



# Gatwick Airport Northern Runway Project

## Third Change Application Report – Clean Version

### Book 10

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## Executive Summary

This Third Change Application Report supports a formal request to change the application submitted by Gatwick Airport Limited ('GAL' and the 'Applicant') for a development consent order under section 37 of the Planning Act 2008 for the proposed Gatwick Airport Northern Runway Project, accepted for Examination on 03 August 2023 (the Application).

The Applicant submitted notification of a Proposed Change to the application (the "Third Change Notification") on 5 July 2024, comprising a **Covering Letter to Third Notification of a Proposed Project Change** [\[AS-152\]](#) and the **Third Notification of Proposed Project Change Report** [\[AS-153\]](#) (the "Third Notification Report").

As explained in the Third Notification Report, GAL has continued to engage with Affected Persons in relation to the Project throughout the examination period. This has included ongoing engagement with Peak Securities Limited, HI (London Gatwick) Limited and HICP Limited (referred to as the "Relevant Affected Persons" for the purposes of this report), who respectively are the freeholder and leaseholders of the Holiday Inn London – Gatwick Airport hotel (the "Holiday Inn") located to the north-east of Longbridge Roundabout and to the north of Gatwick Airport.

As a result of this ongoing engagement and at the request of the Relevant Affected Persons, GAL is putting forward a further request for a Proposed Change (referred to as "Project Change 5" or the "Proposed Change") to the application and which is the subject of this Third Change Application.

The Applicant has carried out a tailored and targeted approach to consultation having regard to the very limited and discrete nature of the Proposed Change. The consultation activities are described in this report.

The Applicant considers that the Proposed Change is non-material, on the basis that:

- The change involves the inclusion of 0.175ha of additional land within the Order Limits. This additional land area is very small compared to the overall footprint of the Order Limits.
- The Proposed Change is not anticipated to give rise to any materially new or materially different environmental effects in comparison to those assessed and reported in the **Environmental Statement**. As such, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("EIA Regulations") are not engaged by the Proposed Change.

The Applicant considers that the Proposed Change would not be so substantial as to constitute a materially different project in nature or substance than that originally applied for.

The Examining Authority (the ExA) set out its advice on the procedural implications of the Proposed Change and the proposed consultation approach in its **Procedural Decision** [\[PD-024\]](#) dated 12 July 2024. In its response, the ExA did not make any comments on the proposed consultation approach or timetable for this formal Change Application. The ExA advised that it is minded to agree with the Applicant's view that the proposed change would not lead to the Project being different in nature or substance to that which was originally applied for in July 2023.

The Applicant has submitted this Third Change Application being mindful of the timings in the context of the ongoing Examination. The Applicant has endeavoured to submit the Third Change Application as soon as possible following the submission of the Third Notification Report and allowing time for the ExA and targeted stakeholders to consider the Proposed Change, with a period of six weeks remaining within the Examination for its details to be further considered and incorporated into the Application without prejudicing any party or challenging the Examination Timetable.



## 1 Third Request to Change the Application

### 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 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 (to accommodate a constructed wetland (reed bed) system).
- 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** [[PD-011](#)] on 8 March 2024.
- 1.1.4 On 7 May 2024, GAL submitted a Second Change Notification [[AS-145](#) and [AS-146](#)] to the ExA to provide an On-airport Wastewater Treatment Works as an alternative option to manage wastewater treatment should it be required for the Project (also referred to as ‘Project Change 4’). As explained in the **Second Change Application Report** [[REP6-072](#)], the Applicant identified a need to put forward the Proposed Change as a result of Thames Water Utilities Limited (‘TWUL’) being unable to confirm, within the timescales of this Examination, the effects of the Project on its receiving network and process infrastructure, or to confirm positively that it will be able to include any upgrades to its infrastructure at the appropriate time within the regulatory funding cycles, as modelling work on the future capacity of the local network is currently ongoing.
- 1.1.5 The formal request to change the application to include Project Change 4 was submitted by GAL on 26 June 2024 as part of Examination Deadline 6. The ExA

accepted Project Change 4 on 10 July 2024, confirming via a Procedural Decision that the changes were non-material and could be accepted in the Examination [[PD-023](#)]. .

