



Gatwick Airport Northern Runway Project

Second Notification of a Proposed Project Change

Book 10

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1 Second Notification of a Proposed Project Change

1.1. Background

1.1.1 Gatwick Airport Limited (“GAL” or the “Applicant”) submitted an application for a development consent order (the “Application”) under section 37 of the Planning Act 2008 for the proposed Gatwick Airport Northern Runway Project (the “Project”). The Application was subsequently accepted for Examination by the Planning Inspectorate (on behalf of the relevant Secretary of State) on 03 August 2023. The Examining Authority (ExA) was appointed on 15 August 2023 [PD-004] and the Examination commenced on 27 February 2024.

1.1.2 On 8 March 2024, three changes to the application were accepted for Examination by the ExA [PD-011] following the Applicant’s submission of a formal **Change Request** (“Change Request 1”) on 13 February 2024 [AS-124 to AS-143]. The three accepted project changes comprised:

- Project Change 1: Extension to the design parameters for the North Terminal International Departure Lounge proposed southern extension.
- Project Change 2: Reduction in height of the proposed replacement Central Area Recycling Enclosure facility and change in its purpose.
- Project Change 3: Revision to the proposed water treatment works.

1.1.3 In accepting Change Request 1, the ExA agreed with the Applicant that the proposed project changes were non-material and could be accepted in the Examination via a Procedural Decision made within the **Rule 8 Letter** on 8 March 2024 [PD-011].

1.2. Introduction to the Second Change Notification

1.2.1 As a result of ongoing engagement between GAL and Thames Water Utilities Limited (“TWUL”), the Applicant has identified a need to put forward a further request for a Proposed Change (also referred to as “Project Change 4”) to the application (detailed further in this document) and which is the subject of this Second Change Notification.

1.2.2 Project Change 4 principally relates to the provision of an on-airport Wastewater Treatment Works facility to provide an alternative solution for wastewater treatment, should it be required for the Project. Whilst engagement commenced within TWUL on the Project in 2019, there are a series of outstanding assessments being carried out by TWUL to establish whether upgrades are required to TWUL’s existing network and processing facilities to accommodate future forecasted foul water flows from the airport as a result of the Project. These assessments are not expected to be fully completed until after the end of the Examination (27th August 2024) and as such, the Applicant considers it necessary to put forward an alternative option to service wastewater flows from the Project (and the airport more generally) in lieu of any other restriction or control that could be placed on the operation of the Project against wastewater upgrades. This is explained further in Section 2.2 of this report.

1.2.3 In the process of identifying and considering changes to the Application, the Applicant has reviewed the change against the Planning Inspectorate’s Advice Note Sixteen: Requests to change applications after they have been accepted for examination (“Advice Note Sixteen”)

(Version 3: March 2023¹) and the Planning Act 2008: Guidance for the examination of applications for development consent². For the change, the Applicant has considered:

- Whether the change would constitute a change to the Application, in accordance with paragraph 2.4 of the Advice Note Sixteen. The Applicant considers that the proposals would result in a change to the Project and as such, this Second Change Notification has been prepared and is submitted.
- Whether the change would be so substantial as to constitute a materially different project, in accordance with paragraphs 2.1 and 5.4 of the Advice Note Sixteen. The Applicant considers that the Proposed Change is not so substantial as to constitute a materially different project.

- 1.2.4 The Proposed Change is intended to ensure the deliverability of the Project and to reduce the consenting risk for the Applicant. The Applicant considers that the Proposed Change is non-material. The change would not involve the inclusion of additional land within the Order Limits or require the acquisition of different or new land, nor would the change give rise to any materially new or materially different adverse environmental effects in comparison to those assessed and reported in the **Environmental Statement** [APP-026 to APP-217, AS-023 and AS-024] submitted as part of the Application for the Project. As such, The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (“CA Regulations”) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations”) are not invoked by the Proposed Change. This is explained out further in Sections 3 and 4 of this report.
- 1.2.5 Consultation on the changes would be undertaken in accordance with the principles and process set out in Advice Note Sixteen, as described further in Section 5 of this report. The proposed consultation approach has been derived in order that the change can be considered and incorporated into the Application without prejudicing any interested party or affecting the Examination Timetable.
- 1.2.6 The views of the ExA are sought on the detail of the scale and nature of the proposed consultation exercise. The Applicant is mindful of the timing of this Second Change Notification in the context of the Examination and is therefore intending to commence a period of non-statutory public consultation on the Proposed Change on 14 May 2024 and would therefore respectfully request the ExA’s views on the proposed consultation exercise in advance of this. The Applicant is proposing to submit the Second Change Application as part of Deadline 6 on 26 June 2024, such that there will be a period of 9 weeks remaining within the Examination for its details to be further scrutinised by the ExA and Interested Parties.
- 1.2.7 The Applicant will however endeavour to submit the Second Change Application as soon as possible following the close of consultation, earlier than 26 June 2024, but confirms that the submission would be no later than that date. The Applicant is mindful that the ExA’s Further Written Questions are due for publication on 01 July 2024 and notes that these questions would provisionally provide an opportunity for the ExA to raise any questions on the Second Change Application.

¹ <https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-sixteen-requests-to-change-applications-after-they-have-been-accepted-for-examination/nationally-significant-infrastructure-projects-advice-note-sixteen-requests-to-change-applications-after-they-have-been-accepted-for-examination>

² https://assets.publishing.service.gov.uk/media/5a80dfeae5274a2e8ab52a7a/examinations_guidance_-_final_for_publication.pdf

1.3. Purpose of this Report

- 1.3.1 The purpose of this report is to notify the Examining Authority of the Applicant's intention to formally request a change to the DCO Application and seek advice from the Examining Authority on the procedural implications. This report constitutes Step 1 of Figure 1 of Advice Note Sixteen in which the Applicant decides to request a change to an application accepted for examination and informs the Examining Authority in writing. The relevant information requested in Figure 2a of Advice Note Sixteen is contained within this report and the enclosed figures.
- 1.3.2 This Second Notification Report sets out the background to the Proposed Change, including the reasons for the change, engagement undertaken to date, the anticipated environmental effects of the change, land right implications and impacts on the Application documents. It also sets out the Applicant's proposed consultation approach and indicative programme, for the Examining Authority's consideration.

