



Gatwick Airport Northern Runway Project

Consultation Report Addendum Appendices

Book 9

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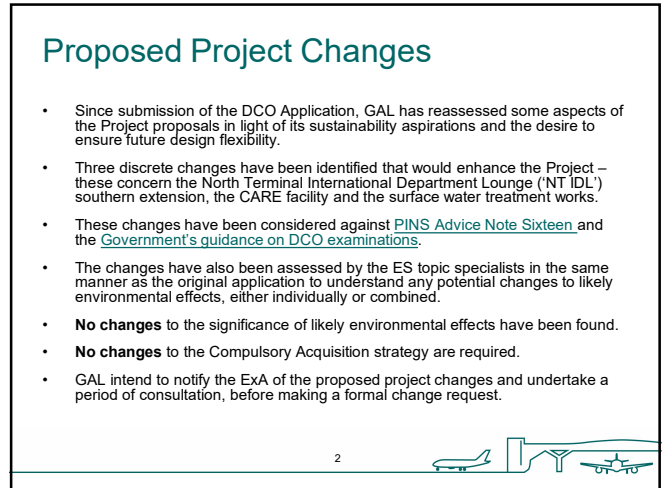
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Appendix A: Meeting Slides



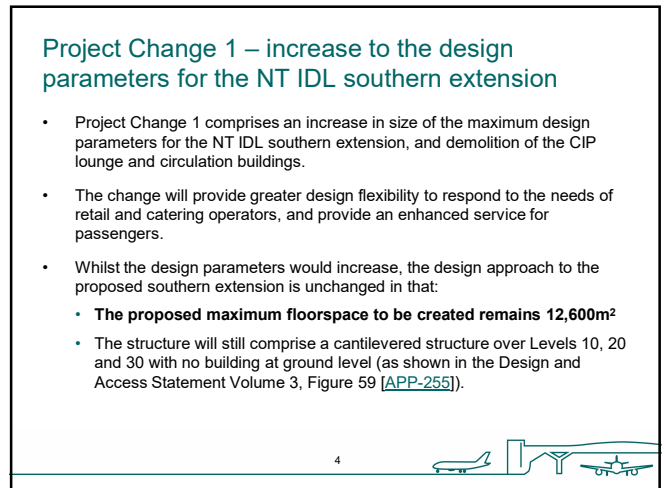
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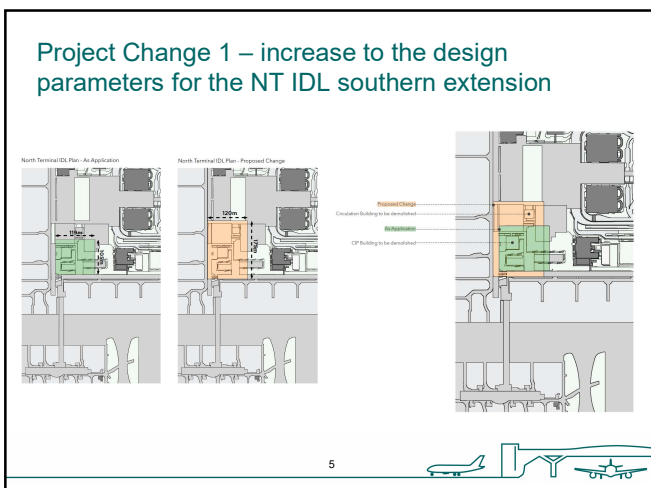
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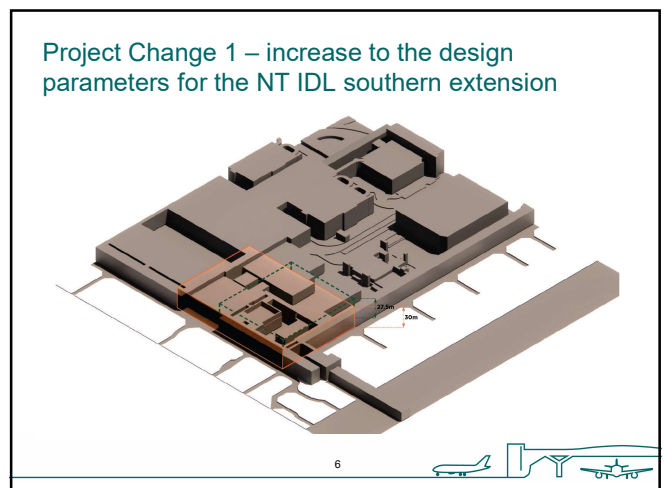
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YOUR LONDON AIRPORT
Gatwick

Project Change 2

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Project Change 2 – reduction in the height and purpose of the replacement CARE facility

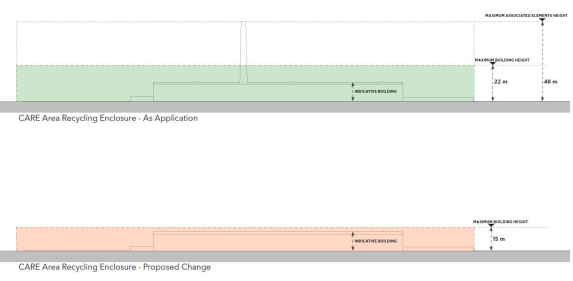
- In line with GAL's ongoing drive to sustainability, Project Change 2 proposes the removal of the incineration of waste at the airport by changing the replacement CARE facility to become a waste sorting facility only. Instead, waste material would be taken off-airport to a dedicated waste processing centre(s).
- The change comprises:
 - a decrease in the maximum building height (from 22m to 15m);
 - removal of the biomass flue (48m in height); and
 - removal of two biomass boilers.
- The proposed footprint of the replacement CARE facility building is unchanged, as whilst the biomass boilers would be removed, the space would be required for other recycling activities associated with the CARE facility.

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Project Change 2 – reduction in the height and purpose of the replacement CARE facility



CARE Area Recycling Enclosure - As Application

CARE Area Recycling Enclosure - Proposed Change

9




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Project Change 3

10




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Project Change 3 – revision to the proposed water treatment works system

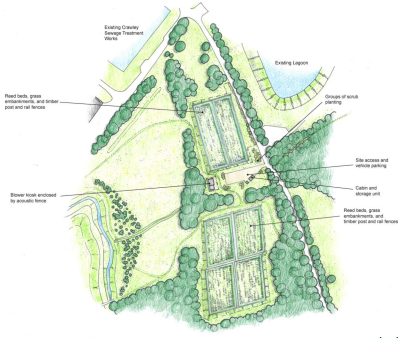
- The DCO Application proposes to treat de-icer contaminated stormwater run-off through a Moving Bed Biofilm Reactor (MBBR) plant.
- Project Change 3 proposes to change this system to a constructed wetland (reed bed) solution, as a more sustainable solution for water treatment in line with GAL's sustainability aspirations.
- The area required for the water treatment works would increase from up to 5,600m² to approximately 16,000m². The reed beds are proposed to be located to the south of the currently proposed MBBR plant, and south of the existing surface water lagoons (see next slide).
- An additional temporary construction compound (of up to 5,000m² in size) will be required for the delivery of the reed bed system.

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Project Change 3 – revision to the proposed water treatment works system



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Project Change 3 – revision to the proposed water treatment works system



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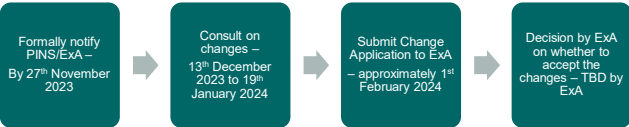
Indicative Programme

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Indicative Programme



15



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Appendix B: Summary Notes

NRP Proposed Project Changes Virtual Briefing 18th December 2023

Attendees:

Charlwood Parish Council
Horley Town Council
Salfords & Sidlow Parish Council
Salfords & Sidlow Parish Council

Presentation slides are available online at [CHANGE CONSULTATION PRESENTATION \(gatwickairport.com\)](#). The flyer which has been distributed to 2,500 premises has previously been shared but can be found here: [Northern Runway Flyer \(gatwickairport.com\)](#)

Questions raised as follows:

- *Why are you making the changes now and why were they not incorporated in the submitted application? Were they in response to consultation feedback?*

We have re-assessed some aspects of the Project proposals in light of sustainability aspirations and the desire to ensure future design flexibility. These discrete changes have been assessed as minor. They have not arisen from consultation feedback although they may feature in “Relevant Representations” since we have not had the opportunity to consider these in full as over 4,500 have been received. The GAL team are currently reviewing all the Relevant Representations received.

- *Adverts in newspapers is not an effective means of promoting the consultation. Social media is now the norm.*

The press release can be viewed [here](#). Posts were also made to LinkedIn and X (formerly Twitter). The Planning Act 2008 stipulates that consultation must include advertisements in newspapers circulating in the vicinity of the land which is why GAL includes them as one of its methods of notifying local communities.

Change 1 – increase to North Terminal International Departure Lounge extension parameters

- *It is not clear from any of the literature that that there is no increase in net floorspace. Can this be made more apparent.*

Noted. Paragraph 2.2.3 of the Notification of the Proposed Project Changes report confirms that “the maximum floorspace of the extension, being 12,600m², is also unchanged”. This is the same amount of floorspace for the North Terminal extension as originally submitted with the DCO.

- *Will assurances be given for addressing accessibility issues in the NT IDL extension for example induction loops?*

These issues will be considered fully at the detailed design stage to ensure all appropriate regulations are complied with.

Supplemental email question:

- *Change one was to the 'footprint' of a building to make larger to provide operational benefits, though the Public Notice in the Surrey Mirror of 21 December clearly mentions the extra space to meet the needs of retailers & catering operators.*

As noted above there is no increase in floor space proposed by these amendments beyond that already proposed in the DCO application. The increase in the footprint of the envelope within which the extension will sit is to provide future design flexibility to the benefit of passengers.

The text from the Surrey Mirror advert on Change 1: “The Applicant has identified the need to increase the design parameters for the NT IDL proposed southern extension to provide greater flexibility for the future detailed design of this extension, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.”

Change 2 – Reduction in height and change in purpose of the replacement CARE facility

- *Food waste to energy plant. Local communities thought it was being used.*

The onsite dryer and biomass system was decommissioned during the Covid-19 pandemic due to a significant reduction in airport operations, and subsequent reduction in waste material volumes being generated onsite. As airport operations have increased, the volume of organic material (food waste) has not returned to pre-pandemic levels. Because of this, a secondary fuel source would be required to operate the dryer/biomass system; the use of diesel does not align with our sustainable waste practices; therefore, the system has not been recommissioned.

Organic materials are currently being segregated onsite and sent for onward processing through anaerobic digestion.

- *If you are not incinerating waste, how many HGV movements are there currently?*

Under the current process, organic materials are collected 5 times per week by HGV (1 vehicle per collection)

- *What is the forecasted number of journeys?*

Based on current 'worst case' forecast assumptions, assuming no reduction in organic material volume, HGV movements increase to 8 per week in 2024/25 and a maximum of 15 per week by 2049. Organic material volumes would be expected to reduce as a result of Gatwick's Decade of Change Waste ambition.

- *How many miles is it to the new off-site recycling centre?*

The current anaerobic digestion facility is 46 miles from the current CARE centre at Gatwick Airport.

- *Are there incentives to reduce plastic waste from airlines?*

Gatwick is engaging with the airport community to implement processes to incentivise segregation of materials onboard the aircraft. Gatwick can beneficially repurpose recyclable materials when these are not contaminated with potential Category 1 waste (International Catering Waste is categorised as high risk due to animal by products). All waste ambitions are underpinned by a focus on reducing overall volumes.

- *Is airline waste now being shipped elsewhere?*

Materials received from the aircraft are collected at the Central Recycling Point and processed through high temperature incineration at one of three locations. The primary location is Newhaven, during periods of maintenance secondary sites in Chineham and Portsmouth are utilised.

- *Have lorry emissions arising from the movement of waste been considered?*

Yes. Vehicle movements are considered when reviewing the processing and handling approach for each material group. The opportunity to reduce the number of vehicle movements will be supported by appropriate storage space for materials onsite to enable fewer, full load collections.

- *What scope do emissions arising from waste fall within?*

Scope 3.

Supplemental email questions:

- *Could GAL please check our understanding of their proposals for waste handling following their decision not to incinerate on site. Are these the Airport generated waste streams to be sorted on-site and then removed for final treatment elsewhere?*

1. *Paper & card including magazines & newspapers removed from incoming flights plus ground sourced paper & cardboard*

Yes, these materials are/would be sorted onsite, stored and transported for final treatment elsewhere (recycling)

2. *Aluminium drink cans & glass bottles from ground 'eateries' & from aviation catering activities*
Yes, these materials are/would be sorted onsite, stored, and transported for final treatment elsewhere (recycling or reuse)
 3. *UK sourced food waste from ground 'eateries' & incoming flights*
Organic materials from ground operations would be segregated and stored onsite and transported for final treatment elsewhere. Where organic materials from UK flights are received from the aircraft in line with DEFRA/APHA regulation these materials would be segregated and stored onsite and transported for final treatment elsewhere.
 4. *Foreign sourced food waste from incoming flights*
Under current regulation Category 1 waste (food from non-UK flights/International Catering Waste) would be segregated onsite and transported for final treatment elsewhere.
 5. *Other 'personal hygiene' waste removed from toilet area*
Hygiene waste is collected and processed by a specialist provider, these materials would not be stored or processed onsite.
- *These different waste streams may involve different contractors all with separate vehicle movements on local roads so potentially adding to local road traffic volumes.*

Reducing waste and consequently the number of waste collections is a priority within the waste management strategy. The future CARE Centre design would further enable effective storage of materials onsite to maximum collection volumes, reducing the number of vehicle movements.

- *Does GAL immediately get nearer to achieving their net-zero targets by moving the waste disposal processes off site to 3rd party operators?*

GAL's net zero target relates to Scope 1 and 2 GHG emissions. Third party processing of waste does not relate to the net zero target as these are Scope 3 emissions (see above).

GAL publishes a full suite of waste-related metrics annually in the Decade of Change Performance Summary. Previous reports area available from the London Gatwick website:

<https://www.gatwickairport.com/company/reports/sustainability-reports.html>

Change 3 – Revision to the Water Treatment Works System

- *Will this natural processing method be able to process other contaminants such as PFOS?*

The primary purpose of the reed beds is to treat surface water runoff contaminated with de-icing products. We are aware that research indicates that an added benefit of reed bed treatment includes the reduction of chemicals including some in the PFAS group.

- *What about tyre residue and other chemical runoff, would the reed beds be able to process this?*

Our runway is regularly scrubbed to remove rubber particles, the resulting effluent is taken off site for disposal. Any remaining tyre residue is likely to be removed earlier in our infrastructure processes. Settleable solids specifically are removed via separators and then further storage in our large pollution reservoirs provides further settlement. We are aware that research indicates that an added benefit of reed bed treatment includes the reduction of various types of chemical contamination.

- *How will a major fuel spill or other accident/incident affect the reed beds?*

It is unlikely that contamination from a major incident would reach the reed beds. London Gatwick retains the services of a specialist environmental incident response contractor who would contain and remediate major pollution should this occur. Our surface water infrastructure includes balancing ponds which can be isolated to prevent downstream contamination.

Supplemental email questions:

- *Presumably other substances deposited onto runways & taxiways could include remains of cleaning fluids used on aircraft, de-icing fluid, chemicals used in aircraft toilets and aviation fuel spills & leakage.*

Any permitted aircraft cleaning is carried out on specific stands and the resulting effluent is separately treated before discharge to sewer under strict permitting limits. The purpose of the reed bed treatment system is to deal with the de-icing chemicals used on the aircraft and runway surfaces. Any chemicals used in aircraft toilets will be similar to those used domestically, the resulting waste is discharged into the foul sewer to be treated at the local treatment works. All fuel spills and leakages are managed carefully on site with spill kits and if required, sweepers. The resulting effluent is managed in accordance with environmental regulations. London Gatwick retains the services of a specialist environmental incident response contractor who would contain and remediate any major pollution events should these occur.

- *What checks on water quality from the reed beds will be made and what storage or holding processes will be provided to store unclean discharges from the reed bed systems and what further treatment will unclean discharges receive?*

As with our existing discharges, the outlet to river will be carefully monitored using machines that constantly measure the TOC (Total Organic Carbon) to ensure it is below permitted levels.

If the target level is not reached, the system will pump the water back into the pollution lagoon for further treatment. It will not be discharged to river if outside permitted level.

Other

- *Compulsory Acquisition. How many properties will need to be acquired?*

There is a Book of Reference in the existing application documents detailing where land needs to be compulsorily acquired; however based on the proposed changes in the consultation there is no additional compulsory acquisition required. No residential properties will be subject to compulsory acquisition due to the NRP project

Appendix C: Template copy of the Consultation Letter

«ProperOfficer»
«Addressee»
«AddressLine1»
«AddressLine2»
«AddressLine3»
«AddressLine4»
«AddressLine5»
«AddressLine6»

12 December 2023

Dear «Salutation»

Gatwick Airport Northern Runway Project

Application for a Development Consent Order, PINS Reference: TR020005

Consultation on Proposed Changes: 13 December 2023 to 21 January 2024

On 6 July 2023, Gatwick Airport Limited (the ‘Applicant’) submitted an application for a Development Consent Order for the Northern Runway Project under the Planning Act 2008 to the Planning Inspectorate (acting on behalf of the Secretary of State) (the ‘Application’). The Application was subsequently accepted for examination by the Planning Inspectorate on 3 August 2023 and is available to view at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/>.

Since submission of the Application, the Applicant has continued to refine the Project proposals including having regard to feedback received from stakeholders and Gatwick Airport’s own sustainability aspirations. This has identified three potential changes to the Project proposals.

Before seeking approval from the Planning Inspectorate to amend the Application, the Applicant is carrying out a consultation on the proposed changes. Enclosed with this letter is a copy of the consultation leaflet setting out further detail on the three proposed changes and which have been subject to an environmental appraisal.

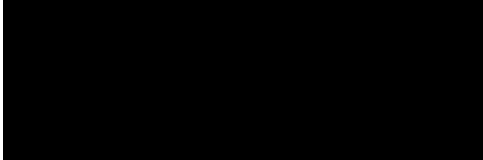
We would welcome your views and feedback on the three proposed changes. Responses must be submitted by **23:59 on 21 January 2024** via one of the methods below:

- Complete the online consultation questionnaire on our website gatwickairport.com/northern-runway
- Emailing your comments to community@gatwickairport.com
- Posting to Northern Runway Project Team, Destinations Place, South Terminal, Gatwick Airport, West Sussex, RH6 ONP

This consultation is being carried out in accordance with the Planning Inspectorate’s ‘Advice Note Sixteen: Requests to change applications after they have been accepted for examination’ available at <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-16/>.

Following this consultation, we will consider the consultation responses and refine our change proposals further before applying to the Planning Inspectorate to change the Application.

Yours faithfully,



Jonathan Deegan
NRP Programme Lead
Gatwick Airport Limited

Enclosed as part of this letter:

- Consultation Leaflet

Appendix D: Consultation Leaflet



Northern Runway Project

We are proposing to add further long-term capacity at London Gatwick Airport by making best use of our existing runways and infrastructure.

Our Northern Runway is currently limited to acting as a taxiway, and is only available for use as a runway when the Main Runway is out of use or in an emergency. The Northern Runway Project proposes repositioning the existing Northern Runway 12 metres north to allow dual runway operations, aligning with international safety standards, along with investment in a range of infrastructure and facilities, and major road enhancements to improve access to Gatwick Airport and the operation of the local transport network.

If approved, the project would enable London Gatwick to:

- Serve 75 million passengers per year by the late 2030s, with much improved facilities and passenger experience
 - Create 14,000 new jobs
- Generate £1 billion of value added to the region's economy every year

Our DCO Application

We previously consulted on our proposals for the Northern Runway Project in Autumn 2021 and Summer 2022. Further detail on these consultations can be found on our website at: gatwickairport.com/northern-runway

On 6 July 2023, we submitted our Northern Runway Project application for a Development Consent Order ('DCO') to the Planning Inspectorate, who consider such applications on behalf of the Secretary of State, (the 'application'). The application was subsequently accepted for examination on 3 August 2023 and published on the Planning Inspectorate's website. We then invited stakeholders and the public to submit relevant representations to the Planning Inspectorate by 29 October 2023.

The Project is now in a pre-examination phase. The start of the examination will be confirmed by the Planning Inspectorate in due course and will last for 6 months.

Proposed Project Changes

Since submission of the application, we have continued to refine the project proposals taking account of our existing sustainability aspirations and the desire to ensure appropriate design flexibility for the next stage of design work, in the event the DCO consent is granted. Through this work, we have identified three separate changes to the project that would further minimise impacts on the environment and provide design flexibility.

Before submitting these changes to the Planning Inspectorate, we are consulting the public, landowners and other stakeholders on the changes so that views can be taken into account. It will be for the Planning Inspectorate to decide if the changes can be made to the application before it is examined.

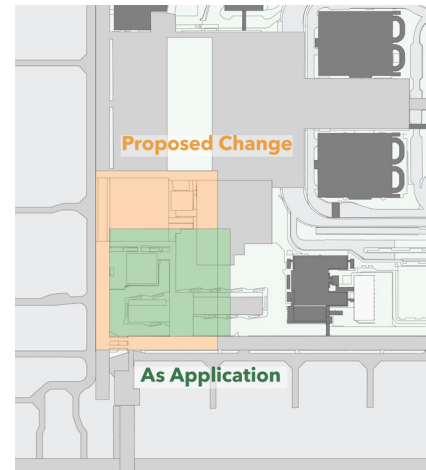


LONDON GATWICK

Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension

Existing application - The application proposes two extensions to the North Terminal International Departure Lounge – to the north and south – to accommodate a mix of retail, catering and general circulation space.

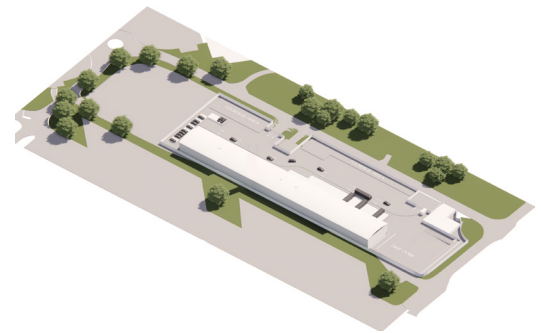
Project Change 1 proposes to increase the design parameters of the proposed southern extension, together with the demolition of a passenger lounge and circulation building, to seek greater design flexibility for the future design stage. This will enable us to respond to future needs of retail and catering operators and provide an enhanced service to passengers. No increase in the net floor space to be created is proposed.



Project Change 2: Reduction in the height and change in the purpose of the replacement CARE facility

Existing application - The application proposes to demolish and replace the existing Central Area Recycling Enclosure (CARE) facility which comprises a food waste to energy (heat) plant. In line with London Gatwick's ongoing drive to sustainability, we have considered options to remove the incineration of waste on site.

Project Change 2 proposes to amend the replacement CARE facility to become a waste sorting facility only. Instead, waste material would be taken off-airport to dedicated waste processing centre(s) rather than being processed on site. Project Change 2 also comprises the removal of two biomass boilers and an associated flue of up to 48 metres, currently proposed under the DCO Application.



Project Change 3: Revision to the Water Treatment Works system

Existing application - The application proposes to treat stormwater run-off that contains de-icer through a Moving Bed Biofilm Reactor process.

Project Change 3 proposes to change this system to a constructed wetland (reed bed) solution, as a more sustainable solution for water treatment in line with our sustainability aspirations. Six reed bed areas are proposed, comprising a mix of wetland vegetation species to create a variety of habitat types.



Responding to the Consultation

We are keen to hear your views on the three proposed project changes. Do you have views on the proposed project changes? Please let us know the reasons for your responses and if they are relevant to Project Change 1, 2 or 3, or a combination of the changes. If you have any queries on the changes or how to respond please ring 01293 505265.

You can submit your views by:

- Completing the online consultation questionnaire on our website gatwickairport.com/northern-runway
- Emailing your comments to community@gatwickairport.com
- Posting to Northern Runway Project Team, Destinations Place, South Terminal, Gatwick Airport, West Sussex, RH6 0NP

All comments must be received by 11:59pm on 21 January 2024.



LONDON GATWICK

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Appendix E: Copies of Newspaper Notices

Crawley & Horley Observer

Since 1881

Merry Christmas to all our readers

sussexworld.co.uk Visit us online for breaking news

Wednesday, December 20, 2023

95p

WIN a dream family trip to **FLORIDA**

PLUS! Claim a **FREE** Aquaman and the Lost Kingdom calendar

See details inside

'Crawsham will never happen'



Page 2

Tree of Light



Loved ones remembered

Page 5

Rainbow Trust



Family meet Princess

Pages 10 & 11

Ifield petition

MP highlights strength of opposition to proposals

Page 3



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PUBLIC NOTICES

PLANNING NOTICES

THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGES

An application for an order granting development consent has been made under section 37 of the Planning Act 2008 by Gatwick Airport Limited ('Applicant'), whose registered office is at 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP, to the Planning Inspectorate (on behalf of the Secretary of State) (the "Application"). The Application was made on 06 July 2023 and accepted for examination by the Planning Inspectorate on 03 August 2023 (Application Reference: TR020005). An Examining Authority was appointed on 15 August 2023 to examine the Application. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

Summary of the Project

The Project proposes to reposition the existing northern runway at London Gatwick Airport ("Gatwick Airport") which, along with lifting the current restrictions on its use, would enable dual runway operations. The Project includes airfield enhancement works and the development of a range of infrastructure and facilities to accommodate an increase in aircraft movements and airport passenger numbers, together with surface access elements to provide additional processing capability and improved airport access. Land is proposed as part of the Project to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).

