



**Application by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project  
The Examining Authority's Consultation Draft Development Consent Order (DCO)  
Issued on Wednesday 14 August 2024**

The following table sets out the Examining Authority's (ExA) recommended amendments to the Applicant's draft Development Consent Order (DCO) which was submitted at Deadline 8 [REP8-005]. Also included is a recommended alteration to the Outline Landscape and Ecology Management Plan [REP8-058].

Regardless of the ExA's recommendation to the Secretary of State for Transport a recommended DCO will need to accompany the Recommendation Report. As a result, the production of this document is on a without prejudice basis and should not be taken as an indication of the ExA's final recommendation.

The purpose of this document is only to highlight potential changes to the draft DCO that have not already been submitted into the Examination or discussed at Issue Specific Hearings. It is also recognised that Interested Parties are continuing to discuss potential changes to the DCO, and further amendments may be made by parties at Deadline 9 irrespective of the ExA's recommended amendments.

Amendments are set out in the same order that they appear in the DCO as currently drafted. Apart from the suggestions for new requirements, Column 2 of the table indicates the current drafting as suggested by the Applicant; column 3 provides either the ExA's preferred drafting with the recommended changes shown underlined where the ExA consider something needs to be inserted or struck through where it needs to be removed. An explanation for the change is provided in column 4.

Detailed responses to this document are due at **Deadline 9, Wednesday 21 August 2024**. Any Interested Party wishing to comment on such responses can do so by Deadline 10 (**27 August 2024**).

**Gatwick Airport Northern Runway Project: Examining Authority's draft DCO**

**Responses due by Deadline 9: Wednesday 21 August 2024**

| Reference                          | Text as set out in the draft DCO [REP8-005]  | ExA's Recommended Amendment/ Insertion:   | Reasons and Notes  |
|------------------------------------|--|---|--|
| <b>ARTICLES</b>                    |  |   |  |
| Article 2<br>(Interpretation)      |  | "the tree removal schedules" means the tree removal schedules contained within the tree survey report and arboricultural impact assessment certified as such by the Secretary of State under article 52 (certification of documents).   | A new definition in sub-paragraph (1). Refer to the recommended amendment to Article 25.   |
| Article 9<br>(Planning permission) | (4) Any conditions of any planning permission granted prior to the date of this Order that are incompatible with the requirements of this Order or the authorised development shall cease to have effect from the date the authorised development is commenced and for the purpose of this article planning permissions deemed to be granted pursuant to the 2015 Regulations shall be deemed to be granted prior to the date of this Order. | (4) <del>Any conditions</del> <u>Conditions 3 and 4</u> of any planning permission CR/125/1979 <del>granted prior to the date of this Order that</del> <u>which</u> are incompatible with the requirements of this Order or the authorised development shall cease to have effect from the date the authorised development is commenced <del>and for the purpose of this article</del> <u>and</u> <del>planning permissions deemed to be granted pursuant to the 2015 Regulations shall be deemed to be granted prior to the date of this</del> <u>Order.</u> | As there only appear to be two conditions of planning application CR/125/1979 which are consistent with the DCO application sub-paragraph (4) can be more specific than the Applicant's proposed drafting. |
| Article 9<br>(Planning permission) | (5) Where the undertaker identifies an incompatibility between a condition of a planning permission and this Order that engages paragraph (4), it must notify the  | <del>(5) Where the undertaker identifies an incompatibility between a condition of a planning permission and this Order that engages paragraph (4), it must notify the</del>  | With the proposed change to sub-paragraph (4), sub-paragraph (5) would not be necessary as it provides a notification point arising from (4). Subsequent sub-paragraphs should be renumbered.              |

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|  | relevant planning authority and use reasonable endeavours to notify the current beneficiary of the affected planning permission as soon as reasonably practicable.  | <del>relevant planning authority and use reasonable endeavours to notify the current beneficiary of the affected planning permission as soon as reasonably practicable.</del>   |  |
| Article 9 (Planning permission)          | (7) The undertaker must not exercise the permitted development right in Class F of Part 2 of Schedule 2 to the 2015 Regulations for—<br>(a) any development on the areas labelled Work No. 38 (habitat enhancement area and flood compensation area at Museum Field) or Work No. 43 (water treatment works) on the works plans; or<br>(b) any development of car parking on the area labelled Work No. 41 (ecological area at Pentagon Field) on the works plans. | (7) The undertaker must not exercise the permitted development right in Class F of Part <del>2</del> <sup>82</sup> of Schedule 2 to the 2015 Regulations for—<br><del>(a)</del> any development on the areas labelled Work No. 38 (habitat enhancement area and flood compensation area at Museum Field) or Work No. 43 (water treatment works) on the works plans; <del>or</del><br><del>(b) any development of car parking on the area labelled Work No. 41 (ecological area at Pentagon Field) on the works plans.</del> | In the event that new Requirement R1 is recommended to be retained (b) would be redundant as all permitted development rights to provide parking would be recommended to be removed.<br><br>Part 8 is the relevant part of the GPDO. |
| Article 10 (Application of the 1991 Act) | (7) Subject to paragraph (3), the permit schemes and the lane rental schemes apply to the construction and maintenance of the authorised development and will be used by the undertaker in connection with the exercise of any powers conferred by this Part.   | (7) Subject to paragraph (3), the permit schemes and the lane rental schemes apply to the construction and maintenance of the authorised development and <del>will</del> <u>must</u> be used by the undertaker in connection with the exercise of any powers conferred by this Part.  | As proposed by the Legal Partnership Authorities 'must' provides greater certainty than 'will'.  |