1.4. Overview of the Proposed Change

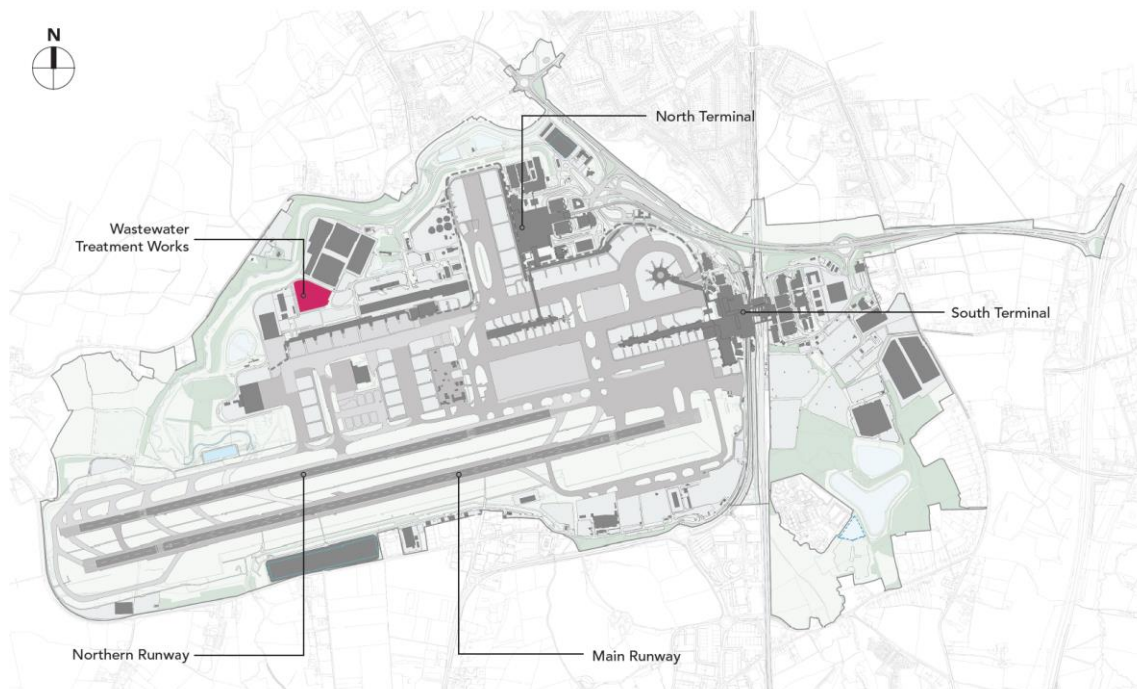
- 1.4.1 **Table 1.1** provides a brief summary of the Proposed Change and justification for why Project Change 4 is being brought forward during the Examination.
- 1.4.2 Whilst it is not necessary to classify individual changes as 'material' or 'non-material', the extent of materiality provides a useful indicator of the ability to accommodate the changes within the statutory timetable of the Examination. Having regard to the likely environmental implications for the change (set out in Section 3) and other relevant factors such as land required to accommodate the change (set out in Section 4), the Applicant considers that the change is non-material and would not result in a materially different Project. However, it is acknowledged that the final decision on these matters is for the Examining Authority.

Table 1.1: Summary of the Proposed Change

Change No.	Change Title	Brief Summary	Materiality Assessment	Justification for the Proposed Change
Project Change 4	Provision of an on-airport Wastewater Treatment Works (WWTW)	Revision to the wastewater strategy to provide an on-airport WWTW facility, located within the existing Self Park North car park and resulting increase in the number of car parking spaces to be accommodated in the proposed North Terminal Long Stay decked car park.	Non-material	To provide an alternative solution for wastewater treatment, should it be required for the Project.

- 1.4.3 The location of the proposed on-airport WWTW is shown in pink in **Figure 1** below.

Figure 1: Location of the on-airport WWTW facility



1.5. Report Structure

1.5.1 The remainder of this Second Notification Report is structured as follows:

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

2 Proposed Change

2.1. Description of the Proposed Change

Change 4: Provision of an on-airport Wastewater Treatment Works

- 2.1.1 Gatwick Airport currently discharges its wastewater to two separate TWUL catchments, Horley Sewage Treatment Works (STW) and Crawley STW. Through discussions with TWUL on the Project, which began in 2019, the Applicant was advised that the Horley STW was constrained and that greater wastewater capacity was available at the Crawley STW. This informed the Project's proposed wastewater strategy in that it proposes to reduce flows to Horley STW and direct more of the airport's flows to Crawley STW, whilst also putting forward measures to reduce flows into the sewer system and provide additional capacity.
- 2.1.2 The wastewater strategy in the DCO Application (and within the Order Limits), as submitted in **ES Chapter 11: Water Environment** [[APP-036](#)] and **ES Appendix 11.9.7: Wastewater Assessment** [[APP-150](#)], proposes to minimise any impacts on TWUL's assets through the:
- Provision of pumps and pumping main at Pumping Station PS06 to provide additional wastewater capacity;
 - Construction of a new pumping station on the eastern side of the Brighton-London mainline railway to convey all wastewater flows from this part of the airport's catchment which current drains to the Horley STW, to instead convey all wastewater flows to the Crawley STW; and
 - Provision of on-airport facilities to treat de-icer contaminated wastewater held by the existing pollution storage lagoons (comprised in Project Change 3), which would remove the need for the large trade effluent flows currently being sent from the airport to the Crawley STW, thus reducing the load on this facility.
- 2.1.3 The hydraulic modelling work on the airport's wastewater system, reported in **ES Appendix 11.9.7** [[APP-150](#)], was provided to TWUL to enable the sewerage undertaker to assess the Project's impact on its own infrastructure taking account of wider projected growth in the local area on its STWs and networks. Initial survey work on the Gatwick Airport estate was carried out by TWUL in early 2021 and the scope of further studies has been agreed between the parties. However the full results of the detailed assessments will not be available until after close of the Examination and TWUL has requested a DCO requirement to restrict airport growth under the Project until any necessary (but currently unknown) works have been implemented.
- 2.1.4 As set out in further detail in Section 2.2, the Applicant is putting forward Project Change 4 as an 'alternative' option in the DCO to deliver a bespoke on-airport facility were the Secretary of State minded to include the restriction sought by TWUL and to ensure there is no barrier to the Project's delivery.
- 2.1.5 Project Change 4 comprises the:
- Provision of an on-airport Wastewater Treatment Works (WWTW) facility, located within existing Self-Park North car park shown on **ES Figure 4.2.1b** [[REP1-019](#)] and in **Figure 1** above.

- Provision of an associated network of wastewater infrastructure outside the WWTW facility but within the airport, including new rising mains and a new pumping station located next to the existing Gatwick Airport Police Station.
- Provision of two temporary construction compounds, collectively comprising approximately 7,000m² (0.7 hectares) in area. This would result in a loss of approximately 250 car parking spaces in the Self-Park North car park, which would be temporarily re-provided within the North Terminal Long Stay decked car park (under Work No. 32).
- The permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park to accommodate the WWTW facility and a resulting increase in the number of car parking spaces to be accommodated in the proposed North Terminal Long Stay car park. This would be achieved by increasing the approximate dimensions of the decked area but there is no resulting change to the area shown on the **Works Plans** [REP3-011] or maximum height on the **Parameter Plans** [AS-131].