## 1.2. Introduction to the Third Change Application

- 1.2.1 GAL has continued to engage with Affected Persons in relation to the Project throughout the examination period. This has included ongoing engagement with Peak Securities Limited, HI (London Gatwick) Limited and HICP Limited, who respectively are the freeholder and leaseholders of the Holiday Inn London – Gatwick Airport hotel (the “Holiday Inn”) located to the north-east of Longbridge Roundabout and to the north of Gatwick Airport. These landowners are referred to in this report as the “Relevant Affected Persons”. As a result of this ongoing engagement and at the request of the Relevant Affected Persons, GAL is putting forward a further request for a Proposed Change (referred to as “Project Change 5” or the “Proposed Change”) to the application (detailed further in this document) and which is the subject of this Third Change Notification.
- 1.2.2 Project Change 5 relates to a very minor extension to the Order Limits to incorporate additional land (comprising 0.175ha in size) at the Holiday Inn to facilitate the construction of a temporary access point, a temporary bus parking layby, temporary traffic management measures and associated drainage provisions. This additional land area is very small compared to the overall footprint of the Order Limits.
- 1.2.3 The temporary arrangements would be required during construction of the Longbridge Roundabout junction works, proposed as part of the Project. The junction’s construction works could be organised to prevent long-term disruption of the hotel’s existing access (from the A217) through traffic management measures, however the Relevant Affected Persons consider a temporary access arrangement is necessary to mitigate against a circumstance whereby the existing access could be required to be temporarily closed. This is explained further in Section 2.2 of this report.
- 1.2.4 In the process of identifying and addressing a change to the Application, the Applicant has considered the Planning Inspectorate’s Advice Note Sixteen: Requests to change applications after they have been accepted for examination (“Advice Note Sixteen”) (Version 3, March 2023<sup>1</sup>) and the Planning Act 2008: Guidance for the examination of applications for development consent.<sup>2</sup>

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<sup>1</sup> <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>

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

- 1.2.5 On 5 July 2024, the Applicant wrote to the ExA to notify of its intention to propose a further change to the application (the Third Change Notification), comprising a **Covering Letter to Third Notification of a Proposed Project Change** [AS-152] and the **Third Notification of Proposed Project Change Report** [AS-153] (the “Third Notification Report”). The **Third Notification Report** set out the Proposed Change, including the reason for the change, a preliminary environmental appraisal, a review of land rights implications and proposed updates to the Application documents that would follow if the change was made and accepted. It also put forward the Applicant’s proposed consultation approach and indicative programme for the ExA’s consideration.
- 1.2.6 The Applicant has carried out a tailored and targeted approach to consultation having regard to the very limited and discrete nature of the Proposed Change. The consultation activities are described in this report, together with an explanation of any feedback received since the submission of the Third Notification Report and the Applicant’s response.
- 1.2.7 The Applicant considers that the Proposed Change is non-material, on the basis that:
- The change involves the inclusion of 0.175ha of additional land within the Order Limits, which is very small compared with the overall footprint of the Order Limits. The Applicant is not seeking additional compulsory acquisition powers over the additional land.
  - The Proposed Change is not anticipated to give rise to any materially new or materially different environmental effects in comparison to those assessed and reported in the **Environmental Statement**. As such, The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations”) are not engaged by the Proposed Change.
- 1.2.8 The Applicant considers that the Proposed Change would not be so substantial as to constitute a materially different project in nature or substance than that originally applied for.
- 1.2.9 The ExA set out its advice on the procedural implications of the Proposed Change and the proposed consultation approach in its **Procedural Decision** [PD-024] dated 12 July 2024. In its response, the ExA did not make any comments on the proposed consultation approach or timetable for this formal Change Application. The ExA advised that it is minded to agree with the Applicant’s view that the proposed change would not lead to the Project being different in nature or substance to that which was originally applied for in July 2023.

1.2.10 The Applicant has submitted this Third Change Application being mindful of the timings in the context of the ongoing Examination. The Applicant has endeavoured to submit the Third Change Application as soon as possible following the submission of the Third Notification Report and allowing time for the ExA and targeted stakeholders to consider the Proposed Change, with a period of six weeks remaining within the Examination for its details to be further considered and incorporated into the Application without prejudicing any party or challenging the Examination Timetable.