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| Article 11<br>(Street works)   | (1) The undertaker may, for the purposes of the authorised development, enter on so much of any of the streets as are within the Order limits and may—  | (1) The undertaker may, for the purposes of the authorised development <u>and subject to the consent of the street authority</u> , enter on so much of any of the streets as are within the Order limits and may—   | To ensure that the street works powers are subject to consent of the street authority thereby allowing an overview of works within the vicinity of the Proposed Development.                         |
| Article 12<br>(Power to alter layout, etc., of streets)              | (1) (a) alter the level or increase the width of any kerb, street, footpath, footway, cycle track, carriageway or verge or central reservation;<br>(1) (c) increase the width of the carriageway of the street by reducing the width of any kerb, footpath, footway, cycle track, verge or central reservation within the street; | 1) (a) alter the level or increase the width of any <del>kerb</del> , street, footpath, footway, cycle track, carriageway or verge or central reservation;<br>1) (c) increase the width of the carriageway of the street by reducing the width of any <del>kerb</del> , footpath, footway, cycle track, verge or central reservation within the street; | A kerb is a building block of the other items mentioned. Other building blocks such as a paving stone are not mentioned. The word kerb is thus unnecessary and redundant in this context.            |
| Article 25<br>(Felling or lopping of trees and removal of hedgerows) | (5) In this article “hedgerow” has the same meaning as in the Hedgerow Regulations 1997.  | (5) In this article “hedgerow” <u>means a hedgerow within the meaning of the Hedgerow Regulations 1997 and which are listed in the tree removal schedules.</u>  | In conjunction with the new definition in Article 2, this would provide greater certainty over which hedgerows are to be affected.   |
| Article 40<br>(Special category land)                                |   | <u>(6) Provision must be made (whether in the relevant landscape and ecology management plan, the open space delivery plan submitted under paragraph (1) or otherwise) which ensures that the undertaker is responsible for the</u>   | New sub-paragraph (6) inserted and previous (6) renumbered as (7).<br>Change required to ensure that the future maintenance of the replacement open space is assured indefinitely by the Undertaker. |

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|   |   | <p><u>cost of and associated with the ongoing maintenance in perpetuity of the replacement land shown on the special category land plans with Plot number 1/013 (land west of Church Meadows) and comprising Work No. 40(c).</u></p>  |   |
| <p>Article 49 (Defence to proceedings in respect of statutory nuisance)</p> | <p>(1) Where proceedings are brought under section 82(1) (summary proceedings by persons aggrieved by statutory nuisances) of the Environmental Protection Act 1990(a) in relation to a nuisance falling within paragraph (c), (d), (e), (fb), (g), (ga) and (h) of section 79(1) (statutory nuisances and inspections therefor) of that Act no order is to be made, and no fine may be imposed, under section 82(2) of that Act if the defendant shows that the nuisance—<br/>(a) relates to premises used by the undertaker for the purposes of or in connection with the construction, maintenance or operation of the authorised development and that the nuisance is attributable to the carrying out of the authorised development in accordance with—<br/>(i) a notice served under section 60 (control of noise on construction</p> | <p>(1) Where proceedings are brought under section 82(1) (summary proceedings by persons aggrieved by statutory nuisances) of the Environmental Protection Act 1990(a) in relation to a nuisance falling within paragraph <del>(c)</del>, (d), (e), <del>(fb)</del>, (g), <u>and (ga)</u> <del>and (h)</del> of section 79(1) (statutory nuisances and inspections therefor) of that Act no order is to be made, and no fine may be imposed, under section 82(2) of that Act if the defendant shows that the nuisance—<br/>(a) relates to premises used by the undertaker for the purposes of or in connection with the construction, or maintenance <del>or operation</del> of the authorised development and that the nuisance is attributable to the carrying out of the authorised development in accordance with—<br/>(i) a notice served under section 60 (control of noise on construction</p> | <p>The proposed changes provide exemptions from the provisions in respect of the construction and maintenance of the authorised development with compliance based on the Code of Construction Practice.</p> |

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|                             | sites) of the Control of Pollution Act 1974; or<br>(ii) a consent given under section 61 (prior consent for work on construction sites) of the Control of Pollution Act 1974 <b>(b)</b> ; or<br>(b) is a consequence of the construction, maintenance or operation of the authorised development and that it cannot reasonably be avoided.  | sites) of the Control of Pollution Act 1974; or<br>(ii) a consent given under section 61 (prior consent for work on construction sites) of the Control of Pollution Act 1974 <b>(b)</b> ; or<br>(b) is a consequence of the construction, or maintenance or <del>operation</del> of the authorised development and that it cannot reasonably be avoided.   |   |
| Article 56 (Deemed consent) | (5) Where an application for consent or approval to which this article applies is made, the fee contained in regulation 16(1)(b) of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (as may be amended or replaced from time to time) is to apply and must be paid to the recipient authority for each application. | <del>(5) Where an application for consent or approval to which this article applies is made, the fee contained in regulation 16(1)(b) of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (as may be amended or replaced from time to time) is to apply and must be paid to the recipient authority for each application.</del> | The costs associated with approving consents under articles and discharging requirements should be met on a cost recovery basis through a planning performance agreement.<br>See New Requirement 3 below. |
| Article 56 (Deemed consent) | (6) Any fee paid under paragraph (5) must be refunded to the undertaker within a period of 35 days of the application being rejected as invalidly made.   | <del>(6) Any fee paid under paragraph (5) must be refunded to the undertaker within a period of 35 days of the application being rejected as invalidly made.</del>   | As the discharging authority will incur costs associated with reaching a decision that an application is invalid it is not unreasonable that the Undertaker is responsible for meeting those costs.       |

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| <b>SCHEDULES</b> |  |  |   |
| Schedule 1       |  |  |   |
| Work No. 41      | <p>Works to create an ecological area at Pentagon Field including works to—</p> <p>(a) deliver no less than 1ha of planting;</p> <p>(b) plant a tree belt no less than 250 metres in length and 15 metres in width along the site's eastern boundary (adjacent to Balcombe Road);</p> <p>(c) place and grade spoil deposition.</p> | <p><del>Works to create an ecological area at Pentagon Field including works to—</del></p> <p><u>(a) establish a temporary spoil receptor site;</u></p> <p><u>(b) permanently raise the ground level across the central part of Pentagon Field to create a raised spoil platform to a height of up to 4 metres above datum;</u></p> <p><u>(c) reinstate land by—</u></p> <p><u>(i) reprofiling and reinstatement of grassland;</u></p> <p><u>(ii) planting of a native tree belt approximately 15 metres wide and no less than 250 metres in length along the eastern boundary of Pentagon Field adjacent to Balcombe Road;</u></p> <p><u>(iii) planting of no less than 1 hectare of native woodland in the south east portion of the site.</u></p> <p><del>(a) deliver no less than 1ha of planting;</del></p> <p><del>(b) plant a tree belt no less than 250 metres in length and 15 metres in width along the site's eastern boundary (adjacent to Balcombe Road);</del></p> | <p>To provide greater clarity about the scale and location of the land raising.</p> |