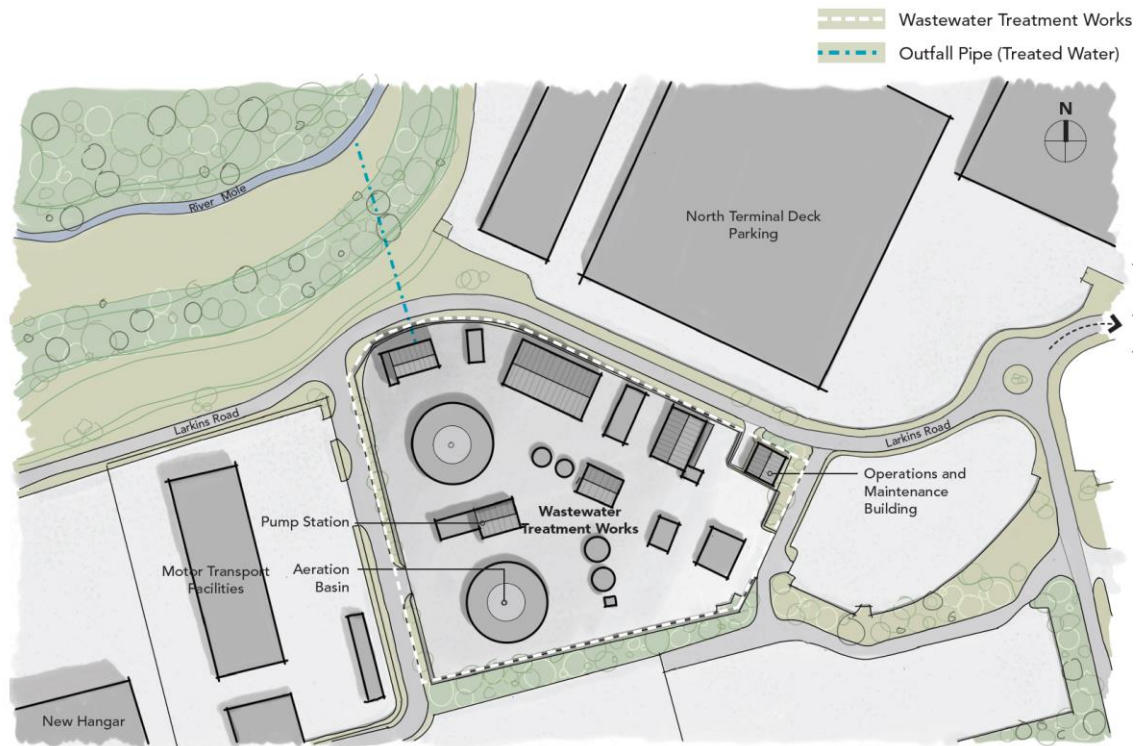
On-airport WWTW facility

2.1.6 The on-airport WWTW facility would require a footprint of approximately 2.2 hectares. The facility would include the following physical elements, with the maximum height of the proposed structures being up to 9.4m above ground level and up to 2m below ground level:

- Headworks (the entry point for raw wastewater);
- Two circular primary clarifiers, each of approximately 12m in diameter;
- Two aeration basins, each with secondary clarifiers;
- Gravity thickeners;
- Biotower (odour control facility);
- Rotary drum thickeners, belt filter presses and tertiary disk filter facilities, each housed in a dedicated building;
- Blower building accommodating 4 blowers;
- Chemical storage building;
- Associated pipelines and pumping stations;
- Flocculation tank and a rapid mix tank;
- Sludge blend facility and sludge storage area;
- Operations and maintenance building (up to 2-storeys);
- Truck loading area; and
- Outfall from the facility to the River Mole, involving a concrete structure beside the River Mole.

2.1.7 The physical elements within the on-airport WWTW facility are shown on an indicative layout in **Figure 2** below.

Figure 2: Indicative Layout of the on-airport WWTW facility



- 2.1.8 An associated network of wastewater infrastructure would be required within the airport, including new rising mains and a new Pumping Station located next to the existing Gatwick Airport Police Station with a maximum height of 4m above ground level and 7m below ground level.
- 2.1.9 All other aspects of the Project's wastewater strategy remain as described in the DCO Application, including the treatment of de-icer contaminated wastewater run-off and discharge from the existing pollution storage lagoons being via a constructed wetland (reed bed) system, comprised in Project Change 3.
- 2.1.10 The operation of the facility would entail raw wastewater entering the facility via the headworks for preliminary treatment. Once screened, the wastewater would pass through the grit removal process and then flow to the influent pumping station where it would be pumped to the primary clarifiers. There would be two primary clarifiers that would reduce the load on the biological treatment units (comprising the aeration basins and secondary clarifiers) by removing additional total suspended solids and biological oxygen demand. The primary effluent flows would be treated via two aeration basins (with secondary clarifiers) and thickened using gravity thickeners and rotary drum thickeners (then referred to as 'sewage sludge'). The gravity thickeners would be within a steel framed building and the foul air generated from the sludge fermentation in the gravity thickeners would be treated within a biotower. Biotowers are typically filled with inorganic media whereby special microorganisms grow and form a biofilm. As the odorous air travels through the tower, the biofilm traps and breaks down a significant portion of the H₂S, thus reducing the odour levels.
- 2.1.11 To further treat the sewage sludge, it will be de-watered on site and exported as 'cake' to a neighbouring Wastewater and Sewage sludge treatment facility, e.g. TWUL's Crawley STW or Southern Water's Goddards Green STW, subject to agreement with the third party.

- 2.1.12 There is anticipated to be approximately 3t/d total solids generated requiring two 'cake' lorry movements per week, meaning one arrival and one departure.
- 2.1.13 The facility would run on a 24/7 basis, staffed for 16 to 18 hours a day (two shifts a day) with callouts if required. Once constructed, it is anticipated that up to 5 full-time employees would be required for operation and maintenance of the on-airport WWTW facility.
- 2.1.14 To mitigate and manage potential odour from the facility, all processes would be covered including the primary clarifiers, storage tanks and gravity thickeners. As above, the foul air from the covered gravity thickeners would be treated by the biotower. The screening removal plant and the headworks would be enclosed within a building with an odour control unit installed to manage odour emissions.
- 2.1.15 The existing airport perimeter noise bund following the line of the River Mole in this area would be retained.
- 2.1.16 The WWTW would be designed and maintained to be resilient to climate change, in line with the Project's **Design Principles** [REP3-056], **Outline Landscape and Ecology Management Plan** [REP3-031, REP3-033 and REP3-035] and **Flood Resilience Statement** [APP-149] that would apply to the on-airport WWTW should the Second Change Application be accepted by the ExA.