As an overview, the Project includes the following key components;

- repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway);
- airfield works including repositioning of existing and the construction of new taxiways, aircraft stands and an access track between the two runways;
- works to airfield support facilities including constructing a new pier, constructing and reconfiguring of aircraft stands, works to power facilities and relocating the fire training ground and the Central Area Recycling Enclosure facility;
- extensions to the existing airport terminals (north and south);
- works to existing and construction of new hotels and offices;
- works to existing and construction of new car parks;
- surface access improvements including active travel improvements and works to the M23 spur, the A23 London Road, Longbridge roundabout and the terminal roundabouts and forecourts;
- water treatment works, and surface water and foul water improvements;
- environmental mitigation works including establishing habitat enhancement areas, flood compensation areas and areas of replacement open space.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ("NSIP") for the purposes of the Planning Act 2008 ("the 2008 Act") under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-000804-4.1%20Location%20Plan%20-%20Not%20For%20Approval.pdf>

Environmental Impact Assessment

The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-026 to APP-217) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Copies of the Application

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others/>

Proposed Changes to the Application

On 27 November 2023, the Applicant notified the Planning Inspectorate of the three proposed changes to the Application ("Proposed Changes 1 to 3"). The requested changes are explained in a letter dated 27 November 2023 submitted by the Applicant which can be viewed here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001281-231127%20Gatwick%20NRP%20Covering%20Letter%20to%20Notification%20Report.pdf>

Project Change 1: Extension to the design parameters for the North Terminal International Departure Lounge ("NT IDL") proposed southern extension:

The Applicant has identified the need to increase the design parameters for the NT IDL proposed southern extension to provide greater flexibility for the future detailed design of this extension, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.

Project Change 2: Reduction in height to proposed replacement Central Area Recycling Enclosure ("CARE") facility and change in its purpose:

The Applicant has identified opportunities to enhance the Project in line with the airport's sustainability aspirations and as part of this, considered options to reduce the incineration of waste on site. This change facilitates this by changing the replacement CARE facility from a food waste to energy (heat) plant to become a waste sorting facility only. This change 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.

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

The Applicant has identified through continuous design development, a more sustainable solution for water treatment through the replacement of the Moving Bed Biofilm Reactor process with a constructed wetland (reed bed) solution. The proposed constructed wetland system would result in less energy consumptions and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species.

Consultation on Proposed Changes

In advance of submitting a request to the Examining Authority to make Proposed Changes 1 to 3 to the Application, the Applicant is undertaking consultation on these proposed changes. A Consultation Newsletter has been prepared to describe the change and explain why the change is being proposed. The Consultation Newsletter will be available to view free of charge from 13 December 2023 at: <https://www.gatwickairport.com/company/northern-runway.html>

Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

Responding to this Consultation on Proposed Changes 1 to 3

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **13 December 2023 and by no later than 23:59 on 21 January 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 0NP.

Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than **23:59 on 21 January 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

The Applicant's Contact Details

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Full story, Page 4

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Page 3

Local Plan



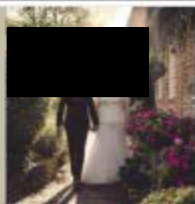
Consultation in new year

Pages 6 & 7



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PLANNING NOTICES

THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGES

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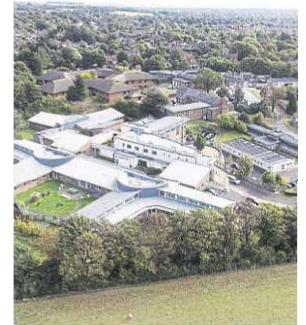
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Christmas magic display winners

Health



Services to be suspended

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News



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Buildings left damaged by terrifying tornado

WITNESSES SAY IT WAS 'INCREDIBLE' NO-ONE WAS HURT BY FREAK WIND

A TERRIFYING “tornado” tore down mature trees and flattened a building, according to reports.

The freak wind hit a scaffolding yard off Reigate Road near Horley on Tuesday afternoon, leaving a scene of “disaster” in its wake.

The roof of a 70-foot building was completely ripped off, while a workshop big enough to hold 12 cars was

“flattened” and cars were destroyed, according to those who witnessed the damage. Between 30 and 40 large trees were also reportedly brought down and some damage caused to neighbouring homes.

The wind hit the yard used by Fast Fix Scaffolding at around 2pm. Sean Elliott, managing director at the company, described it as “like some-

thing out of a film,” and said it was incredible no-one was hurt.

“Our neighbour saw it coming across the field,” he said. “It was a proper tornado, a twister. Suddenly the windows all blew out, there was glass everywhere, the building was shaking. It was unbelievable. My colleague’s car was destroyed.

“It [the tornado] picked up an

industrial wheelie bin and blew it 100 yards down the road where it hit a neighbour’s car and smashed it to pieces.

“It’s taken down 30 trees - big trees,” he added. “The building next to us is completely flattened. It is like a disaster area.” He said it ripped the roof off his 70ft building.

“The roof is gone,” he said. “The

insulation is gone, the ceiling is hanging down. It is destroyed. All the windows have gone. Everything inside in our office is soaking wet.

“How anyone wasn’t injured, I don’t know. It was lucky there wasn’t anyone outside in the yard at the time.”

Surrey Police were contacted for comment.

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THE SURREY COUNTY COUNCIL

Various Roads in the Borough of Reigate and Banstead Temporary Prohibition of Traffic Order (No.5) 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Order under Section 14(1) of the Road Traffic Regulation Act 1984 the effect of which will be to prohibit vehicles from entering or proceeding in:- a) That length of D334 Lonesome Lane, Reigate that extends from the southern side of its junction with D1295 Rushtets Road, to its junction with D335 Lodge Lane. Alternative route:- (one-way) D335 Lodge Lane, A23 Brighton Road, A2044 Woodhatch Road and A217 Dovers Green Road. b) That length of C136 High Road, Chipstead and Lower Kingswood that extends from its junction with D1163 Babylon Lane, to the southern side of its junction with C139 White Hill. Alternative route:- From south of the closure - C137 Blackhorse Lane, A217 Brighton Road southbound, about turn at A217 Reigate Hill roundabout, A217 Brighton Road northbound, C139 Chipstead Lane and C139 White Hill. From north of closure - C139 White Hill, C139 Chipstead Lane, A217 Brighton Road southbound and C137 Blackhorse Lane. c) That length of B2036 Balcombe Road, Horley that extends from the southern side of its roundabout junction with A23 Balcombe Road, to the northern side of its junction with Service Road Gatwick Metro Centre. Alternative route:- Balcombe Road R/A, A23 Brighton Road and C64 Victoria Road. d) That length of B278 Rectory Lane, Woodmansterne that extends from the southern side of its junction with D1075 Manor Way, to its junction with B2032 Outwood Lane. Alternative route:- B278 Carnshaton Road, A2022 Croydon Lane, A2022 Winkworth Road, B2219 Bolters Lane, B2219 Holly Lane, B2219 Lower Park Road and B2032 Outwood Lane.

This Temporary Traffic Order is required to enable Surrey County Council to carry out carriageway dressing and/or resurfacing and/or improvement and/or highway maintenance works. These works are anticipated to be carried out within 1-6 weeks of the 18 month period of operation of this Temporary Traffic Order which commences on 16 December 2023. Advanced warning signs will be displayed and the temporary closures and suspension, will only operate when the relevant traffic signs are displayed. Access for emergency vehicles, pedestrians and, dismounted cyclists and equestrians will be maintained at all times. Access for residents and businesses will be maintained via the diversion routes described above. Any vehicle found to be obstructing the highway during these works will be removed to a suitable location outside the limits of the works after all reasonable methods have been undertaken to identify and contact the vehicle's owner.

C65 Honeycrook Lane, Salfords

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above-mentioned Temporary Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles from entering or proceeding in the entire length of C65 Honeycrook Lane, Salfords. This Traffic Order is required to enable Cappagh Contractors to carry out remedial works to the highway and/or maintenance works in C65 Honeycrook Lane, Salfords between the south-western property boundary of "No.41 Honeycrook Lane" and the south-eastern property boundary of "No.45 Honeycrook Lane". These works are anticipated to be carried out between the hours of 7am and 5pm, within 6 days of the 12 month period of operation of this Temporary Order that commences on 17 January 2024. Advanced warning signs will be displayed and the temporary closure will only operate when the relevant traffic signs are displayed. Access for pedestrians and dismounted, cyclists and equestrians will be maintained at all times. Access for emergency services, residents and businesses will be maintained to the point of works via the alternative route:- Northbound - Brighton Road, Horley Road, Three Arch Road and Masons Bridge Road. Southbound - Brighton Road, Bonehurst Road, Cross Oak Lane and Picketts Lane.

C84 Beadles Lane, Oxted

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above-mentioned Temporary Order under Section 14(1) and (7) of the Road Traffic Regulation Act 1984, the effect of which will be to:- 1. Prohibit vehicles from entering or proceeding in the entire length of C84 Beadles Lane, Oxted. Alternative route - Hall Hill, Tanhurst Road, Woodhurst Lane, East Hill, West Hill, Oxted High Street, Beadles Lane. 2. Suspend "The Surrey County Council C84 Beadles Lane and C84 High Street, Oxted Temporary Prohibition of Traffic Order 2023" insofar as affects C84 Beadles Lane, Oxted. This Traffic Order is required to enable UK Power Networks to make a new customer connection and/or to carry out cabling and/or maintenance works in C84 Beadles Lane, Oxted between D422 St Clair Close and Neb Lane. These works are anticipated to be carried out between the hours of 8am and 5pm, within 5 days of the 6 month period of operation of this Temporary Order that commences on 15 January 2024. Advanced warning signs will be displayed and the temporary closure which is anticipated to be required for 24 hours each day, will only operate when the relevant traffic signs are displayed. Access for emergency services, residents, businesses, pedestrians, cyclists and equestrians will be maintained at all times.

D437 Brook Hill and A25 Godstone Road, Oxted

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Order under Section 14(1) of Part IV and Schedule 9 to the Road Traffic Regulation Act 1984 the effect of which will be to:- 1. Prohibit vehicles from entering or proceeding in that length of:- a) D437 Brook Hill, Oxted that extends from the southern property boundary of "No.16 Brook Hill", to its junction with C84 Oxted High Street. Vehicular traffic will be diverted via C84 Godstone Road, A25 Godstone Road, C74 Barrow Green Road, D436 Sandy Lane and D437 Brook Hill. b) A25 Godstone Road, Oxted that extends from its junction with C84 Godstone Road, to its junction with C84 Oxted High Street. Vehicular traffic will be diverted via A25 Godstone Road, A25 West Hill, A25 East Hill, A25 Westham Road, B2024 Croydon Road, B2024 Clarks Lane, B269 Limsfield Road, B269 The Green, B270 Westhall Road, B270 Hillbury Road, A22 Godstone Road, A22 Caterham By-pass, A22 Godstone Road, A22 Godstone Hill, A22 Godstone Interchange, A22 Godstone By-pass, A25 Oxted Road and A25 Godstone Road. 2. Revoke "The Surrey County Council Various Roads in the District of Tandridge Temporary Prohibition of Traffic Order (No.12) 2022" insofar as affects D437 Brook Hill and A25 Godstone Road, Oxted.

This Temporary Traffic Order is required to enable Surrey County Council to install temporary edge restraint and replace bridge parapet to overbridge that carries A25 Godstone Road over D437 Brook Hill, Oxted and/or to carry out highway maintenance and/or resurfacing and/or improvement works. These works are anticipated to be carried out as soon as possible within the 18 month period of operation of this Temporary Traffic Order which commences on 01 January 2024. Advanced warning signs will be displayed and the temporary closures which are anticipated to be required for 24 hours each day, will only operate when the relevant traffic signs are displayed. Access will be maintained for pedestrians and, dismounted cyclists and equestrians at all times. No sole access will be affected however access for emergency vehicles, residents and businesses will be maintained via the diversion routes described above. Any vehicle found to be obstructing the highway

during these works will be removed to a suitable location outside the limits of the works after all reasonable methods have been undertaken to identify and contact the vehicle's owner.

D460 Woodcock Hill, Felbridge

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above-mentioned Temporary Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles from entering or proceeding in that length of D460 Woodcock Hill, Felbridge that extends from its junction with A22 Woodcock Hill, to the southern side of its junction with Heather Way. This Traffic Order is required to enable ALS Civil to make a new electrical connection and/or to carry out cabling and/or maintenance works. These works are anticipated to be carried out between the hours of 8am and 6pm, within 3 weeks of the 12 month period of operation of this Temporary Order that commences on 12 January 2024. Advanced warning signs will be displayed and the temporary closure which is anticipated to be required for 24 hours each day, will only operate when the relevant traffic signs are displayed. Access for emergency services, residents, businesses, pedestrians, cyclists and equestrians will be maintained at all times. Alternative route - D460 Woodcock Hill and A22 Woodcock Hill.

Blanks Lane (C61) Newdigate

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Traffic Order under Section 14(1) of the Road Traffic Regulation Act 1984 the effect of which will be to prohibit vehicles from entering or proceeding in the entire length of Blanks Lane (C61) Newdigate. Alternative Route: Partridge Lane, Broad Lane, Clayhill Road, Newdigate Road, Bunce Common Road, Tapners Road, Smalls Hill Road, Norwood Hill Road, and Stan Hill, or this route in reverse. This Order is required to facilitate new electrical connection works for, or on behalf of Sunbelt Rentals. These works are anticipated to be carried out within 5 days between the hours of 8am and 6pm within 12-month period of operation of this Order which will commence on 08 January 2024. Advanced warning signs will be displayed and the temporary closure, which is anticipated to be in operation 24 hours per day, will only operate when the relevant traffic signs are displayed. Access for pedestrians and dismounted cyclists will be maintained at all times. Due to the nature of the works, it will not be possible to maintain vehicular access through the closure, and all vehicular traffic, including the emergency services will be required to use the signed diversion route. No sole access will be affected by this closure.

D1212 Merrywood Park, Reigate

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles from entering or proceeding in the entire length of D1212 Merrywood Park, Reigate. This Traffic Order is required to enable Sutton and East Surrey Water to lay water mains and/or carry out connection and/or maintenance works. These works are anticipated to be carried out between the hours of 8am and 5pm, within 2 weeks of the 12 month period of operation of this Temporary Order that commences on 19 January 2024. Advanced warning signs will be displayed and the temporary closure which is anticipated to be required for 24 hours each day, will only operate when the relevant traffic signs are displayed. Access for pedestrians, cyclists and equestrians will be maintained at all times. Access to affected residences and businesses, including access for emergency services to such properties will be maintained at all times by means of road plates, via A217 Reigate Hill.

Lee Green Lane (D315) Headley

Temporary Prohibition of Traffic Order 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Traffic Order under Section 14(1) of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit vehicles from entering or proceeding in that length of Lee Green Lane (D315) Headley as extends from its junction with (C55) Clay Lane to its junction with (X15131) Cunliffe Close. Alternative Route: Lee Green Lane, Tilley Lane, and Clay Lane, or this route in reverse. This Order is required to facilitate mobile crane works by or, on behalf of Coussens Cranes. These works are anticipated to be carried out over 3 days between 9.30am and 3.30pm, during the 12-month period of operation of this Order which will commence on 11 January 2024. Advanced warning signs will be displayed, and the temporary closure will only operate when the relevant traffic signs are displayed. Access for pedestrians and dismounted cyclists will be maintained at all times. Due to the nature of the works, it will not be possible to maintain vehicular access through the closure, and all vehicular traffic, including the emergency services will be required to use the signed diversion route. No sole access will be affected by this closure.

Various Roads in Tandridge

Temporary Prohibition of Traffic Order (No.4) 2023

On 13 December 2023 Surrey County Council made the above mentioned Temporary Traffic Order under Section 14(1) of the Road Traffic Regulation Act 1984 the effect of which will be to prohibit vehicles from entering or proceeding in the lengths of roads specified in the Schedule to this Notice. This Order, which will commence on 12 January 2024 for a period of 18 months is required because works are being or are proposed to be executed on or near the said roads, to be carried out by or on behalf of Surrey County Council, including but not limited to: carriageway/footway patching and/or carriageway/footway surface dressing and/or carriageway/footway resurfacing and/or major highway maintenance works. Advanced warning signs will be displayed, and the temporary closure will only operate when the relevant traffic signs are displayed. Any vehicle found to be obstructing the highway during these works will be removed to outside the limits of the works after all reasonable methods have been undertaken to identify and contact the vehicle's owner. Access for pedestrians and dismounted cyclists will be maintained at all times, as will access for emergency service vehicles in an emergency situation only. Vehicular access for residents and businesses will be maintained only when safe to do so, if necessary, via the diversion routes. During certain phases of the works, vehicular access to premises may be restricted, when this is the case such restriction of access will apply for no more than eight hours within any 24-hour period. Please note that (a) to (l) will be day works and (m) will be night works.

Schedule

the entire length of Tupwood Scrubs Road (D1440) Caterham. Alternative Route: (D1434) Tupwood Lane, (B2030) Godstone Road, (B2030) The Square, (B2030) Station Avenue, (D1432) Harestone Valley Road, (D1442) Weald Way, and (D1441) Gravelly Hill. (b) the entire length of Burntwood Lane (D1402) Caterham. Alternative Route: (A22) Wapses Lodge Roundabout, (B2208) Croydon Road, (B2030) The Square, (B2030) Station Avenue, (B2030) Church Hill, (B2030) Church Road, (B2030) High Street, (B2030) Town End, and (D1402) Burntwood Lane. (c) the entire length of Salmons Lane (D1388) Whyteleaf. Alternative Route: (C227) Whyteleaf Road, (B2208) Church Road, (B2030) Church Hill, (B2030) The Square, (B2030) Croydon Road, (A22) Wapses Lodge Roundabout, and (A22) Godstone Road. (d) the entire length of Hallioo Valley Road (D1359) Woldingham. Alternative Route: (D1360) Slines Oak Road, (B269) Limsfield Road, (C75) The Ridge, (C72) Northdown Road,

(C72) Station Road, and (C72) Woldingham Road. (e) that length of Eastbourne Road (A22) South Godstone as extends from its junction with (B2236) Eastbourne Road to its junction with (B2028) Newchapel Road. Alternative Route: (1): (A22) Eastbourne Road (Newchapel), (A22) Woodcock Hill, (A22) London Road, (A264) Copthorne Road, (A264) Snow Hill, (A264) Copthorne Common, (A264) Copthorne Way, (A211) Crawley Avenue, (A23) London Road, (A23) Brighton Road, (A217) Reigate Road, (A217) Dovers Green Road, (A217) Cockshot Hill, (A217) Bell Street, (A25) High Street (Reigate), (A25) London Road, (A25) Castlefield Road, (A25) Church Street, (A25) Reigate Road, (A25) Hatchlands Road, (A25) Linkfield Corner, (A25) Station Road, (A25) Queensway, (A25) London Road, (A23) Princess Way, (A23) Marketfield Way, (A25) Redstone Hill, (A25) Nutfield Road, (A25) High Street (Nutfield), (A25) Bletchingley Road, (A25) Castle Street, (A25) High Street (Bletchingley), (A25) Godstone Road, (A25) Bletchingley Road, (A25) High Street (Godstone), (A25) Oxted Road, and (A22) Godstone By-pass. (2): (A22) Godstone By-pass, (A25) Oxted Road, (A25) High Street (Godstone), (B2236) Godstone Green, (A25) Godstone Green, (A25) Bletchingley Road, (A25) Godstone Road, (A25) High Street (Bletchingley), (A25) Castle Street, (A25) Bletchingley Road, (A25) High Street (Nutfield), (A25) Nutfield Road, (A25) Redstone Hill, (A23) Marketfield Way, (A23) Princess Way, (A25) London Road, (A25) Queensway, (A25) Station Road, (A25) Linkfield Corner, (A25) Hatchlands Road, (A25) Reigate Road, (A25) Church Street, (A217) Bancroft Road, (A217) Bell Street, (A217) Cockshot Hill, (A217) Dovers Green Road, (A217) Reigate Road, (A23) Brighton Road, (A23) London Road, (A211) Crawley Avenue, (A264) Copthorne Way, (A264) Copthorne Common, (A264) Snow Hill, (A264) Copthorne Road, (A22) London Road, (A22) Woodcock Hill, and (A22) Eastbourne Road (Newchapel). (f) that length of Oxted Road (A25) Godstone as extends from its (A22) Godstone By-pass to its junction with (C83) Tandridge Lane. Alternative Route: (A25) Godstone Road, (A25) West Hill, (A25) East Hill, (A25) Westerham Road, (A25) High Street (Westerham), (B2024) Croydon Road, (B2024) Clarks Lane, (B269) Limsfield Road, (B269) The Green, (B270) Westhall Road, (B270) Hillbury Road, (A22) Godstone Road, (A22) Caterham By-pass, (A22) Godstone Road, (A22) Godstone Hill, and (A22) Godstone By-pass. (g) that length of Bedditead Lane (C76) Waringham as extends from its junction with (B2024) Clarks Lane to its junction with (D453) Norheads Lane. Alternative Route: (C76) Hesiars Hill, (C78) Beech Farm Road, (B269) Limsfield Road, and (B2024) Clarks Lane. (h) that length of Hesiars Hill as extends from its junction with (C76) Fairchildes Lane to its junction with (D453) Norheads Lane. Alternative Route: (C78) Beech Farm Road, (B269) Limsfield Road, (B2024) Clarks Lane, and (C76) Bedditead Lane. (i) that length of Tillingdown Lane (D1444) Caterham as extends from its junction with (B2030) Godstone Road to its junction with (A22) Caterham By-pass. Alternative Route: (1): (A22) Caterham By-pass, (A22) Wapses Lodge Roundabout, (B2208) Croydon Road, and (B2030) Godstone Road. (2): (B2030) Godstone Road, (A22) Godstone Road, (A22) Godstone Hill, (A22) Godstone Interchange, (A22) Godstone Hill, (A22) Godstone Road, and (B2030) Godstone Road. (j) that length of Fairchildes Lane (C76) Fickleshole as extends from its junction with (D456) Park Road to its junction with (D457) Hesiars Road. Alternative Route: (C76) Featherbed Lane, (A2022) Selsdon Park Road, (A2022) Addington Road, (C217) Old Farleigh Road, (C217) Farleigh Road, (C228) Sunnybank, (C228) Chelsham Road, (B269) Limsfield Road, and (C78) Beech Farm Road. (k) the entire length of Banstead Road (B2030) Caterham. Alternative Route: (B2030) Town End, (B2030) High Street, (B2030) Church Road, (B2030) Church Hill, (B2208) Croydon Road, (A22) Godstone Road, (A23) Farthing Way, (B276) Maripal Lane, and (B2030) Coulsdon Road. (l) the entire length of Dwelly Lane (C85) Edenbridge. Alternative Route: (a): (D432) Staffhurst Wood Road, (D431) Grants Lane, (D430) Short Lane, (C85) Pollards Wood Road, (C85) Pollards Wood Hill, (C85) Wolfs Row, (A25) Westerham Road, (A25) East Hill, (A25) West Hill, (A25) Godstone Road, (A25) Oxted Road, (A22) Godstone By-pass, (A22) Eastbourne Road, (A22) Woodcock Hill, (A22) London Road, (A264) Snow Hill, (A264) Blackwell Road, (A264) Holtye Road, (C90) Sandhaves Hill, (C90) Widewick Road, (C90) High Street (Dormans), (C90) Plough Road, (B2028) Moor Lane, (B2028) Marsh Green Road, (B2028) Mill Hill, (B2026) Mont St Aignan Way, (C87) Lingfield Road, and (C87) Haxted Road. (b): (C87) Haxted Road, (C87) Lingfield Road, (B2026) Mont St Aignan Way, (B2028) Mill Hill, (B2028) Marsh Green Road, (B2028) Moor Lane, (C90) Plough Road, (C90) High Street (Dormans), (C90) Widewick Road, (C90) Sandhaves Hill, (A264) Holtye Road, (A264) Blackwell Road, (A264) Moat Road, (A22) London Road, (A22) Beeching Way, (A22) Station Road, (A22) London Road, (A22) Woodcock Hill, (A22) Eastbourne Road, (A22) Godstone By-pass, (A25) Oxted Road, (A25) Godstone Road, (A25) West Hill, (A25) East Hill, (A25) Westerham Road, (C85) Wolfs Row, (C85) Pollards Wood Hill, (C85) Pollards Wood Road, (D430) Short Lane, (D431) Grants Lane, and (D432) Staffhurst Wood Road. (m) that length of Eastbourne Road (D202) Blindley Heath as extends from its junction with (C71) Byers Lane to its junction with (B2029) The Common. Alternative Route: (1) (A22) Eastbourne Road (Blindley Heath), (A22) Eastbourne Road (New Chapel), (A22) Woodcock Hill, (A22) London Road, (A264) Copthorne Road, (A264) Snow Hill, (A264) Copthorne Common, (A264) Copthorne Way, (A211) Crawley Avenue, (A23) London Road, (A23) Brighton Road, (A217) Reigate Road, (A217) Dovers Green Road, (A217) Cockshot Hill, (A217) Bell Street, (A25) High Street (Reigate), (A25) London Road, (A25) Castlefield Road, (A25) Church Street, (A25) Reigate Road, (A25) Hatchlands Road, (A25) Linkfield Corner, (A25) Station Road, (A25) Queensway, (A25) London Road, (A23) Princess Way, (A23) Marketfield Way, (A25) Redstone Hill, (A25) Nutfield Road, (A25) High Street (Nutfield), (A25) Bletchingley Road, (A25) Castle Street, (A25) High Street (Bletchingley), (A25) Godstone Road, (A25) Bletchingley Road, (A25) High Street (Godstone), (A25) Oxted Road, (A22) Godstone By-pass, and (A22) Eastbourne Road (South Godstone). (2): (A22) Eastbourne Road, (A22) Godstone By-pass, (A25) Oxted Road, (A25) High Street (Godstone), (B2236) Godstone Green, (A25) Godstone Green, (A25) Bletchingley Road, (A25) Godstone Road, (A25) High Street (Bletchingley), (A25) Castle Street, (A25) Bletchingley Road, (A25) High Street (Nutfield), (A25) Nutfield Road, (A25) Redstone Hill, (A23) Marketfield Way, (A23) Princess Way, (A25) London Road, (A25) Queensway, (A25) Station Road, (A25) Linkfield Corner, (A25) Hatchlands Road, (A25) Reigate Road, (A25) Church Street, (A217) Bancroft Road, (A217) Bell Street, (A217) Cockshot Hill, (A217) Dovers Green Road, (A217) Reigate Road, (A23) Brighton Road, (A23) London Road, (A211) Crawley Avenue, (A264) Copthorne Way, (A264) Copthorne Common, (A264) Snow Hill, (A264) Copthorne Road, (A22) London Road, (A22) Woodcock Hill, (A22) Eastbourne Road (Newchapel) and (A22) Eastbourne Road (Blindley Heath).