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|                                  |  | <del>(c) place and grade spoil deposition.</del>  |  |
| Work No. 44                      | Works to—<br>(a) remove existing surface car parking and associated structures;<br>(b) construct wastewater treatment works.   | Works to—<br>(a) remove existing surface car parking and associated structures;<br>(b) construct wastewater treatment works;<br><u>(c) construct new rising mains and pumping station next to Gatwick Airport Police Station;</u><br><u>(d) provide a new outfall to River Mole;</u><br><u>(e) provide associated revisions to wastewater infrastructure within the project boundary.</u> | To provide greater detail about the extent of the proposed works and consistency with other descriptions of pumping station works.   |
| Work No. 45                      |  | <u>Work to construct a pumping station east of the railway [X] if Work No. 44 is not constructed.</u>   | This pumping station and its associated pipe run is shown on plan [REP6-016] drawing 5.2.1e (Environmental Statement Project Description Figures Version 4 (Tracked)) but has been deleted from the latest version of the plan [REP6-015]. The Legal Partnership Authorities understand that the pumping station is still required in case Work No. 44 is not delivered. |
| Ancillary or Related Development | (g) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any kerb, footpath, footway, cycle track or verge within the street; altering the | (g) alteration of the layout of any street permanently or temporarily, including but not limited to increasing the width of the carriageway of the street by reducing the width of any <del>kerb</del> , footpath, footway, cycle track or verge within the street; altering the  | A kerb is a building block of the other items mentioned. Other building blocks such as a paving stone are not mentioned. The word kerb is thus unnecessary and redundant in this context.  |



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|                       | level or increasing the width of any such kerb, footpath, footway, cycle track or verge; and reducing the width of the carriageway of the street; | level or increasing the width of any such <del>kerb</del> , footpath, footway, cycle track or verge; and reducing the width of the carriageway of the street;  |  |
| Schedule 2            |   |  |  |
| 1<br>(Interpretation) | New   | <ul style="list-style-type: none"> <li>- “Annual Monitoring Report” shall mean the report as defined in the surface access commitments;</li> <li>- “average summer night” shall mean the period 2300-0700 in average operating mode between 16 June until 15 September inclusive;</li> <li>- “Eligible premises” shall mean buildings used as a permanent residence, school, hospital, library, place of worship, or community facility where, following the commencement of dual runway operations, and the undertaker having taken all reasonable operational and design measures on airport to reduce noise, air noise, ground noise or combined air and ground noise is predicted to exceed LAeq, 16 hr 54 dB on an average summer day, and buildings used as a permanent</li> </ul> | <p>Terms used in new requirements.</p> <p>‘Eligible premises’ is intended to identify those premises where receptor-based mitigation <b>may</b> be necessary to achieve an internal environment, consistent with relevant standards/ guidance having accounted for other noise controls, including noise bunds used to mitigate sources of ground noise.</p> |

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|                      |  | residence where, following the commencement of dual runway operations, air noise, ground noise or combined air and ground noise is predicted to exceed LAeq, 8 hr 48 dB, on an average summer night;   |  |
| R2A (Phasing scheme) | (1) The authorised development must not commence unless, no less than two months prior to the anticipated date of commencement, a phasing scheme setting out the anticipated phases for construction of the authorised development has been submitted to the host authorities and National Highways. | (1) The authorised development must not commence unless, no less than <del>two</del> <u>four</u> months prior to the anticipated date of commencement, a phasing scheme setting out the anticipated phases for construction of the authorised development has been submitted to the host authorities and National Highways.  | A four month notice period would provide a reasonable amount of time for the host authorities to organise necessary resources without causing any significant delay to the project.  |
| R2A (Phasing scheme) |  | <p><u>(3) A submission of an updated phasing scheme made to a host authority under sub-paragraph (2)(b) must be made to the host authority at least 3 months before the significant change in question is implemented unless otherwise agreed in writing by the host authority in question.</u></p> <p><u>(4) Where any requirement in this Schedule requires the submission to any of the host authorities of details or a document relating to</u></p> | <p>New sub-paragraphs (3) and (4) inserted and previous (3) renumbered as (5).</p> <p>The additional provisions would ensure that the host authorities would be able to organise necessary resources appropriately without causing any significant delay to the project.</p> |

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|                                   |  | <p><u>the authorised development, the undertaker must provide in writing to the host authority in question indicative timings for the submission of the relevant details or document in question at least 3 months before their submission unless otherwise agreed in writing by the host authority in question.</u></p> |  |
| R3 (Time limit and notifications) | <p>(1) The authorised development must begin no later than the expiration of five years beginning on the start date. (2) The undertaker must notify the host authorities—: (a) within 7 days after the date on which the authorised development begins; (b) at least 28 days prior to the anticipated date of commencement of the authorised development, provided that commencement may still lawfully occur if notice is not served in accordance with this subparagraph; (c) within 7 days after the actual date of commencement of the authorised development; (d) at least 28 days prior to the anticipated date of commencement of dual runway operations; and</p> |  | <p>The ExA notes that the Applicant's Explanatory Memorandum [REP8-007] does not provide justification for the time periods in Requirement 3. Additionally, the Legal Partnership Authorities [REP8-163] have not provided justification for the changes they propose to Requirement 3. Interested Parties are asked to comment on and justify the dates proposed.</p> |

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|                      | (e) within 7 days after the actual commencement of dual runway operations.   |   |  |
| R4 (Detailed design) | <p>(4) No part of any listed works is to commence until details of the layout, siting, scale and external appearance of the buildings, structures and works within that part have been submitted to and approved in writing by—</p> <p>(a) for Work No. 40(a) (pedestrian footbridge over the River Mole), MVDC (in consultation with RBBC); and</p> <p>(b) for all other listed works, CBC.</p> <p>(5) The details referred to in sub-paragraph (4) must include an explanatory note and drawings (where necessary) and be accompanied by a compliance statement.</p> | <p>(4) No part of any listed works is to commence until <u>the details referred to in sub-paragraph (5) for</u> of the layout, siting, scale and external appearance of the buildings, structures and works within that part have been submitted to and approved in writing by—</p> <p>(a) for Work No. 40(a) (pedestrian footbridge over the River Mole), MVDC (in consultation with RBBC); and</p> <p>(b) for all other listed works, CBC.</p> <p>(5) The details referred to in sub-paragraph (4) must include—</p> <p>(a) an explanatory note;</p> <p><u>(b) and</u> drawings (where necessary) <u>and be accompanied by</u></p> <p><u>(c) a compliance statement;</u></p> <p><u>(d) details of layout, siting, scale, external appearance and levels (including existing and finished floor levels and ground levels);</u></p> <p><u>(e) a schedule of materials and finishes;</u></p> | <p>To ensure that the approval regime for listed works provides the type of information which a local planning authority would expect to be provided with.</p> |