### 1.3. Purpose of this Report

1.3.1 The purpose of this Third Change Application Report is to make a formal request to the ExA to change the Application (the Third Change Application). This report constitutes Step 4 of the process summarised on Figure 1 of Advice Note Sixteen in which the Applicant makes a formal request to the ExA to change the Application by providing the relevant information set out in Figure 2 of Advice Note Sixteen. The information requested in Figure 2a of Advice Note Sixteen was included in the **Third Notification Report** [[AS-153](#)] and the information requested in Figure 2b of Advice Note Sixteen is contained within this report and the accompanying documents.

1.3.2 This Third Change Application Report provides a description of the Proposed Change, including the need for the change, details of engagement and consultation undertaken, an environmental appraisal of the change identifying any new or different likely significant environmental effects, any land rights implications and provides details of proposed changes to the relevant Application documents.

### 1.4. Report Structure

1.4.1 The remainder of this Third Change Application Report is structured as follows:

- **Section 2: Project Change 5** – describes the Proposed Change, the need for the change, the environmental appraisal of the change and any land implications of the change. It also sets out the consequential amendments to the Application documents, which either form part of this Third Change Application or which would be submitted to a later Examination Deadline should the Third Change Application be accepted.
- **Section 3: Non-Statutory Consultation** – explains how the Proposed Change has been subject to consultation and the summary of issues raised.



## 2 Project Change 5

### 2.1. Overview of the Proposed Change

2.1.1 **Table 1** provides a brief summary of the Proposed Change, the materiality assessment and the justification for why Project Change 5 is being brought forward at this point during the Examination.

**Table 1: Summary of the Proposed Change**

Change No.	Change Title	Brief Summary	Materiality Assessment	Justification for the Proposed Change
<b>Project Change 5</b>	Revision to the Order Limits at the Holiday Inn to facilitate a temporary access point and associated works	Revision to the Order Limits at the Holiday Inn to facilitate the construction of a temporary access point, a bus parking layby, temporary traffic management measures and associated drainage provisions.	Non-material	To provide a temporary access point to the Holiday Inn in the event that the existing permanent access is temporarily closed during construction of the Project. The Proposed Change is being sought at the request of the Relevant Affected Persons that are the freehold and leasehold interest of the Holiday Inn, and has come about as a result of ongoing engagement and negotiations with these parties.

2.1.2 The change to the Order Limits is shown in **Figure 1** below, showing the existing Order Limits and the proposed extended area (yellow hatching).

