



Gatwick Airport Northern Runway Project

Consultation Report Second Addendum Appendices

Book 10

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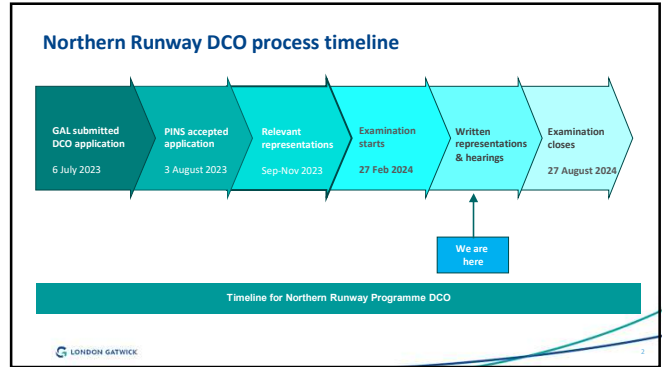
Appendix A: Briefing Session Meeting Slides

Northern Runway Programme
Summary of proposed changes to the submitted NRP DCO

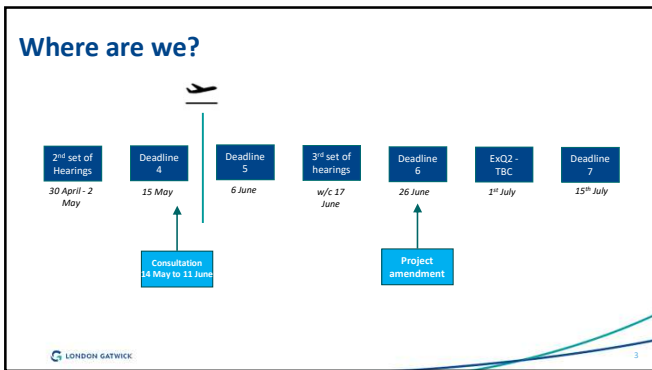
May 2024

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Overview

- Since submission of the DCO Application, Gatwick Airport Limited has reviewed its Project proposals in light of stakeholder feedback, GAL's ongoing work on its sustainability aspirations and the need to ensure future design flexibility.
- This has resulted in the need for a proposed Project Change which has been identified since the submission of the DCO application.
- The proposed change comprises in the provision of an on-airport Wastewater Treatment Works.
- This change has been considered against [PINS Advice Note Sixteen](#) and the [Government's guidance on DCO examinations](#).
- The change has also been assessed by the Environmental Statement (ES) topic specialists in the same manner as the original application to understand any potential changes to likely environmental effects, either when considered individually or in combination.
- No changes** to the significance of likely environmental effects have been found.
- No changes** to the Compulsory Acquisition strategy are required.
- The Examining Authority has concurred that this is substantially the same project with this change.

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Proposed Project Change Description

- Provision of an on-airport Wastewater Treatment Works (WWTW) facility, located within existing Self-Park North car park area.
- Provision of two temporary construction compounds, collectively comprising up to 7,000m² (0.7 hectares) in area.
- Temporary loss of approximately 400 car parking spaces in the Self-Park North car park, which would be temporarily re-provided within the North Terminal Long Stay car park.
- The permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park to accommodate the WWTW facility.
- An increase in the number of car parking spaces to be accommodated in the decked area of the proposed North Terminal Long Stay car park.

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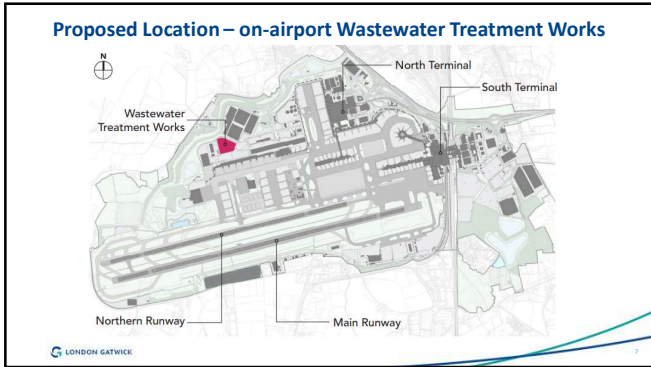
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Proposed Project Change – Future Operations