Resulting Car Parking Changes

- 2.1.17 The provision of the WWTW facility on part of Self Park North would cause the permanent loss of approximately 1,162 car parking spaces and the further loss of approximately 250 car parking spaces on a temporary basis as a result of the temporary construction compound areas. The spaces lost on both a temporary and permanent basis would be accommodated within the decked area of North Terminal Long Stay car park that is proposed as part of the Project in the DCO application under Work No. 32 of the **Draft DCO** [REP3-006]. The greater number of parking spaces can be accommodated by increasing the approximate dimensions for this decked area from 350m x 225m and a height of 11m above ground level, as described in **ES Chapter 5: Project Description** [REP1-016] (Table 5.2.2), to 350m x 325m with Project Change 4.
- 2.1.18 The larger decked area, of 350m x 325m and up to 11m in height, can be accommodated within the existing area of Work No. 32 as shown on the **Works Plans** [REP3-011] and the maximum heights shown on the **Parameter Plans** [AS-131] and which informed the Environmental Impact Assessment. This is due to the existing area of Work No. 32, as submitted, being larger than the approximate decked area of 350m x 225m described in **ES Chapter 5** [REP1-016].
- 2.1.19 When taking into account Project Change 4, the North Terminal Long Stay car park would accommodate the permanently lost spaces from the on-airport WWTW (1,162 spaces) in addition to the relocation of spaces from Car Park X (425 spaces) and the capacity required for the Project's growth (1,100 spaces). The initial phase of decking would accommodate the 250 spaces temporarily lost by the construction compounds associated to the on-airport WWTW prior to being used for growth.

Construction Arrangements

- 2.1.20 The indicative construction sequencing in the DCO Application (**ES Appendix 5.3.3: Indicative Construction Sequencing** [REP2-016]) anticipates that all of the Project's currently proposed wastewater works would take place between 2024 and 2029. It is anticipated that construction of the on-airport WWTWs would take 2-years, commencing in 2026 and completing in 2028, and

therefore be within the existing core years of wastewater construction works already anticipated for the Project.

- 2.1.21 The construction compound areas would include site cabins, storage areas and areas to accommodate equipment and materials delivery. The construction process would involve the use of equipment including mobile cranes, piling rig, excavators, concrete mixers and pumps and lorries. Piling is anticipated for the water retaining structures. The works site would involve excavation of up to 5m depth. The height of structures and equipment on both the construction compound areas would be up to 12m.
- 2.1.22 The construction access route would be from Junction 9 M23 along the Spur Road, Airport Way, Perimeter Road North and to Larkins Road from which the construction compound would be accessed.
- 2.1.23 Construction would take place during the day and noise from construction activities and construction traffic would be mitigated with the use of Best Practicable Means to reduce noise on site under the **ES Appendix 5.3.2 Code of Construction Practice** [[REP1-021](#)].
- 2.1.24 For the proposed pipeline network, working widths of approximately 5m would be required for construction purposes. There would also be a need to construct a pumping station near to the Police Station and this would require a working area of approximately 22m x 20m during construction with excavation of up to 9m depth. Appropriate measures would be implemented to maintain access during construction for users of the footway and highway.
- 2.1.25 The outfall from the on-airport WWTW to the River Mole would need to pass through a strip of trees on a bund. It is therefore proposed that trenchless techniques would be used to minimise adverse effects on the noise bund, trees and to maintain flood protection.
- 2.1.26 During the peak month of construction, around 225 heavy goods vehicles are expected as a result of the Proposed Change (450 two-way movements over the course of the month).
- 2.1.27 Project Change 4 would not involve the addition of any further land to the Order Limits or require a change to the nature of the compulsory acquisition powers sought within the area of the Order Limits in which the additional infrastructure would be constructed. Further detail on this is set out in Section 4 of this report.

2.2. Need for the Proposed Change

Change 4: Provision of an on-airport Wastewater Treatment Works

- 2.2.1 The Applicant and TWUL have been in discussions on the Project since 2019, first informed by the Applicant's hydraulic model of the airport's wastewater system to assess the current performance of the airport's infrastructure and to plan for the provision of wastewater infrastructure for the Project. In discussing the modelling work with TWUL, the Applicant was advised to limit increased flows to Horley STW and instead direct flows to Crawley STW. This approach has been maintained throughout discussions between the Applicant and TWUL and informed the Project's proposed wastewater strategy under the DCO application, as submitted.
- 2.2.2 In providing the Applicant's on-airport assessment work to TWUL, it enabled the sewerage undertaker to assess the Project's impact on its own infrastructure as part of its long-term capacity planning taking account of wider projected growth in the local area on its STWs and networks. The outcome of this on-airport assessment work is reported in the DCO Application in **ES Chapter 11: Water Environment** [[APP-036](#)] and **ES Appendix 11.9.7: Wastewater**

Assessment [APP-150], and did not identify any likely significant environmental effects on-airport in relation to the wastewater impacts of the Project.

- 2.2.3 TWUL confirmed in 2019 that it would be undertaking its own assessment of the Project's impact on their network and initial survey work on the Gatwick Airport estate was then carried out by TWUL in early 2021. The scope of two further studies has been agreed between the parties to understand any Project-specific implications for the network (the existing pipelines) and processing facilities (the Horley and Crawley STWs). These studies are being conducted by TWUL in two stages for both the process and network modelling studies: the first stage using existing survey data and water model outputs of TWUL and the Applicant; and the second stage being a verification of the initial assessment after additional field data is collected.
- 2.2.4 As reported in TWUL's response to **ExQ1 WE.1.8** [REP3-149], the initial assessment on the processing facilities has been completed and was provided to GAL on 8th April 2024. The subsequent detailed assessment will be completed in November 2024, being after the close of Examination. The initial assessment on the sewage network is due to be completed in May 2024 and which will enable both parties to understand whether any upgrades are likely to be required to TWUL's existing network or processing facilities to accommodate future forecasted flows from the airport as a result of the Project. The second stage comprising the detailed verification will be completed in early 2025, being after the end of the Examination.
- 2.2.5 In its **Relevant Representations** [RR-4518] and **Written Representations** [REP1-103], TWUL requested a Requirement to be included in the Draft DCO that specifies that no airport growth arising from the Project can be implemented (and wastewater flows discharged) until any necessary upgrade works to TW's network and processing facilities have been implemented. Whilst this request was not repeated in TWUL's most recent submission at Deadline 3 in response to **ExQ1 WE.1.8** [REP3-149], it is understood that this remains TWUL's position and so this Second Change Application request has been prepared in that context.
- 2.2.6 The Applicant is resistant to including such a requirement in the Draft DCO, as stated in its response to **ExQ1 WE.1.8** [REP3-105]. This is on the basis that:
- a) it is not considered appropriate or proportionate to make the delivery of the Project conditional on the delivery of third party infrastructure which TWUL have a statutory responsibility to deliver as the statutory sewerage undertaker for the area in which the Project is located;
 - b) there is no legal or policy basis for conditioning the delivery of the Project in this way, as GAL is entitled to rely on TWUL to fulfil its statutory responsibility to deliver the infrastructure necessary to accommodate the flows generated by the Project; and
 - c) were the ExA (and ultimately the Secretary of State) to be minded to disagree with the Applicant's position, such a restriction would impose an unacceptable delivery risk to the Project (noting in particular TWUL's current financing issues).
- 2.2.7 GAL is presenting the scenario (which would be the subject of the Second Change Application) as an 'alternative' option in the DCO, were the Secretary of State to be minded to include the restriction sought by TWUL. The bespoke airport facility would obviate the need for such a requirement, as all additional flows generated by the Project (and indeed all airport flows more generally) would now be serviced by this facility. This would mean there would be no adverse impact on the TWUL network facilities, and indeed there would be a beneficial impact as current airport flows would be diverted away from the existing facility.

2.2.8 The Applicant considers this change to be necessary to allow the Secretary of State to be satisfied there is no barrier to the delivery of the Project, regardless of whether they are minded to agree with GAL or TWUL on this matter. The Applicant further considers that, including this change within the DCO would not preclude GAL and TWUL reaching an alternative solution for the delivery of any network or processing capacity increases that are identified to be required in the future.

2.3. Materiality of the Proposed Change

2.3.1 Upon submission of a request to make a change to an Application, Advice Note Sixteen (paragraph 2.1) directs the ExA to consider whether the development is in substance the same development which was originally applied for, or whether the effect of the change or changes would be so substantial to constitute a materially different project.

2.3.2 The Applicant considers that the Proposed Change would not result in a material change and that acceptance of the change to the Project to be examined as part of the Examination would not result in a materially different project than originally applied for. In reaching this conclusion, the Applicant has considered:

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

2.3.3 Notwithstanding the above, it is acknowledged that the final decision on the materiality of the Proposed Change rests with the Examining Authority.

3 Environmental Appraisal

- 3.1.1 In accordance with Advice Note Sixteen³, the Applicant has undertaken a review and appraisal of the proposed Project Change 4 against the topics assessed in the ES, as amended by Project Changes 1 to 3 for which the re-assessment was provided in the **Change Application Report [AS-139]**. No new or materially different significant effects were identified for Project Changes 1 to 3 compared to the ES.
- 3.1.2 The environmental appraisal for Project Change 4 has considered the potential for new or materially different significant effects beyond those reported in the ES, as amended by Project Changes 1 to 3. Relevant information about the environmental appraisal is provided below for key relevant topics. Further detail will be provided to accompany the Second Change Application.

Change 4: Provision of an on-airport Wastewater Treatment Works

- 3.1.3 For **ES Chapter 7 Historic Environment [APP-032]**, the location for the Proposed Change is outside of the area that has been archaeologically examined as part of the Gatwick North West Zone and is immediately east of an identified area of Bronze Age settlement. Some impact on potential archaeological remains here is assumed with regard to the construction of the current surface car parks but it is likely that archaeological investigations would be required ahead of construction of the on-airport WWTW. An updated ES Appendix 7.8.2 **Written Scheme of Investigation for Post Consent Archaeological Investigations and Historic Building Recording - West Sussex [REP2-019]** would be provided should the change be accepted by the ExA. The inherent flexibility in the design of the Proposed Change and the limited depth of construction would allow for the avoidance or minimisation of impacts on archaeological remains. Therefore, there is no potential for a new likely significant adverse effect.
- 3.1.4 For **ES Chapter 8 Landscape, Townscape and Visual Resources [APP-033]**, the works site for the on-airport WWTW is located within the Gatwick Airport Urban Character Area. Overall effects on this character area are defined in the ES as minor adverse throughout the assessment periods. This level of effect would not increase as a result of the addition of the on-airport WWTW. The main visual receptors would be members of Gatwick staff and the public using the adjacent car park. Viewpoints 5, 12, 14, 15, 16, 27 and 28 are in elevated locations where views of the airport are less constrained by intervening trees and built form. Visual effects at these locations are defined in the ES as minor adverse throughout the assessment periods. The addition of the on-airport WWTW would potentially be visible, although barely perceptible, above trees and within clusters of existing and proposed development and would make no difference to the levels of effect. It is unlikely that the on-airport WWTW would result in views for new and different visual receptors. The proposed pumping station next to the Police Station would be visible from the inter-terminal tracked transit system, Perimeter Road North and Sussex Border Path. The proposed concrete outfall at the River Mole would be visible to walkers using the public right of way beside the river. The displaced car parking spaces from Self Park North would be accommodated within the decked area of the North Terminal Long Stay that was proposed for the DCO application. Whilst the size of this would increase to 350m x 325m, this would still sit comfortably within the maximum parameters (as shown in relevant photomontages in ES Figures 8.9.1 to 8.9.128 [REP2-006 to REP2-008]) . Revised key photomontages and ZTV will be

³ <https://www.gov.uk/government/publications/nationally-significant-infrastructure-projects-advice-note-sixteen-requests-to-change-applications-after-they-have-been-accepted-for-examination/nationally-significant-infrastructure-projects-advice-note-sixteen-requests-to-change-applications-after-they-have-been-accepted-for-examination>

prepared to accompany the Second Change Application Report to show the difference compared to the ES, as amended by Project Changes 1 to 3, to inform the conclusion that there would be no difference in the significance of effects.

- 3.1.5 The location is exclusively on hardstanding other than circa 50 mainly small trees in small tree pits scattered around the Self Park North car park. The loss of these trees would be appropriately mitigated through additional tree planting around the on-airport WWTW boundary. There would be no new or different significant effects for ecology as reported in **ES Chapter 9 Ecology and Nature Conservation** [APP-034]. The on-airport WWTW would require a new outfall into the River Mole to be created via directional drilling through the existing noise bund. This would result in some minor, short term disturbance of the banks of the river. Mitigation measures in ES Appendix 5.3.2 **Code of Construction Practice** [REP1-021] would apply. None of the works would result in any change to the magnitude or significance of effects reported in the ES. In addition to replacement trees, there is the opportunity to create new hedgerows/tree lines around the on-airport WWTW for the purposes of screening, potentially providing additional ecological corridors through what is currently exclusively hardstanding.
- 3.1.6 For **ES Chapter 10 Geology and Ground Conditions** [APP-035], the Proposed Change would be located within a Potential Area of Concern comprising a historical infilled water body. The Proposed Change includes a piling requirement for the water retaining structures. The area would be subject to the mitigation described within **ES Chapter 10 Geology and Ground Conditions** [APP-035] including a requirement for further ground investigation and assessment and piling risk assessment.
- 3.1.7 For **ES Chapter 11 Water Environment** [APP-036], during construction of the on-airport WWTW there would not be a significant effect on groundwater as excavations would be maximum of 5m in depth and would not penetrate the Tunbridge Wells Sands. The only exception would be the new pumping station adjacent to the Gatwick Airport Police Station that would be approximately 9m below existing ground level, although again, no significant effects are anticipated as it would be located within an area of clay geology and would not interact with the location of Tunbridge Wells sands. Trenchless techniques would be used to install the new outfall sewer to River Mole to maintain the integrity of noise bund that could also serve a flood protection purpose in extreme events. Mitigation measures in ES Appendix 5.3.2 **Code of Construction Practice** [REP1-021] and its Annex 1 **Water Management Plan** [REP3-020] would apply and no new or different likely significant effects are anticipated. During operation, there is a low risk of erosion at the outfall to the River Mole, however design measures would be introduced to reduce the velocity and mitigate potential impacts and new or different likely significant effects are not anticipated. There would be a beneficial effect on water quality due to the improved effluent quality to that currently discharged although this would not be significant.
- 3.1.8 For **ES Chapter 12 Traffic and Transport** [AS-076], the addition of the Proposed Change is not expected to perceptibly increase construction or operational trips, or result in any changes to surface access. During the peak month of construction, around 225 HGV vehicles are expected (450 two-way movements per month). This equates to an average of two to three two-way movements an hour and this level of vehicular movement and would not result in any significant effects in traffic and transport terms. During construction, around 250 car parking spaces would be temporarily lost to the two areas of construction compounds and replaced within the North Terminal Long Stay decked car park. It is proposed that the displacement of 1,162 car parking spaces from Self Park North to accommodate the main site for the on-airport WWTW would be relocated to the proposed decked area of North Terminal Long Stay car park. The proposed North Terminal Long Stay decked car park currently includes 1,680 spaces as part of the Project,

and this would increase to 2,842 spaces to accommodate the spaces permanently displaced by the on-airport WWTW plus the 250 spaces temporarily lost to the construction compounds. These spaces can be accommodated within an increased decked area compared to that in the DCO application. Given the proposed location of the on-airport WWTW within the current North Terminal Long Stay car park, in traffic terms the displacement of car parking is not anticipated to result in any new or materially different effects to traffic distribution or trips on the highway network, as compared to the assessment in **ES Chapter 12 Traffic and Transport** [AS-076]. During operation there would be up to two lorry movements per week, meaning one arrival and one departure. This would not result in any significant effects in traffic and transport terms.

- 3.1.9 For **ES Chapter 13 Air Quality** [APP-038], due to the mitigation for odour that is proposed as part of Project Change 4 as outlined in Section 2, no significant odour effects are predicted. The design is based on the assumption that all open processes including the primary clarifiers, aeration basins, secondary clarifiers, storage tanks, and the gravity thickeners are covered for aerodrome safeguarding and odour prevention. In addition, the foul air from the covered gravity thickeners would be treated at the biotower with an odour control unit. These measures demonstrate suitable mitigation against odour impact. Therefore, there would be no significant odour effects associated with the facility and no further mitigation for odour would be required. The conclusion is based on the assumption that all open processes are covered, processes are housed in dedicated buildings and odour mitigation is in place.
- 3.1.10 The additional construction compound associated with the Proposed Change includes updated Non-Road Mobile Machinery (NRMM) activity, updated construction routes and construction vehicle movements. The ES takes a conservative approach for construction traffic effects, assessing the worst-case year for construction. The primary construction route that would be used for the on-airport WWTW construction site, as described in Section 2, is included in the modelled construction traffic network. The indicative construction movements show that the maximum activity would be in April 2027, at 450 two way movements for the month, approximately 20 movements per day. These flows are below the screening criteria defined by the IAQM/EPUK guidance which would require 100 or more HGV movements per day to occur in order to screen in a detailed assessment. Given that the works are proposed between 2026 and 2028, before the peak year of traffic in 2029, the additional activity associated with the Proposed Change would not change the results of the assessment. NRMM activities associated with the temporary construction compounds for the on-airport WWTW are not expected to create significant effects given the NRMM source apportionment contribution from other construction compounds across the site. The ES takes a conservative approach for the NRMM activity (see **ES Appendix 13.4.1 Air Quality Assessment Methodology** [APP-158], and given the on-airport WWTW temporary construction compound overlaps with the NW Airfield Construction compound (an NRMM modelling area) that was assessed in the ES (see Figure 4.1.28 of **ES Air Quality Figures – Part 2** [REP1-018]), the additional NRMM activity associated with the Proposed Change would not change the results of the assessment. In addition, measures will be implemented through the **Code of Construction Practice** [REP1-021] to ensure air quality impacts of construction are minimised as far as practicable.
- 3.1.11 There are not anticipated to be any new or materially different significant effects for Air Quality. To provide additional assurance, the on-airport WWTW will be a permitted activity and the Environment Agency will require a review of odour and design to confirm there would be no significant impacts. The review would be carried out once a detailed design has been developed.
- 3.1.12 For **ES Chapter 14 Noise and Vibration** [APP-039], the location of the on-airport WWTW borders Charwood Road Receptor Area 3 as shown in **ES Figure 14.4.2 Noise Sensitive**

Receptor Areas [APP-063]. In relation to the assessment of fixed ground noise sources, **ES Chapter 14 Noise and Vibration** [APP-039] notes at paragraph 14.9.76 that there are 43 noise assessment locations which are of relevance and it should be noted that these are generally considered representative of the closest Noise Sensitive Receptors (NSRs) to the airport. The nearest NSRs are the Bear and Bunny Nursery approximately 160m to the north, Farmfield Cottages on the far side of Charlwood Road approximately 430m to the west and Charlwood Aquatics approximately 650m to the west, see Table 5.1.1 in **ES Appendix 14.9.3 Ground Noise Modelling** [APP-173]. There are also various houses on the far side of Charlwood Road approximately 450m to 550m to the north and northeast, and these NSRs are not included in the list of 43 assessment locations. Baseline noise was measured at the Bear and Bunny Nursery (see **ES Appendix 14.9.6 Ground Noise Baseline Report** [APP-176] showing relatively high baseline noise levels during the day (Leq 56-58dB) and at night (Leq 50-53dB) as summarised in Table 14.6.4 of **ES Chapter 14 Noise and Vibration** [APP-039]. The airport perimeter noise bund following the line of the River Mole in this area is generally at least 4m high and provides a significant degree of noise screening from the site to these noise sensitive receptors.