**Figure 1: Location of Project Change 5**

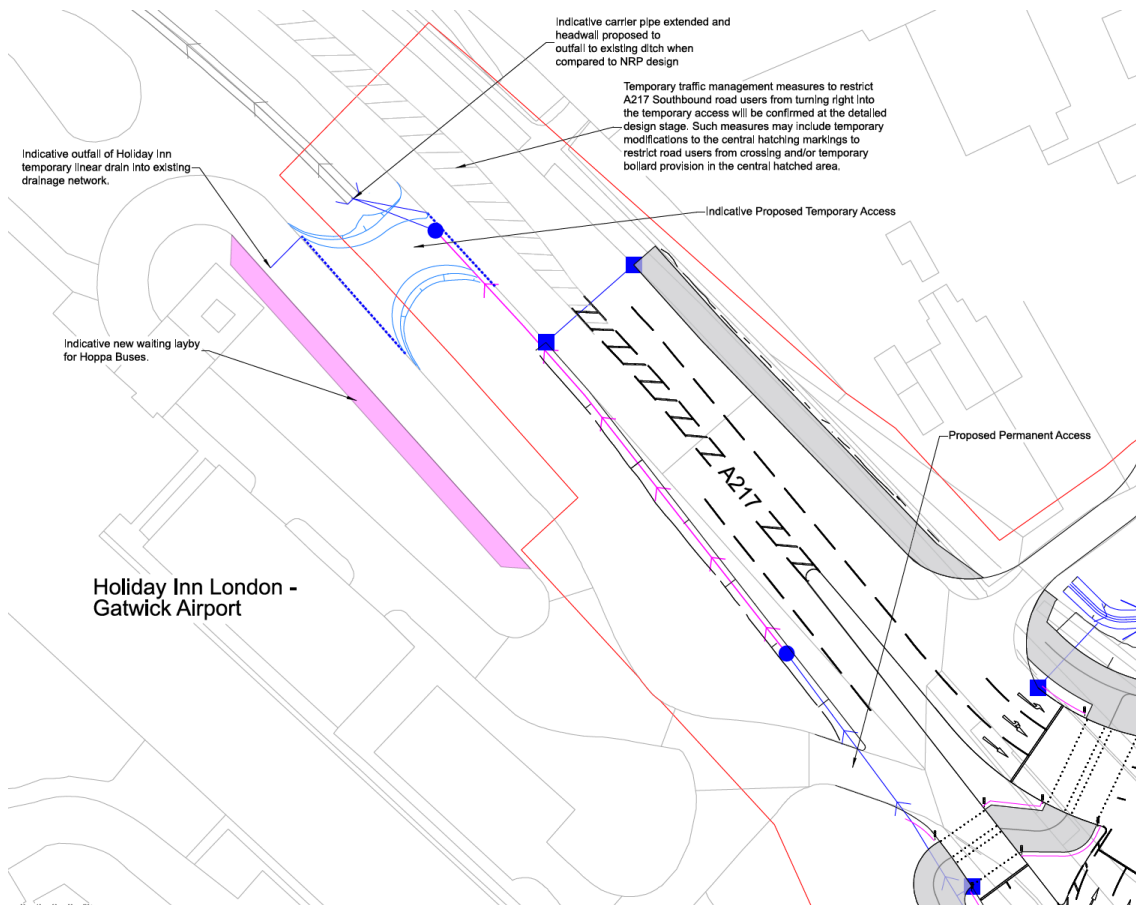

## 2.2. Description of the Proposed Change

- 2.2.1 As part of the DCO Application, as submitted, works are proposed to widen and realign Longbridge Roundabout junction under Work No. 37 of the **Draft DCO** (Doc Ref. 2.1 v9) located immediately east of the Holiday Inn. To facilitate the junction improvement works, land at the Holiday Inn is identified as being required on a temporary basis to enable the junction's construction works and part of the limits of deviation for the permanent junction works. The land required on a temporary and permanent basis is shown on Inset Sheet 1 of the **Land Plans** [[REP5-015](#)].
- 2.2.2 The Holiday Inn is currently served by an existing permanent access from the A217. During construction of the Longbridge Roundabout junction improvements, the works could be organised to prevent long-term disruption of the hotel's existing access from the A217 through traffic management measures, however, the Relevant Affected Persons consider a temporary access arrangement is necessary to mitigate against a circumstance whereby the existing access could be required to be temporarily closed.
- 2.2.3 Project Change 5 comprises a very minor extension to the Order Limits to incorporate additional land (comprising 0.175ha in size) in order to facilitate:

- A temporary access point from the A217 to the Holiday Inn, north-west of the hotel’s existing access;
- A temporary bus parking layby, within the Holiday Inn premises, able to accommodate 4 buses;
- Temporary traffic management measures to restrict A217 southbound users from turning right into the temporary access point; and
- Associated drainage provisions.

2.2.4 The indicative layout arrangements for the physical elements proposed as part of Project Change 5 are shown in **Figure 2** below. This is indicative at this stage, to be subject to detailed design.

**Figure 2: Indicative Layout of Project Change 5**



2.2.5 The temporary access arrangement is for access only, for one-way traffic, in that vehicles would enter the Holiday Inn site from the A217 northbound from Longbridge Roundabout, travel along the hotel’s internal road network and then exit to the south via the existing access onto Povey Cross Road. The access is 10.5m wide at the interface with the A217, reducing to 6.5m to accommodate the required vehicle tracking.