- On-airport wastewater treatment facility would require approx. 2.2ha footprint.
- Maximum height of structures would be up to 9.4m and up to 2m below ground.
- Two lorry movements per week anticipated to remove solids generated (one arrival, one departure).
- All buildings would be covered to manage potential odour from the facility.
- Outflow from the on-airport WWTW would go into the River Mole subject to strict controls by the Environment Agency.
- The facility would run on 24/7 basis, with up to 5 full time on-site employees to operate and maintain the facility.

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Consultation approach

- 28 day non-statutory consultation being held to gather opinion on changes
- Adverts in local newspapers placed to raise awareness and encourage engagement
- Flyer sent to c. 2,500 local addresses
- Materials can be accessed via [London Gatwick's website](#) – includes full environmental assessment
- Hard copies available on request
- Response possible by web-form, paper form or email
- Consultation closes at **23:59 on 11 June 2024**
- Your communities' thoughts and feedback are welcomed

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Flyer

Northern Runway Project

The flyer provides information about the Northern Runway Project and the proposed WWTW. It includes sections for 'Project Change 11: Provision of an on-airport Wastewater Treatment Works', 'Our DCO Application', and 'Proposed Project Changes'. It also features a map of the site and contact information for the project.

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Questions ?

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Questions

1. Is this project dependent on the DCO being granted or is it to be implemented anyway in view of the well-publicised local difficulties at the Horley STW and other difficulties at Thameswater.
 - The WWTW is a proposed change to the DCO and subject to it being granted.
2. What does wastewater include?
 - This refers to domestic flows from the airport, e.g. passengers.
3. Currently what quantity/volume of wastewater needs disposal and if the DCO is granted what increase in waste water is anticipated?
 - This would need to be agreed at the detailed design stage and in consultation with statutory bodies, including the EA.
4. Which Agency would regulate or oversee the 'quality' of the wastewater processing and how would this regulatory process operate?
 - The Environment Agency.

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Questions

4. Presumably the proposed plant will require electricity to power & control it, so could Gatwick consider developing its redundant incinerator/generator unit to power this new unit?
 - That is not within the scope of this project or the DCO.
5. Surely, DCO granted, means increased passenger numbers with an increased generation of general & food waste. We were told last year that food waste would be moved by road to a unit almost 50 miles away and that other waste would go to Newhaven for incineration, by road - another 40 mile journey. If Gatwick is genuine in developing its Green credentials then stop these two long road journeys, presumably using diesel powered vehicles, for waste & then process as much waste as possible on site.
 - The proposed WWTW is in response to the ongoing dialogue with Thames Water, it is not seeking to change the food/waste strategy proposed in the DCO.

Appendix B: Briefing Session Meeting Minutes



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Northern Runway Project

Project Change Consultation for the proposed on-airport Wastewater Treatment Works at Gatwick Airport

Virtual Briefings – sessions were held on 22 May at 6pm and 29 May at 6pm

Attendees

- Salfords and Sidlow Parish Council - 22 May
- Horley Town Council (GATCOM Member and NATmag Member) - 29 May
- Charlwood Parish Council - 29 May
- The following London Gatwick colleagues attended both briefing sessions:
 - o Lydia Grainger
 - o Melanie Wrightson
 - o Olivia Webster

Meeting Agenda

- The same presentation was given at both briefings with the following agenda items:
 - o Timeline of Development Consent Order application and examination update
 - o Proposed Project Change overview
 - o Description and explanation of the proposed on-airport Wastewater Treatment Works.
 - o Consultation approach
 - o Q&A session



Minutes of meeting

At both briefings Lydia Grainger, Planning Manager at London Gatwick gave a presentation outlining the DCO examination timescales, a description of the proposed Project Change and reasons for bringing it forward at this stage of the DCO application.