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|                                       |  | <p><u>(f) details of any associated structures;</u><br/> <u>(g) access arrangements;</u><br/> <u>(h) an operational lighting scheme for any works;</u><br/> <u>(i) details of any construction and sustainability measures; and</u><br/> <u>(j) where any works are subject to a design review in accordance with Annex A to Appendix A to the design and access statement—</u></p> <p><u>(i) the design approach;</u><br/> <u>(ii) how the design principles have been incorporated into the final design; and</u><br/> <u>(iii) how the output of the design review process has been taken into account in the design presented for approval.</u></p> |   |
| R10 (Surface and foul water drainage) | (4) No part of any listed works involving surface or foul water drainage is to commence until details of the surface and foul water drainage for that part, including means of pollution control and monitoring, have been submitted to and approved in writing by CBC (in consultation with West Sussex County Council, | (4) No part of any listed works involving surface or foul water drainage is to commence until <u>the</u> details <u>referred to in sub-paragraph (5)</u> of the surface and foul water drainage for that part, including means of pollution control and monitoring, have been submitted to and approved in writing by CBC (in consultation with West Sussex   | To ensure that the approval regime for listed works provides the type of information which a local planning authority would expect to be provided with. |

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|           | <p>the Environment Agency and Thames Water Utilities Limited).<br/>                     (5) The drainage details referred to in sub-paragraph (4) must include an explanatory note and drawings (where necessary) and be accompanied by a compliance statement.</p> | <p>County Council, the Environment Agency and Thames Water Utilities Limited).<br/>                     (5) The drainage details referred to in sub-paragraph (4) must include—<br/>                     (a) an explanatory note;<br/>                     (b) <u>and drawings (where necessary) and be accompanied by</u><br/>                     (c) <u>a compliance statement;</u><br/>                     (d) <u>details of layout, siting, scale, external appearance and levels (including existing and finished floor levels and ground levels);</u><br/>                     (e) <u>a schedule of materials and finishes;</u><br/>                     (f) <u>details of any associated structures;</u><br/>                     (g) <u>access arrangements;</u><br/>                     (h) <u>an operational lighting scheme for any works;</u><br/>                     (i) <u>details of any construction and sustainability measures; and</u><br/>                     (j) <u>where any works are subject to a design review in accordance with Annex A to Appendix A to the design and access statement—</u><br/>                     (i) <u>the design approach;</u></p> |                   |

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|  |  | <p><u>(ii) how the design principles have been incorporated into the final design; and</u></p> <p><u>(iii) how the output of the design review process has been taken into account in the design presented for approval.</u></p>  |   |
| <p>R15 (Air noise envelope) and R16 (Air noise envelope reviews)</p> | <p>Text to be replaced by wording in next column</p> | <p><b>Air noise limits</b></p> <p>(1) From the commencement of dual runway operations, the operation of the airport shall be planned to achieve a predicted air noise contour area that:</p> <p>for an average summer day is at least 10% less than the value of the 51 dB air noise contour area calculated for an average summer day in 2019;</p> <p>and</p> <p>for an average summer night is at least 10% less than the value of the 45 dB air noise contour area calculated for an average summer night in 2019</p> <p>(2) Five years after the commencement of dual runway operations, and every fifth year</p> | <p><b>Reason</b></p> <p>For example, ANPS 5.60 <i>“The benefits of future technological improvements should be shared between the applicant and its local communities, hence helping to achieve a balance between growth and noise reduction”</i> and <i>“include clear noise performance targets”</i>.</p> <p><b>Informative</b></p> <p>In its submissions at D8 the CAA referred to the ERCD report 2002 which considered that 62%/65% of the day/night fleet had transitioned by 2019 in relation to the reduction stated in the aviation key facts (APF 2013).</p> <p>The Applicant considered in its D8 submissions that the APF 7dB key fact reduction across the test points</p> |

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|           |   | <p>thereafter until 2049, the operation of the airport shall be planned to achieve a predicted air noise contour area that:</p> <p>for an average summer day reduces the 51 dB air noise contour area by at least a further 10%</p> <p>and</p> <p>for an average summer night reduces the 45 dB air noise contour area by at least a further 10%</p> <p>(3) Before the commencement of dual runway operations, and annually thereafter, the undertaker shall have submitted to the independent air noise reviewer and have had approved by the independent air noise reviewer an operating plan ahead of the following summer operating season that shows that the noise limits set out in (1) and (2) shall be achieved.</p> <p>(4) As soon as reasonably practicable after the end of each</p> | <p>corresponds to 2.3 dB in terms of reduction in the affected communities.</p> <p>10% has been taken as corresponding to 0.5 dB using the CAA 'rule of thumb' 20% per 1 dB recognising that expressing the noise limit as an area above a noise level for the day and night metrics provides greater operational flexibility.</p> <p>In the longer term, post commencement of dual runway operations the ExA has had regard for scenario 3 of ICAO's 'Global trends in Aircraft Noise' <i>'technology improvements of 0.2 EPNdB per annum for all aircraft entering the fleet from 2024 to 2050.'</i></p> <p>Overall, it is intended to provide:</p> <ul style="list-style-type: none"> <li>• a clear expression of benefits sharing for all those likely to be adversely affected by aircraft noise;</li> <li>• time for the Applicant to develop any necessary supporting processes and tools, including the conditioning of slots, the use of quota count budgets and quota count operational control; and</li> <li>• an incentive for the airlines which they are able to respond to.</li> </ul> |