- 2.2.6 The temporary bus parking layby would be located north of and in front of the hotel's entrance, designed to provide a waiting area for up to four buses. It has been designed to accommodate four standard rigid bus (with a size of L12m x W2.5m x H3.069m) however GAL understands that it is specifically required by the Relevant Affected Persons to serve as a waiting area for Hoppa Buses, to allow users to access the Airport. Upon completion of the works, the temporary layby would be removed and landscaping would be restored as per the existing provisions.
- 2.2.7 The construction of the bus parking layby would require the temporary removal of the eight existing flag poles within the Holiday Inn's estate. The flag poles would be reinstated upon completion of the works.
- 2.2.8 The temporary traffic management measures, which are required to restrict A217 southbound road users from turning right into the temporary access point, will be confirmed at the detailed design stage. Such measures may include temporary modifications to the central road markings (hatched area) on the existing A217 to restrict road users from crossing and/or the provision of temporary bollards in the central hatched area.
- 2.2.9 The associated drainage provisions required as part of the design of the temporary access would include an outfall from the Holiday Inn's temporary linear drain into the existing drainage network, together with an extension to a carrier pipe and new headwall to the proposed outfall to the existing ditch.
- 2.2.10 The design has been developed to ensure that the existing trees within the extended Order Limits are retained, namely the row of Indian Bean trees in front of the hotel and one Maple tree between the island and the A217. Measures will be put in place to protect these trees and their root protection areas during the construction of the works, which will be detailed through the Outline Arboricultural and Vegetation Method Statement and submitted into the Examination if the Proposed Change is accepted by the ExA.
- 2.2.11 Once the Longbridge Roundabout junction works are completed, the existing access would be reinstated subject to modifications proposed as part of the DCO Application as submitted, in that there would be a shortened distance between the improved Longbridge Roundabout and the Holiday Inn site. The proposed junction works to the Longbridge Roundabout are shown on Sheet 1 of the **Surface Access Highway Plans – General Arrangements – For Approval [APP-020]**. Associated signage and road marking measures in this location would be developed as part of the detailed design stage and subject to approval by Surrey County Council as the relevant Local Highway Authority under Requirement 5 of the **Draft DCO** (Doc Ref. 2.1 v9).

- 2.2.12 The works proposed as part of Project Change 5 can be undertaken using existing powers in the **Draft DCO** (Doc Ref. 2.1 v9) such that no amendments would be required to it as a result of the Proposed Change.

### Construction Arrangements

- 2.2.13 The indicative construction sequencing in the DCO Application (**ES Appendix 5.3.3: Indicative Construction Sequencing [REP2-016]**) anticipates that the Longbridge Roundabout junction works would be carried out between 2028 and 2031. This would be unchanged as a result of Project Change 5.
- 2.2.14 The temporary access would be constructed before the existing hotel entrance is disrupted and would be in place for the duration of the Longbridge Roundabout junction works. It is anticipated that the physical works proposed under Project Change 5 would be carried out between 2028 and 2029 and take approximately 6 months to complete.
- 2.2.15 Mitigation measures as set out in **ES Appendix 5.3.2 Code of Construction Practice** (Doc Ref. 5.3 v4), such as those relating to noise, would apply to the Proposed Change.
- 2.2.16 Construction of the temporary access road and temporary bus layby work within the Holiday Inn site may require some night time working, which 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** (Doc Ref. 5.3 v4). The timings would be agreed with Holiday Inn to minimise disruption to their operations.

## 2.3. Need for the Change

- 2.3.1 To facilitate the Longbridge Roundabout junction improvement works, proposed as part of the Project, land at the Holiday Inn is identified as being required on a temporary basis to enable the junction's construction works and part of the limits of deviation for the permanent junction works. Given the potential for temporary impacts to the access and amenity of the Holiday Inn hotel as a result of these improvement works, GAL has continued to engage with Peak Securities Limited, HI (London Gatwick) Limited and HICP Limited, being the Relevant Affected Persons of the Holiday Inn, during the course of the examination.
- 2.3.2 The Holiday Inn is currently served by an existing permanent access from the A217. During construction of the Longbridge Roundabout junction improvements, the works could be organised to prevent long-term disruption of the hotel's existing access from the A217 however the Relevant Affected Persons consider a temporary access arrangement is necessary to mitigate against a circumstance whereby the existing access could be required to be temporarily closed. Project



Change 5 seeks to enable a temporary access point to be provided in such circumstances, together with a bus parking layby, temporary traffic management measures and associated drainage provisions.