Details were also provided on the approach to consultation, followed by a Q&A session which included answers to questions submitted in advance by Salfords and Sidlow Parish Council.

The following issues were raised and discussed during the two briefing sessions:

Q: Will car park charges be affected as a result of the loss resulting from WWTR?

A: The proposed Project Change will not be a determinant of car parking charges either now, or in the future. Any temporary or permanent loss of car parking will be re-provided elsewhere within the Northern Runway Project development.

Q: Is Horley Sewage treatment works (STW) out of the reckoning altogether?

A: The Applicant has been in discussions with Thames Water about the impact of the Project on the local wastewater network and treatment plants since 2019. Since an early stage of discussions, the Applicant has been advised by Thames Water to limit increased flows to Horley STW and instead direct flows to Crawley STW. This approach has been maintained throughout discussions between the Applicant and Thames Water and informed the Northern Runway Project's proposed wastewater strategy under the DCO application.

Q: Without NRP would you do the wastewater treatment plant?

A: The proposal to construct an on-airport wastewater treatment works as part of the Northway Runway Project is being pursued in light of the uncertainty presented by Thames Water's projections for capacity at Crawley STW and across its network which will not be resolved until after the close of the Examination. There are a series of outstanding assessments being carried out by Thames Water to establish whether upgrades are required to Thames Water's existing network and processing facilities to accommodate future forecasted foul water flows from the airport as a result of the Project. Delivering the wastewater treatment works is not the Airport's preferred option, nor is it proposed for business-as-usual growth. It is being included as an alternative option in the DCO application, to ensure that a lack of capacity in the local wastewater treatment network does not preclude the delivery of the Northern Runway Project.



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Q: Will the establishment of the Wastewater Treatment Works (WWTW) mean no reliance on Thames Water at all?

A: The proposed WWTW, if developed, would handle all domestic flows from the airport, removing London Gatwick's reliance on Thames Water for wastewater treatment.

Q: If one looks at the number of passengers a year, currently and the number of flights and compares that with what the Northern Runway could achieve, is it a doubling of potential waste?

A: London Gatwick will provide more detailed information in its change application that will be submitted to the Planning Inspectorate by Deadline 6 on 26th June.

Q: How do we guarantee the discharged water going into the River Mole is acceptable/safe?

A: Only treated flows would be discharged into the River Mole and these would be subject to strict controls by the Environment Agency, via its established wastewater discharge permitting process.

Q: Would the WWTW (Wastewater Treatment Works) accept stormwater?

A: The WWTW would only accept domestic flows from the airport. Drainage systems are in place elsewhere to manage rain/storm water on-airport.

Q: What happens if the river floods or if the banks are high? How would this impact the discharged flows? And could water flow back up the discharge pipe?

A: London Gatwick will provide more detailed information in its change application that will be submitted to the Planning Inspectorate by Deadline 6 on 26th June 2024.

Q: Will you be operating the WWTW under the same conditions as Crawley and Horley Treatment Works, including recalling the outflows?

A: It is anticipated that London Gatwick would have to operate under the same regulatory conditions as Crawley and Horley STW.

Q: Will there be a network of alarms to indicate to a control centre if certain parts of the infrastructure for WWTW fail at any point?

A: The operational requirements of potential future facilities would be determined at the detailed design stage for the Project, and would be subject to regulatory controls and requirements in force at that time.



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Q: What are the effects of the HGV movements from the on-site wastewater treatment works on top of those from the care facility. What are weekly movements from WWTW?

A: Two lorry movements a week are anticipated (one arrival, one departure) to the WWTW during the operational stage. This would not result in any significant effects in traffic and transport terms.

Q: What is the plan in place for dealing with wastewater if the DCO is not granted? How will Gatwick handle wastewater to accommodate the predicted passenger growth even without the Northern Runway?

