultation leaflet and the consultation feedback form on Gatwick Airport's website (<https://gatwickairport.com/northern-runway>). The consultation will be advertised through local media, site notices and newspaper notices. The Applicant will also send a copy of the consultation leaflet directly to residents and businesses in close proximity to the land subject to the proposed changes.

5.2.4 The Applicant has also made contact with the agent representing members of the travelling community who own a nearby site, to ensure that this agent is provided with the consultation material and can in turn ensure that these stakeholders are informed of the consultation and able to engage appropriately.

5.2.5 The consultation will be carried out for at least 30-days. It is intended to commence on 13 December 2023 and close on 19 January 2024.

5.2.6 The consultation leaflet will include a brief description of each change, instructions on how to participate and directions to the consultation website. The website will contain an online consultation feedback form for feedback to be submitted. A phone number and email address will be provided where hard copies can be requested by those facing difficulties accessing material online.

### 5.3. Consultation Responses

5.3.1 A Consultation Statement Addendum will be submitted as part of the formal Change Application, confirming who has been consulted in relation to the proposed changes in accordance with the Planning Inspectorate's Advice Note Sixteen.

- 5.3.2 The Addendum will include a summary of the consultation responses received together with an explanation of how the Applicant has had regard to the feedback in preparing the Change Application. Copies of any consultation responses received will be included in full as an appendix to the Addendum.

## 6 Proposed Change Application submission

### 6.1. Change Application submission

6.1.1 At this stage, it is anticipated that the formal Change Application request will include the following:

- A **Report on the Proposed Changes**, including:
  - A confirmed or updated description of the proposed changes.
  - A confirmed or updated statement setting out the rationale and pressing need for making the change.
  - A full schedule of all DCO Application documents and plans listing reviews to each document/plan or confirming if no change is required; and
  - The environmental appraisal of the proposed changes including the assessment individually and cumulatively.
- Updated **draft DCO** (clean and tracked changed versions).
- Updated **Explanatory Memorandum** to the draft DCO (clean and tracked changed versions).
- A **Consultation Report Addendum** providing details of the engagement and consultation on the proposed changes and how they have been considered, attaching copies of the responses received.
- Updates to relevant volumes of the **Design and Access Statement**;
- Updates to relevant parts of the **Environmental Statement**, including:
  - **Chapter 5: Project Description**;
  - **Project Description Figures**;
  - **Agricultural, Land Use and Recreational Figures**;
  - **Landscape, Townscape and Visual Resources Figures**;
  - **Appendix 5.3.1: Buildability Report**;
  - **Appendix 5.3.2: CoCP and CoCP Annex 1 – Water Management Plan**;
  - **Appendix 5.3.3: Indicative Construction Sequencing**;
  - **Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording – West Sussex**
  - **Appendix 8.8.1: Outline Landscape and Ecological Management Plan**;
  - **Appendix 9.9.2: Biodiversity Net Gain Statement**;
  - **Appendix 19.8.1: Public Rights of Way Management Plan**;
- Updated key Application Drawings to reflect the proposed changes, including:
  - Updated **Works Plans – For Approval**;
  - Updated **Parameter Plans – For Approval**;
  - Updated **Rights of Way and Access Plans – For Approval**.

6.1.2 As confirmed in Section 1 of this Notification Report, the proposed changes would not result in changes to the Order Limits or Order Land. As such, the Change Application will not be accompanied by updated Land Plans, Book of Reference or Statement of Reasons.

### 6.2. Indicative Programme

6.2.1 This formal Notification of the proposed changes is being made as soon as possible in the Pre-Examination period to provide time for the necessary steps be taken without impacting on the statutory timescales for the Examination stage.



6.2.2 The indicative programme for the relevant steps for submitting the formal change request to the Examining Authority is set out in **Table 1**. The steps are set out in accordance with Figure 1 of Advice Note Sixteen.

**Table 2: Indicative Programme for formal Change Request**

Step	Step	Indicative Programme
Step 1	Applicant issues the Notification to the Examining Authority of the proposed changes	27 November 2023
Step 2	ExA advice to the Applicant on the procedural implications of the proposed changes and the scope of consultation	At the discretion of the ExA, but respectfully requested by 4 December 2023 to enable the consultation to launch on 13 December 2023
Step 3	Applicant carries out consultation	13 December 2023 to 19 January 2024
Step 4	Submission of Change Application request to the Examining Authority	01 February 2024
Step 5	ExA makes a Procedural Decision on whether or not to accept and examine the Change Application and confirms how it will be examined	At the discretion of the ExA

## 7 References

Department for Communities and Local Government (March 2015). Planning Act 2008: Guidance for the examination of applications for development consent.

Planning Act 2008.

Planning Inspectorate (March 2023). Advice Note Sixteen: Requests to change applications after they have been accepted for examination (Version 3).

The Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.