- 2.3.3 The works are considered necessary by the Relevant Affected Persons and GAL, and as such GAL has agreed to facilitate them by making this Third Change Notification.
- 2.3.4 The temporary bus parking layby is required as a consequence of the temporary access due to the localised site constraints and the spatial requirements for the movement of larger vehicles (refuse vehicles and delivery trucks etc) when entering the site from the north, via the temporary access point. Such vehicles would have to travel in a clockwise direction around the island, before travelling south to the rear of the hotel and the existing exit onto Povey Cross Road. The temporary layby would be in place whilst the temporary access arrangement is in operation to provide a waiting area to avoid conflicts between these larger vehicles and buses waiting to collect passengers.
- 2.3.5 The Applicant also considered the alternative option of facilitating the Proposed Change outside of the DCO Application, by way of application for a separate planning permission under the Town and Country Planning Act 1990. However, the Applicant considers that it would be preferable to include the powers within the DCO such that all of the powers required for delivery of the Project are contained in one instrument, rather than seeking a separate consent, and also in light of the fact that it considers that there is adequate time left in the examination for the ExA and Interested Parties to consider the Proposed Change.

## 2.4. Environmental Appraisal

- 2.4.1 In accordance with Advice Note Sixteen, the Applicant has undertaken a review and appraisal of the proposed Project Change 5 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](#)] and with consideration to Project Change 4 (currently under consideration by the ExA) for which the re-assessment was provided in the **Second Change Application Report** [[REP6-072](#)]. No new or materially different significant effects were identified for Project Changes 1 to 3 or Project Change 4 compared to the ES.
- 2.4.2 Details of the environmental assessment of Project Change 5 were provided in Section 2.3 of the **Third Notification Report** [[AS-153](#)]. The environmental appraisal identified that there would be no new or materially different likely significant effects from those reported in the **ES** for Project Change 5, as explained Section 2.3 of the **Third Notification Report** [[AS-153](#)]. No additions or changes to the environmental appraisal in the Third Notification Report are

considered necessary for the purposes of this Third Change Application. As such, no further environmental appraisal is provided in this report.

- 2.4.3 In some instances, additional or revised mitigation measures are required to those that are included in the Application, in order to accommodate Project Change 5. These are described in **Table 2** and are all minor changes to existing control documents.
- 2.5. **Compliance with the Infrastructure Planning (Compulsory Acquisition) Regulations 2010**
- 2.5.1 The change involves the inclusion of 0.175ha of additional land within the Order Limits.
- 2.5.2 Paragraph 1.2.6 of the **Third Notification Report** [[AS-153](#)] stated that "*The Relevant Affected Persons agree in principle to the Proposed Change and are currently finalising their formal consent (required pursuant to section 123(3) of the Planning Act 2008) to the inclusion of additional compulsory acquisition powers (rights only) over the additional land (which is proposed to be included on a precautionary basis). The Applicant is anticipating the necessary consents will be confirmed prior to submitting the formal Change Application at Deadline 7. On this basis, the subsequent formal Change Application will seek compulsory acquisition powers (rights only) over the additional land on the basis of the persons with an interest in the land consenting to its inclusion, and therefore the additional procedure under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ("CA Regulations") would not be invoked.*"
- 2.5.3 In a letter to the Examining Authority on 18 July 2024 [[AS-159](#)], the Applicant explained that a subsequent land referencing check had identified that there are additional minor land interests over the land associated with the Proposed Change. Consent has not been obtained from these additional land interests for the inclusion of compulsory acquisition powers over the additional land, meaning that section 123(3) of the Planning Act 2008 could not be satisfied. As such, the Applicant is not seeking compulsory acquisition powers over the additional land associated with the Proposed Change, instead proposing only to extend the Order Limits to include this additional land, such that the powers sought in the DCO would apply to the land, and would be used to carry out the proposed works.
- 2.5.4 The Applicant does not consider that not including powers of compulsory acquisition over this additional land presents an impediment to the delivery of the proposed works. Consent to the inclusion of the land had been obtained from the Relevant Affected Persons, as the freeholder and leaseholders of the land to which the change relates, for whose benefit the change is being promoted and

the works will be carried out. Whilst the discovery of the additional third party land interests in the land precludes the extension of the compulsory acquisition powers over the land, they are not considered to be of a nature that would represent an impediment to agreement being reached and the works carried out. Whilst the Applicant had initially proposed to include the compulsory acquisition powers over the land on a conservative basis, it is satisfied that the limited geographical area of the works and the context to which they're being proposed adequately mitigates the risk of any impediment.