A: Thames Water has a statutory duty to manage domestic flows from the airport both now and in the future. Despite this, the proposed Project Change is being pursued in light of the uncertainty presented by Thames Water's projections for capacity at Crawley STW and across its network which will not be resolved until after the close of the Examination. Delivering the wastewater treatment works is not the Airport's preferred option, nor is it proposed for business-as-usual growth. It is being included as an alternative option in the DCO application, to ensure that a lack of capacity in the local wastewater treatment network does not preclude the delivery of the Northern Runway Project.

Any additional questions and comments can be sent to Melanie Wrightson or community@gatwickairport.com

Responses to consultation are due by **23:59 11th June** and will be accepted by letter, email and via the [Northern Runway webpage](#).

Appendix C: GAL's Letter to the Joint Local Authorities (8 May 2024)

8TH MAY 2024

Clem Smith
Chair of Gatwick Officers Steering Group
Crawley Borough Council
Town Hall
The Boulevard
Crawley
West Sussex
RH10 1UZ

Sent by email to:

@[crawley.gov.uk](mailto: [REDACTED]@crawley.gov.uk)

Dear Mr Smith,

Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

We wish to make the Joint Local Authorities aware of a proposed Project change which has been identified since the submission of the DCO Application. This has arisen through review of stakeholder feedback, GAL's ongoing work on its sustainability aspirations and the need to ensure future design flexibility. In summary, the proposed change comprises:

- Provision of an on-airport Wastewater Treatment Works (WWTW) facility, located within existing Self-Park North car park area.
- Provision of two temporary construction compounds, collectively comprising up to 7,000m² (0.7 hectares) in area.
- Temporary loss of approximately 400 car parking spaces in the Self-Park North car park, which would be temporarily re-provided within the North Terminal Long Stay car park.
- The permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park to accommodate the WWTW facility.
- An increase in the number of car parking spaces to be accommodated in the decked area of the proposed North Terminal Long Stay car park.

GAL would like to extend the offer of a briefing to the Joint Local Authorities to explain the proposed change and answer any questions arising. Alternatively, full details available online at [Northern Runway Plans | London Gatwick Airport](#) from 14th May onwards.



We submitted a formal Change Notification to PINS on Tuesday 7th May 2024 and intend to undertake public consultation on the changes – for a period of 28 days from 14th May to 11th June 2024. We will then make a formal Change Application to the Examining Authority later in June.

We trust this early notification is helpful but please do let us know if Officers have any queries, or would like to arrange a briefing session. Further detail on the changes will also be set out in the Change Notification Report which was submitted to PINS yesterday.

Yours sincerely,



LYDIA GRAINGER
Planning Manager
London Gatwick

cc. James Freeman

Appendix D: Correspondence between GAL and the JLAs' representative

From: Smith, Clem [REDACTED]
Sent: Friday, June 7, 2024 10:39 AM
To: Lydia Grainger [REDACTED]
Cc: James Freeman [REDACTED]; Tim Norwood [REDACTED];
Jonathan Deegan [REDACTED]; McPherson, Jean [REDACTED]
Subject: [EXTERNAL SENDER] RE: Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

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

Hi Lydia

Thank you again for the offer to attend a briefing.

As you can imagine, officers from across the authorities have been very hard at work responding to deadline 5 yesterday and there is also a response due next Tuesday. Due to the short timeframes and the volume of work involved, we do not have availability to attend a presentation on "Project Change 4".

You did explain to us via your letter to me of 8th May that alternatively the full details would be available for the authorities to go through online from 14th May and officers have accordingly been doing that.

Regards

Clem

Clem Smith
Head of Economy and Planning
Crawley Borough Council
[REDACTED]

From: Lydia Grainger [REDACTED]
Sent: Thursday, June 6, 2024 9:05 AM
To: Smith, Clem [REDACTED]
Cc: [REDACTED] Tim Norwood <[REDACTED]>
Jonathan Deegan [REDACTED]; McPherson, Jean [REDACTED]
Subject: [EXTERNAL SENDER] RE: Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

Caution: This email came from outside of Crawley Borough Council - only open links and attachments you are expecting.