Dated: 14 December 2023

Authorising Officer: R Bolton, Assistant Director - Highways Operations & Infrastructure

Enquiries to:- Traffic Regulation Orders Team, Highways, Hazel House, Merrow Lane, Guildford, GU4 7BU. Tel: 0300 200 1003.

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Public Notices

Probate & Trustee

CHRISTOPHER SIDNEY MORTLEY (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Room 1, Windmill Manor Care Home, Oxted, RH8 9BD, who died on 25/10/2023, are required to send written particulars thereof to the undersigned on or before 22/02/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

Good & Trusted Legal Services Limited,
17E Back Lane, Norfolk NR18 0QB
(Ref:03405-Bradby)

MICHAEL PATRICK O'GRADY (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 166 Garlands Road, Redhill, Surrey, RH1 6NZ, who died on 02/12/2022, are required to send written particulars thereof to the undersigned on or before 22/02/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

Gray Hooper Holt LLP, 21 Perrymount Road,
Haywards Heath, West Sussex, GB, RH16 3TP

RICHARD ALFRED LEWIS (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Moors Farm, Flanchford Road, Reigate, RH2 8AB, who died on 29/04/2023, are required to send written particulars thereof to the undersigned on or before 22/02/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

Rawlinson & Hunter LLP,
Q3, The Square, Randalls Way, Leatherhead,
Surrey, KT22 7TW (Ref:25-014161)

SYLVIA DIANA SENDALL (Maiden name: Francis) (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 74 Coltsfoot Lane, Oxted, RH8 9ET, who died on 28/08/2023, are required to send written particulars thereof to the undersigned on or before 22/02/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

Keith Frederick Harper,
The London Gazette (37535),
PO Box 3584, Norwich NR7 7WD

CONCHITA GARCIA Deceased

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the deceased, late of 94A, Kingston Road, Leatherhead, Surrey, KT22 7BT, who died on 30/08/2023, must send written particulars to the address below by 22/02/2024, after which date the Estate will be distributed having regard only to claims and interests notified.

Helen Cohen c/o BakerLaw LLP,
Gostrey House, Union Road,
Farnham, GU9 7PT.
Ref: HC/181329.001

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Planning

MOLE VALLEY DISTRICT COUNCIL

Notice Is Hereby Given that the District Council has received applications for planning permission, Listed Building Consent, a Departure, Major Development, Significant Development, or which may affect a Public Right of Way, as the case may be, for developments as briefly described in the following schedule. **MO/2023/0487/LBC:**

The Old Vicarage, 2, Westcott Road, Dorking, Surrey, RH4 3DP: Listed Building Consent for the partial removal of an internal load bearing wall between the kitchen and the dining room. **MO/2023/1606/LBC: Wotton House, Guildford Road, Wotton, Dorking, Surrey:** Removal of bell towers in the courtyard of building to restore and re-construct in same position. Repairs to the Chapel gable roof. **MO/2023/1728/PLAHH: Brooklands Cottage, Guildford Road, Westcott, Dorking, Surrey:** Demolition of a single storey rear conservatory and erection of a single storey garden room, change in roof form from hip to gable and a change to the form of the existing porch roof from flat roof to hipped roof. **MO/2023/1820/PLAHH: The Lodge, The Street, Betchworth, Surrey:** Erection of a flat roof dormer to rear roof elevation. **MO/2023/1827/PLAHH: 3, Dawes Cottage, Little Bookham Street, Little Bookham, Surrey:** Internal alterations and erection of a glazed timber framed canopy over the entrance to the 2018 extension. **MO/2023/1858/PLAHH: 15, The Paddock, Westcott, Dorking, Surrey:** Erection of single storey side extension. **MO/2023/1862/PLAHH: Manor Chase, Kiln Lane, Brockham, Betchworth, Surrey:** Remove part of the existing roof and construct a roof extension with raised ridge and eaves height, gable features to the front elevation and roof windows to the front and rear elevation, alter the rear living room window and door and insert patio doors into the bay window. **MO/2023/1876/PLAHH: Arcadia, Cotmandene, Dorking, Surrey:** Replacement of landing window and ground floor bay window. Reconstruction of original front door. **MO/2023/1890/PLA: Deepdene Court, Hopewood Park, Deepdene Avenue, Dorking, Surrey:** Extension at second floor level in connection with the construction of 2 no. two bedroom duplex flats, following subdivision of an existing flat, together with associated roof terraces. Copies of these applications and plans are open for inspection at www.molevalley.gov.uk. Representations should be submitted to me in writing by **15 January 2024** Development Control Manager, Pippbrook, Dorking, RH4 1SJ.

TANDRIDGE DISTRICT COUNCIL

NOTICE IS HEREBY GIVEN that the District Council has received the following applications for planning permission or which affect a listed building, conservation area, Tree Preservation Order, public footpath/bridleway or major development. Details are available at the **Council Offices, Oxted** or at www.tandridge.gov.uk/planning Information about viewing/commenting on applications is available via our automated telephone service (0300 100 0041) or by visiting the website. Comments should be made within **24 days** of this notice. **Date: 21 December 2023** David Ford - C.E.O

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 - NOTICE UNDER ARTICLE 15, & PLANNING (LISTED BUILDING AND BUILDINGS IN CONSERVATION AREA) REGULATIONS 1990

REF	LOCATION	DESCRIPTION
2023/1411	7 St Marys Walk, Bletchingley	Removal of existing White Upvc & opal polycarbonate conservatory roof (roof only) to be replaced with Grey solid Upvc/composite roof.
2023/1345	Land to rear of 22 to 32 Chichele Road, Oxted	Proposed residential development 116 Dwellings (Class C3) including affordable housing with associated access, car parking, soft landscaping & play provision.
2023/1437	Lodge Cottage, High Street, Limsfield	Erection of first floor side & rear extensions to Lodge Cottage and Upper Lodge.
2023 & 1399 Listed Building Consent & 2023/1409	Titsey Place, Titsey Estate, Water Lane, Oxted	Restoration of the Dovecote at Titsey Place to include reinstatement of roof & Glover (Listed Building Consent).

PLANNING APPLICATIONS

Reigate & Banstead Borough Council is considering applications as set out in the schedule below, details of which can be viewed using the Council's website www.reigate-banstead.gov.uk or inspected at the Town Hall, Castlefield Road, Reigate. Any representations regarding these applications should be made in writing to the Development Manager, Town Hall, Castlefield Road, Reigate, Surrey, RH2 0SH, within 21 days of the date of publication of this notice. The applications are advertised for the reason stated. Dated 21st December 2023

THE SCHEDULE

APPLICATION NO: 23/02366/S73
LOCATION: The Yew Tree Public House 99 Reigate Hill Reigate
PROPOSAL: Planning permission is sought for part single storey and part first floor rear extension and conversion of public house to form 2 self contained semi-detached dwellings with associated bins, landscaping, cycle lockers, parking and re-siting of access drop kerb. Variation of conditions 1, 5, 6 and 7 of permission 21/00310/F. Updated access drive area, internal updates to landscaping and updates to rear garden split.
REASON: Application is in a Conservation Area

Planning

THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGES

An application for an order granting development consent has been made under section 37 of the Planning Act 2008 by Gatwick Airport Limited ('Applicant'), whose registered office is at 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP, to the Planning Inspectorate (on behalf of the Secretary of State) (the 'Application'). The Application was made on 06 July 2023 and accepted for examination by the Planning Inspectorate on 03 August 2023 (Application Reference: TR020005). An Examining Authority was appointed on 15 August 2023 to examine the Application. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

Summary of the Project

The Project proposes to reposition the existing northern runway at London Gatwick Airport ('Gatwick Airport') which, along with lifting the current restrictions on its use, would enable dual runway operations. The Project includes airfield enhancement works and the development of a range of infrastructure and facilities to accommodate an increase in aircraft movements and airport passenger numbers, together with surface access elements to provide additional processing capability and improved airport access. Land is proposed as part of the Project to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).

As an overview, the Project includes the following key components:

- repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway);
- airfield works including repositioning of existing and the construction of new taxiways, aircraft stands and an access track between the two runways;
- works to airfield support facilities including constructing a new pier, constructing and reconfiguring of aircraft stands, works to power facilities and relocating the fire training ground and the Central Area Recycling Enclosure facility;
- extensions to the existing airport terminals (north and south);
- works to existing and construction of new hotels and offices;
- works to existing and construction of new car parks;
- surface access improvements including active travel improvements and works to the M23 spur, the A23 London Road, Longbridge roundabout and the terminal roundabouts and forecourts;
- water treatment works, and surface water and foul water improvements;
- environmental mitigation works including establishing habitat enhancement areas, flood compensation areas and areas of replacement open space.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ('NSIP') for the purposes of the Planning Act 2008 ('the 2008 Act') under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-000804-4.1%20Location%20Plan%20-%20Not%20For%20Approval.pdf>

Environmental Impact Assessment

The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application (Examination Library refs. APP-026 to APP-217) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Copies of the Application

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others/>

Proposed Changes to the Application

On 27 November 2023, the Applicant notified the Planning Inspectorate of the three proposed changes to the Application ('Proposed Changes 1 to 3'). The requested changes are explained in a letter dated 27 November 2023 submitted by the Applicant which can be viewed here: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001281-231127%20Gatwick%20NRP%20Covering%20Letter%20to%20the%20Notification%20Report.pdf>

Project Change 1: Extension to the design parameters for the North Terminal International Departure Lounge ('NT IDL') proposed southern extension:

The Applicant has identified the need to increase the design parameters for the NT IDL proposed southern extension to provide greater flexibility for the future detailed design of this extension, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.

Project Change 2: Reduction in height to proposed replacement Central Area Recycling Enclosure ('CARE') facility and change in its purpose:

The Applicant has identified opportunities to enhance the Project in line with the airport's sustainability aspirations and as part of this, considered options to reduce the incineration of waste on site. This change facilitates this by changing the replacement CARE facility from a food waste to energy (heat) plant to become a waste sorting facility only. This change 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.

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

The Applicant has identified through continuous design development, a more sustainable solution for water treatment through the replacement of the Moving Bed Biofilm Reactor process with a constructed wetland (reed bed) solution. The proposed constructed wetland system would result in less energy consumptions and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species.

Consultation on Proposed Changes

In advance of submitting a request to the Examining Authority to make Proposed Changes 1 to 3 to the Application, the Applicant is undertaking consultation on these proposed changes. A Consultation Newsletter has been prepared to describe the change and explain why the change is being proposed. The Consultation Newsletter will be available to view free of charge from 13 December 2023 at: <https://www.gatwickairport.com/company/northern-runway.html>

Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

Responding to this Consultation on Proposed Changes 1 to 3

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **13 December 2023 and by no later than 23:59 on 21 January 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 0NP.

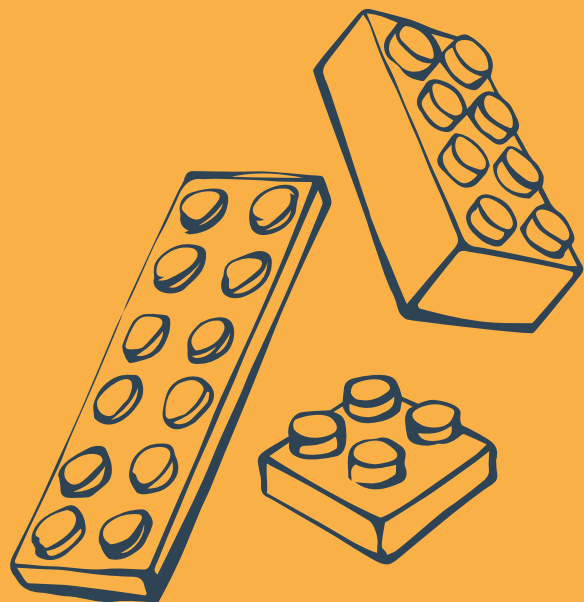
Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than **23:59 on 21 January 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

The Applicant's Contact Details

If you have any enquiries about the proposed change, the Consultation Document and any other matters covered in this notice, you may contact the Applicant by email at community@gatwickairport.com or by phone on 01293 505 265.

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

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87-HOME PLAN ON BENENDEN SITE

PAGE 5



HOSPITAL 'CANNOT BE POLICE STATE'

PAGE 13



ASHDOWN FOREST VANDAL PAYS UP

PAGE 15

4,000 sign petition to 'save' the miniature railway



The Mayor of Tonbridge at the Tonbridge Model

BUT COUNCIL LEADER INSISTS NO SITE HAS BEEN IDENTIFIED AS AGREEMENT REACHED TO BUILD NEW LEISURE CENTRE PAGE 7

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Planning

Town and Country Planning (Development Management Procedure) (England) Order 2015 NOTICE UNDER ARTICLE 13 OF APPLICATION FOR PLANNING PERMISSION

Proposed development at: Olde Cottage, Twyford Lane, Wych Cross, Forest Row, East Sussex, RH17 7DH
Take notice that application is being made by: Mr James Winsall

For planning permission to: Erection of a replacement dwelling and detached garage, following demolition of an existing property. New vehicular access onto Twyford Lane.

Local Planning Authority to whom the application is being submitted: Wealden District Council

Local Planning Authority address: Planning & Building Control, Council Offices, Hailsham, BN27 2AX

Any owner of the land or tenant who wishes to make representations about this application, should write to the council within 21 days of the date of this notice.

Signatory: Mr Tim Rodway (of Rodway Planning Consultancy Limited)

Date: 15/12/2023

Statement of owners' rights: The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or lease.

Statement of agricultural tenants' rights: The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

'Owner' means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years.

'Tenant' means a tenant of an agricultural holding any part of which is comprised in the land.

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

Applications affecting a Listed Building (LB) and/or within a Conservation Area (CA) have been received:

DANEHILL – WD/2023/2833/FA

Variation of condition 5 of WD/2020/1669/F (proposed replacement of existing annexe buildings) replacement drawings submitted to reflect condition 5 to be changed. Mount Noddy Cottage, Church Lane, Danehill RH17 7EY (LB)

HARTFIELD – WD/2023/2853/FR

Retrospective application for installation of 30 solar panels on the ground within existing riding arena. Land at Moss Cottage, Kidds Hill, Hartfield TN7 4ES (LB)

WADHURST – WD/2023/2868/LB

Repairs to external timber frame, infill panels and brickwork. Partridges, Partridges Lane, Wadhurst TN5 6LA (LB)

Members of the public may inspect copies of the applications and associated documents at the Council Offices, Vicarage Lane, Hailsham BN27 2AX between the hours of 8.30am to 5.00pm, or visit our website www.planning.wealden.gov.uk.

Any representations should be made in writing to the Head of Planning and Environmental Services quoting the application reference number no later than **8 January 2024**

Chief Executive

15 December 2023



MID SUSSEX DISTRICT COUNCIL PLANNING (LISTED BUILDINGS AND CONSERVATION AREA) ACT 1990

NOTICE IS HEREBY GIVEN that the Council has received applications for: **DM/23/3073** - Two entrance doors to access the retail units. **18 High Street, East Grinstead, West Sussex RH19 3AW**

Being an application affecting the Setting of a Listed Building within a Conservation Area

These applications can be viewed on the Online Planning Register. To access the Online Planning Register, please use the following link: <http://pa.midsussex.gov.uk/online-applications/>

Any representations in respect of the following applications must be submitted to me in writing by **5th January 2024**.

Sally Blomfield, Assistant Director Planning and Sustainable

Economy, MID SUSSEX DISTRICT COUNCIL, Oaklands Rd,

Haywards Heath, RH16 1SS. Dated: 15th December 2023



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Planning

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Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

Responding to this Consultation on Proposed Changes 1 to 3

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **13 December 2023 and by no later than 23:59 on 21 January 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 ONP.

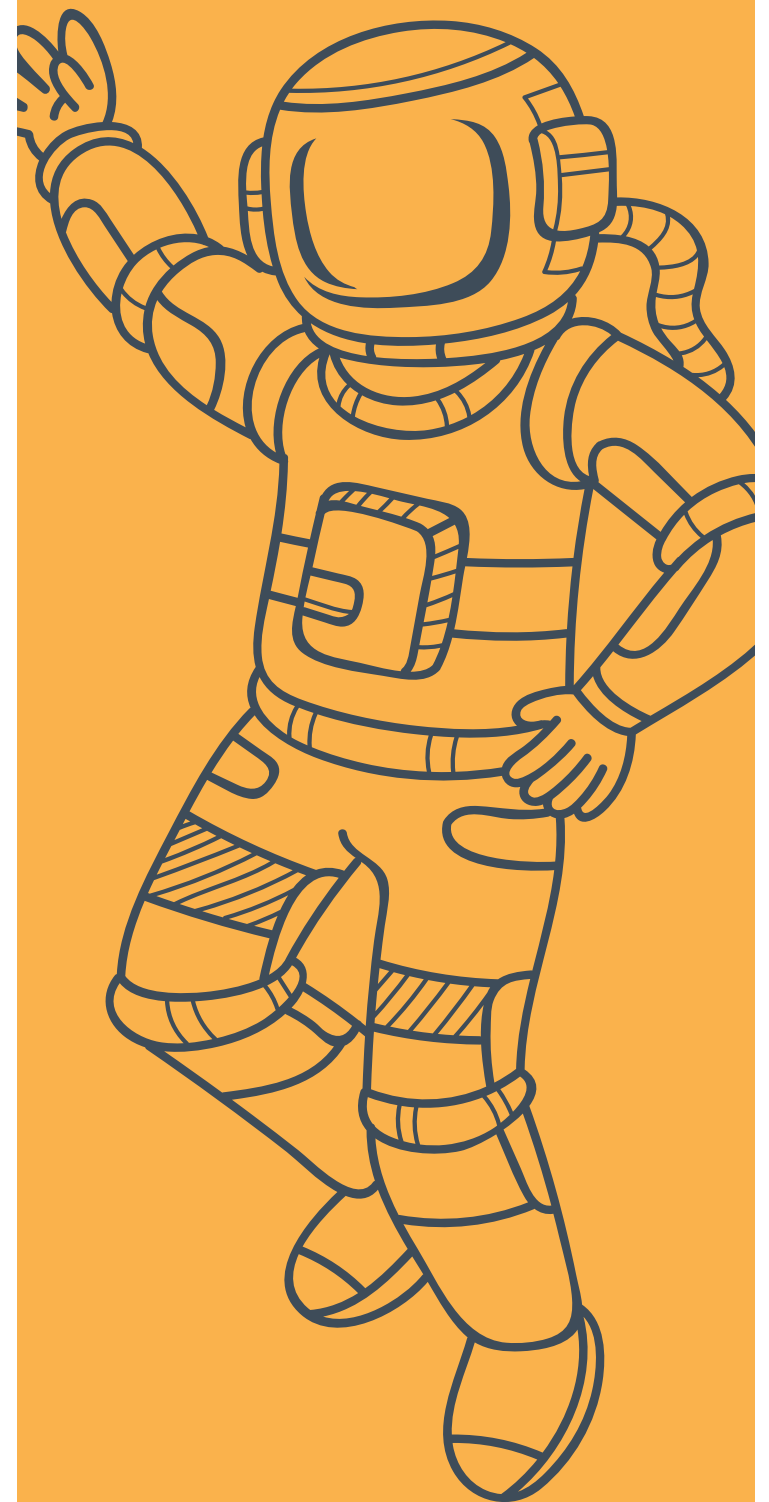
Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than **23:59 on 21 January 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipsection=docs>

The Applicant's Contact Details

If you have any enquiries about the proposed change, the Consultation Document and any other matters covered in this notice, you may contact the Applicant by email at community@gatwickairport.com or by phone on 01293 505 265.

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

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Traffic & Roads

THE SURREY COUNTY COUNCIL

Road Traffic Regulation Act 1984, Section 14(1) & (2)
Public Footpath No. 381 (Lingfield) & Public Footpath 381 (Dormansland)
Temporary Prohibition of Traffic Order 2023

On 19 December 2023 Surrey County Council made the above mentioned temporary order, the effect of which is to prohibit all traffic on foot or by any other means from entering or proceeding in that length of:

1. Public Footpath 381 (Lingfield) which extends from a point 87 metres east of its junction with Station Road (Grid Ref: TQ 3946 4367) where it crosses the railway in a easterly direction to its junction with Public Footpath 381 (Dormansland); and 2. Public Footpath 381 (Dormansland) which extends from its junction with Public Footpath 381 (Lingfield) where it crosses the railway in an easterly direction for a distance of 11 metres

The Order is necessary due to the likelihood of danger to the public. It will be in operation for a period of 6 months from 20 December 2023 until 20 June 2024. That period can be extended by the Secretary of State for Transport if required. The temporary closure will only be in operation when appropriate road traffic signs are displayed on site by the County Council or an authorised person acting on its behalf. Access to properties will not be affected.

The alternative route for traffic from the western end of the closure will be: Proceed in a northerly direction along the permissive path which runs roughly parallel with the railway line. At Lingfield train station turn right through the gate adjacent to the booking office and proceed in an easterly direction onto the station platform. Continue in an easterly direction over the footbridge which crosses the railway line. Once over the bridge proceed in a southerly direction along the eastern platform to the eastern point of closure.

The alternative route for traffic from the eastern end of the closure will be the reverse of the route described above.

'The Surrey County Council Public Footpath No. 381 (Lingfield) & Public Footpath 381 (Dormansland) Temporary Prohibition of Traffic Order 2011' was made by the County Council under section 14(1) & (2) of the Road Traffic Regulation Act 1984.

Dated: 22 December 2023

Katie Stewart, Executive Director – Environment, Infrastructure and Growth

Any Enquiries relating to this notice should be directed to: Countryside Access Team, Surrey County Council, Whitebeam Lodge, Merrow Depot, Merrow Lane, Guildford, GU4 7BD. Tel: 0300 200 1003 or email: rightsofway@surreycc.gov.uk



Goods Vehicle Licensing

Goods Vehicle Operator's Licence

Snap-on UK Holdings Limited trading as 23 Telford Way, Telford Way Industrial Estate, Kettering, NN16 8SN is applying for a licence to use The Storage Room Company Ltd, Kiln Heath Farm Business Centre, Antlands Lane, Shipley Bridge, Nr Horley, Surrey, RH6 9TF as an operating centre for 1 goods vehicles trailers 0

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's Office.

Planning

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

Applications affecting a Listed Building (LB) and/or within a Conservation Area (CA) have been received:

FLETCHING – WD/2023/2872/FA

Variation of condition 6 of WD/95/0915/F (conversion of redundant granary to provide ancillary accommodation) to allow the former garden store to remain a kitchen.

Moons Farm, Sharpsbridge Lane, Piltown TN22 3XG (LB)

FLETCHING – WD/2023/2941/LB

Renewal of the oak hall w/c facilities.

Sheffield Park Garden, Sheffield Park TN22 3QX (LB)

WADHURST – WD/2023/1984/FA

Variation of condition 14 of WD/2021/3034/F demolition of existing garage and garden structures/outbuildings including swimming pool and tennis court. Erection of new part single part two storey dwelling with detached garage, landscaping, pool and pool pavilion and associated works.

Primmers, Primmers Green Lane, Wadhurst TN5 6DU (LB)

Members of the public may inspect copies of the applications and associated documents at the Council Offices, Vicarage Lane, Hailsham BN27 2AX between the hours of 8.30am to 5.00pm, or visit our website <https://planning.wealden.gov.uk>. Any representations should be made in writing to the Head of Planning and Environmental Services quoting the reference number no later than 15 January 2024.