2.5.5 The Applicant confirms that, as a result of not seeking compulsory acquisition powers over the additional land within the Order Limits, the additional procedure under the CA Regulations is not invoked.

## 2.6. [Schedule of revisions to the Application Documents](#)

2.6.1 **Table 2** identifies those documents that are provided as part of the Third Change Application in order to provide further technical detail (in green); and/or identifies the revisions that would be made to key Application documents should the Third Change Application be accepted by the ExA (in blue).

2.6.2 Revised versions of the **Works Plans** (Doc Ref. 4.5) and **Parameter Plans** (Doc Ref. 4.7) have been submitted as part of this Third Change Application to provide the technical detail of the change. The revised **Works Plans** and **Parameter Plans** are secured by article 6 (limits of works) of the **Draft DCO** (Doc Ref. 2.1 V9) and would ensure that the Proposed Change is within the location and parameters assessed as part of this Third Change Application.

2.6.3 The works proposed as part of Project Change 5 can be undertaken using existing powers in the **Draft DCO** (Doc Ref. 2.1 V9) such that no amendments would be required to it as a result of the Proposed Change.

**Table 2: Proposed DCO Application Document updates to reflect Project Change 5**

<b>PINS Ref.</b>	<b>DCO Document</b>	<b>Description of update</b>	<b>Revision</b>	<b>Doc Ref.</b>
<a href="#">REP5-015</a>	Land Plans – For Approval	Updates to the Key Plan, Sheet 1 (4.2.1) and Inset Sheet 1 (4.2.1.1) to reflect the amended Order Limits.	4.0	Doc Ref. 4.2
<a href="#">REP6-009</a>	Works Plans – For Approval	Update to the Key Plan and Sheet 2 (990003) to reflect the amended Order Limits.	7.0	Doc Ref. 4.5
<a href="#">REP6-011</a>	Parameter Plans – For Approval	Update to the Key Plan, Surface Access Highways Parameter Plan – Key Plan (200101) and Surface Access Highways Parameter Plan – Sheet 1 (200102) to reflect the amended Order Limits.	5.0	Doc Ref. 4.7
<a href="#">AS-008</a>	Statement of Reasons	Updated to reference the Proposed Change (paragraph 5.2.7).	3.0	Doc Ref. 3.2
<a href="#">REP5-009</a> <a href="#">REP5-011</a>	Book of Reference	Amendments to the Book of Reference to include additional plots (E39, E40, E41, E42) to reflect the amended Order Limits.	5.0	Doc Ref. 3.3
<a href="#">REP3-004</a>	Airport Boundary Plan	Update to Appendix 1: Airport Boundary Plan to reflect the amended Order Limits.	3.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">REP3-010</a>	Special Category Land Plans – For Approval	Update to the Key Plan and Sheet 1 (4.4.1) to reflect the amended Order Limits.	4.0	To be provided if Project Change 5 is

PINS Ref.	DCO Document	Description of update	Revision	Doc Ref.
				accepted by the ExA.
<a href="#">APP-020</a>	Surface Access Highways Plans – General Arrangements – For Approval	Update to the Key Plan and Sheet 1 (200152) to reflect the amended Order Limits.	2.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">REP5-019</a>	Surface Access Highways Plans – Engineering Section Drawings – For Approval	Update to the Key Plan and Sheet 1 (200162) to reflect the amended Order Limits.	3.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">APP-023</a>	Traffic Regulation Plans – Speed Limits – For Approval	Update to the Key Plan, Sheet 1 (200112) and Sheet 1A (200114) to reflect the amended Order Limits.	2.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">AS-018</a>	Traffic Regulation Plans – Classification of Roads – For Approval	Update to the Key Plan, Sheet 1 (200122) and Sheet 1A (200124) to reflect the amended Order Limits.	3.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">REP3-015</a>	Traffic Regulation Plans – Clearways and Prohibitions – For Approval	Update to the Key Plan, Sheet 1 (200132) and Sheet 1A (200134) to reflect the amended Order Limits.	3.0	To be provided if Project Change 5 is accepted by the ExA.