Hi Clem,

Just a reminder that the Project Change consultation for the proposed wastewater treatment works closes at 23:59 next Tuesday 11th June.

A briefing would need to take place this week, or on Monday at the very latest to enable the JLAs to take any discussion into account in their responses.

Therefore, if I do not hear from you by the end of tomorrow then I will presume that a briefing is not required by the JLAs.

Kind regards,

Lydia

Lydia Grainger
Planning Manager – Consents and Policy
London Gatwick
[REDACTED]

From: Smith, Clem <[REDACTED]>
Sent: Wednesday, June 5, 2024 7:19 PM
To: Lydia Grainger [REDACTED] >
Cc: James Freeman [REDACTED] >; Tim Norwood <[REDACTED]>
Jonathan Deegan <[REDACTED]>; McPherson, Jean [REDACTED] >
Subject: [EXTERNAL SENDER] RE: Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

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Hi Lydia

Thanks for your message. We have already circulated the details to the Gatwick Local Authorities group reps – and will let you know if we wish to take you up on your kind offer regarding the project change.

Regards

Clem

Clem Smith
Head of Economy and Planning
Crawley Borough Council

www.crawley.gov.uk
www.crawley.gov.uk/planning

From: Lydia Grainger >
Sent: Wednesday, May 29, 2024 12:15 PM
To: Smith, Clem >
Cc: James Freeman >; Tim Norwood >; Jonathan Deegan >
Subject: [EXTERNAL SENDER] RE: Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

Caution: This email came from outside of Crawley Borough Council - only open links and attachments you are expecting.

Dear Clem,

Following my email of 10th May, I wanted to extend our offer of a briefing on the Project Change to the JLA officers, if this would be of interest? Please let me know if the JLAs would like a session and I can suggest one or two dates.

I would welcome any comments from the JLAs on the Project Change consultation by 11th June 2024. More information can be viewed on Gatwick’s website at [Northern Runway Plans | London Gatwick Airport](#).

Kind regards,

Lydia

Lydia Grainger
Planning Manager – Consents and Policy
London Gatwick

From: Smith, Clem >
Sent: Friday, May 10, 2024 3:24 PM
To: Lydia Grainger >

Cc: James Freeman [redacted]; Tim Norwood [redacted];
Jonathan Deegan [redacted] >
Subject: [EXTERNAL SENDER] RE: Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

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Dear Lydia

Thank you for sending this to me.

This is being circulated amongst authorities and we will get back to you as soon as we can as regards whether we wish to have a briefing on the proposed changes to the DCO. Thank you also to GAL for the offer of a briefing.

Regards

Clem

Clem Smith
Head of Economy and Planning
Crawley Borough Council
[redacted]

www.crawley.gov.uk
www.crawley.gov.uk/planning
www.investcrawley.co.uk

From: Lydia Grainger <[redacted]>
Sent: Wednesday, May 8, 2024 12:17 PM
To: Smith, Clem [redacted] >
Cc: James Freeman <[redacted]>; Tim Norwood [redacted];
Jonathan Deegan [redacted] >
Subject: [EXTERNAL SENDER] Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works

Caution: This email came from outside of Crawley Borough Council - only open links and attachments you are expecting.

Dear Clem,

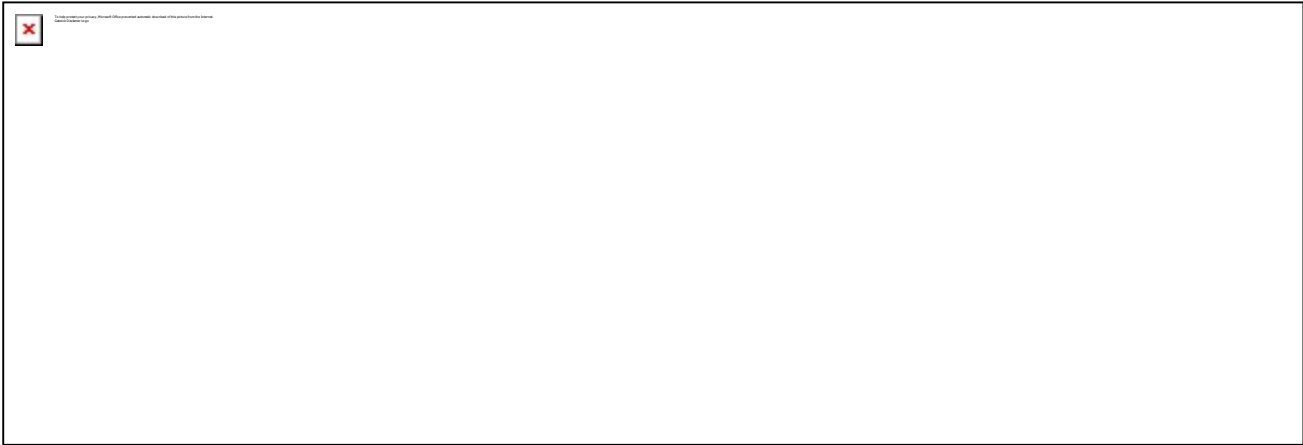
Please find attached a letter regarding the Gatwick Airport Northern Runway DCO – Project Change 4: Proposed Wastewater Treatment Works.

Kind regards,

Lydia

Lydia Grainger
Planning Manager – Consents and Policy
London Gatwick

www.gatwickairport.com



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Appendix E: Template copy of the Consultation Letter

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

14 May 2024

Dear «Salutation»

Gatwick Airport Northern Runway Project

Application for a Development Consent Order, PINS Reference: TR020005

Consultation on Proposed Change 4: 14 May to 11 June 2024

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

Since submission of the Application, the Applicant has continued to refine the Project proposals, which has included having regard to feedback received from stakeholders, as well as further consideration of Gatwick Airport's own sustainability aspirations. This has identified a proposed change to the Project proposals to make provision of an on-airport Wastewater Treatment Works to provide London Gatwick with the ability to deal on-site with all wastewater flows coming from the airport in the unlikely event that these could not be dealt with by Thames Water.

Before seeking approval from the Planning Inspectorate to make a change to the Application during the Examination period, the Applicant is carrying out a consultation on the proposed change. Enclosed with this letter is a copy of the consultation leaflet setting out further detail on the proposed change, including information about the environmental appraisal of the proposals and why London Gatwick considers this change to the Application is now required.

We would welcome your views and feedback on the proposed change. Responses must be submitted by **23:59 on 11 June 2024** via one of the methods below:

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



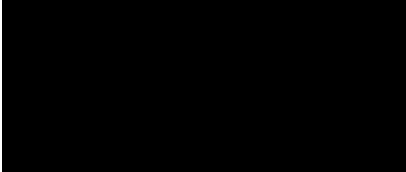
LONDON GATWICK



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

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

Yours faithfully,



Jonathan Deegan
NRP Programme Lead
Gatwick Airport Limited

Enclosed as part of this letter:

- Consultation Newsletter

Appendix F: Consultation Leaflet



Northern Runway Project

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

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

If approved, the project would enable London Gatwick to:

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

Our DCO Application

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

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

The Project is now in the examination phase which started on 27 February 2024 and will last for 6 months.

Proposed Project Changes

Since the start of the examination, we have continued to refine the project proposals having regard to feedback received from stakeholders and London Gatwick's own sustainability aspirations, as well as the desire to ensure appropriate design flexibility for the next stage of design work.

We previously identified three separate changes to the project that would further minimise impacts on the environment and provide design flexibility and consulted on these in December 2023. These proposed changes to the application were accepted by the Planning Inspectorate on 8 March 2024.

We are now consulting on a potential fourth change to the application before submitting it to the Planning Inspectorate. We are consulting the public, landowners, and other stakeholders on the changes so that their views can be taken into account. It will be for the Planning Inspectorate to decide if the change can be made to the application before it is examined.