- 3.1.13 Noise modelling is being undertaken for Project Change 4 to identify appropriate mitigation measures. Construction would take place during the day and noise from construction activities and construction traffic would be mitigated with the use of Best Practicable Means to reduce noise on site in accordance with the **ES Appendix 5.3.2 Code of Construction Practice** [REP1-021]. During operation, the main sources of noise would be from two types of blowers associated with the on-airport WWTW High Speed Turbo Blowers for general aeration processes and, a positive displacement blower used in conjunction with the sludge holding tank. The blowers would be housed either within the blower building or an enclosure associated with the sludge holding tank and where necessary, inlet silencers would be fitted to these items of plant to further reduce noise levels at the NSRs. With mitigation, noise from the construction and operation would not be significant.
- 3.1.14 For **ES Chapter 15 Climate Change** [APP-040] there is potential for new significant effects and materially different significant effects, in relation to how climate change affects the on-airport WWTW itself, compared to the ES in the absence of mitigation. The effects are different for the on-airport WWTW (compared to the rest of the Project) but concern the same two main issues mitigated for in the ES, both hotter temperatures/overheating and changing precipitation/water stress.
- 3.1.15 Appropriate and specific new mitigation measures to reduce the risk from these concerns and therefore ensure that there would not be any new or materially different significant effects will be detailed in updated ES documents including:
- On-airport WWTW specific built-form design principles for overheating (e.g. different cooling, ventilation and shading – for systems that need odour and noise control, than those that do not; climate projections to inform the choice of the equipment and back-up power generation and standby pumps). Measures are to be included through the integration of specific built form design principles for the WWTW into the Design Principles contained in the **Design and Access Statement – Appendix 1** [REP3-056].
 - On-airport WWTW specific drainage design principles (e.g. flow system design to account for potential lower flows, the ability to add/pump additional water from rainwater/grey water collection systems and balance needed on the outlet which may include less but regular discharge to maintain flow and river levels, with discharge consent to be discussed and agreed with the Environment Agency). Measures are to be included the integration of

specific drainage design principles for the WWTW into the Design Principles contained in the **Design and Access Statement – Appendix 1** [\[REP3-056\]](#).

- 3.1.16 These mitigation measures are to ensure the on-airport WWTW buildings and component design protects the structures, their mechanical and electrical equipment, the system itself, the biological processes and staff.
- 3.1.17 Together this would ensure that the on-airport WWTW would be constructed, designed and maintained in such a way as to be resilient to climate change. The additional WWTW specific measures will be considered in the detailed design stage (to follow post-DCO consent) when the specification of the components and their maintenance requirements will be selected. Additional measures may also be implemented following design refinements during this time. With the incorporation of these measures there would not be any new significant effects or materially different significant effects for climate change compared to those reported in the ES.
- 3.1.18 For **ES Chapter 16 Greenhouse Gases** [\[APP-041\]](#), construction and operational emissions associated with the Proposed Change would fall within the Construction, and Airport Buildings and Ground Operations (ABAGO), assessment in the ES. Emissions from construction and ABAGO have been reported within the ES to have a minor adverse effect that would not be significant. Whilst it is expected that the Proposed Change would increase both the Construction and ABAGO elements of the carbon footprint, the scale of the Proposed Change is small when compared to the overall scale of the Project. As a result, it is expected that there would only be a minor increase in emissions associated with the Construction element of the footprint. The Proposed Change would require additional energy use from its buildings and vehicle use. Assuming the Proposed Change is wholly grid electricity powered then the intensity of the increase in electricity would, at worst, follow the forecasts for national decarbonisation and so would reduce in emissions rate each year. Similarly, it is anticipated that road vehicles will decarbonise into the future as a result of UK Government policies. As a result, it is expected that there would only be a minor increase in emissions associated with the ABAGO element of the footprint. Overall, it is considered that the Proposed Change would be unlikely to materially impact total greenhouse gas emissions reported in the ES, therefore the conclusions about significance of effects in the ES remain valid.
- 3.1.19 For **ES Chapter 17 Socio Economic** [\[APP-042\]](#), the construction of the on-airport WWTW is anticipated to take place between 2026-2028 which would be within the initial construction period (2024-2029) already assessed for the Project overall. Therefore it is not expected that there would be any material changes to construction employment levels. The location of the on-airport WWTW comprises existing parking areas which would be re-provided, so there would be no changes in terms of business or resident disruption effects. Once operational, the on-airport WWTW would require up to 5 full-time employees for operation and maintenance of the facility. Given the relatively small number of additional workers that would arise on site, there is no change to the assessment of employment or labour market impacts, as compared to that reported in ES Chapter 17.
- 3.1.20 For **ES Chapter 18 Health and Wellbeing** [\[APP-043\]](#), the design and mitigation measures set out in Chapter 18 would control odour, bio-aerosols, disease vectors, noise and contamination risk from spills, including those during flood events during both construction and operation associated with the Proposed Change. Therefore, significant population health effects would be avoided.
- 3.1.21 The location on the north-west side of the airport is characterised as relatively sparsely populated with scattered dwellings, the closest of which is 400m distant. The nearest vulnerable community

receptor is the Bear and Bunny Nursery approximately 160m to the north, which is considered of high sensitivity in relation to potential health effects. Consideration has also been given to the GAL workforce who may be in proximity to the on-airport WWTW activities. This consideration reflects that the literature indicates that most health-related issues with a WWTW are occupational exposures. Such risks would be mitigated through design and occupational health training.

- 3.1.22 During construction and operation access would be maintained for relevant public rights of way (including footpath 346_2Sy) such that no significant public health effects associated with reduced active travel or physical activity would be expected from the works. Similarly, emergency service access would be maintained during construction and operation.
- 3.1.23 The on-airport WWTW would operate under a permit issued under the Environmental Permitting (England and Wales) Regulations 2016 and would therefore be managed and regulated in relation to use of treatment chemicals, sewage cakes as a hazardous material (which may include pathogens and contaminants) and any harmful or flammable gases produced as a byproduct of organic matter decomposition. The regimes managing such risks appropriately mitigate against the potential for likely significant effects to the public and can be assumed to be effective (NPPF paragraph 194⁴).
- 3.1.24 The health assessment has had regard to the conclusions set out in other parts of this environmental appraisal. For example, as discussed in the section on air quality the potential for odour effects would be mitigated through the design, including the enclosure of the on-airport WWTW and a biotower with an odour control unit.
- 3.1.25 The on-airport WWTW design affords the option for future sampling of waste from planes and terminals by Port Health authorities in relation to monitoring communicable disease risk. Facilitating such Port Health monitoring would represent a public health benefit of the proposals.
- 3.1.26 For **ES Chapter 19 Agricultural Land Use and Recreation** [APP-044], there would be no direct permanent impacts on Public Rights of Way or agriculture.
- 3.1.27 For **ES Appendix 5.3.2 Code of Construction Practice – Annex 5: Construction Resources and Waste Management Plan** [APP-087] the Proposed Change results in the construction of additional structures; the Schedule of Buildings/Structures to be constructed as part of the Project (in Section 4.2) would be updated to include the on-airport WWTW if the change was accepted by the ExA. The types and quantities of construction waste would be set out in the Waste Forecast sheets of the Site Waste Management Plan as per the other buildings/structures.
- 3.1.28 For **ES Appendix 5.3.4 Major Accidents and Disasters** [APP-089], it is considered that the introduction of an on-airport WWTW to the Project would not have significant implications for the conclusions set out for major accidents and disasters in the ES.

⁴ [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.gov.uk/publishing/service)

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

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

5 Proposed Consultation

5.1. Proposed Consultation Scope

- 5.1.1 The Applicant intends to carry out consultation to ensure that all persons who may be affected by the Proposed Change are made aware of the change and have the opportunity to provide comments in advance of any submission of a formal change request to the Examining Authority.
- 5.1.2 The Examining Authority's views are sought on the scale and nature of the proposed consultation activities, which are outlined below.

5.2. Proposed Consultation Activities

- 5.2.1 The Applicant has and will continue to engage with key stakeholders relevant to Project Change 4. This includes engagement with the Local Authorities who have been advised of the Proposed Change prior to the submission of this Second Notification Report.
- 5.2.2 The Applicant is proposing to consult Local Authorities, landowners/those with an interest in the land relating to the Proposed Change and prescribed consultees under sections 42(a) to (d) of the Planning Act 2008. All parties will be sent a letter and consultation leaflet setting out the Proposed Change and directing stakeholders to the online consultation feedback form.
- 5.2.3 The Applicant will also invite comments from members of the public through the online publication of the consultation leaflet and the consultation feedback form on Gatwick Airport's website (<https://gatwickairport.com/northern-runway>). The consultation will be advertised through local media, social media, site notices and newspaper notices. The Applicant will also send a copy of the consultation leaflet directly to residents and businesses in close proximity to the land subject to the Proposed Changes.
- 5.2.4 The Applicant intends to carry out consultation beginning from 14 May 2024 and closing on 11 June 2024, providing a consultation period of 28-day calendar days.
- 5.2.5 The consultation leaflet will include a brief description of the Proposed Change (including visuals), instructions on how to participate and directions to the consultation website. The website will contain an online consultation feedback form for feedback to be submitted. A phone number and email address will be provided where hard copies can be requested by those facing difficulties accessing material online.

5.3. Consultation Responses

- 5.3.1 A Consultation Statement Addendum will be submitted as part of the formal Second Change Application, confirming who has been consulted in relation to the Proposed Change in accordance with the Planning Inspectorate's Advice Note Sixteen.
- 5.3.2 The Addendum will include a summary of the consultation responses received together with an explanation of how the Applicant has had regard to the feedback in preparing the Second Change Application. Copies of any consultation responses received will be included in full as an appendix to the Addendum.

6 Second Change Application submission

6.1. Second Change Application

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

- A **Second Change Application Report**, including:
 - A confirmed or updated description of the Proposed Change.
 - A confirmed or updated statement setting out the rationale and pressing need for making the change.
 - A full schedule of all DCO Application documents and plans listing reviews to each document/plan or confirming if no change is required; and
 - The environmental appraisal of the Proposed Change including the assessment individually and cumulatively.
- Updated **draft DCO** (clean and tracked changed versions).
- Updated **Explanatory Memorandum** to the draft DCO (clean and tracked changed versions).
- A **Consultation Report Addendum** providing details of the engagement and consultation on the Proposed Change and how they have been considered, attaching copies of the responses received.
- Updates to relevant parts of the **Environmental Statement**, including:
 - **Chapter 5: Project Description;**
 - **Project Description Figures;**
- Updated key Application Drawings to reflect the Proposed Change, including:
 - Updated **Works Plans – For Approval;**
 - Updated **Parameter Plans – For Approval.**

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

6.2. Indicative Programme

6.2.1 This formal Second Notification of the Proposed Change is being made as soon as possible and has sought to ensure that time is available for the necessary steps to be taken and accommodated as part of the statutory timescales for the Examination stage.

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

Table 2: Indicative Programme for formal Change Request

Step	Step	Indicative Programme
Step 1	Applicant issues the Second Notification Report to the Examining Authority of the Proposed Change	7 May 2024

Step 2	ExA advice to the Applicant on the procedural implications of the Proposed Change and the scope of consultation	At the discretion of the ExA
Step 3	Applicant carries out consultation	14 May 2024 to 11 June 2024
Step 4	Submission of Second Change Application request to the Examining Authority	No later than 26 June 2024
Step 5	ExA makes a Procedural Decision on whether or not to accept and examine the Second Change Application and confirms how it will be examined	At the discretion of the ExA

6.2.3 The Applicant will endeavour to submit the Second Change Application as soon as possible following the close of consultation, but no later than 26 June 2024 as part of Deadline 6. The Applicant is mindful that the ExA's Further Written Questions are due for publication on 01 July 2024 and notes that these questions would provisionally provide an opportunity for the ExA to raise any questions on the Second Change Application.

6.3. Revised Application Documents

6.3.1 Should the Second Change Application be accepted by the ExA, revisions would be made to the following key Application documents and submitted to the subsequent Examination Deadline:

- Updates to relevant volumes of the **Design and Access Statement**, including Appendix 1 containing the **Design Principles**;
- Updates to relevant parts of the **Environmental Statement**, including:
 - **Chapter 5: Project Description**
 - **Project Description Figures**
 - Appendix 5.3.1: **Buildability Report (Part A)**
 - Appendix 5.3.2 Code of Construction Practice – Annex 5: **Construction Resources and Waste Management Plan**
 - **Landscape, Townscape and Visual Resources Figures**
 - Appendix 7.8.2: **Written Scheme of Investigation for Post Consent Archaeological Investigations and Historic Building Recording - West Sussex**
 - Appendix 8.8.1: **Outline Landscape and Ecology Management Plan**
 - Appendix 9.9.2: **Biodiversity Net Gain Statement**
- **List of Other Consents and Licences**

7 References

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

Planning Act 2008.

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

The Infrastructure Planning (Compulsory Acquisition) Regulations 2010.

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.