<b>PINS Ref.</b>	<b>DCO Document</b>	<b>Description of update</b>	<b>Revision</b>	<b>Doc Ref.</b>
Doc Ref. 4.6	Rights of Way and Access Plans – For Approval	Update to Key Plan and Sheet 1 (200142) to reflect the amended Order Limits.	5.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">APP-076</a>	ES Appendix 5.2.1: Surface Access General Arrangement Plans	Update to the Key Plan and Sheet 1 (200152) to reflect the amended Order Limits.	2.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">APP-080</a>	ES Appendix 5.3.1: Buildability Report (Part B) – Part 1	Update to Section 3.4 (Longbridge Roundabout) and Section 7.2 (Longbridge Roundabout Area) to reflect the temporary works proposed under Project Change 5.	2.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">REP6-018</a> <a href="#">REP6-022</a>	ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Outline Arboricultural and Vegetation Method Statement – Parts 1 and 3	Update to: <ul style="list-style-type: none"> <li>▪ Appendix A – update to Overview Plan and Sheet 1 (811) to reflect the updated Order Limits and additional tree protection measures.</li> <li>▪ Appendix C – update to Overview Plan and Sheet 1 (820) to reflect the updated Order Limits and additional tree protection measures.</li> </ul>	4.0	To be provided if Project Change 5 is accepted by the ExA.
<a href="#">REP7-044</a>	ES Appendix 7.8.1: Written Scheme of Investigation for Post-Consent	Update to Figures 1 and 2 to reflect the amended Order Limits.	4.0	To be provided if Project Change 5 is accepted by the ExA.

<b>PINS Ref.</b>	<b>DCO Document</b>	<b>Description of update</b>	<b>Revision</b>	<b>Doc Ref.</b>
	Archaeological Investigations – Surrey			
Doc Ref. 5.3	ES Appendix 7.8.2: Written Scheme of Investigation for Post-Consent Archaeological Investigations and Historic Building Recording – West Sussex	Update to Figures 1, 2a, 2b and 5 to reflect the amended Order Limits.	5.0	To be provided if Project Change 5 is accepted by the ExA.
Doc Ref. 5.3	ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan	Update to relevant Figures to reflect the amended Order Limits.	8.0	To be provided if Project Change 5 is accepted by the ExA.
Doc Ref. 5.3	ES Appendix 19.8.1: Public Right of Way Management Strategy	Update to Figures A(e) and B(a) in Annex 1 to reflect the amended Order Limits.	4.0	To be provided if Project Change 5 is accepted by the ExA.

### 3 Non-Statutory Consultation

#### 3.1. Consultation Activities

3.1.1 The Applicant has carried out tailored and targeted non-statutory consultation on the Proposed Change in line with the justification and approach set out in Section 3 of the **Third Notification Report** [[AS-153](#)].

3.1.2 The ExA set out its advice on the procedural implications of the Proposed Change and the proposed consultation approach in its **Procedural Decision** [[PD-024](#)] dated 12 July 2024. In this response, the ExA did not make any comments on the proposed consultation approach.

#### 3.2. Consultation Responses

3.2.1 The Applicant has continued to engage with the Relevant Affected Persons. Upon the submission of the **Third Notification Report** [[AS-153](#)], the Applicant notified Interested Parties of the Proposed Change that were considered, having regard to the very minor and localised nature of the change and the interests of consulting in a proportionate manner, to be those that are likely to have an interest in the content of the Proposed Change and were given the opportunity to provide comments in advance of this Third Change Application.

3.2.2 The Applicant notified the following parties of the Proposed Change and provided a copy of the Third Notification Report:

- The relevant Local Highway Authority, being Surrey County Council;
- Immediately adjacent Land Interests, being Surrey County Council and National Highways Limited; and
- The Joint Local Authorities.

The parties were invited to provide feedback on the Proposed Change, which the Applicant has considered prior to making this Third Change Application at Deadline 7.

## 4 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.

## Glossary

<b>Term</b>	<b>Description</b>
CoCP	Code of Construction Practice
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited