

ExQ2	Question to:	Question:	Thames Water's Response
WE.2.2	<p>The Applicant</p> <p>Thames Water</p>	<p>Crawley and Horley Wastewater Treatment Works (WTW)</p> <p>In the SoCG between the Applicant and Thames Water [REP5-064] at item 2.22.5.2 the Applicant provides an interpretation of the position with respect to the capacity of the Thames Water infrastructure. The ExA wants to understand:</p> <ul style="list-style-type: none"> • When an accurate assessment of the ability of Crawley and Horley WTW to accommodate additional flows from both the Future Baseline and Proposed Development scenarios will be available; • An understanding of any upgrade works that would be required to accommodate both scenarios and the likely timescales for delivery; and • How any necessary works would be secured. 	<p>As noted in Thames Water Utilities Limited's ("TWUL's") response to ExQ1, TWUL can confirm that an initial assessment (known as the Phase 1 <u>process</u> study) was completed and provided to the Applicant ("GAL") on 8th April 2024. This provided a high-level review of the proposed Northern Runway Project ("NRP") flows and loads against current treatment works capacity at both Horley and Crawley Sewage Treatment Works ("STWs"). The study outlined that there is not capacity for future additional loads from the airport, but further work is required to understand this in more detail along with the upgrades to both STWs that would be required. To allow a more detailed assessment to be undertaken, flow and load surveys need to be completed to understand the flow splits and the per capita load per passenger. Once this is complete, the detailed process modelling (known as the Phase 2 <u>process</u> study) can commence.</p> <p>As the NRP is currently considered a speculative development by TWUL and is yet to receive full planning consent, all required modelling work and surveys must be funded by GAL upfront (i.e., before work can commence). GAL have provided funding for Phase 1 of the <u>network</u> study (detailed below) but have not yet provided funding for the Phase 2 <u>network</u> modelling study or the surveys TWUL require to progress both modelling studies (of which the flow and load surveys noted above are a part). Following conversations on this between the parties in April 2024, GAL re-engaged with TWUL on 26th June 2024 looking to progress with the required surveys. TWUL are currently obtaining updated quotes for the required surveys and will request funding for these from GAL on their receipt.</p> <p>Once payment is received from GAL for these surveys, the programme to complete these is c. 3 months. Once these surveys are completed the Phase 2 process modelling study is estimated to take 3 – 4 months to complete.</p>

			<p>Regarding the securing of future upgrade works, TWUL’s response remains the same as their response to ExQ1 as follows:</p> <p>“Upgrades at the STWs due to this development are expected after 2030 due to the timing of the development and current available capacity.</p> <p>Funding for these STW upgrades will be secured through a regulatory Price Review process, where every 5 years TWUL submits a business plan to Ofwat, the economic regulator for the Water Industry in England and Wales, to secure investment. This has not yet occurred as the current Price Review Process (PR24) covers the period 2025 to 2030 and TWUL forecasts the upgrades will only be required after 2030.”</p> <p>To ensure the phasing of the NRP can be suitably accommodated, TWUL are requesting the inclusion of two new sub-clauses within Schedule 2 Clause 10 of the DCO, which request GAL agree a development phasing plan with TWUL prior to any increase in discharge to TWUL’s network. These have been submitted in tandem with these responses.</p>
WE.2.3	<p>The Applicant</p> <p>Thames Water</p>	<p>Public Sewer Network Capacity</p> <p>In the SoCG between the Applicant and Thames Water [REP5-064] at item 2.22.5.2 the Applicant provides an interpretation of the position with respect to the capacity of the Thames Water infrastructure. The ExA wants to understand;</p> <ul style="list-style-type: none"> • When an accurate assessment of the public sewer network to accommodate additional flows from both the Future Baseline and Proposed Development scenarios will be available?; 	<p>Similar to TWUL’s response to WE.2.2, TWUL can confirm that an initial assessment (known as the Phase 1 <u>network study</u>) was completed and presented to GAL on 22nd May 2024 with the associated report being issued on 4th June 2024. This considered the detriment from future growth at Gatwick Airport combined with a range of different options to transfer flows to the Crawley and Horley STW catchments using the model and flow data as supplied.</p> <p>High-level options to mitigate the detriment were identified. Pumping station, flow and manhole surveys are now required to update and verify the Crawley and Horley hydraulic models. Once these are complete, an</p>

		<ul style="list-style-type: none"> • An understanding of any upgrade works that would be required to accommodate both scenarios and the likely timescales for delivery; and • How any necessary works would be secured? 	<p>updated detriment assessment (known as the Phase 2 <u>network</u> study) will be carried out with the calibrated model to confirm the initial findings.</p> <p>As noted in TWUL’s response to WE.2.2, GAL have provided funding for Phase 1 of the <u>network</u> study but have not yet provided funding for the Phase 2 <u>network</u> modelling study or any of the surveys previously noted. Following conversations on this between the parties in April 2024, GAL re-engaged with TWUL on 26th June 2024 looking to progress with the required surveys. TWUL are currently obtaining updated quotes for the required surveys and will request funding for these from GAL on their receipt.</p> <p>Once payment is received from GAL for the surveys and modelling, the programme to complete these is estimated to be 1 year.</p> <p>Regarding the securing of future upgrade works, TWUL’s response remains the same as their response to ExQ1 as follows:</p> <p>“Network infrastructure upgrades are funded through Infrastructure Charges. This is a fund that all developers pay into when connecting new developments to TWUL assets and allows the delivery of upgrades to our network to accommodate an increase in flow associated with development.”</p> <p>As noted in TWUL’s response to WE.2.2, to ensure the phasing of the NRP can be suitably accommodated, TWUL are requesting the inclusion of two new sub-clauses within Schedule 2 Clause 10 of the DCO, which request GAL agree a development phasing plan with TWUL prior to any increase in discharge to TWUL’s network. These have been submitted in tandem with these responses.</p>
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Proposed Clauses:

(7) The authorised development is not to discharge additional foul water flows to Thames Water Utilities Limited's public sewer network until written details of the foul water discharge from the authorised development (including expected flow rates; any required hydraulic modelling results and a development phasing plan) have been submitted to and approved in writing by Thames Water Utilities Limited.

(8) Pursuant to sub-paragraph (7), no additional discharge of foul water flows is to take place other than in accordance with the approved development phasing plan unless otherwise agreed in writing with Thames Water Utilities Limited.