Chief Executive
22 December 2023



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THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGES

An application for an order granting development consent has been made under section 37 of the Planning Act 2008 by Gatwick Airport Limited ('Applicant'), whose registered office is at 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 ONP, to the Planning Inspectorate (on behalf of the Secretary of State) (the 'Application'). The Application was made on 06 July 2023 and accepted for examination by the Planning Inspectorate on 03 August 2023 (Application Reference: TR020005). An Examining Authority was appointed on 15 August 2023 to examine the Application. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

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As an overview, the Project includes the following key components;

- repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway);
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- works to airfield support facilities including constructing a new pier, constructing and reconfiguring of aircraft stands, works to power facilities and relocating the fire training ground and the Central Area Recycling Enclosure facility;
- extensions to the existing airport terminals (north and south);
- works to existing and construction of new hotels and offices;
- works to existing and construction of new car parks;
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- water treatment works, and surface water and foul water improvements;
- environmental mitigation works including establishing habitat enhancement areas, flood compensation areas and areas of replacement open space.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ('NSIP') for the purposes of the Planning Act 2008 ('the 2008 Act') under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-000804-4.1%20Location%20Plan%20-%20Not%20For%20Approval.pdf>

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Proposed Changes to the Application

On 27 November 2023, the Applicant notified the Planning Inspectorate of the three proposed changes to the Application ('Proposed Changes 1 to 3'). The requested changes are explained in a letter dated 27 November 2023 submitted by the Applicant which can be viewed here: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001281-231127%20Gatwick%20NRP%20Covering%20Letter%20to%20Notification%20Report.pdf>

Project Change 1: Extension to the design parameters for the North Terminal International Departure Lounge ('NT IDL') proposed southern extension:

The Applicant has identified the need to increase the design parameters for the NT IDL proposed southern extension to provide greater flexibility for the future detailed design of this extension, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.

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The Applicant has identified opportunities to enhance the Project in line with the airport's sustainability aspirations and as part of this, considered options to reduce the incineration of waste on site. This change facilitates this by changing the replacement CARE facility from a food waste to energy (heat) plant to become a waste sorting facility only. This change 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.

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The Applicant has identified through continuous design development, a more sustainable solution for water treatment through the replacement of the Moving Bed Biofilm Reactor process with a constructed wetland (reed bed) solution. The proposed constructed wetland system would result in less energy consumptions and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species.

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Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

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Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 ONP.

Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than 23:59 on 21 January 2024. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

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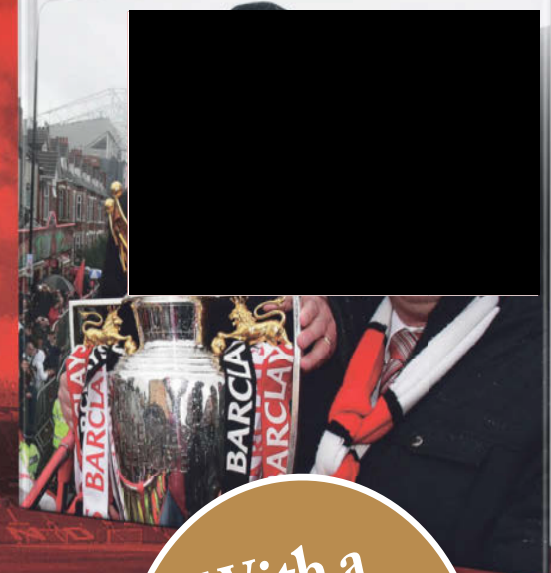
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We will win legal battles on Rwanda, say officials

Leaked memo shows 99.5% of challenges failing

Matt Dathan Home Affairs Editor

The Home Office believes that 99.5 per cent of individual legal challenges by migrants will fail to block their deportation to Rwanda under Rishi Sunak's emergency law, leaked documents reveal.

Modelling carried out by officials predicts that nine in ten of all claims would be rejected with no right of appeal within ten days of migrants arriving in the UK. This is because they would have to provide evidence that they faced "serious and irreversible harm" if removed to Rwanda. They would be flown to the African country seven days later, having spent less than three weeks in the UK.

The department believes that of the 10 per cent granted a hearing, 90 per cent would be struck out at the second stage of the legal process. Only half of the remaining cases that would be allowed to progress to an upper tribunal appeal would succeed and lead to the migrant remaining in the UK, according to the Home Office modelling.

It means that if 1,000 migrants were to lodge individual legal challenges against their removal, 900 would be rejected at the first stage and only five migrants would ultimately succeed in blocking their deportation.

However, individual challenges are only one of the weaknesses in the bill, according to critics. The threat of interim injunctions from Strasbourg led the government's own legal advice to warn of only a "50 per cent at best" chance of flights taking off next year.

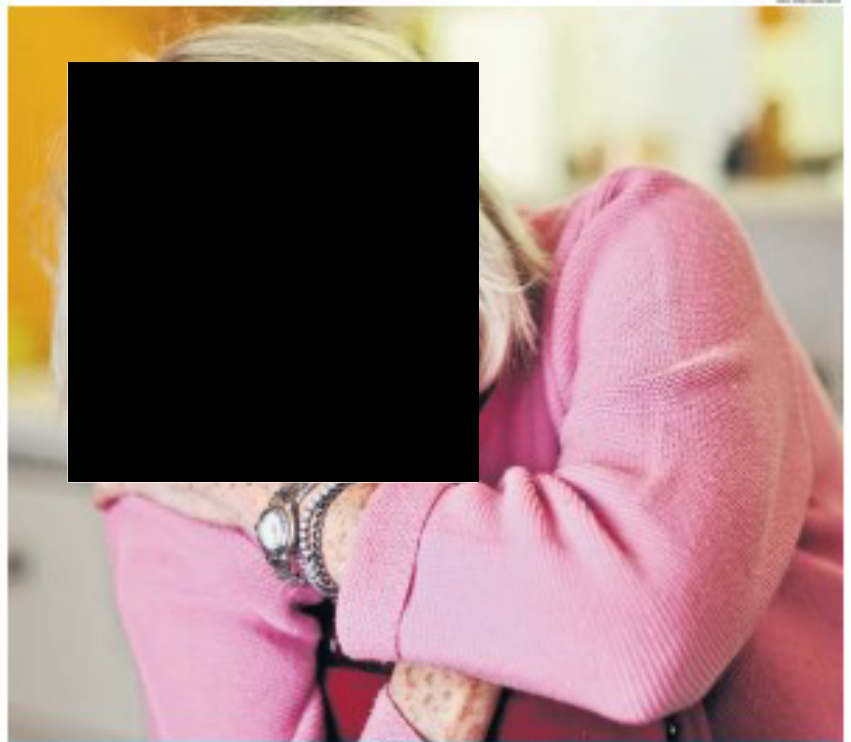
The modelling on individual claims, marked as "official sensitive" and handed to The Times, will be circulated to MPs over the next 48 hours as Sunak and his ministers launch a crucial whipping operation before the first vote on the bill in the Commons tomorrow.

Alex Chalk, the justice secretary, or Victoria Prentis, the attorney-general, will address a meeting of the One Nation group of centrist Conservative MPs at 6pm today in an attempt to win their support. Several MPs in the group have already told whips they intend to vote against the bill tomorrow.

Meanwhile dozens of Tory MPs on the right of the party will decide whether to vote for the bill after they hear a detailed assessment from a "star chamber" of legal experts at midday. Most are expected to vote for the bill or abstain despite objecting to it, because they hope to amend it at a later stage.

The Home Office document, titled High Level Process for the New Bill, was presented by the Home Office in meetings to discuss the emergency Rwanda bill. It informed Sunak's claim that the prospect of courts blocking a deportation decision will be "vanishingly rare".

The document was first presented by Suella Braverman in March as part of her work as home secretary to prevent legal appeals in the Illegal Migration Bill. It has been re-used by officials for the present Rwanda legislation and will be used by the government to counter claims by right-wing critics that the Safety of Rwanda Bill will fail to prevent
Continued on page 6



Rigg's plea for a dignified death

Dame Diana Rigg has spoken from beyond the grave to demand a change in the law on assisted dying. In a recording made shortly before her death from cancer in 2020 at the age of 82, the actress describes her "truly awful" condition and the "agonising" attached to it, and calls on MPs to give people "political autonomy over their own death". *Page 5*

Week's worth of surgery ... done in a day

Rachael Sylvester

Surgeons at a London hospital are performing an entire week's worth of operations in a single day as part of a groundbreaking initiative that could help to cut the record NHS waiting lists.

Guy's and St Thomas' NHS Foundation Trust has already slashed its own elective backlog in certain specialties by running monthly HIT (high intensity theatre) lists at weekends. Two operating theatres run side by side and as soon as one procedure is finished the next patient is already under anaesthetic and ready to be wheeled in.

Nurses are on standby to sterilise the operating theatre and instead of taking 40 minutes between cases it takes less than two. The only delay is the 30 seconds it takes for the antibacterial cleaning fluid to work.

Karim El-Boghdady, the consultant anaesthetist who designed the programme with his colleague Imran Ahmad, compares it to a Formula One pit stop. "They've got one person doing the rear right wheel, one person doing the front left wheel. It's the same thing. The operating theatre is effectively like that." The lead consultant surgeon "is bouncing from one theatre to the next

doing the critical phase of the operation" with more junior surgeons assisting, he added.

Ahmad said the HIT list model could help to dramatically reduce the 7.8 million cases waiting for planned NHS operations if introduced more widely. "Every time we do one of these HIT lists I'm amazed how efficient it is," he said.

He has discussed the approach with NHS England and the Department for Health and Social Care. Wes Streeting, the shadow health secretary, has also expressed an interest.

At St Thomas' hospital on Saturday, *Continued on page 2*

IN THE NEWS

Life lessons

Most parents want schools to focus on "life skills" such as healthy eating and financial literacy rather than focus on academic achievement, research shows. *Page 4*

Bashir 'cover-up'

Princess Diana's brother, Earl Spencer, has accused EBC executives of a "cover-up" surrounding Martin Bashir's interview with his sister. *Page 9*

Abortion inquiries

Police have investigated about 100 women and girls on suspicion of having illegal abortions since 2020, after a change in the law on medical terminations. *Page 13*

Hamas resistance

Hamas and its allies have staged fierce resistance to Israel's advances in Gaza and threatened to kill all remaining hostages unless ceasefire talks resume. *Page 29*

Interest rates blow

The Bank of England will not cut interest rates until 2026, according to projections from the CBI, which predicts sluggish economic growth for the next three years. *Page 33*



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2023

STATE

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CROWN OFFICE

The King has been pleased by Royal Warrant under His Royal Sign Manual dated 7th December 2023 to appoint The Right Honourable John Philip Glen, MP, to the Office of Paymaster General. (4509621)

ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of the unnamed footpath north of the junction of Albert Road and Bilberry Close at Whitefield, in the Metropolitan Borough of Bury.

If made, the Order would authorise the stopping up only to enable development as permitted by Bury Metropolitan Borough Council, under reference 69535.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Radcliffe District Council, Whittaker Street, Radcliffe, Manchester M26 2TD in the 28 days commencing on 11 December 2023, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/NW/S247/5573.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **8 January 2024**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.

D Hoggins, Casework Manager

(4509625)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North West) (No.50) Order 2023" authorising the stopping up of a triangular shaped area of Back Halliwell Road South and an irregular shaped area of highway to the east of Cotton Street in Bolton This is to enable development as permitted by Bolton Council under reference 16079/23.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/NW/S247/5536). They may also be inspected during normal opening hours at Bolton Council, Department of Place, Highways and Engineering Division, Asset Management, Design and Construction, 3rd Floor, Paderborn House, Howell Croft North, Bolton BL1 1UA.

Any person who wishes to challenge the validity of the decision to make the Order may apply to the High Court within 6 weeks from 11 December 2023.

S Zamenzadeh, Casework Manager

(4509629)

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On 27 November 2023, the Applicant notified the Planning Inspectorate of the three proposed changes to the Application ("**Proposed Changes 1 to 3**"). The requested changes are explained in a letter dated 27 November 2023 submitted by the Applicant which can be viewed here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001281-231127%20Gatwick%20NRP%20Covering%20Letter%20to%20Notification%20Report.pdf>

Project Change 1: Extension to the design parameters for the North Terminal International Departure Lounge ("NT IDL") proposed southern extension:

The Applicant has identified the need to increase the design parameters for the NT IDL proposed southern extension to provide greater flexibility for the future detailed design of this extension, to be able to respond to the future needs of retail and catering operators and provide an enhanced service to passengers.

Project Change 2: Reduction in height to proposed replacement Central Area Recycling Enclosure ("CARE") facility and change in its purpose:

The Applicant has identified opportunities to enhance the Project in line with the airport's sustainability aspirations and as part of this, considered options to reduce the incineration of waste on site. This change facilities this by changing the replacement CARE facility from a food waste to energy (heat) plant to become a waste sorting facility only. This change 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.

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

The Applicant has identified through continuous design development, a more sustainable solution for water treatment through the replacement of the Moving Bed Biofilm Reactor process with a constructed wetland (reed bed) solution. The proposed constructed wetland system would result in less energy consumptions and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species.

Consultation on Proposed Changes

In advance of submitting a request to the Examining Authority to make Proposed Changes 1 to 3 to the Application, the Applicant is undertaking consultation on these proposed changes. A Consultation Newsletter has been prepared to describe the change and explain why the change is being proposed. The Consultation Newsletter will be available to view free of charge from 13 December 2023 at: <https://www.gatwickairport.com/company/northern-runway.html>

Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

Responding to this Consultation on Proposed Changes 1 to 3

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **13 December 2023 and by no later than 23:59 on 21 January 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 ONP.

Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than **23:59 on 21 January 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

The Applicant's Contact Details

If you have any enquiries about the proposed change, the Consultation Document and any other matters covered in this notice, you may contact the Applicant by email at community@gatwickairport.com or by phone on 01293 505 265.

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation. (4509630)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22316274/1/NXG

1 In this notice the following shall apply:

Company Name: **BEACHLEY (CHEPSTOW) LIMITED**

Company Number: 06376046

Interest: leasehold

Title number: CYM520955

Property: The Property situated at Caution over land lying to the west of The River Wye, Chepstow being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 21 September 2023.

Assistant Treasury Solicitor

6 December 2023

(4505192)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22317982/1/NYS

1 In this notice the following shall apply:

Company Name: **DOUGHANDCO TELFORD LIMITED**

Company Number: 13828844

Interest: leasehold

Title number: SL145151

Property: The Property situated at Lease of Unit SQ4 Southern Quarter, Telford Shopping Centre, Telford, Shropshire. being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 18 October 2023.

Assistant Treasury Solicitor

6 December 2023

(4505193)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006

DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22318709/1/NYS

1 In this notice the following shall apply:

Company Name: **CITYLETTINGSHULL LTD**

Company Number: 11839797

Interest: leasehold

Lease: Lease dated 2 February 2022 and made between S.Hakim T/A AandS Properties(1) and Citylettingshull Ltd(2)

Appendix F: Copies of Press Releases

Community

London Gatwick

Proposed project changes to London Gatwick's Northern Runway plan

London, UK, December 7, 2023



Since [submitting its Northern Runway plans](#) to the Planning Inspectorate, London Gatwick has refined its proposal and identified three discrete changes to reduce its environmental impact even further, while also providing additional design flexibility.

Share on:

Before submitting these changes to the Planning Inspectorate, the airport will next week (13 December 2023) open a consultation so that the public, landowners and other stakeholders can give their views on the proposed changes.

These views will be taken into account before the airport submits a request to amend its DCO application to the Planning Inspectorate. It will be for the Planning Inspectorate to decide if the changes can be made to the application and included in the examination.

The consultation will close at 11:59pm on 21 January 2024.

The airport proposes making the three separate changes to the Project below. Further detailed information on these changes and information on how to submit responses to the consultation will be available on the London Gatwick website once the consultation is live.

- **Project Change 1:** Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension
- **Project Change 2:** Reduction in the height and change in the purpose of the replacement Central Area Recycling Enclosure (CARE) facility
- **Project Change 3:** Revision to the Surface Water Treatment Works system

London Gatwick's application to [bring its Northern Runway into routine use](#), alongside its Main Runway, was [accepted for examination by the Planning Inspectorate](#) on 3 August 2023.

The airport's Northern Runway plan would create around 14,000 new jobs and inject £1 billion into the region's economy every year from increased tourism, trade, supply-chain, and other business opportunities.

Tim Norwood, Chief Planning Officer, London Gatwick, said: "Our engagement with the public and stakeholders to date has been invaluable in helping us shape our Northern Runway plans. However, since the submission of our DCO application we have identified a number of small improvements we would like to make to our proposal. We are therefore asking for views on three discrete changes to our plans and would welcome any feedback people may want to make."

About London Gatwick

London Gatwick is the UK's second largest airport and is a vital piece of national infrastructure that helps drive both the regional and national economy. More than 40 airlines fly from the airport to over 150 short-haul and more than 45 long-haul destinations. The airport is focused on rebuilding and growing sustainably in the long term. It has ambitious plans to be a net zero airport by 2030 and increase capacity by bringing its Northern runway into routine use. Vinci Airports owns a 50.01% stake in the airport, with Global Infrastructure Partners managing the remaining 49.99% interest.

About VINCI Airports

The world's leading private airport operator, VINCI Airports operates more than 70 airports in 13 countries. Thanks to its expertise as a global integrator, VINCI Airports develops, finances, builds and manages airports by providing its investment capacity and its know-how in optimizing operational performance, modernizing infrastructure and managing their operations and environmental transition. VINCI Airports is the first airport operator to have committed to an international environmental strategy in 2016, to achieve the goal of net zero emissions across its entire network by 2050.

For more information:

www.vinci-airports.com

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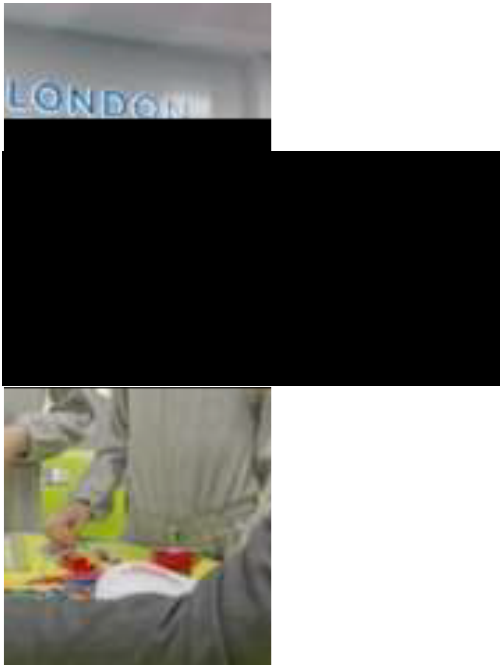
<https://www.linkedin.com/company/vinci-airports/>

About Global Infrastructure Partners

Global Infrastructure Partners (GIP) is a leading infrastructure investor that specializes in investing in, owning and operating some of the largest and most complex assets across the energy, transport, digital infrastructure and water and waste management sectors. With decarbonization central to our investment thesis, we are well positioned to support the global energy transition. Headquartered in New York, GIP has offices in Brisbane, Dallas, Delhi, Hong Kong, London, Melbourne, Mumbai, Singapore, Stamford and Sydney.

GIP has approximately \$100 billion in assets under management. Our portfolio companies have combined annual revenues of approximately \$80 billion and employ over 100,000 people. We believe that our focus on real infrastructure assets, combined with our deep proprietary origination network and comprehensive operational expertise, enables us to be responsible stewards of our investors' capital and to create positive economic impact for communities. For more information, visit www.gglobal-infra.com.

Related news



London Gatwick

Community

London Gatwick opens brand new STEM centre to inspire local children and students to pursue airport-related careers

The STEM centre will be equipped with interactive exercises such as a water treatment lab and runway lighting rig. Specialist facility will encourage school children to study STE[...]

London, UK, 31 October 2023

[Read more](#)

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See contact's page for press office details and hours of operations

- > Main London Gatwick switchboard
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- ☎ 01293 505000

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- Competitions



Community

London Gatwick

Proposed project changes to London Gatwick's Northern Runway plan

London, UK, December 13, 2023



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Share on:

Since [submitting its Northern Runway plans to the Planning Inspectorate](#), London Gatwick has refined its proposal and identified three discrete changes to reduce its environmental impact even further, while also providing additional design flexibility.

Before submitting these changes to the Planning Inspectorate, the airport has today (13 December 2023) opened a consultation so that the public, landowners and other stakeholders can give their views on the proposed changes.

These views will be taken into account before the airport submits a request to amend its DCO application to the Planning Inspectorate. It will be for the Planning Inspectorate to decide if the changes can be made to the application and included in the examination.

The consultation will close at 11:59pm on 21 January 2024.

The airport proposes making the three separate changes to the Project below. Further detailed information on these changes and information on how to submit responses to the consultation is available on the [airport's website here](#).

- Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension
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Community

London Gatwick

Final chance to have your say on proposed project changes to London Gatwick's Northern Runway plan

London, UK, January 15, 2024



Members of the public, including local residents, landowners and other stakeholders, have just under one week left to respond to London Gatwick's consultation on minor changes to its Northern Runway proposal.

Share on:

Members of the public, including local residents, landowners and other stakeholders, have just under one week left to respond to London Gatwick's consultation on minor changes to its Northern Runway proposal.

The airport's application to bring its Northern Runway into routine use, alongside its Main Runway, was accepted for examination by the Planning Inspectorate on 03 August 2023.

Since then, London Gatwick has refined its proposal and identified three discrete changes to reduce its environmental impact even further, while also providing additional design flexibility.

The deadline to respond to the consultation is **23:59 on 21 January 2024**.

The airport proposes making the three separate changes to the Project. Detailed information on these changes and information on how to submit responses to the consultation is available on the airport's website here.

These views will be taken into account before the airport submits a request to amend its DCO application to the Planning Inspectorate. It will be for the Planning Inspectorate to decide if the changes can be made to the application and included in the examination.

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Information on the progress of this planning application can be found on the Planning Inspectorate website.

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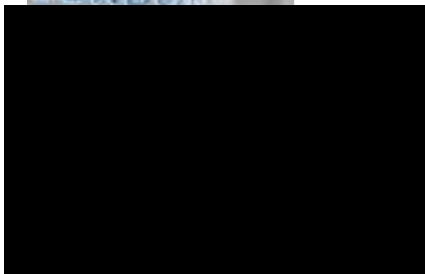
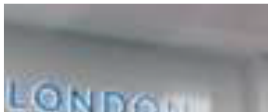
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Related news



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Community

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London, UK, 31 October 2023

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Appendix G: Consultation Site Notices

THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON PROPOSED CHANGES

An application for an order granting development consent has been made under section 37 of the Planning Act 2008 by Gatwick Airport Limited ('**Applicant**'), whose registered office is at 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP, to the Planning Inspectorate (on behalf of the Secretary of State) (the "**Application**"). The Application was made on 06 July 2023 and accepted for examination by the Planning Inspectorate on 03 August 2023 (Application Reference: TR020005). An Examining Authority was appointed on 15 August 2023 to examine the Application. After the Examination has closed, the Examining Authority will submit a report to the Secretary of State who will then make the decision on whether or not to grant the development consent order.

Summary of the Project

The Project proposes to reposition the existing northern runway at London Gatwick Airport ("**Gatwick Airport**") which, along with lifting the current restrictions on its use, would enable dual runway operations. The Project includes airfield enhancement works and the development of a range of infrastructure and facilities to accommodate an increase in aircraft movements and airport passenger numbers, together with surface access elements to provide additional processing capability and improved airport access. Land is proposed as part of the Project to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).

As an overview, the Project includes the following key components;

- repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway);
- airfield works including repositioning of existing and the construction of new taxiways, aircraft stands and an access track between the two runways;
- works to airfield support facilities including constructing a new pier, constructing and reconfiguring of aircraft stands, works to power facilities and relocating the fire training ground and the Central Area Recycling Enclosure facility;
- extensions to the existing airport terminals (north and south);
- works to existing and construction of new hotels and offices;
- works to existing and construction of new car parks;
- surface access improvements including active travel improvements and works to the M23 spur, the A23 London Road, Longbridge roundabout and the terminal roundabouts and forecourts;
- water treatment works, and surface water and foul water improvements;
- environmental mitigation works including establishing habitat enhancement areas, flood compensation areas and areas of replacement open space.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ("NSIP") for the purposes of the Planning Act 2008 ("the 2008 Act") under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR020005/TR020005-000804-4.1%20Location%20Plan%20-%20Not%20For%20Approval.pdf>

Environmental Impact Assessment

The Project is an EIA development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with the Application

(Examination Library refs. APP-026 to APP-217) pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Copies of the Application

The Application, including the Environmental Statement, together with the Application form and its accompanying documents, drawings, plans and maps, are available for inspection free of charge on the webpage relating to the Application on the Planning Inspectorate's website under the 'Documents' tab: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>. These documents will be available to view on the website for at least the duration of the Examination.

Details of the development consent process and how to participate are set out in the Planning Inspectorate's 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others', which is available to view free of charge at:

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-eight-overview-of-the-nationally-significant-infrastructure-planning-process-for-members-of-the-public-and-others/>

Proposed Changes to the Application

On 27 November 2023, the Applicant notified the Planning Inspectorate of the three proposed changes to the Application ("**Proposed Changes 1 to 3**"). The requested changes are explained in a letter dated 27 November 2023 submitted by the Applicant which can be viewed here:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001281-231127%20Gatwick%20NRP%20Covering%20Letter%20to%20Notification%20Report.pdf>

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The Applicant has identified opportunities to enhance the Project in line with the airport's sustainability aspirations and as part of this, considered options to reduce the incineration of waste on site. This change facilitates this by changing the replacement CARE facility from a food waste to energy (heat) plant to become a waste sorting facility only. This change 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.

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

The Applicant has identified through continuous design development, a more sustainable solution for water treatment through the replacement of the Moving Bed Biofilm Reactor process with a constructed wetland (reed bed) solution. The proposed constructed wetland system would result in less energy consumptions and also provide the opportunity for biodiversity benefits through the provision of wetland vegetation species.

Consultation on Proposed Changes

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Copies of the Consultation Newsletter can be sent to you upon request on a USB stick or in hard copy (free of charge though reasonable postage charges may apply). To make a request, please use the Applicant's contact details below.

Responding to this Consultation on Proposed Changes 1 to 3

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **13 December 2023 and by no later than 23:59 on 21 January 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Proposed Changes 1 to 3 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 0NP.

Completed response forms and comments about Proposed Changes 1 to 3 must be received by the Applicant by no later than **23:59 on 21 January 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

The Applicant's Contact Details

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Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

Appendix H: Consultation Responses (redacted)

From: [REDACTED]
To: [REDACTED]
Subject: [EXTERNAL SENDER] Gatwick Airport Northern Runway Project, Consultation on Proposed Changes - GTC response
Date: 18 December 2023 12:39:42
Attachments: [image001.png](#)
[image002.png](#)
[N7010256-1_1_of_1_appendix_1_of_2.png](#)
[N7010256-1_1_of_1_appendix_2_of_2.png](#)
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[GU-DPR-IG-0022 Safe working in the vicinity of utility networks.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear Sir/Madam,

I have received the letter you sent BUUK Infrastructure regarding the proposed changes to the project.

Project Change 1 – not affected by any BUUK existing assets.

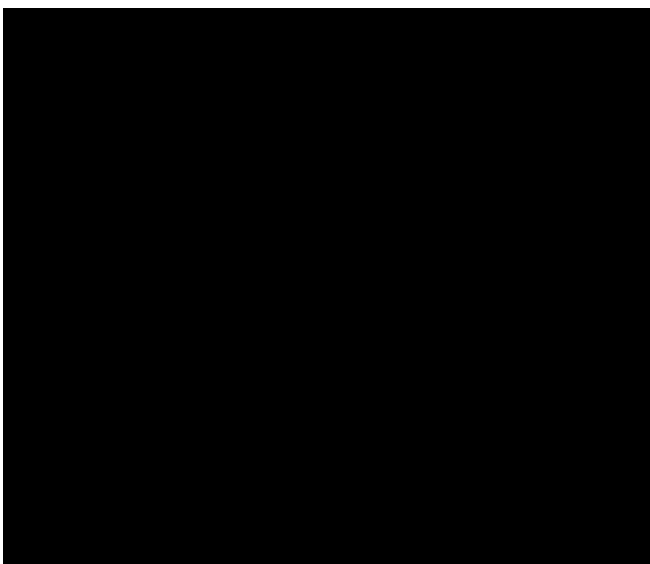
Project Change 2 – it's not clear where the CARE facility is located. GTC Pipelines Ltd does have a gas network at the north end of the airport.


Project Change 3 – it's not clear where the wetland reed-bed water treatment facility is located. GTC Pipelines Ltd does have a gas network at the north end of the airport.

I have attached the relevant network plans in case either Project's 2 or 3 are located at or near the North terminal.

Thank you for taking BUUK's views into consideration. Should you have any further queries or concerns please do not hesitate to contact us further.

Yours faithfully,





not the intended recipient, please destroy this message, delete any copies held on your system and notify the sender immediately. You should not retain, copy or use this E-Mail for any purpose, nor disclose all or any part of its content to any other person. Whilst we run antivirus software on Internet E-Mails, we are not liable for any loss or damage. The recipient is advised to run their own up to date antivirus software.

Thank you


SAFE WORKING IN THE VICINITY OF UTILITY NETWORKS

(Refer to the HSE Guidance Document HSG47)

Introduction

This document should be issued to anyone intending on working in the vicinity of GTC and associated entities' utility networks and should be used in conjunction with HSG47, NJUG guidance and industry recognised practices.

Confirmation should be sought from the asset owner in any instance of ambiguity or if there is confusion.



Damage to services can cause significant disruption and project delays and therefore incur considerable costs as well as the potential for severe or fatal injury to not only to those directly involved but also the general public.

Damages often have instantaneous reactions like explosive arcing with cables or leaks for gas and water mains however latent reactions due to damages that are ignored, consealed, or unnoticed can have much greater consequences.

General

1. It is imperative that all works are carried out in accordance with the guidance provided by the HSE (Health and Safety Executive) in their document HSG47 "Avoiding Danger from Underground Services", ISBN 978 0 7176 6584 6, 3rd Edition 2014. No party shall carry out any excavation works or other intrusive works such as piling, blasting or demolition without following the guidance in HSG47.
2. We own gas, electricity, water, waste water, fibre, and district heating apparatus located in the highway, private property and through the countryside. Some plant may be located in land for which a wayleave or easement has been granted and there may be no surface evidence of the presence of apparatus.
3. Ensure that you have obtained detailed plans of existing and proposed gas, electricity, water, waste water, fibre, and district heating networks before any works commence.
4. The position of the networks shall be pinpointed as accurately as possible by visually surveying the area for indications of apparatus, by means of a locating device, and reference the information gathered to the plans. Locating equipment must be tested and calibrated within the manufacturer's calibration date.

Excavation work should be carried out where applicable, carefully following recognised safe digging practices. Once a locating device has been used to determine position and route, excavation may proceed; trial holes should be dug using suitable hand tools to confirm the position of buried networks. During excavation the locating device should be reused to check position and route of buried apparatus.

Once the apparatus has been located, appropriate marking be made on the covering hard surface confirming location and any errors in plans identified, GTC should be advised to allow plans to be updated.

5. Hand-held power tools can damage buried apparatus and shall be used with care until the exact position of a utility has been determined. They may only be used to break a paved or concrete surface above the network, unless there are any indications that the network is particularly shallow; in such circumstances, accuracy of plant location is determined and excavation initiated adjacent to the apparatus.
6. No manhole, chamber or other structure shall be built over, around or under the network. Such structures, other pipes, ducts and cables should be laid to provide a minimum clearance from the existing network of 300mm or 1.5 times the diameter of the asset, whichever is the greater. No work should be carried out if this minimum clearance cannot be met or which results in a reduction of cover or protection over the network, without first consulting GTC, please seek advice from GTC.
7. Where an excavation uncovers any network apparatus the backfill shall be adequately compacted, particularly beneath the network, to prevent any settlement, which would subsequently damage the network. Backfill material adjacent to the network shall be selected fine material or sand, containing no stones, bricks or lumps of concrete etc. and shall be suitably compacted to give comparable support and protection to that provided before excavation. No power compaction shall take place until at least 200mm cover of selected fine fill has been suitably compacted by hand tools.
8. If the road construction is close to the top of the network, GTC shall be asked to identify whether any additional precautions are necessary. The road construction depth should not be reduced without permission from the local Highway Authority.
9. Costs incurred by GTC through direct or consequential damage shall be recharged.
10. Where utilities are within a duct the duct should be treated in the same manner as live utility cable/pipe/fibre and any work in the vicinity of the apparatus shall be carried out with caution.

Any damage caused no matter how insignificant or minor in appearance SHALL BE REPORTED to GTC as soon as possible.

Precautions for Gas Networks

11. Plans do not always show the presence of gas service pipes (from the gas main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main.
12. The depth of cover for gas mains is typically 750mm in carriageways and grass verges, 600mm in footways and 1.1m in open field. The depth of cover for gas services is typically between 375mm and 600mm. Reference should always be made to the network drawing. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
13. Gas pipes should be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.

14. If a gas leak is suspected, the following action should be taken immediately:
- Remove all people from the immediate vicinity of the escape. If the service connection to a building or the adjacent main has been damaged, warn the occupants to leave the building, and any adjoining building, until it is safe for them to return. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building. Gas leaking from the damage inside or gas travelling along the line of the service connection pipe from outside the building may cause a build-up of gas within the building.
 - Prohibit smoking, and extinguish all naked flames and other sources of ignition i.e. stop excavator and compressor engines within at least 5.0m of the leak.
 - Inform the National Gas Emergency Service immediately by dialling:
0800 111 999
 - Remain on site.
 - Assist the Gas Emergency Service Provider staff, Police, Fire Services or other Statutory Authorities as requested.
15. Where gas pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the gas pipe or cause excessive loading over the gas pipe then GTC shall be consulted.
16. No concrete or other hard material should be placed or left under or adjacent to any gas pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a gas pipe.
17. Where an excavation uncovers a gas pipe with a damaged wrapping, GTC shall be informed, so that repairs can be made to prevent future corrosion and leakage.
18. Pipe restraints or thrust blocks close to gas mains shall not be removed or interfered with as they are a safety feature of the live gas network.
19. Anyone who carries out work near underground gas plant should observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to gas pipes should be made.
20. Where excavation is within 5m proximity to above or below ground pressure control equipment, ground workers must be aware of the possibility of encountering small auxiliary pipework that is more susceptible to damage.
21. Where PE pipes and cables have been exposed and it is intended that hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional precautions and actions that may require to be undertaken.
22. GTC shall be consulted if it is intended to carry out any of the following activities:

- Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment.
- Piling or boring within 15m of gas plant.
- Excavating within 10m of pressure reduction equipment.
- Reducing the cover or protection of a gas pipe.
- Carrying out deep excavations nearby (minimum of 2m up to 15m).
- Working within 3m of GTC's intermediate pressure (IP) mains.

Precautions for Electricity Networks

- 23.** Plans do not always show the presence of electric service cables (from the electricity main to premises) but their existence should be assumed.
- 24.** In most cases there will be no permanent surface marker posts or other visible indication of the presence of a buried cable. Even if no cables are shown on plans or detected by a locator, there may still be cables present, which could be live and a close watch should be kept for any signs which could indicate their presence such as marker tape, tape tile, concrete tiles and wooden battens. Any marker which is disturbed by our excavations must be replaced once work is completed.
- 25.** Typically underground cables are laid in trenches between 450mm and 1000mm deep, although some high voltage cables will be deeper, however, depths should never be assumed.
- 26.** A cable is positively located only when it has been safely exposed. Even then, digging should still proceed with care as there may be other cables adjacent or lower down.
- 27.** Occasionally, cables are terminated in the ground by means of a seal, sometimes with external mechanical protection. These "pot ended" or "bottle ended" cables should be treated as live and should not be assumed to be abandoned or disused. They can be difficult to detect with locators even when "live".
- 28.** Where practicable, such power tools shall only be used 500mm or more away from the indicated line of a cable buried in or below a hard surface. Having done so, the cable shall then be positively located by careful hand digging under the hard surface. The hard surface should be gradually removed until the cable is exposed. If the cable is not exposed then it must be assumed to be embedded within the surface. Where possible a cable locator shall be used as a depth guide down the side of the excavation.
- 29.** Because of the difficulty in confirming depth, hand held power tools shall never be used over the cable unless either:
 - The cable has already been exposed by digging under the surface to be broken out and it is at a safe depth (at least 300mm) below the bottom of the hard surface material.
 - or
 - Physical precautions have been taken to prevent the tool striking the cable.

30. Excavating close to electricity cables buried in concrete is dangerous and shall not be undertaken unless the cable(s) have been isolated. For this reason alone electricity cables should not be buried in concrete.
31. Where mechanical excavators are used in the possible vicinity of underground cables, the work should be arranged so that damage to cables is avoided so far as is reasonably practicable. To minimise danger to operatives those onsite shall be outside of the reach of the excavator bucket and shall not enter the trench whilst digging is undertaken. Excavator operators shall be instructed to stay in the cab if a cable is struck. If excavator operators have to exit the cab they should jump clear. If excavator operators climb down from the cab the risk of electrocution is significantly increased. If a cable is struck, the machine involved shall be subject to continuous observation and no one shall enter the excavation or approach the machine or the cable until GTC have been contacted and the damaged cable has been made safe.
32. Where cables have been exposed:
 - Any damage shall be reported to GTC immediately on: **0800 032 6990**
And work shall not be undertaken in the vicinity of a damaged cable until GTC has investigated its condition.
 - For more than 1.0m and they cross a trench, support shall be provided. If the exposed cable length is shorter than 1.0m support shall still be considered if joints have been exposed or the cable appears otherwise vulnerable to damage. Where advice and help is needed contact GTC.
 - Suitable precautions shall be taken to prevent damage from on-going work in the excavation. This may involve for example the use of physical means (e.g. timber boards, sandbags etc) to prevent mechanical damage. Materials or equipment which could damage or penetrate the outer sheath of the cable shall not be used. Cables lying in the bottom of an excavation are particularly vulnerable and shall be protected by nail free wooden planks, troughing or other suitable means.
 - Cables shall not be moved aside unless the operation is supervised by GTC.
 - Precautions shall be taken to prevent access by members of the public.
33. GTC shall be consulted if it is intended to carry out any of the following activities:
 - Using explosives within 30m of plant or substations piling or boring within 15m of electric plant.
 - Excavating within 10m of a substation.
 - Carrying out deep excavations nearby (minimum of 2m up to 15m).
 - Working near GTC's HV plant.

Precautions for Water Networks

34. Plans do not always show the presence of water service pipes (from the water main to premises) but their existence should be assumed with consideration given to the increased height of the service off-take fitting on the main.

35. The depth of cover for water mains are typically 900mm. The depth of cover for water services are typically 750mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
36. Water mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.
37. The danger created by damaging a water pipe with an excavator is much greater than if the damage is done with a hand-held power tool. Water pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators shall not be used within 500mm of a water pipe.
38. If a water leak is suspected, the following action should be taken immediately:
 - Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building.
 - Shut down all working plant and machinery in the vicinity of the damage
 - Inform IWNL by dialling: **02920 442 716**
 - Remain on site.
 - Do not attempt to make a repair.
 - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
39. Where water pipes cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the water pipe or cause excessive loading over the water pipe then GTC must be consulted.
40. No concrete or other hard material should be placed or left under or adjacent to any water pipe as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a water pipe.
41. Where an excavation uncovers a water pipe with a damaged wrapping, GTC shall be told, so that repairs can be made to prevent future corrosion and leakage.
42. Pipe restraints or thrust blocks close to water mains should never be removed.
43. Anyone who carries out work near underground water plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by GTC staff is available at all times. No unauthorised repairs to water pipes should be made.
44. Where PE pipes and cables have been exposed and it is intended hot work (e.g. welding, grinding, etc) be carried out, contact shall be made with GTC to confirm additional precautions and actions that may require to be undertaken.
45. GTC shall be consulted if it is intended to carry out any of the following activities:
 - Using explosives within 30m of plant.

- Piling or boring within 15m of water plant.
- Excavating within 10m of water asset structures.
- Reducing the cover or protection of a water main or service.
- Carrying out deep excavations nearby (minimum of 2m up to 15m).

Precautions for Fibre Networks

46. Plans may not always show the presence of fibre ducts but their existence should be assumed if GTC advise they have fibre services deployed in the given area. Any planned excavation work should only proceed with due care and attention.
47. Chambers with IFNL or OFNL marked lids can be used as an onsite indicator that GTC have fibre plant deployed in a given area however an exclusion of their presence does not necessarily mean there is no plant present.
48. In most cases there will be no permanent surface marker posts or other visible indication of the presence of a buried fibre duct. Even if no ducts are shown on plans there may still be ducts present which could have live fibre service installed. A close watch shall be kept for any signs which could indicate duct presence such as marker tape. Any marker which is disturbed by our excavations must be replaced once work is completed.
49. The depth of cover for fibre duct is typically between 350mm and 600mm in footways and grass verges, 600mm in carriageways and 1m in agricultural deployments. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
50. Fibre ducts should be located by hand digging before mechanical excavation begins. When the positions and depth of the ducts have been determined, work can proceed. Even then, digging should still proceed with care as there may be other ducts adjacent or lower down.
51. If fibre duct damage is suspected, the following action should be taken immediately:
 - Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage at the point of impact. For example, damage to a fibre connection outside the building may result in further, unseen damage to the connection inside the building.
 - Shut down all working plant and machinery in the vicinity of the damage.
 - Inform GTC Fibre immediately on: **02920 028 726**
 - Remain on site.
 - Do not attempt to make a repair.
 - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
52. Where fibre ducts cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress on the duct. For ducts parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the duct from the excavation, the type of soil and any

excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the fibre duct or cause excessive loading over the fibre duct then GTC must be consulted.

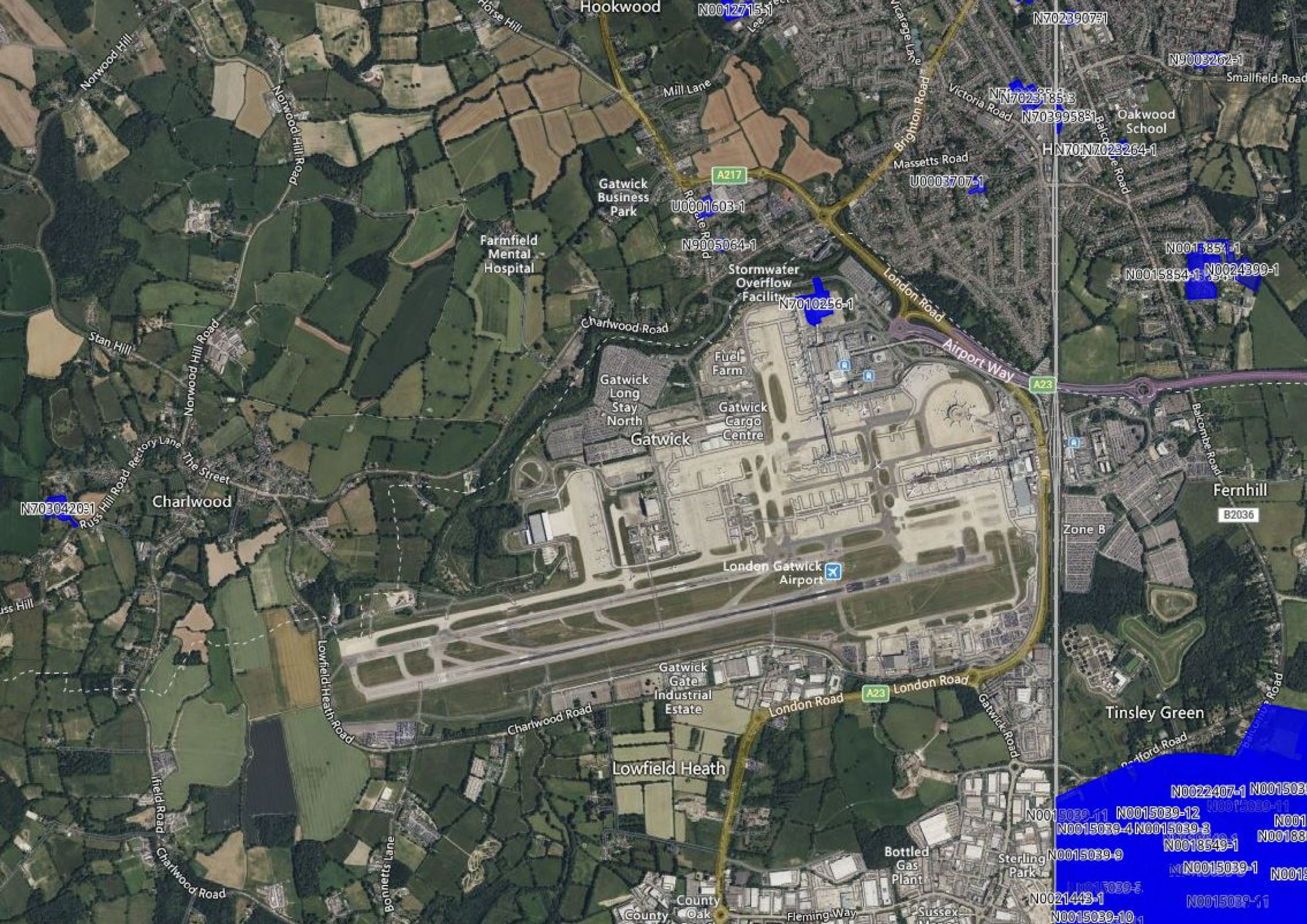
53. No concrete or other hard material shall be placed or left under or adjacent to any fibre duct as this can cause damage to the duct at a later date. Any backfill should comply with the requirements of NRSWA. Concrete backfill should not be used within 300mm of a fibre duct.
54. Anyone who carries out work near underground fibre plant should observe any specific requirements made by the site manager, and ensure that access to the plant by GTC staff is available at all times. No unauthorised repairs to fibre ducts should be made.
55. Where fibre ducts have been exposed and it is intended hot work (e.g. welding, grinding, etc) be carried out, contact must be made with GTC to confirm additional precautions and actions that may require to be undertaken.
56. GTC shall be consulted if it is intended to carry out any of the following activities:
 - Using explosives within 30m of plant or fibre asset structures.
 - Piling or boring within 15m of fibre plant.
 - Excavating within 10m of fibre asset structures (including the OSCP).
 - Reducing the cover or protection of a fibre asset.
 - Carrying out deep excavations nearby (minimum of 2m up to 15m).

Precautions for District Heating Networks

For information with respect to District Heating Networks this could also include District Cooling.

57. Plans do not always show the presence of District Heating service pipes (from the District Heating main to premises) but their existence should be assumed.
58. The depth of cover for District Heating mains is typically a minimum of 600mm under normal light carriageways and during construction activities, additional temporary protective bridging should be placed over DHN pipe runs. The depth of cover for District Heating services is typically 6000mm. Remember these covers are to finished level, you may be working in an area, which will be made up or lowered at a later date.
59. District Heating mains shall be located by hand digging before mechanical excavation begins. When the positions and depth of the pipes have been determined, work can proceed.
60. The danger created by damaging a District Heating with an excavator is much greater than if the damage is done with a hand-held power tool. District Heating pipes may have projections such as valve housings, which are not shown on the plans and to allow for this mechanical excavators should not be used within 600mm of a District Heating pipe.
61. If a water leak is suspected, the following action should be taken immediately:

- Remove all people from the immediate vicinity of the damage. It is important to note that a mechanical excavator may not only cause damage/leakage at the point of impact. For example, damage to a service connection outside the building may result in further, unseen damage to the connection inside the building.
 - Shut down all working plant and machinery in the vicinity of the damage.
 - Inform Metropolitan by dialling: **02920 100 346**
 - Remain on site.
 - Do not attempt to make a repair.
 - Assist Approved Contractors, Police, Fire Services or other Statutory Authorities as requested.
- 62.** Where District Heating cross or are parallel and close to excavations, changes in backfill etc. may cause differential ground settlement and increased stress in the pipe. For pipes parallel and close to excavations, the degree of risk depends upon the depth of the excavation, the distance of the pipe from the excavation, the type of soil and any excessive loading from heavy construction plant and materials. Wherever excavation works may affect the support of the District Heating or cause excessive loading over the water pipe then Metropolitan must be consulted.
- 63.** No concrete or other hard material should be placed or left under or adjacent to any District Heating as this can cause pipe fracture at a later date. Concrete backfill should not be used within 300mm of a District Heating.
- 64.** Where an excavation uncovers a District Heating pipe with a damaged insulation, Metropolitan should be told, so that repairs can be made to prevent future corrosions and leakage.
- 65.** Pipe restraints, Anchor blocks or foam padding close to district heating mains shall never be removed.
- 66.** Anyone who carries out work near underground district heating plant shall observe any specific requirements made by the site manager, and ensure that access to the plant by the asset owners staff is available at all times. No unauthorised repairs to district heating pipes shall be made.
- 67.** Where District Heating pipes have been exposed and it is intended hot work (e.g. welding, grinding, etc) will be carried out, contact shall be made with Metropolitan to confirm additional precautions and actions that may require to be undertaken.
- 68.** Metropolitan shall be consulted if it is intended to carry out any of the following activities:
- Using explosives within 30m of gas pipes or 400m of gas pressure reduction equipment.
 - Piling or boring within 15m of District Heating pipe.
 - Reducing the cover or protection of a District Heating pipe.
 - Carrying out deep excavations nearby.