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|-------------------------------|--|---|---|
|                               |  | <p>summer operating season, after the commencement of dual runway operations, the undertaker shall publish their report to the independent air noise reviewer showing the calculated noise performance of the airport informed by actual noise measurements, compared with the noise limits set out in (1) and (2) with an explanation of any exceedances.</p> <p>(5) If, in consultation with the host authorities, the independent air noise reviewer considers that any exceedances reported in (4) are caused by factors within the control of the undertaker, the undertaker shall modify its approach to the development of its operating plan for the year after next to meet the noise limits set out in (1) and (2).</p> |   |
| R18 (Noise insulation scheme) | Text to be replaced by wording in next column. | <p><b>Receptor based mitigation</b></p> <p>(1) Within not more than 3 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker shall submit for approval by the relevant local</p>  | <p><b>Reason:</b></p> <p>For example, ANPS 5.68 'Development consent should not be granted unless the Secretary of State is satisfied that the proposals will meet the following aims for the effective management and control of</p> |

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|           |   | <p>planning authority a list of premises forecast to be eligible premises at the commencement of dual runway operations.</p> <p>(2) Within not more than 6 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker must take appropriate steps, having consulted with the relevant local planning authority, to notify the owners and occupiers of all premises on the approved list (1) that the premises has been approved for the design and installation of a package of measures that may include ventilation, noise insulation and methods to reduce solar gain to achieve an internal noise environment consistent with guidance.</p> <p>(3) Within not more than 12 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker must, subject to access being granted to the premises, carry out a survey of all the premises on the approved list and</p> | <p>noise, within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> <li>• Avoid significant adverse impacts on health and quality of life from noise;</li> <li>• Mitigate and minimise adverse impacts on health and quality of life from noise; and</li> <li>• Where possible, contribute to improvements to health and quality of life.'</li> </ul> <p><b>Informative</b></p> <p>It is considered that local planning authorities should play a role in the design of receptor based mitigation, particularly on behalf of local communities. Designs proposed may affect the appearance of the local built environment and may involve features that would normally require consent, including listed building consent.</p> <p>The take up of such schemes may also be improved through the involvement of the local planning authorities by providing assurance to owners and occupiers that due process has been followed and the designs offered have been appropriately scrutinised against relevant standards.</p> |

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|           |   | <p>submit, for approval by the relevant local planning authority, proposed designs for all premises on the approved list.</p> <p>(4) The designs submitted by the undertaker and the consideration of them by the relevant local planning authority must have due regard for guidance including Sound Insulation and Noise Reduction for Buildings BS 8233 British Standards Institution (2014), Methods for rating and assessing industrial and commercial sound BS 4142 British Standards Institution (2014), Acoustic design of schools: performance standards BB93 Department for Education (2015) and Acoustics— Technical Design Manual 4032 Department for Health (2011) as relevant.</p> <p>(5) If the relevant planning authority does not approve the receptor based mitigation design for a permanent residence on the approved list because it considers internal living conditions would be unacceptable, the undertaker shall offer the owner of the premises home relocation, which shall</p> | <p>(5) is intended to address the potential for unacceptable living conditions whilst recognising the importance of local context</p> |

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|                          |  | <p>include the open market value of the premises and reasonable moving expenses, fees and costs.</p> <p>(6) Subject to agreement by the owner of the premises and access being granted to the premises, the design approved by the relevant local planning authority shall be installed and commissioned before the commencement of dual runway operations.</p>  |  |
| R19 (Airport Operations) | <p>(1) From the date of the commencement of dual runway operations, the airport may not be used for more than 389,000 aircraft movements per annum.</p> <p>(2) The repositioned northern runway must not be used between the hours of 23:00 – 06:00 but may be used between these hours where the main runway is temporarily non-operational by reason of an accident, incident or structural defect or when maintenance to the main runway is being undertaken.</p> <p>(3) Subject to sub-paragraph (4), the repositioned northern runway must not be used—:</p> <p>(a) for aircraft landings; or</p> | <p>(1) From the date of the commencement of dual runway operations, the airport may not be used for more than 389,000 aircraft movements per annum <u>or a passenger throughput of 80.2million passengers per annum.</u></p> <p>(2) The repositioned northern runway must not be used between the hours of 23:00 – 06:00 but may be used between these hours where the main runway is temporarily non-operational by reason of an accident, incident or structural defect or when maintenance to the main runway is being undertaken.</p> <p>(3) Subject to sub-paragraph (4), the repositioned northern runway must not be used—:</p> | <p>Sub-paragraph (1) has been added to place a limit on passenger numbers. Larger planes within the ATM limit could lead to a larger number of passengers than assessed within the ES.</p> <p>The justification in the Explanatory Memorandum [REP8-007] regarding sub-paragraph (4)(b) is noted. However, the powers this sub-paragraph would grant are potentially wide ranging and could allow full usage of the northern runway in a manner that potentially bypasses the planning system.</p> |

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|                      | <p>(b) for departures of aircraft larger than Code C aircraft.</p> <p>(4) Sub-paragraph (3) does not apply and the repositioned northern runway may be used in one or both of the ways stated in that sub-paragraph—:</p> <p>(a) where the main runway is temporarily non-operational by reason of an accident, incident or structural defect or when maintenance to the main runway is being undertaken; or</p> <p>(b) as agreed in writing between the undertaker and the Secretary of State (following consultation with the CAA and CBC).</p> <p>(5) In this requirement “Code C aircraft” means aircraft with dimensions meeting the maximum specifications of code letter C in the Aerodrome Reference Code table in Annex 14, Volume I to the Convention on International Civil Aviation, as at the date of this Order.</p> | <p>(a) for aircraft landings; or</p> <p>(b) for departures of aircraft larger than Code C aircraft.</p> <p>(4) Sub-paragraph (3) does not apply and the repositioned northern runway may be used in one or both of the ways stated in that sub-paragraph—:</p> <p><del>(a)</del> where the main runway is temporarily non-operational by reason of an accident, incident or structural defect or when maintenance to the main runway is being undertaken; <del>or</del></p> <p><del>(b) as agreed in writing between the undertaker and the Secretary of State (following consultation with the CAA and CBC).</del></p> <p>(5) In this requirement “Code C aircraft” means aircraft with dimensions meeting the maximum specifications of code letter C in the Aerodrome Reference Code table in Annex 14, Volume I to the Convention on International Civil Aviation, as at the date of this Order.</p> |   |
| R20 (Surface Access) | <p>From the date on which the authorised development begins the operation of the airport must be carried out in accordance with the surface access commitments</p>   | <p><u>(1)</u> From the date on which the authorised development begins the operation of the airport must be carried out in accordance with the surface access commitments</p>  | <p>To ensure that the impacts of the development as described in the Transport Assessment and the consequential effects set out in the Environmental Statement are not greater than those assessed within the</p> |

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|           | <p>unless otherwise agreed in writing with CBC and National Highways (in consultation with Surrey County Council and West Sussex County Council).</p> | <p>unless otherwise agreed in writing with CBC and National Highways (in consultation with Surrey County Council and West Sussex County Council).</p> <p><u>(2) First use of the following airport facilities shall not be permitted until the mode shares set out below have been demonstrated to have been achieved in the Annual Monitoring Report unless otherwise permitted by CBC.</u></p> <p><u>a) At least 54% of passengers travelling to the airport used public transport in the monitored year. Should this public transport mode share not be achieved then the Undertaker shall not use the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Simultaneous operational use of the northern runway;</u><br/><u>and</u></li> <li>• <u>Pier 7 and associated stands.</u></li> </ul> <p><u>b) At least 55% of passengers travelling to the airport used public transport in the monitored year. Should this public transport mode share not be achieved then the Undertaker shall not use the following:</u></p> | <p>Application. In order to do this, the draft requirement seeks to ensure that the measures within the surface access commitments are secured and linked to land use planning within the dDCO.</p> <p>The concern of the Applicant regarding small variances of the figures in sub paragraphs (2)(a)-(c) are noted. However, sub paragraph (2) allows for such small variances to be agreed at a local level by CBC.</p> |

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|  |  | <ul style="list-style-type: none"> <li>• <u>The South Terminal Hotel Phase 2 on the former car park H; and</u></li> <li>• <u>The use of multi storey car Park Y.</u></li> </ul> <p><u>c) Not more than 44.9% of staff travelling to the airport were car drivers in the monitored year. Should this car driver mode share be exceeded then the Undertaker shall not use the South Terminal Office (on former car park H).</u></p>  |   |
| R23 (Flood compensation delivery plan) | <p>(1) Prior to the commencement of the first of the floodplain works requiring prior mitigation, a flood compensation delivery plan setting out the timeframe for delivering the fluvial mitigation works must be submitted to and approved by CBC (in consultation with the Environment Agency).</p> <p>(2) The authorised development must be constructed in accordance with the flood compensation delivery plan referred to in sub-paragraph (1) unless otherwise agreed in writing with CBC (in consultation with the Environment Agency).</p> | <p>(1) Prior to the commencement of the first of the floodplain works requiring prior mitigation, a flood compensation delivery plan setting out the timeframe for delivering the fluvial mitigation works must be submitted to and approved by CBC (in consultation with <u>WSCC as lead local flood authority and</u> the Environment Agency).</p> <p>(2) The authorised development must be constructed in accordance with the flood compensation delivery plan referred to in sub-paragraph (1) unless otherwise agreed in writing with CBC (in consultation with <u>WSCC as lead local flood authority and</u> the Environment Agency).</p> | To ensure that the lead local flood authority is consulted on the flood compensation delivery plan. |

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| R32 (Western noise mitigation bund)        | <p>(1) The commencement of dual runway operations must not take place until Work No. 18(b) (replacement noise bund and wall) has been completed.</p> <p>(2) Once completed, Work No. 18(b) must not be removed unless otherwise agreed in writing by CBC.</p> | <p>(1) The commencement of dual runway operations must not take place until Work No. 18(b) (replacement noise bund and wall) has been completed.</p> <p>(2) Once completed, Work No. 18(b) must not be removed unless otherwise agreed in writing by CBC.</p> <p><u>(3) No part of Work No. 18 is to commence unless a scheme has been agreed in writing between the undertaker and CBC for the implementation of noise mitigation of no less efficacy than the existing western noise bund for the period between the removal of the existing western noise bund and the completion of construction of the replacement noise bund and wall.</u></p> <p><u>(4) The undertaker must implement the scheme agreed under paragraph (3).</u></p> | <p>To ensure that there will be sufficient protection in the transition phase and that the replacement bund and wall provides at least the same level of mitigation as the existing bund.</p> |
| R35 (Odour monitoring and management plan) | <p>From the date of the commencement of the authorised development, the authorised development and the operation of the airport must be carried out in accordance with the odour monitoring and management plan unless otherwise agreed in writing</p>        | <p><u>(1) The commencement of dual runway operations must not take place until an odour management and monitoring plan has been submitted to and approved in writing by CBC in consultation with RBBC.</u></p>  | <p>To provide for local authority approval of an odour monitoring and management plan and to ensure that specific concerns at the Horley Gardens Estate are addressed.</p>                    |



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|                          | <p>by CBC (in consultation with RBBC).</p>  | <p><u>(2) The odour management and monitoring plan submitted under sub-paragraph (1) must be substantially in accordance with the outline odour management and monitoring plan and must include procedures for monitoring, recording and reporting to CBC on aviation fuel odour and other odour emissions at the Horley Gardens Estate.</u></p> <p>(3) From the date of the commencement of the authorised development, the authorised development and the operation of the airport must be carried out in accordance with the <u>approved</u> odour monitoring and management plan unless otherwise agreed in writing by CBC (in consultation with RBBC).</p> |  |
| R37 (Car parking spaces) | <p>1) The undertaker shall not provide more than 53,260 car parking spaces within the Order limits unless otherwise agreed in writing by CBC.</p> <p>(2) Upon commencement of the authorised development and by no later than each anniversary of that date, the undertaker must submit an annual report to CBC providing</p> | <p>1) The undertaker shall not provide more than 53,260 car parking spaces <u>or allow the parking of more than 53,260 cars</u> within the Order limits unless otherwise agreed in writing by CBC.</p> <p>(2) Upon commencement of the authorised development and by no later than each anniversary of that date, the undertaker must submit</p>  | <p>To ensure that parking numbers are not exceeded on the site by more extensive use of block parking.</p> |

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|           | an update on the number of car parking spaces provided by the undertaker within the Order limits. | an annual report to CBC providing an update on the number of car parking spaces provided by the undertaker <u>and cars parked</u> within the Order limits. |                   |

**The proposed new requirements have been sequentially numbered. However, if following any comments made, they are carried through into the recommended DCO that will accompany the ExA's report to the Secretary of State they will be inserted at the relevant points in Schedule 2.**

| Number  | Proposed Drafting  | Reason  |
|---|--|---|
| <b>NEW REQUIREMENTS</b>   |  |   |
| New R1<br>(Removal of permitted development rights relating to the provision of additional car parking) | Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 8, Class F – development at an airport (or any order revoking and re-enacting that Order with or without modification), no additional car parking shall be provided at the airport unless otherwise permitted by CBC. | To ensure that the impacts of the development as described in the Transport Assessment and the consequential effects set out in the Environmental Statement are not greater than those assessed within the Application.<br><br>The ExA acknowledges the alternative total parking control suggested by the Applicant in R37 above, but in the absence of detailed responses from Interested Parties this new Requirement remains as the ExA's recommendation. |
| New R2<br>(Control of engine testing)   | During the carrying out of Work No.18(a) and 18(b), no engine testing may take place at the Taxiway Juliet West Spur as shown on Figure 5.2.1A of the Project Description Figures of the Environmental Statement, unless otherwise agreed in writing by CBC.   | To control the effects of engine testing during the implementation of Work No. 18.  |

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| <b>Number</b>                      | <b>Proposed Drafting</b>  | <b>Reason</b>   |
|------------------------------------|---|---|
| New R3<br>(Host authorities' fees) | <p>(1) No part of the authorised development is to commence until the undertaker has entered into a planning performance agreement with the host authorities to cover the host authorities' costs, on a cost recovery basis, of –</p> <p>(a) consenting or approving any application under any article;</p> <p>(b) agreeing, endorsing or approving any requirement; and</p> <p>(c) responding to any consultation under this Order.</p> <p>(2) Any difference arising between the host authorities and undertaker in respect of the content of any planning performance agreement may be resolved by arbitration under article 54 (arbitration).</p> | To provide appropriate cost recovery for local authorities in undertaking the assessment of requirement discharge applications. |

| <b>Reference</b>                    | <b>Text as set out in the draft DCO [REP8-005]</b>  | <b>ExA's Recommended Amendment/Insertion</b>  | <b>Reasons and Notes</b>   |
|-------------------------------------|---|---|--|
| <b>SCHEDULE 11</b>                  |   |   |  |
| Applications made under requirement | <p>1.—(1) Where an application has been made to a discharging authority for any agreement, endorsement or approval required by a requirement included in this Order (except where the discharging authority is the independent air noise reviewer, in which case Part 2 of this Schedule has effect in place of this Part), the discharging authority must give notice to the undertaker of its decision on the application before the end of the decision period.</p> <p>(2) For the purposes of subparagraph (1), the decision period is—</p> | <p>1.—(1) Where an application has been made to a discharging authority for any agreement, endorsement or approval required by a requirement included in this Order (except where the discharging authority is the independent air noise reviewer, in which case Part 2 of this Schedule has effect in place of this Part), the discharging authority must give notice to the undertaker of its decision on the application before the end of the decision period.</p> <p>(2) For the purposes of subparagraph (1), the decision period is—</p> | To ensure that the discharging authorities have sufficient time to deal with requests and applications, with the time periods reflecting those under the Town and Country Planning Act regime. |

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|           | <p>(a) in the case of requirements in respect of which the discharging authority has a duty under Schedule 2 (requirements) of this Order to consult with any other body—</p> <p>(i) where no further information is requested under paragraph 2, 8 weeks from the day immediately following that on which the application is received by the discharging authority;</p> <p>(ii) where further information is requested under paragraph 2, 8 weeks from the day immediately following that on which further information has been supplied by the undertaker under paragraph 2; or</p> <p>(iii) such longer period as may be agreed by the undertaker and the discharging authority in writing before the end of the period in subparagraph (i) or (ii); and</p> <p>(b) in the case of requirements in respect of which the discharging authority has no duty under Schedule 2 of this Order to consult with any other body—</p> <p>(i) where no further information is requested under paragraph 2, 6 weeks from the day immediately</p> | <p>(a) in the case of requirements in respect of which the discharging authority has a duty under Schedule 2 (requirements) of this Order to consult with any other body—</p> <p>(i) where no further information is requested under paragraph 2, 8 weeks <u>(or in the case of major works, 13 weeks)</u> from the day immediately following that on which the application is received by the discharging authority;</p> <p>(ii) where further information is requested under paragraph 2, 8 weeks <u>(or in the case of major works, 13 weeks)</u> from the day immediately following that on which further information has been supplied by the undertaker under paragraph 2; or</p> <p>(iii) such longer period as may be agreed by the undertaker and the discharging authority in writing before the end of the period in subparagraph (i) or (ii) <u>(such agreement not to be unreasonably withheld)</u>; and</p> <p>(b) in the case of requirements in respect of which the discharging authority has no duty under</p> |                   |

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|           | <p>following that on which the application is received by the discharging authority;</p> <p>(ii) where further information is requested under paragraph 2, 6 weeks from the day immediately following that on which further information has been supplied by the undertaker under paragraph 2;</p> <p>or</p> <p>(iii) such longer period as may be agreed by the undertaker and the discharging authority in writing before the end of the period in sub-paragraph (i) or (ii).</p> | <p>Schedule 2 of this Order to consult with any other body—</p> <p>(i) where no further information is requested under paragraph 2, 6 weeks <u>(or in the case of major works, 9 weeks)</u> from the day immediately following that on which the application is received by the discharging authority;</p> <p>(ii) where further information is requested under paragraph 2, 6 weeks <u>(or in the case of major works, 9 weeks)</u> from the day immediately following that on which further information has been supplied by the undertaker under paragraph 2; or</p> <p>(iii) such longer period as may be agreed by the undertaker and the discharging authority in writing before the end of the period in sub-paragraph (i) or (ii) <u>(such agreement not to be unreasonably withheld)</u>.</p> <p><u>(2A) In sub-paragraph (2), “major works”</u><br/> <u>means—</u><br/> <u>(i) Work No. 9 (Works to construct the replacement Central Area Recycling Enclosure (CARE) facility);</u></p> |                   |

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|-----------|--|--|-------------------|
|           |  | <p><u>(ii) Work No. 16 (new hangar);</u></p> <p><u>(iii) Work No. 22 (Works associated with the North Terminal building);</u></p> <p><u>(iv) Work No. 23 (Works associated with the South Terminal building);</u></p> <p><u>(v) Work No. 24 (Works to upgrade the North Terminal forecourt including access roads);</u></p> <p><u>(vi) Work No. 25 (Works to upgrade the South Terminal forecourt including access roads);</u></p> <p><u>(vii) Work No. 26 (Works to construct a hotel north of multi-storey car park 3);</u></p> <p><u>(viii) Work No. 27 (Works to construct a hotel on the car rental site);</u></p> <p><u>(ix) Work No. 28 (Works associated with the Car Park H Site);</u></p> <p><u>(x) Work No. 29 (Works to convert the existing Destinations Place office into a hotel);</u></p> <p><u>(xi) Work No. 30 (Works to construct Car Park Y);</u></p> <p><u>(xii) Work No. 31 (Works associated with Car Park X)</u></p> |                   |

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| Fees      | <p>3.— (1) Where an application is made to a discharging authority for agreement, endorsement or approval in respect of a requirement to which this Part of this Schedule applies, the fee contained in regulation 16(1)(b) of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012(1) (as may be amended or replaced from time to time) is to apply and must be paid to that authority for each application.</p> <p>(2) Any fee paid under this Schedule must be refunded to the undertaker within a period of 35 days of—</p> <p>(a) the application being rejected as invalidly made; or (b) the discharging authority failing to determine the application within the decision period specified in paragraph (1) of this Part, unless within that period the undertaker agrees in writing that the fee may be retained by the discharging authority and credited in respect of a future application.</p> | <p><del>(1) Where an application is made to a discharging authority for agreement, endorsement or approval in respect of a requirement to which this Part of this Schedule applies, the fee contained in regulation 16(1)(b) of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012(1) (as may be amended or replaced from time to time) is to apply and must be paid to that authority for each application.</del></p> <p><del>(2) Any fee paid under this Schedule must be refunded to the undertaker within a period of 35 days of—</del></p> <p><del>(a) the application being rejected as invalidly made; or (b) the discharging authority failing to determine the application within the decision period specified in paragraph (1) of this Part, unless within that period the undertaker agrees in writing that the fee may be retained by the discharging authority and credited in respect of a future application.</del></p> | <p>The inclusion on New Requirement 3 would negate the need for this provision.</p> |

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| SCHEDULE 12 |   |   |   |   |  |
|-------------|---|---|---|---|--|
| Reference   | Text as set out in the draft DCO [REP8-005]                       |   | ExA's Recommended Amendment/ Insertion:                           |   | Reasons and Notes  |
|             | Non-Highway Works for which Detailed Design Approval is Required: |   | Non-Highway Works for which Detailed Design Approval is Required: |   | <p>To protect the character and appearance of the area and to ensure Good Design the number of works has been added to.</p> <p>These works have been added given the scale of the proposed works and potential visibility outside the Airport site, as well as to potential receptors within the Airport site.</p> |
|             | Work No   | Work description  | Work No   | Work Description  |  |
|             | 22 (a)-(c)  | Extending the North Terminal International Departure Lounge | <u>16</u>   | <u>A new aircraft hangar</u>  |  |
|             | 23(a)   | Extending the South Terminal International Departure Lounge | 22 (a)-(c) & <u>(g)</u>   | Extending the North Terminal International Departure Lounge <u>and to construct a multi storey car park</u> |  |
|             | 26  | Hotel north of multi-storey car park 3                      | 23 (a)  | Extending the South Terminal International Departure Lounge   |  |
|             | 27  | Hotel on the car rental site                                | 26  | Hotel north of multi-storey car park 3  |  |
|             | 28(a)   | Hotel on the Car Park H site                                | 27  | Hotel on the car rental site  |  |
|             | 40(a)   | Pedestrian footbridge over the River Mole                   | <u>28 (a)-(c)</u>   | <u>Hotel, office and multi storey car park on the Car Park H site</u>                                       |  |



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|  |  |  |           |  |  |
|--|--|--|-----------|--|--|
|  |  |  | <u>29</u> | <u>Conversion of Destinations Place into a hotel</u> |  |
|  |  |  | <u>30</u> | <u>Car Park Y</u>                                    |  |
|  |  |  | <u>31</u> | <u>Car Park X</u>                                    |  |
|  |  |  | 40(a)     | Pedestrian footbridge over the River Mole            |  |

**SCHEDULE 13**

| <b>Reference</b>                      | <b>Text as set out in the draft DCO (REP8-005)</b> | <b>ExA's Recommended Amendment/ Insertion:</b>   | <b>Reasons and Notes</b>  |
|---------------------------------------|--|--|---|
| Informative Maximum Parameter Heights | Informative Maximum Parameter Heights              | <del>Informative</del> Maximum Parameter Heights   | To provide greater clarity about the height of buildings and other works, as 'informative' lacks precision. |
| Informative Maximum Parameter Heights |  | (1) Work No. <u>41(b)</u><br>(2) Work Description <u>Works at Pentagon Field to permanently raise the ground level</u><br>(3) Maximum building <u>or other works</u> height (m) <u>4 metres</u><br>(1) Work No. <u>38(d)</u><br>(2) Work Description <u>Undertake earthworks, landscaping and a bund around the southern and eastern perimeter</u><br>(3) Maximum building <u>or other works</u> height (m) <u>Bund 6 metres</u> | To provide greater clarity about the height of buildings and other works.                                   |

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| <b>OUTLINE LANDSCAPE AND ECOLOGY MANAGEMENT PLAN</b> |   |   |  |
|--|---|---|--|
| <b>Reference</b>                                     | <b>Text as set out in the oLEMP [REP8-058]</b>  | <b>ExA's Recommended Amendment/ Insertion:</b>  | <b>Reasons and Notes</b>   |
| Paragraph 1.1.4                                      | Each LEMP will include the following: <ul style="list-style-type: none"> <li>[...]</li> </ul> | Each LEMP will include the following: <ul style="list-style-type: none"> <li>[...]</li> <li><u>An explanation of how the proposed tree planting for that area contributes to the achievement of the CBC tree replacement requirement as set out in Policy CH6 (Tree Planting and Replacement Standards) of Crawley 2030: Crawley Borough Local Plan 2015-2030 (adopted on 16 December 2015).</u></li> </ul> | Paragraph 1.1.4 of the oLEMP amended to include an additional bullet point to ensure that each LEMP demonstrates that the tree planting proposed in that area takes into account the CBC tree replacement requirement in Policy CH6 of the Crawley Borough Local Plan. |