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Tinsley Green

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Gatwick Business Park

Farmfield Mental Hospital

Stormwater Overflow Facility

Gatwick Long Stay North

Fuel Farm

Gatwick Cargo Centre

Gatwick

London Gatwick Airport

Gatwick Gate Industrial Estate

Lowfield Heath

Bottled Gas Plant

Sterling Park

County Oak

County Oak

Fleming Way

Sussex

Norwood Hill

Norwood Hill Road

Horse Hill

Hookwood

Mill Lane

Brighton Road

Victoria Road

Oakwood School

Massetts Road

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London Road

Airport Way

Beechcombe Road

Stan Hill

Norwood Hill Road

Charwood

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Gatwick Road

Field Road

Charwood Road

Bonnets Lane

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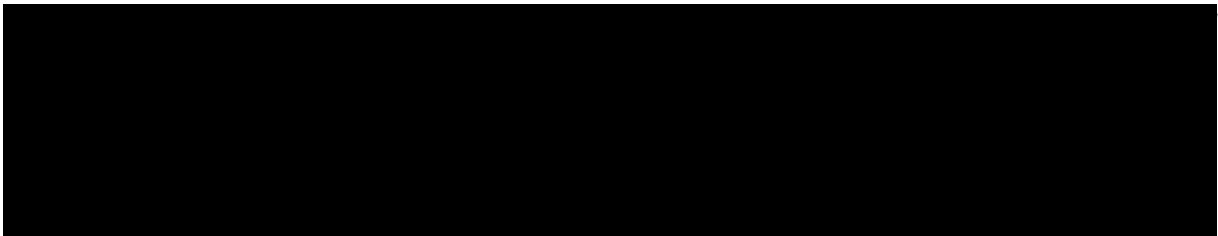
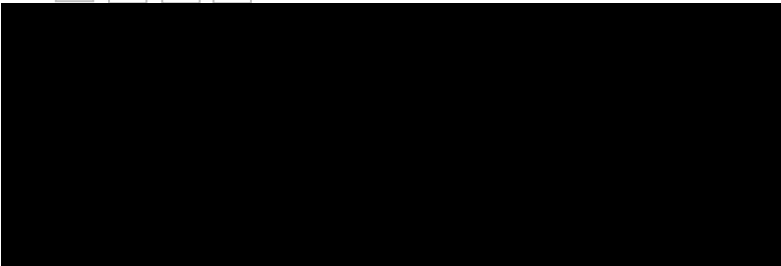
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To: [REDACTED]
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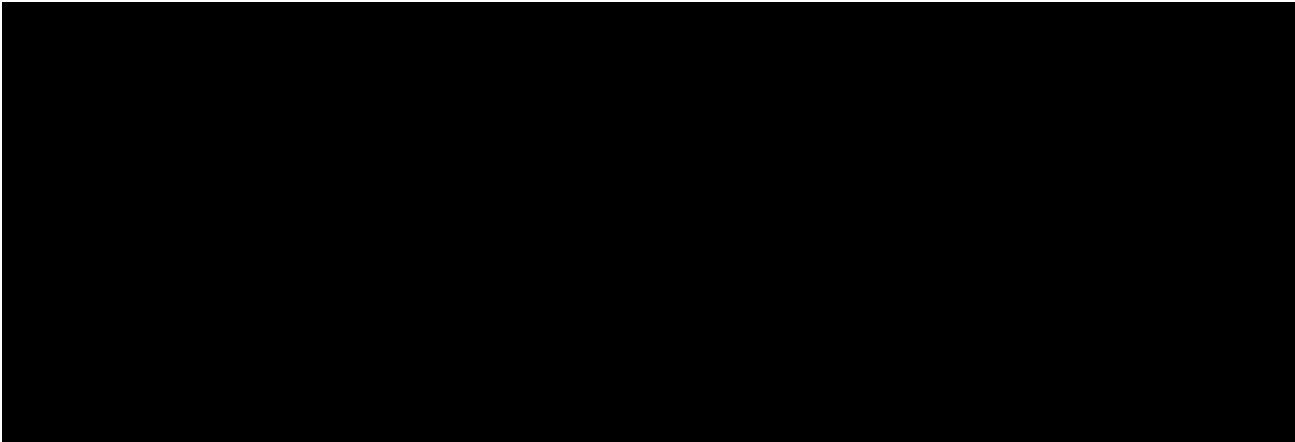
Dear [REDACTED]

Thank you for your consultation on the proposed changes to the Gatwick Airport Northern Runway Project. (PINS ref:TRO20005)

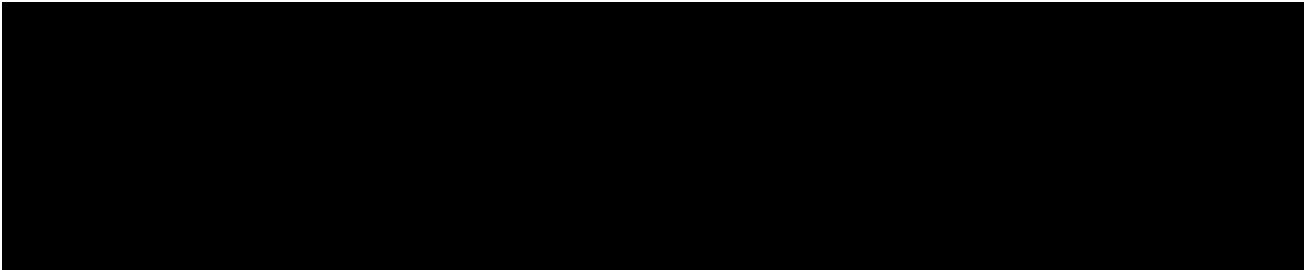
The site is not within close proximity to our network and therefore the Canal & River Trust have no comments to make.



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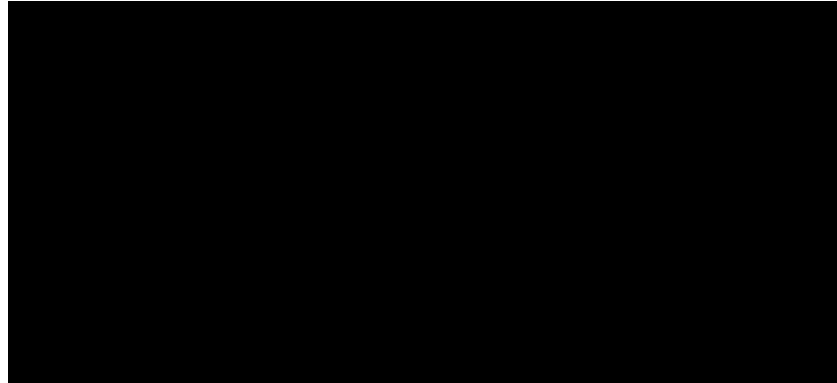


Mae'r e-bost hwn a'i atodiadau ar gyfer defnydd y derbynnydd bwriedig yn unig. Os nad chi yw derbynnydd bwriedig yr e-bost hwn a'i atodiadau, ni ddylech gymryd unrhyw gamau ar sail y cynnwys, ond yn hytrach dylech eu dileu heb eu copïo na'u hanfon ymlaen a rhoi gwybod i'r anfonwr eich bod wedi eu derbyn ar ddamwain. Mae unrhyw farn neu safbwynt a fynegir yn eiddo i'r awdur yn unig ac nid ydynt o reidrwydd yn cynrychioli barn a safbwyntiau Glandŵr Cymru.



Contact: [REDACTED]
Direct Line: [REDACTED]

Our Ref: TR020005 – Book 9 v9.1
Email: [REDACTED]
Date: [REDACTED]



Dear [REDACTED]

CBC consultation response to Gatwick Airport Consultation on Proposed Project Changes to the Gatwick Airport Northern Runway DCO

I write with reference to the above consultation following a meeting on 5th December when GAL provided a presentation of the proposed changes it aims to request as 'Change Application' to the ExA following consultation.

The following documents have been reviewed by CBC (from GALs website) and form part of this response. It is noted that some of the consultation material listed has not been made available on the website for the entire duration of the consultation period :

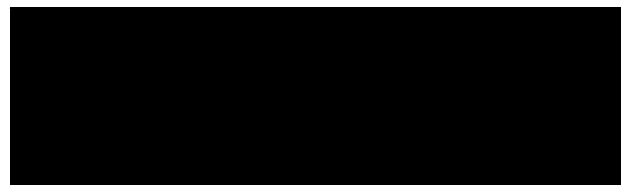
- Consultation Leaflet titled 'Northern Runway project' – 2 pages
- Book 9 v1 (Ref 9.1) November 2023 – Notification of Proposed Project Changes
- Powerpoint Slide Deck dated December 23 (10 pages) – Northern Runway Programme – Summary of proposed changes to the submitted NRP DCO

Adequacy of consultation

The consultation approach is noted in section 5.2 of Book 9 however, as previously referenced in the Adequacy of Consultation prepared jointly by the local authorities (PINS reference **TR020005 AoC-020**), CBC again question the extent to which GAL has complied with certain parts of the Gunning or Sedley principles governing lawful consultation. Those principles are that:

- (i) proposals are still at a formative stage
- (ii) there is sufficient information to give 'intelligent consideration'
- (iii) there is adequate time for consideration and response and
- (iv) 'conscientious consideration' must be given to the consultation responses before a decision is made.

In this case it is considered that there is insufficient information to give 'intelligent consideration' to the proposals as the information provided has generated more questions than answers due to absence of



tangible information. This missing information includes a the lack of evidence giving the rationale for the changes, lack of evidence of any impacts or concerns that the changes are supposed to address, lack of analysis and detail on the new impacts arising from the revisions and the fact the proposals give rise to some new impacts which appear not to be noted or evidenced.

It is noted that justification for the changes (para 1.1.2) is a refinement of the project proposals *“including having regard to feedback received from stakeholders”* however, there is no information in the submission to explain which stakeholders’ comments these changes seek to address or indeed any evidence that those stakeholders have been consulted on these changes.

With regard to the specific project changes, these have been summarised below (wording lifted from the consultation leaflet *and quoted in italics*). CBC commentary then follows underneath.

Project Change 1 – Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension

Existing application - *The application proposes two extensions to the North Terminal International Departure Lounge – to the north and south – to accommodate a mix of retail, catering and general circulation space.*

Project Change 1 *proposes to increase the design parameters of the proposed southern extension, together with the demolition of a passenger lounge and circulation building, to seek greater design flexibility for the future design stage. This will enable us to respond to future needs of retail and catering operators and provide an enhanced service to passengers. No increase in the net floor space to be created is proposed.*

There are no particular concerns with the increase in the parameter plan building height by 2.5m. The need for flexibility is understood subject to the floor area remaining unchanged. Further detail should be provided on how this alteration could impact upon the layout and visual appearance of the terminal.

Project Change 2 – Reduction in the height and change in the purpose of the replacement CARE facility

Existing application - *The application proposes to demolish and replace the existing Central Area Recycling Enclosure (CARE) facility which comprises a food waste to energy (heat) plant. In line with London Gatwick’s ongoing drive to sustainability, we have considered options to remove the incineration of waste on site.*

Project Change 2 *proposes to amend the replacement CARE facility to become a waste sorting facility only. Instead, waste material would be taken off-airport to dedicated waste processing centre(s) rather than being processed on site. Project Change 2 also comprises the removal of two biomass boilers and an associated flue of up to 48 metres, currently proposed under the DCO Application.*

It is noted that the current airport has a facility to incinerate waste on site and the DCO submission also proposed a replacement CARE building which would facilitate this provision.

While the removal of the biomass boilers from the CARE facility would have a positive visual impact (the removal of the flue/reduction in the overall building height by 8 metres) and positive impact in respect of odour / local air quality, other impacts and questions arise from the proposed change.

The impact of the change on the airport sustainability strategy is unclear. It is understood that the current plant creates heat (from food waste for energy) which is then recycled. How does GAL intend to meet the airport’s sustainability goals if the biomass boilers are removed? Furthermore, how does GAL propose to ensure compliance with adopted local plan policy ENV7 (District Energy Networks)?

Where does this waste go for incineration? The submitted documents are silent on the traffic impacts on the strategic and local road network and local air quality. Whilst we understand GAL has verbally provided a figure to GATCOM of an increase in HGV movements to 15 per week by 2049 travelling 46

miles away via the strategic road network, there is no written information to enable us to verify this. This information is also not available to others to enable meaningful response to this change proposal.

Project Change 3 – Revision to the Water Treatment Works system

Existing application - *The application proposes to treat stormwater run-off that contains de-icer through a Moving Bed Biofilm Reactor process.*

Project Change 3 *proposes to change this system to a constructed wetland (reed bed) solution, as a more sustainable solution for water treatment in line with our sustainability aspirations. Six reed bed areas are proposed, comprising a mix of wetland vegetation species to create a variety of habitat types.*

While at first glance this proposal sounds like a more environmentally sustainable solution that could deliver some ecological benefits, there are a number of site specific concerns.

There is very little detail provided about the reedbeds and how they would be constructed including the depth of the excavations and the impact on existing ground levels. The site is a known archaeological area (Iron Age Cremation Cemetery) and the previous proposal in the ES had been identified as a potential major adverse impact on this heritage asset and covered a much smaller area.

There is also no detail on the construction and drainage for these areas with no information on the depth of excavations for the reedbeds or how these would be connected to wider drainage infrastructure. Would the ground levels be raised or lowered?. How would this impact on the wider drainage strategy and comply with the SUDs principles? There is a culvert with crosses the site and it is unclear if this is impacted or if the reedbeds impact upon the nearby flood plain.

The water within the reedbed would be contaminated. There is no information on the risks in respect of pollution to nearby watercourses or to the wider environment. It is unclear if there would be risk to human health from the reedbed water or odour. There is no information on the reedbed technology, its effectiveness or the controls required to manage the reedbed including potential odour nuisance or noise from the 'blowers' used to aerate the reedbeds. How is water quality controlled?

The site is understood to be currently managed as a Bioversity Area (identified under adopted local plan policies ENV1 and ENV2) with the semi-improved grassland habitat being a scarce ecological resource within the DCO project boundary. There are TPO protected trees to the south and southwest. The proposal is unclear on the extent of tree and habitat loss and its impact on biodiversity. Also omitted is any detail on where any migration, compensation or enhancement could be provided. The ecological impacts are therefore of significant concern. It is uncertain how much biodiversity the new habitat could provide given the contaminated condition of the water and the fact that the nearby lagoons are netted over to deter birds and reduce birdstrike. It is also unclear if this new habitat would be supported from an aerodrome safeguarding perspective.

There is no information on the visual impact of the associated reedbed equipment or where this would be located. Similarly, there is no information on the location and appearance of the construction compound. There is also no information on any materials or soil to be removed from the site and where this would be taken.

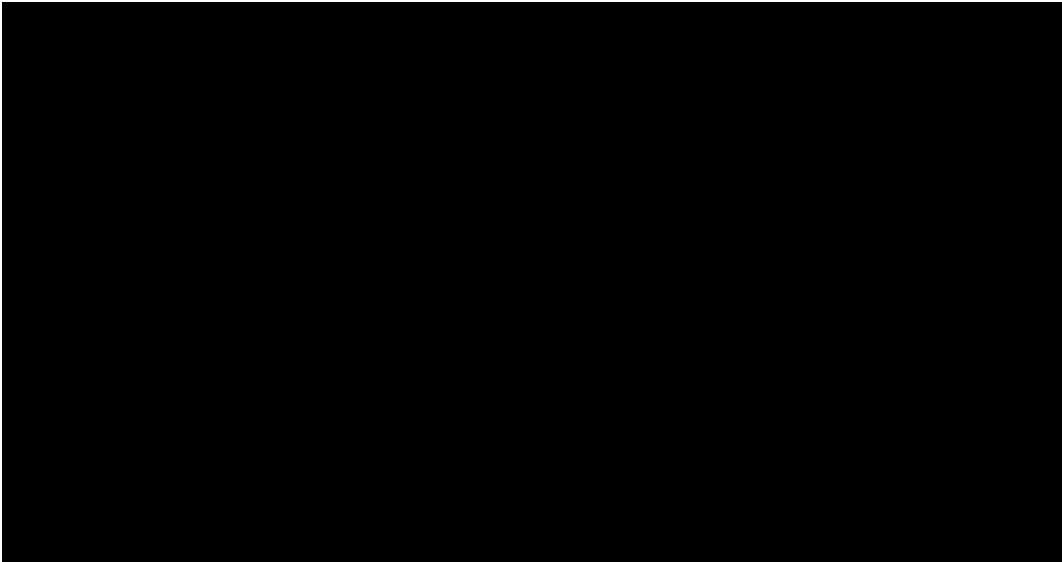
There are concerns about the impact on nearby occupiers. The edge of the reedbed would be around 55m north of a traveller caravan site and 100m north of the nearest residential property. It is unclear if the amenities of these occupiers would be harmed from noise (from the blowers) or odour from the reedbeds. Operation and maintenance controls to manage impacts on nearby residents should be considered.

Crawley Sewage Treatment works is to the north of this site and shares an access past the reedbed site. The use of this land to the south would potentially reduce the ability to expand the capacity of the treatment works to meet increasing demand, including from the growth of the airport, planned growth

within Crawley and strategic housing sites on its boundaries. CBC would like assurance that Thames Water have been consulted on this project change and that this does not impact on long term operational needs for this key piece of infrastructure.

In summary, CBC find it unable to conclude that the project changes would minimise the impacts of the environment as is being suggested without further detailed information in order to establish that there would not be any new or materially different significant effects from the combined or proposed changes beyond those currently reported in the Environmental Statement.

Yours faithfully



Via email only to [REDACTED]

19 January 2024

Dear [REDACTED]

Re: East Sussex County Council consultation response to Gatwick Airport Consultation on Proposed Project Changes to the Gatwick Airport Northern Runway Project (NRP) Development Consent Order (DCO)

I write with reference to the above consultation.

We have reviewed the proposed project changes to the NRP DCO application and are of the view that the level of information provided by GAL is incomplete, which means that we are unable to definitively establish whether or not any of the impacts would be detrimental to East Sussex's administrative area.

Adequacy of consultation

As previously referenced in the Adequacy of Consultation prepared jointly by the local authorities in July 2023 (PINS reference **TR020005 AoC- 020**), East Sussex County Council query the extent to which GAL has complied with certain parts of the Gunning or Sedley principles governing lawful consultation, which are are that:

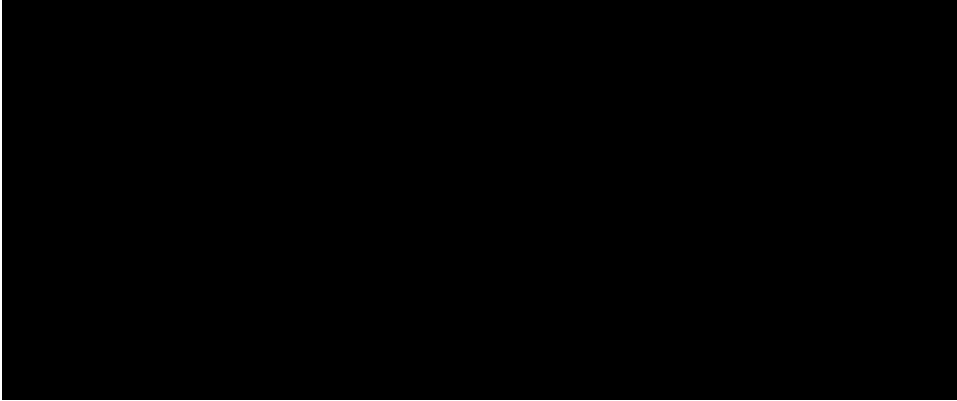
- (i) proposals are still at a formative stage
- (ii) there is sufficient information to give 'intelligent consideration'
- (iii) there is adequate time for consideration and response, and
- (iv) 'conscientious consideration' must be given to the consultation responses before a decision is made.

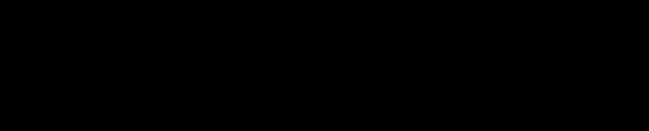
In this case it is considered that there is insufficient information to give 'intelligent consideration' to the proposed project changes due to absence of tangible detailed information. Of particular relevance to East Sussex is Project Change 2, which proposes to amend the replacement CARE facility to become a waste sorting facility only. It is not clear where the waste will go for incineration, and there is no

information on the traffic impacts, and what this means in terms of additional impacts on the East Sussex road network and associated climate change impacts.

East Sussex County Council therefore reiterate its concerns which have (similarly and previously) been raised in our Adequacy of Consultation response to the DCO application in July 2023, that there is insufficient information to be able to adequately establish what the impacts of the proposed project changes would be without further detailed information being made available.

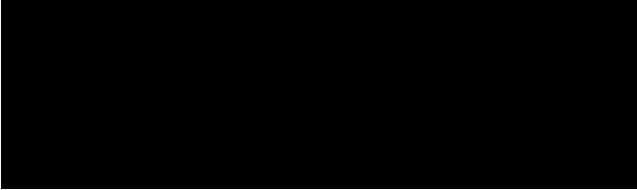
Yours sincerely

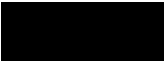




Your Ref: TR020005

Our Ref: VKDC/AGF/23680.1513



Dea 

Application for a development consent order by Gatwick Airport Limited for the Gatwick Airport Northern Runway project (Ref. TR020005)

We act for Cheshire West and Chester Borough Council, the freehold owners of the Q-Parks site, Charlwood Road, Horley, Crawley, RH11 0QB (the "Site").

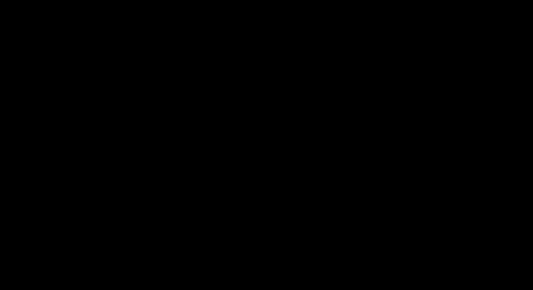
The Site is registered at the Land Registry under title number WSX20967 which is Plot 5/672 as specified in the Book of Reference.

We write to kindly request that any future correspondence for the attention of our client in respect of the Northern Runway development consent order be sent directly to us.

I would be grateful if you could kindly confirm receipt of this letter by way of return email to confirm this requested change has been actioned.

Thank you for your assistance.

Yours sincerely



19 January 2024

Dear Northern Runway Project Team,

Proposed Project Changes – consultation response.

Thank you for providing GATCOM with the opportunity to comment on Gatwick Airport Limited (GAL) proposed changes to the Northern Runway Project.

It should be noted that this response has been compiled after being discussed at the GATCOM Steering Group and by email with the wider GATCOM membership. Due to the timeframe of the consultation, it has not been possible to present this fully to a GATCOM meeting.

GATCOM acknowledges that since submission of the application you have continued to refine the project proposals and that three separate changes to the project have been proposed that you hope will minimise impacts on the environment and provide design flexibility. GATCOM's comments on the 3 changes are as follows:

Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension.

GATCOM has no specific comments or concerns about Proposed Change 1.

Project Change 2: Reduction in the height and change in the purpose of the replacement Central Area Recycling Enclosure (CARE) facility. This change proposes to amend the replacement CARE facility to become a waste sorting facility only. Instead, waste material will be taken off-airport to dedicated waste processing centre(s) rather than being processed on site. This also comprises the removal of two biomass boilers and an associated flue of up to 48 metres.

Members did raise some concerns about various elements of this proposed change at the Steering Group. The first was around HGV movements. It was stated that the number of HGV movements per week would increase from 5 to 8 by 2025 and to 15 by 2049. It was also stated that the waste to be taken offsite would go via the strategic road network, 46 miles away. Although members were content that local roads would not be used, they are still concerned that the air quality issue is simply moved 46 miles to local residents in that area.

GATCOM would also like reassurance that GALs sustainability plan benefits from this change bearing in mind the added vehicle movements and that they will not be able to use the waste for power on site.

Project Change 3: Revision to the Water Treatment Works system. Proposed to change the system to a constructed wetland (reed bed) solution, as a more sustainable solution for water treatment. Six reed bed areas are proposed, comprising a mix of wetland vegetation species to create a variety of habitat types.

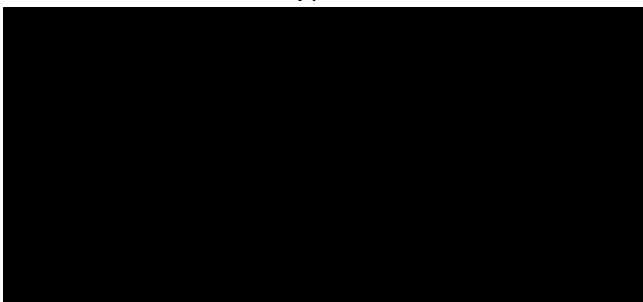
Members did raise some concerns about these proposed changes at the Steering Group. The first query was whether reed beds can handle other contaminants such as aviation fuel. It was explained that there are interceptors that pick-up fuel and other contaminants before they reach the balance ponds or reed beds. However, GATCOM would like assurances that no odours or noise are produced by the reed beds.

GATCOM would also like GAL to continue to look in to advances in technology and systems in de-icing to ensure that the most efficient and environmentally friendly systems are being used.

We hope these comments are helpful and will be considered when progressing the project and submitting your proposed changes to the Planning Inspectorate (PINS). Should the proposed changes be accepted by PINS, GATCOM hopes that more detail will be provided and therefore further comments could be submitted during the examination period.

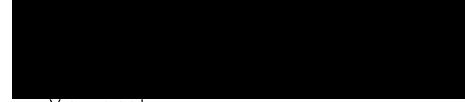
Finally, we would like to ask that for future consultations GAL ensures that any information that is provided to stakeholders and is in addition to that published, should ideally be made available for all stakeholders.

Yours faithfully,

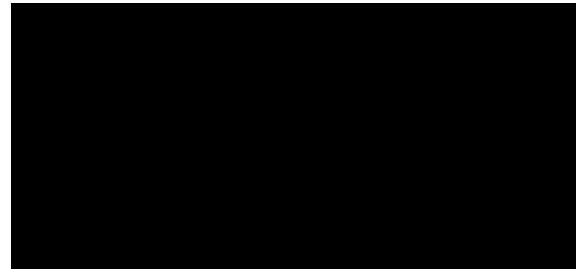




Historic England



Your ref:



Dear Sir or Madam

Gatwick Northern Runway Project
Application for Development Consent Order, PINS Reference: TR020005
Consultation on Proposed Changes

Thank you for your letter of 12 December 2023 addressed to The Chief Executive of Historic England regarding your proposed changes to the application for the above site.

In our view, the proposed changes to the application outlined in the report titled Book 9, VERSION: 1.0 DATE: November 2023, Application Document Ref: 9.1; viz.

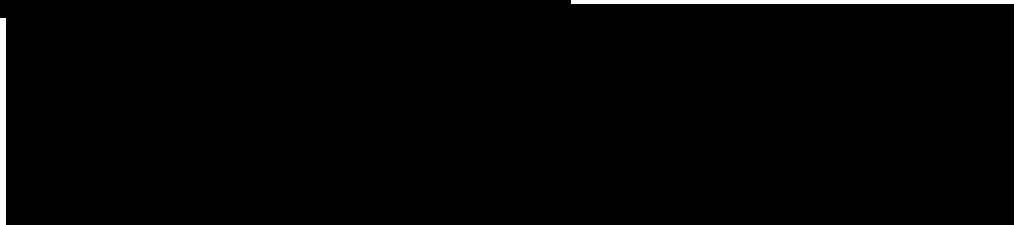
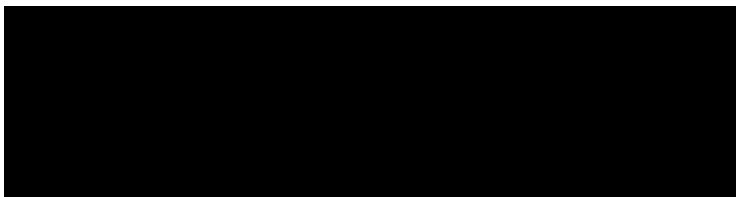
Extension to the design parameters for the NT IDL proposed southern extension;

Reduction in height of the proposed replacement CARE facility and change in its purpose; and

Revision to the proposed water treatment works

do not have a material effect on matters raised in our representations in respect of the historic environment. Consequently, Historic England does not intend to make further comments at this time.

We should like to stress that this opinion is based on the information provided by the GAL in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals which may subsequently arise where we consider that these would have an adverse effect upon the historic environment. We hope that these comments are useful.



HORLEY TOWN COUNCIL



[REDACTED]

Gatwick Airport Limited (GAL)
Northern Runway Project

By Email [REDACTED]

19 January 2024

Dear Sir/Madam

Northern Runway Project (NRP) – Changes to the DCO Application – Response from Horley Town Council

We understand that following the submission of the DCO application to the Planning Inspectorate, you have continued to refine the project proposals and are now consulting on alterations which you propose to submit to the Examining Authority for consideration.

HTC understand that the changes include:

- Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension.
- Project Change 2: Reduction in the height and change in the purpose of the replacement CARE Facility.
- Project Change 3: Revision to the water treatment works system.

Project Change 2

HTC understand that the alterations will now see waste removed from the airport to an off-airport dedicated waste processing centre rather than being processed on site. HTC do not object to the principle of the proposed change, however, we are concerned with the additional level of vehicular movements that would now be associated with the removal of waste off site and whether these additional trips will have a material impact on the environmental effects assessed as part of the DCO application.

From consultation briefings we understand that the intention is for the waste to be taken to a site approximately 46 miles away and that this would be done by utilising the strategic highway network only. Should the anticipated site not be willing to accept the waste and an alternative site need to be found, HTC seek assurances that the additional HGV waste vehicles will not pass through Horley's local roads and will be enforced to use the strategic road network.

Project Change 3

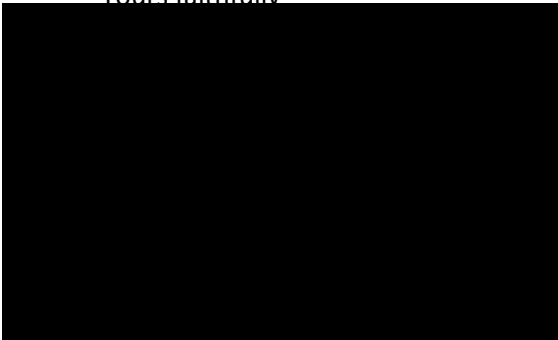
HTC acknowledges the proposed change to the treatment of storm water and de-icer by installing a moving bed biofilm reactor. Whilst we support the use of more sustainable and natural water treatment options, HTC are unsure how other potential contaminants found in surface water run-off will be dealt with? Are additional interceptors required or can the reedbed deal with all contaminants?

Conclusions

In conclusion, the Council continues to re-iterate its policy and support of Gatwick continuing to grow as a two terminal and one runway airport and we look forward to participating and observing the DCO examination as it progresses.

We trust our comments will be given due consideration and we look forward to hearing the outcomes of this further round of consultation in due course. The Town Council would be happy to discuss any matters arising from our consultation response.

Yours faithfully



Friday 19 January 2024

Dear Sir/Madam,

Re: Horsham District Council Consultation Response to Proposed Project Changes to Gatwick Airport Northern Runway Project DCO

Thank you for inviting Horsham District Council (“the Council”) to respond to the consultation by Gatwick Airport Limited (“the Applicant”) on Proposed Project Changes relating to the Northern Runway Project Development Consent Order.

In preparing this response the Council has noted that the consultation is taking place before the proposed changes are submitted to the Planning Inspectorate for formal consideration by the Examining Authority, in line with the procedure set out in Advice Note Sixteen¹.

The changes have been considered as three proposals:

1. Changes to the design parameters for the proposed southern extension to give greater flexibility for the future design stage with no increase in the net floor space.
2. Reduction in the height, and change to the function of, the replacement CARE facility, removing the onsite incineration function, instead moving waste material off site. This change would also remove the 2 biomass boilers and the 48-metre flue.
3. Changes to the Water Treatment Works system, introducing six reed bed areas as a sustainable means of treating stormwater runoff containing deicer.

The Council is supportive of the Applicant’s intention to review and refine the proposal in light of the need for sustainability and environmental protections and the feedback of stakeholders. The proposed changes do, however, raise a number of questions and concerns relating to, but not limited to:

- a. The possible highways impacts of the changes proposed to the CARE facility, given the need to move waste off site for processing. The Council would like to see a separate assessment of the impacts of this change.
- b. Air quality issues arising from the use of HGVs to transport waste from the CARE facility to sites within or in proximity to Horsham District.
- c. Changes in the sustainability credentials of the airport given the loss of the CARE facility. No information has been provided on alternative on site energy provision to make up for the loss of energy from waste, which is concerning given the applicant’s own assessment that a larger facility would be required to provide for growth at the airport²

¹ <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-16/#Key%20steps%20in%20requesting%20a%20potential%20material%20change%20to%20an%20ap%20plication>

² ES Chapter 5: Project Description (paragraph 5.2.51)

- d. In-combination impacts undermining the Applicant's conclusion that there would be no change, or an improvement to, Air Quality and Health and Wellbeing assessment outputs off-site.
- e. The ecological benefit of the Reed Bed solution, particularly if these are likely to be netted to mitigate any bird strike risk.

The Council is disappointed at the relative lack of information available at this stage to allow it to draw any meaningful conclusions about the proposed changes. AN16 Para 2.3 states that “*in the interest of fairness, it will normally be necessary for applicants to consult on a proposed change to an application.*” Para 3.4 then explains that the Applicant may consult voluntarily “*in advance of seeking procedural advice from the ExA in order to potentially save time*”.

There is a long-established principle that a consultation, if embarked on, must be carried out properly. The Gunning or Sedley principles, established by Stephen Sedley QC in the case *R v London Borough of Brent ex parte Gunning*³ must all be met for a consultation to be considered legitimate:

- (i) proposals are still at a formative stage,
- (ii) there is sufficient information to give “intelligent consideration”,
- (iii) there is adequate time for consideration and response, and
- (iv) “conscientious consideration” must be given to the consultation responses before a decision is made.

The principles were reinforced by the Court of Appeal in *R v North and East Devon Health Authority ex parte Coughlan*⁴ (where it was confirmed they apply to all consultations) and by the Supreme Court in *R ex parte Moseley v LB Haringey*⁵, which endorsed the principles' legal standing.

The Council's view is that the Applicant has failed to satisfy the Gunning principles meaning the consultation is inadequate. Moreover, the Council does not agree that the period and procedure of consultation was sufficient, given the addition of new information by the Applicant on Saturday 23 December 2023 just in advance of the Christmas and New Year period, when few potential respondents were likely to have been aware of this change.

We reserve the right to object to the proposed changes, in full or in part, in the future should these be taken forward and a formal Change Application submitted.

In keeping with the principle of openness, the Council has included the Planning Inspectorate on the circulation of this consultation response.

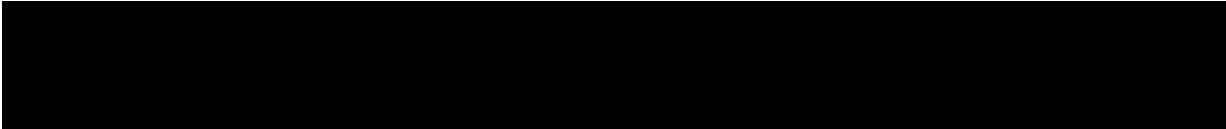
Should you have any questions regarding this response please contact, in the first instance,



³ (1985) 84 LGR 168

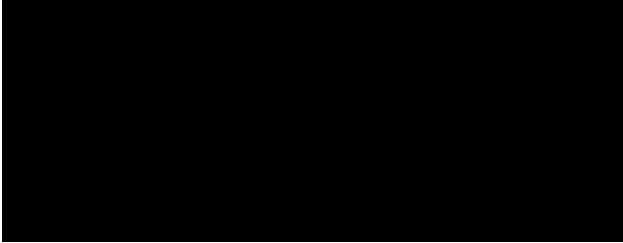
⁴ [1999] EWCA Civ 1871

⁵ [2014] UKSC 56

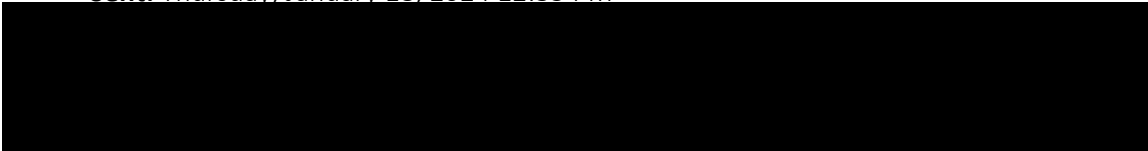


From: [REDACTED]
To: [REDACTED]
Subject: Proposed change 1: Gatwick Airport Northern Runway Project
Date: 22 January 2024 16:08:18
Attachments: [image001.png](#)

See below, in response to your earlier email.



Sent: Thursday, January 18, 2024 12:35 PM



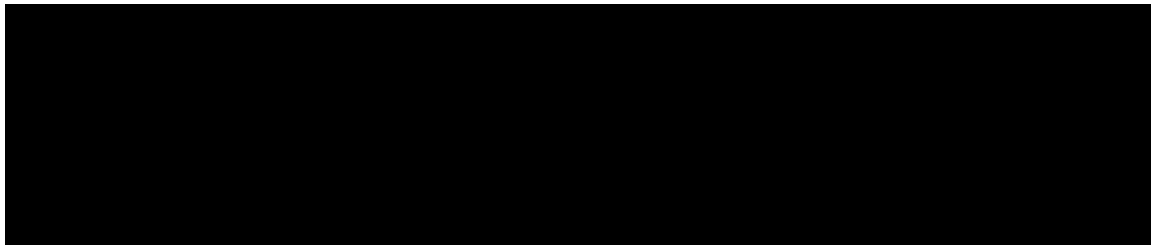
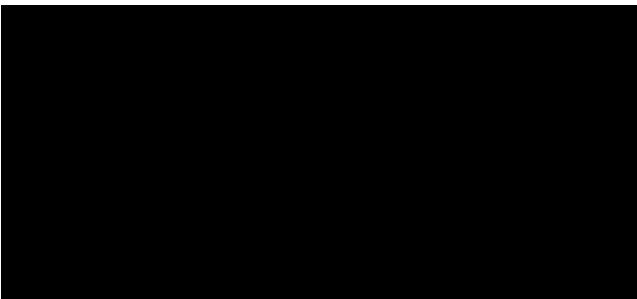
Hello,

Details of the proposed change consultation are located on GAL's website, towards the bottom of this weblink: [Northern Runway Plans | London Gatwick Airport](#)

The presentation slides on the same page also identifies each location of the three changes: [Change Consultation presentation](#)

Please be advised that are the proposed changes are within the airport boundary.

Kind regards,



Subject: [EXTERNAL SENDER] RE: HPE CM: Proposed change 1: Gatwick Airport Northern Runway

Project

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Good afternoon,

We are writing to you, as our query has not been answered yet.

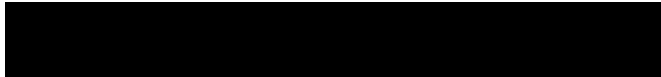
If we are not provided with a plan showing the change 1 to the Project, we will not be able to provide you with the advice.

Looking forward to hearing from you.

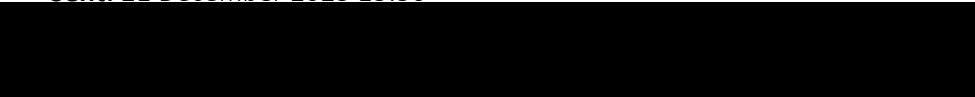
Kind regards

The NSIP Team





Sent: 21 December 2023 13:36



Subject: HPE CM: Proposed change 1: Gatwick Airport Northern Runway Project

Good afternoon,

Regarding the proposed change no 1 for the Project, could you provide us with the location plan for that change.

We need to identify the change in plans on the overall site boundary to provide you with an advice.

Kind regards

The NSIP Team



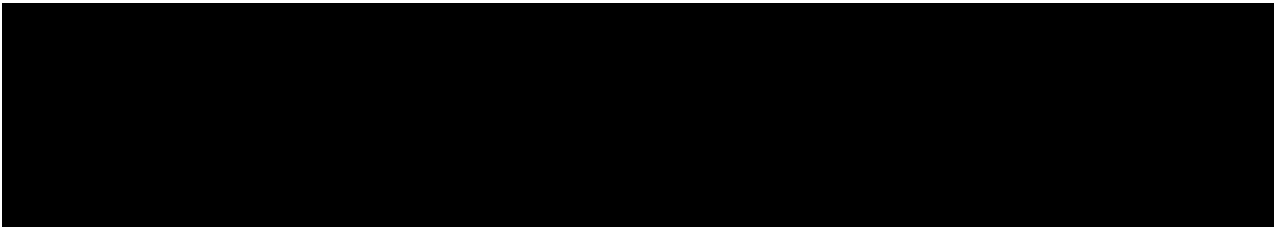



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From:

To:

Subject:

Date:

19 January 2024 19:34:53

ation-Northern Runway Project.

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Project 1. Not supported. Further congestion in North terminal International Departure lounge.

Project 2. Objection. If not on-site, lorries 24/7 on local roads. Implication for local residents.

Project 3. Objection. Area already prone to flooding. Reed beds could be overwhelmed by ever increasing prolonged downpours. Local area implications .

From:

To:

Subject:

[EXTERNAL SENDER] Application for a Development Consent Order, PINS ref : TR020005

Date:

17 January 2024 16:13:59

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, **do not** click links or open attachments

Dear Sir/Madam

I wish to object to this application. If approved, it would enable London Gatwick to serve 75 million passengers per year. I wish to challenge the claims that it would create 14,000 new jobs and generate £1 billion of value to the region's economy every year.

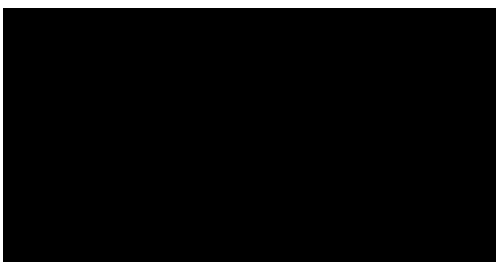
The claim of 14,000 additional jobs fails to take into account the on airport jobs lessening per passenger because of the increased use of AI. Most airport jobs are unskilled and difficult to fill. Outside the airport the 14,000 additional jobs would increase the need for housing and infrastructure, schools, medical facilities, etc leading to further pressures on the area. The proposals would create an unacceptable impact in a countryside environment and give rise to greater noise, not only from aircraft, but also from sources on the ground in the area. The loss of countryside would not be compensated for by the proposed landscaping and green planting. The increase in noise would be harmful to health, disturbing sleep patterns. The European Heart Journal, in relation to Zurich Airport, 2000/2015, claimed that cardio-vascular deaths increase by 33% for night-time noise levels between 40/50 decibels and 44% for levels above 55 decibels.

Air pollution is linked to lower birth rates, as claimed in The Times newspaper, Autumn 2023, following research into 4,286 children and mothers living in Denmark, Norway, Sweden, Iceland and Estonia.

The increase in traffic throughout the region would be unacceptable.

The details of the project changes proposed would do nothing to improve the original proposals. Indeed, taking waste off the airport to dedicated waste disposal centres would increase, rather than minimize, the impact of the general development.

Yours faithfully



From: [REDACTED]
To:
Subject: [EXTERNAL SENDER] Gatwick Airport project concerns
Date: 14 December 2023 18:57:38

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hi

I am very concerned about this expansion project whilst living in horley.

1. Increase Noise pollution, especially at ground level when planes are waiting to take off, sometimes deafening.
2. Increase in Air pollution: we already have kerosene smell drifting over from the airport, causing nausea. These particles are being inhaled, clearly not healthy.
3. Increase traffic. Horley is already saturated with traffic. It will only get worse. Adding new roads, widening roads will only contribute to more traffic, more noise, more pollution and more population.
4. No increase in infrastructure such as schools, hospital, GP surgeries to accommodate increase in population

I'm not expecting any response as we have not had any previously. But these are my concerns and I am not the only one voicing the same worries. At the moment I do not agree with this project and believe this will destroy the environment and horley itself.

Regards

[REDACTED]

[REDACTED]

19th January 2024

Dear sir/madam,*

I state here my response to your latest consultation (project changes 1, 2 and 3). I Oppose these: they represent further expansion of Gatwick Airport. In addition, you have not specified where the six reed bed areas would be: research in the USA has linked water associated with deicer use and "wash-off" with pancreatic cancer in humans. A number of people grow vegetables in the vicinity of Gatwick: such water in the water table could be very hazardous.

Were I not electrosensitive (ES), I could have sent this to yourselves by email, but am having instead to post it tomorrow (Saturday) when post leaves early, and you may therefore only receive this on Tuesday 23.1.24. It has been too cold this week to post this earlier. Please accept my consultation response nevertheless, as per the legal requirements of the Equality Act 2010 [REDACTED]

I do have an Interested Party Reference Number.

Yours sincerely,
[REDACTED]

NB. This will be posted first class by certificate of posting.
[REDACTED]

Mole Valley District Council – DCO Proposed Project Changes

1.0 Introduction

- 1.1 Mole Valley District Council (MVDC, or ‘the Council’) recognises that Gatwick Airport Limited (GAL) as the Applicant is consulting on further proposed project changes to its application for a Development Consent Order (DCO) for the Northern Runway Project (NRP).

Consultation Procedures

- 1.2 The Council is concerned, however, that no formal notification of this consultation on the proposed project changes was received directly and MVDC has only been made aware due to verbal updates via Gatwick related meetings and GATCOM. We are aware that there are a number of parishes who have also raised concerns about the extent to which this has been communicated and were not aware. This is not considered acceptable, nor in accordance with effective and compliant consultation practices.
- 1.3 MVDC considers that there has been a disjoint in how GAL has shared information on these proposals which has been unstructured and seemingly ad hoc with some respondents being given presentations by GAL and others being left to try and piece together information from limited sources. It should be noted that these limited sources do not include detailed assessments, modelling and altered Environmental Statements.
- 1.4 GAL is reminded that MVDC, both individually (AoC-013) and jointly (AoC-020) with other authorities, has previously raised concerns regarding the Applicants efficacy of consultation through the Council’s response to the Section 55: Adequacy of Consultation stage. GAL is also reminded of the importance of the Gunning or Sedley principles which govern a lawful consultation and which have been shown to have legal standing by both the Court of Appeal in R v North and East Devon Health Authority ex parte Coughlan and the Supreme Court in R ex parte Moseley v LB, which endorsed the principles’ legal standing. These principles are that:
- (i) Proposals are still at a formative stage
 - (ii) There is sufficient information to give ‘intelligent consideration’
 - (iii) There is adequate time for consideration and response; and
 - (iv) ‘Conscientious consideration’ must be given to the consultation responses before a decision is made.

- 1.5 The Council does not agree that these principles have been met in the conduct of this consultation. The Council is copying this response to the Planning Inspectorate to ensure they are aware of these concerns.

- 1.6 The Council’s proposal specific comments and issues are set out below.

2.0 Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension

- 2.1 The Council is satisfied that this project change will have no material impact on the district and has no comments.

3.0 Project Change 2: Reduction in the height and change in the purpose of the replacement CARE facility

- 3.1 MVDC welcomes this amendment and the potential reduction to the negative visual and air quality impacts which would have arisen from the initial plans.
- 3.2 The Council would, however, like clarity regarding the location of the processing facility which will be utilised instead, the traffic impacts of moving the processing element off-site, the inevitable increase in HGV movements and related pollution.
- 3.3 If the Council is correct in its assumptions that the Britannia Crest Incinerator on Langhurstwood Road, Horsham will be used, MVDC would like to raise concerns.
- 3.4 Mole Valley is the neighbouring authority to the north of Horsham and there are a number of villages including Ockley, Charlwood, Hookwood, Capel, Beare Green, Newdigate and Leigh within 5-10miles of the current incinerator.
- 3.5 While it is likely that refuse wagons would exit Gatwick and take the route south the M23 and then onto the A264 to access the incinerator, other routes are available. The A24 runs from close to the west of the site and is a major north-south route through Surrey from Sussex, including access to the M25 and the wider motorway network. HGV's during the operational phase, in the main, could utilise both the rural and primary road network, including the A24 and therefore could have traffic impacts in Mole Valley.
- 3.6 The Council would welcome sight of related detailed traffic modelling and also information regarding any potential planning applications which will need to be submitted by the waste site due to the amended operations that would occur. Operational changes to the waste site will be outside of the DCO and a matter for West Sussex County Council to determine as the waste authority.
- 3.7 The Applicant will understand that there is concern for the southern part of Mole Valley about the potential adverse effects on health from incinerating waste and air quality. The Environment Agency (EA) and others will need to assess detailed and critical appraisals of the health impacts of the facility which, to date, have not been made available.
- 3.8 It is crucial that the proximity of Gatwick Airport and aircraft arrival and departure routes are factored into the modelling of dispersion from the facility. These matters, both individually and in combination with other sources of pollution such as aircraft and traffic movements, need to be analysed together.
- 3.9 In the absence of more comprehensive assessments the Council is unable to be assured that there will be no impact for MV and its communities.

4.0 Project Change 3: Revision to the Water Treatment Works system

4.1 In the absence of detailed information which would enable the Council to establish whether there are any impacts for the district, it is only possible to raise issues which require clarity. Information which relates to the following would be of use:

- Ecological details of the reed bed and how it would both attract and support wildlife and any planned mitigation mechanisms;
- The extent to which an increase in bird strikes and risk to aircraft has been considered; and

- Any information and assessment of odour which would be generated by the reed bed.

5.0 Conclusion

5.1 In summary, the Council is unable to provide a fully informed response to the proposed project changes in the absence of more detailed information which would inform its understanding of any impacts for the district.

5.2 MVDC are concerned that while there are perceived benefits of proposed change 2, there could still be additional environmental impacts which will need to be assessed and mitigated. As such, the Council reserves the right to raise issues regarding the proposed changes as the examination progresses should further information indicate negative effects.

From: [REDACTED]
To: [REDACTED]
Subject: [EXTERNAL SENDER] 460647 Gatwick Airport Project: Consultation on Proposed Changes - Natural England Comment
Date: 02 January 2024 11:59:35

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

Our ref: 460647
Your ref: TR020005

Dear Sir/Madam,

Thank you for your consultation.

Natural England has previously commented on this project and made comments to the Planning Inspectorate in our response dated **27 October 2023** reference number **449361**.

The information we requested in our previous response is still needed by Natural England to determine the significance of impacts on designated sites and protected landscapes. We have no comments to make on the changes proposed in the letter dated 12 December 2023 (ref. 903204).

Kind Regards

[REDACTED]

Pronouns: She/Her - [Why have I put this?](#)

[REDACTED]

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For the attention of Northern Runway Project Team

Date: 20 January 2024

Comments on Project Change 2 : Reduction in the height and change in the purpose of the replacement CARE facility

Nutfield Conservation Society is a community based organisation based in Nutfield, near Redhill, and has already registered with the Planning Inspectorate as an interested party in respect of the Northern Runway Project. The Society is a member organisation of GACC (Gatwick Area Conservation Campaign), and its members have an interest in the wider impacts of any expansion of Gatwick's activities, as well as those directly affecting the village of Nutfield. This interest extends to the long term impacts, direct and indirect, on the environment, including those likely to be caused by global warming and climate change.

The management and conservation of resources, and the methodologies of waste management, are increasingly the focus of concern in the area of climate change, such that they are attracting the attention of, and recommendations by, the Committee on Climate Change. An increase in passenger numbers is likely to lead to an increase in climate change impacts through the consumption of resources at the airport and through a corresponding increase of wastes which require to be managed. The airport is, effectively, the size of a small city, and as such we are sure there must be a waste management strategy in place.

What strategy there is must presumably be in the process of change, given the proposal to abandon the quite recently built EfW facility and move waste processing and disposal off-site after an on-site pre-sort. The climate change impacts of this proposal do need to be included in any overall assessment of the proposed changes at Gatwick, particularly as the changes are intended to permit an effective doubling of passenger numbers by the late 2030s.

We take as our starting point Gatwick Airport's online newsletter dated January 17th 2017 on Airport Technology, available to view at <https://www.airport-technology.com/features/featuregatwick-turning-waste-to-energy-5711024/>.

This tells us that in 2016 the airport handled 40.8 million passengers, generating 2,200 tonnes of Category 1 waste, which represented 20% of the total waste. That would mean around 11,000 tonnes of waste in total. The Category 1 waste is dried and consigned straight into the incinerator. The other 8,800 tonnes of waste is sorted, with recyclables being sent for recycling, and those items deemed non-recyclable being dried and turned into RDF pellets for incineration. The incinerator is described as a biomass boiler, but this term is somewhat misleading since the non-recyclables almost certainly include a proportion of mixed plastics derived from fossil fuels. Indeed the calorific value of food waste tends to be low, and the energy derived therefore also low, whereas plastics have a high calorific value but also produce large volumes of fossil fuel CO₂e when burnt, typically up to 2 tonnes of CO₂e per tonne of plastics incinerated. Food waste and biowaste generally is considered to be carbon neutral when burnt, and the overall carbon intensity of RDF (Refuse Derived Fuel) depends on the ratio of biowaste and non-biowaste in the pellets. The Environment Agency works on a 50/50 ratio as a rule of thumb, but this may change as more biowaste is diverted from RDF manufacture.

To make a reasonable assessment of the climate impacts of the proposed increase in passenger numbers, with the proposed change in waste handling, we would expect to see an Environmental Impact Assessment which includes an estimate of the greenhouse gas emissions associated with the entire waste management cycle. We would also hope to see a Waste and Resources Strategy for the airport, benchmarked to 2042, the target date by which the UK government wishes to see residual waste arisings halved, with targets built into that strategy showing how the airport will itself reduce residual waste by half per passenger.

We would expect the EIA to include such information as the following:

- Whether Category 1 and other wastes will continue to be dried at Gatwick before being sorted and moved off-site to other facilities, and if so the GHG impact of such drying treatment.
- Whether non-recyclable waste will continue to be converted into RDF pellets at Gatwick, and if so the GHG impact thereof, plus the estimated ratio of biowaste to non-biowaste.
- Whether all non-recyclables will be incinerated, or some (eg fines) consigned to landfill.
- Whether non-Category 1 biowaste will be sent for treatment other than by incineration, and if so the estimated GHG impacts thereof.
- The approximate distances and GHG impacts of transport of non-recyclables and recyclables to their places of disposal or processing.

Without such data we cannot reasonably estimate the cumulative impact of the airport's expansion, and in particular the expansion of passenger numbers, on the GHG emissions associated with waste arisings. While it may be expected that a near doubling of passenger numbers could lead to a near doubling of waste arisings, 11,000 tonnes to 22,000 tonnes, it is to be hoped that a pro-active waste management strategy, in line with UK government aspirations to halve residual waste, could mitigate that increase in arisings. We would hope that GAL will be mindful of the high carbon impact of incinerating plastic, and indeed of the many negative impacts associated with the manufacture of plastics, and will therefore strive to minimise the amount of single use plastic used and discarded by the many and varied operations within the airport.

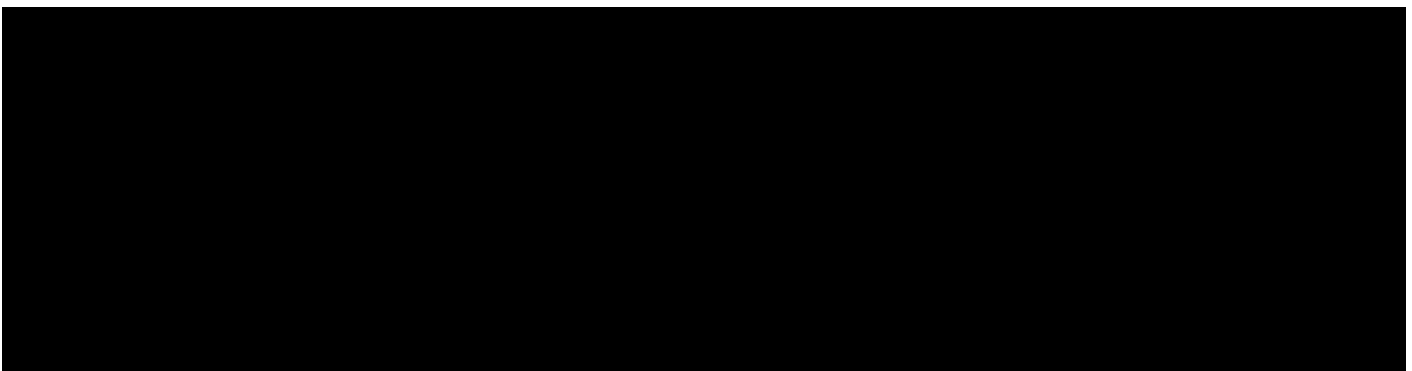
We look forward to seeing the Waste Management Strategy and Environmental Impact Assessment as part of the document set to be assessed by the Planning Inspectorate.

We invite GAL and the North Runway Project Team to consider the research work done Circle Economy, a respected environmental consultancy based in Amsterdam which has worked on projects commissioned by UK local government, Zero Waste Scotland, and many government agencies round the world. In particular we invite study of the Circularity Gap Report 2023 (available at <https://www.circularity-gap.world/2023>), and the forthcoming 2024 report due to be published on 24 January.

Circle Economy estimates that, to maintain global warming within a 2 degrees Celcius boundary and to keep human life extant within planetary boundaries, resource consumption needs to fall globally by around 30%. At present consumption is rising rather than falling. Though this issue may fall outside the remit of the Planning Inspectorate, we would hope that GAL, as responsible corporate citizens, will wish to play their part in achieving the necessary 30% reduction, by planning their own activities accordingly and by seeking to influence the behaviour of their staff and clients – the passengers and freight carriers.

We would welcome open acceptance of the need to live within planetary boundaries by GAL, and discussion of how GAL will contribute to this in the airport's overall strategy and in its Waste Management Strategy.

In the context of **Project Change 1: Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension**, we invite the Project Team to consider to what extent the provision of retail space should play a part in reducing consumption and GAL's contribution to that.



From:

To:

Subject:

Date:

[EXTERNAL SENDER] Gatwick Airport Northern Runway Project - TR020005

17 January 2024 08:21:37

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear [REDACTED]

Thank you for your notification letter of 12 December 2023 seeking the views of the Coal Authority on the above.

I have checked the site location plan against the information held by the Coal Authority and can confirm that the proposed development site is located outside of the defined coalfield.

On this basis, the Planning team at the Coal Authority have no comments to make.

Please do not hesitate to contact me if you would like to discuss this matter further.

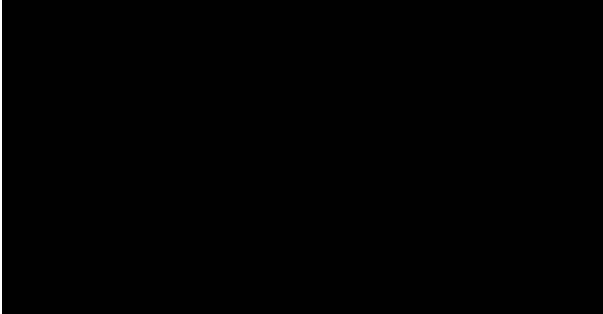
Yours sincerely

The Coal Authority Planning Team

[REDACTED]



UK Health
Security
Agency



9th January 2024

Dear Sir/Madam,

**Nationally Significant Infrastructure Project
Gatwick Airport Northern Runway Project
Consultation on Proposed Changes: 13 December 2023 to 21 January 2024**

Thank you for your e-mail of 13 December 2023 inviting the UK Health Security Agency (UKHSA) to provide comments on the consultation on proposed changes relating to the above Nationally Significant Infrastructure Project (NSIP). ***Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided is sent on behalf of both UKHSA and OHID.***

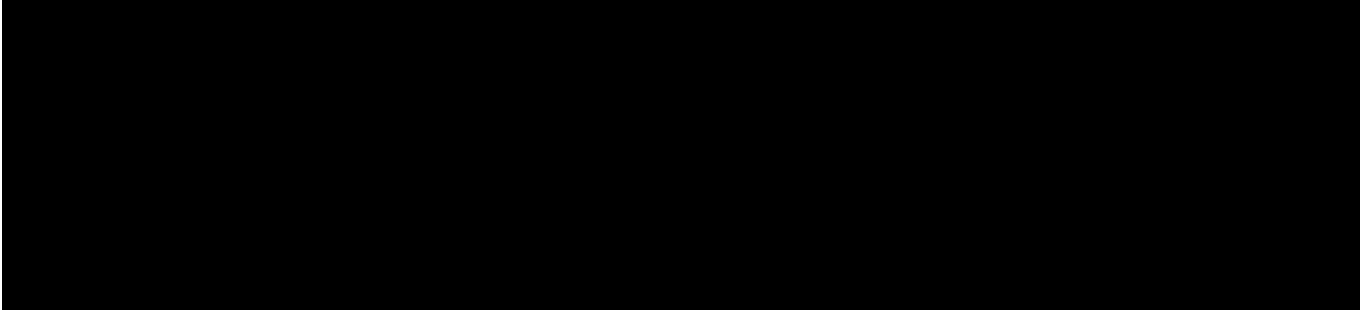
On this occasion, we have no additional comments to provide at this stage of the NSIP application. It is understood that a formal change application request will be submitted at a later date, which will include an environmental appraisal of the proposed changes including the assessment individually and cumulatively.

We note that we have replied to earlier consultations, as listed below, and this response should be read in conjunction with that earlier correspondence:

Request for Scoping Opinion	30 September 2019
Public Consultation: Section 42	1 December 2021
Registration of Interest	3 October 2023

The additional information supplied does not cause any change to UKHSA's responses above.

Yours faithfully



From: [REDACTED]
To: [REDACTED]
Subject: [EXTERNAL SENDER] Post Scan - C2 - Site name
Date: 20 December 2023 12:09:28
Attachments: [image001.png](#)
[London Gatwick.pdf](#)

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Please can you **resubmit** this and all future requests to include:

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- send separate emails for each separate site location,
- 12-digit grid references within the body of the email,
- a site location plan.

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Many thanks

[REDACTED]

[REDACTED]

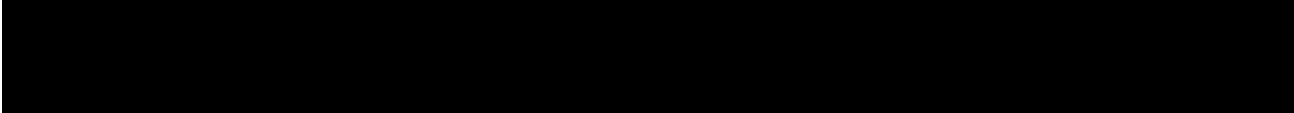
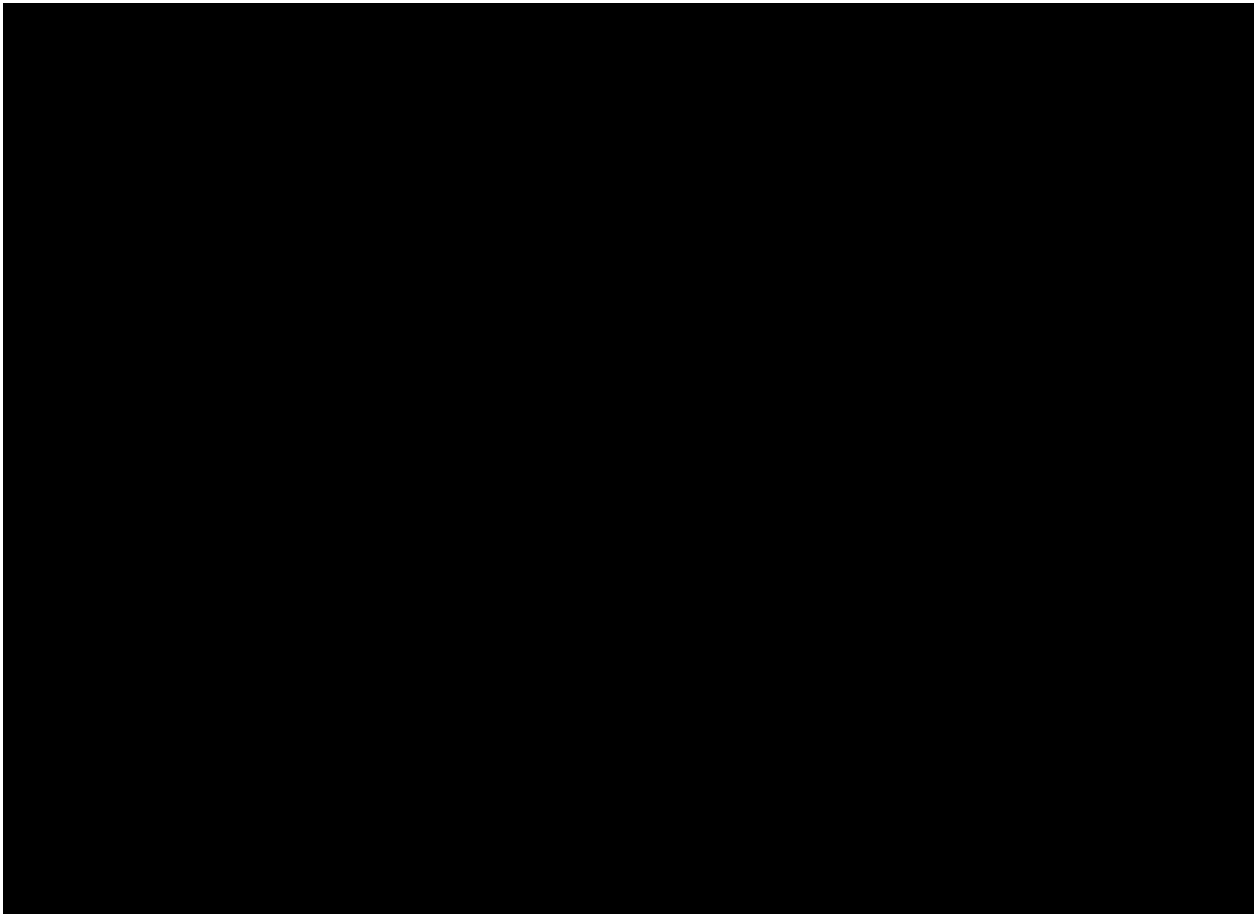
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Grid Reference not provided.

Name of Requester:	[REDACTED]
Name of Company:	Gatwick Airport Limited
Requester Reference:	[REDACTED]
Email Address:	[REDACTED]
Site Location Address:	not provided
Telephone Number:	not provided
Grid References:	not provided

Many thanks.



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Gatwick Northern Runway Project DCO (TR020005)

Project Changes - Consultation Response

West Sussex County Council

January 2024



1 Introduction

- 1.1 It is acknowledged by West Sussex County Council (WSSC) that Gatwick Airport Ltd (GAL) is proposing project changes to the Development Consent Order (DCO) as submitted to the Planning Inspectorate (PINS) and accepted for Examination on 3 August 2023. GAL is holding a period of consultation on these project changes from 13 December 2023 to 21 January 2024, before submitting a formal request to amend its DCO application in February 2024. It will be for PINS to decide if the changes can be made to the DCO application and included as part of the Examination process.
- 1.2 According to GAL, the proposed changes are being made to reduce the project's environmental impact and to provide additional design flexibility. The changes are:
 - Project Change 1 - Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension;
 - Project Change 2 - Reduction in the height and change in the purpose of the replacement Central Area Recycling Enclosure (CARE) facility; and
 - Project Change 3 - Revision to the Surface Water Treatment Works system.
- 1.3 The material provided to support the consultation consisted of:
 - A consultation leaflet;
 - A notification of proposed project changes report (Book 9, Application Reference 9.1); and
 - A slide pack (presentation given to local and parish council officers).
- 1.4 The approach to consultation is noted in section 5.2 of the Notification of Proposed Project Changes Report. However, as previously referenced in the Adequacy of Consultation prepared jointly by the local authorities (PINS reference TR020005 AoC- 020), WSSC would again question the extent to which GAL has complied with certain parts of the Gunning or Sedley principles governing lawful consultation. Those principles are that:
 - Proposals are still at a formative stage;
 - There is sufficient information to give 'intelligent consideration';
 - There is adequate time for consideration and response; and
 - 'Conscientious consideration' must be given to the consultation responses before a decision is made.
- 1.5 In this case, it is considered that insufficient information has been provided by GAL to allow consultees to give 'intelligent consideration' to the project changes because the consultation has generated more questions than answers. This is

due to the absence of evidence giving the rationale for the changes, the lack of evidence of any impacts or concerns that the changes are supposed to address, the lack of analysis and detail on the new impacts arising from the revisions, and the fact the project changes give rise to some new impacts that appear not to be noted or evidenced.

- 1.6 It is noted that justification for the changes is a refinement of the project proposals “*including having regard to feedback received from stakeholders*”. However, there is no information in the submission to explain which stakeholders comments these changes seek to address or indeed any evidence that those stakeholders have been consulted on these changes.

2 Project Change 1 - Increase to the design parameters for the North Terminal International Departure Lounge proposed southern extension WSCC Key Areas of Concern

- 2.1 WSCC has no concerns about Project Change 1.

3 Project Change 2 - Reduction in the height and change in the purpose of the replacement Central Area Recycling Enclosure (CARE) facility

- 3.1 WSCC raises concerns about Project Change 2 with regard to: Waste Management; and Transport/Highways.

Waste Management

- 3.2 GAL is proposing changes to the Waste/CARE facility proposals. These are:

- Decrease maximum height parameter of mail building from 22m to 15m;
- Removal of 2 x biomass boilers, and associated 48m flue/stack; and
- Changes to the phasing of the development of the CARE facility, now a single phase running from 2024-2029.

- 3.3 All other parameters remain as described (footprint, maximum depth, and location).

- 3.4 The removal of the biomass boilers is a significant project change, which will result in a greater amount of waste requiring management off-site (para 2.2.5 of the notification project report 9.1), with the proposed CARE facility only being used for the sorting of waste. There will be benefits to the removal, particularly in terms of:

- Landscape views, given there will no longer be a 48m stack and the building will be lower (para 3.1.5 of the notification report 9.1);
- Reduction in Air Quality impacts from removal of boilers (same or lower) (para 3.1.6 of the notification report 9.1); and
- GAL reference health and well-being improvements, due to these project changes; however the level of effect is unchanged (para 3.1.7 of the notification report 9.1).

- 3.5 WSCC has previously submitted a number of comments on the proposals (as submitted) and a number of these are still valid when considering the proposed changes (issue tracker references in brackets):
- There is no baseline information provided on current operations (Ref.18.2, Ref.18.14), including:
 - No tonnages, information on waste streams etc per annum, how much is managed on-site/off-site (Ref.18.9);
 - Hours of operation of existing facility (and proposed) (Ref.18.11);
 - Existing technologies (Ref.18.12); and
 - existing mitigation measures (Ref.18.13).
 - There are no waste projections/forecasting (with and without the NRP) that would enable understanding the needs of the airport (Ref.18.3).
 - There is limited information provided on the proposed technologies and whether they are consistent with the waste hierarchy (Ref.18.4, Ref.18.15).
 - Limited information provided on design within the Design and Access Statement/Design Principles (Ref.18.5).
 - No links to local planning policy (Ref.18.6).
- 3.6 Therefore, further issues/comments on the proposed changes are as follows:
- All waste will now require management off-site, which will have implications on traffic and transport (see comments below).
 - Where does GAL intend to send the waste? Are contracts in place with waste operators?
 - How will GAL ensure that waste is managed in line with the Waste Hierarchy, given that it will all be exported?
 - How far will HGVs have to travel to waste sites?
 - What sorting technologies will be used?

Transport/Highways

- 3.7 The project change proposes the removal of the incineration of waste by changing the replacement CARE facility to become a waste sorting facility only. This would result in waste material being taken off-airport to a dedicated waste processing centre.
- 3.8 Given that the proposed change will result in waste material being taken off-airport, where previously it would be managed within the airport, this is going to result in an increase in vehicle movements associated with the CARE facility. WSCC, as Local Highway Authority, seeks clarification on the following matters:
- What is the forecast magnitude of change in vehicle movements associated with the proposed change to the CARE facility?
 - How will this be taken into account in the Transport Assessment?
 - What is the likely nature of vehicle movements associated with the operations of the CARE facility? Are they predominantly to be HGVs?

- Where is the waste likely to be taken when travelling off-site and what routes is it likely to take?

3.9 The likely construction sequence of the CARE facility would change as a result of the project change. It was originally assumed that the facility would be constructed in two phases, the first being between 2024 and 2025 and a second phase between 2028 and 2029. As a result of the project change, the construction sequence would change to one continuous construction phase from 2024 to 2029. Does this change to the construction sequencing significantly alter the overall number of construction vehicles needed and does it change when the likely busiest period of construction traffic will occur?

4 Project Change 3 - Revision to the Surface Water Treatment Works system

4.1 WSCC raises concerns about Project Change 3 with regard to: Ecology; and Transport/Highways

Ecology

4.2 In principle, a reedbed is likely to be a more environmentally sustainable solution, which could deliver some ecological benefits. Therefore, there is no objection to the principle of the change provided that the right location can be found.

4.3 However, the site lies within the Land East of the Railway Line (LERL) Biodiversity Area. Therefore, this land is currently known to be of biodiversity interest and is managed by GAL to maintain and enhance its biodiversity value. The area falls within the DCO Red Line Boundary and is included in the Phase 1 Habitat Survey (E.S. Fig. 9.6.3), where it is recorded as semi-improved neutral grassland. This habitat type is of value and of limited extent within the DCO Limits.

4.4 It is difficult to assess potential impacts without further information. The schematic drawing showing blocks of reedbeds is of limited use and does not show the proposed location of the 0.5ha temporary construction compound. Furthermore, there is no information on the drainage arrangements, including water supply to feed and maintain the reedbeds, and where the outflow would be discharged. Presumably water quality would need to be regularly monitored at both the inflow and outflow to the reedbed filtration system.

4.5 WSCC seeks detailed information on the current biodiversity value of the area, precisely what habitats and features would be lost, mitigation, compensation and enhancement, and measures for long-term management.

Transport/Highways

4.6 Project Change 3 proposes to change from the originally proposed surface water treatment works (a Moving Bed Biofilm Reactor plant solution) to a constructed wetland (reed bed) solution. The area required for the water treatment works would increase from up to 5,600m² to approximately 16,000m². GAL states that an additional temporary construction compound (of up to 5,000m² in size) will be required for the delivery of the reed bed system.

- 4.7 WSCC, as Local Highway Authority, seeks clarification on the following matters:
- Where is the additional temporary construction compound to be located and how will it be accessed?
 - Paragraph 3.1.11, of the Notification of Proposed Project Changes document, states, “*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 clarity, is the reference to 220 construction traffic movements the forecast construction vehicle movements assumed for the originally proposed water treatment works in the submitted DCO?
 - On the basis of a nine-hour day, two additional movements an hour in a three-month construction period for the reed bed solution would equate to 18 additional vehicle movements per day. When assuming an average number of days per month of 30.437, this would equate to an additional level of 548 vehicle movements per month and an additional 1,644 for the three-month period. Is this considered to be the likely forecast in construction vehicles as a result of the project change?
 - It is assumed that the “... *one to two more HV movements an hour...*” is a one-way movement and that in actuality, all HGV movements would make two-way movements (into and out of the site).
 - The construction sequencing for the reed bed is proposed to change as a result of this project change, that is, from 2025 to 2026 rather than from 2027 to 2028. Clarification should be provided as to whether the increased activity associated with the construction of the reed bed would take place when other construction activity associated with the NRP is at a higher level than it is forecast to be between 2027 to 2028.

5 Conclusion

- 5.1 GAL considers that none of the proposed project 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. Although it is acknowledged that the project changes reduce some concerns raised by WSCC through the pre-application process (including potential visual impacts of the CARE facility stack), the lack of detail presented in the consultation material leaves WSCC with outstanding concerns.
- 5.2 Further evidence must be prepared by GAL to address these concerns, as currently more questions have been raised than have been answered through this consultation.

Gatwick Airport Northern Runway Project (Project Reference: TR020005)
Project Changes – Consultation Response
West Sussex County Council
Submitted on 19 January 2024

NRC-000087	2/10/2024 20:27	Individual
NRC-000088	2/10/2024 20:51	Individual



do not support the proposed project changes. The proximity of our property to the port will mean that any increase in air traffic will have a deleterious impact on the quality of the air environment of our property due to the increase in noise and pollution caused by the additional aircraft. The local infrastructure cannot sustain an increase in the capacity of Gatwick Airport and there will be adverse environmental impacts from the development. We go ahead in great fear it could be subject to existing affecting home owners in reversing the impact on them.

subject to the proposal as this will have an adverse impact on our property and wellbeing. The increase in air traffic and noise will have operating noise consequences for us. The development of the airport must take into account the local communities. The local infrastructure cannot sustain an increase in people travelling to the airport, which will be an inevitable outcome from the increase in flights.