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

Existing application - London Gatwick is working closely with Thames Water on the Project, who have a statutory obligation to provide wastewater treatment capacity to manage flows from the airport. London Gatwick currently discharges its wastewater to two separate Thames Water facilities; Horley Sewage Treatment Works (STW) and Crawley STW. The airport's current plan to manage its additional wastewater flows from the Northern Runway project is to continue to send them to these facilities whilst working with Thames Water to ensure that they are able to manage these additional flows effectively.

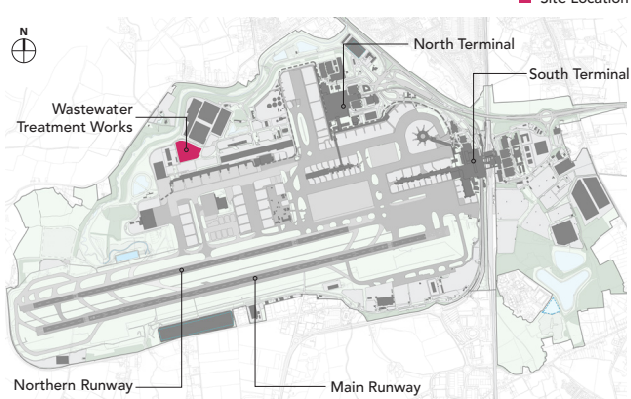
Project Change 4 proposes a revision to the wastewater strategy by providing an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park (see diagrams below). This bespoke facility would provide London Gatwick with the ability to deal on-site with all wastewater flows coming from the whole airport in the unlikely event that these could not be dealt with by Thames Water. All facilities would be fully covered to prevent odours escaping.

Project Change 4 comprises the:

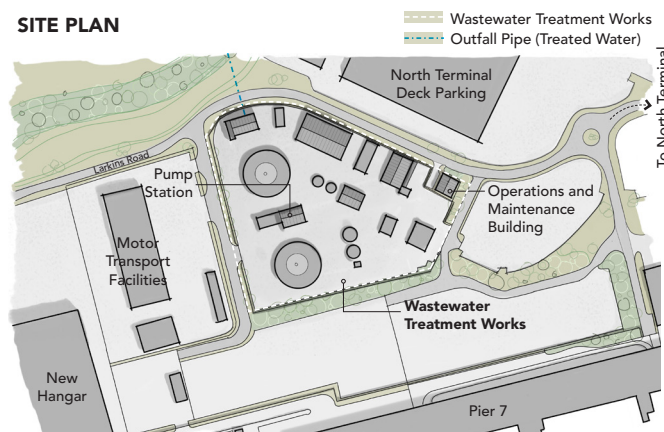
- Provision of an on-airport Wastewater Treatment Works (WWTW) facility, located within existing Self-Park North car park area;
- Provision of two temporary construction compounds, collectively comprising up to 7,000m² (0.7 hectares) in area.
- Temporary loss of approximately 400 car parking spaces in the Self-Park North car park, which would be temporarily re-provided within the North Terminal Long Stay car park.
- The permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park to accommodate the WWTW facility.
- An increase in the number of car parking spaces to be accommodated in the decked area of the proposed North Terminal Long Stay car park.

Further details on the proposed change can be viewed in the Notification Report on the London Gatwick webpage gatwickairport.com/northern-runway

SITE LOCATION



SITE PLAN



Responding to the Consultation

We are keen to hear your views on the proposed project change. If you have views please let us know, giving the reasons for your response and how they are relevant to the proposal. If you have any queries on the changes or how to respond to the consultation please ring 01293 505265.

You can submit your views by:

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

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



LONDON GATWICK

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Appendix G: Copies of Newspaper Notices

WE'RE GOING TO WEMBLEY

Health



Man's tribute to lifesavers

Page 3

Murals



Town-wide installation

Page 5

Gatwick



MPs speak at hearing

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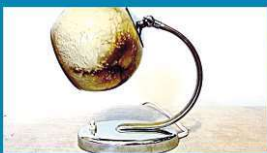
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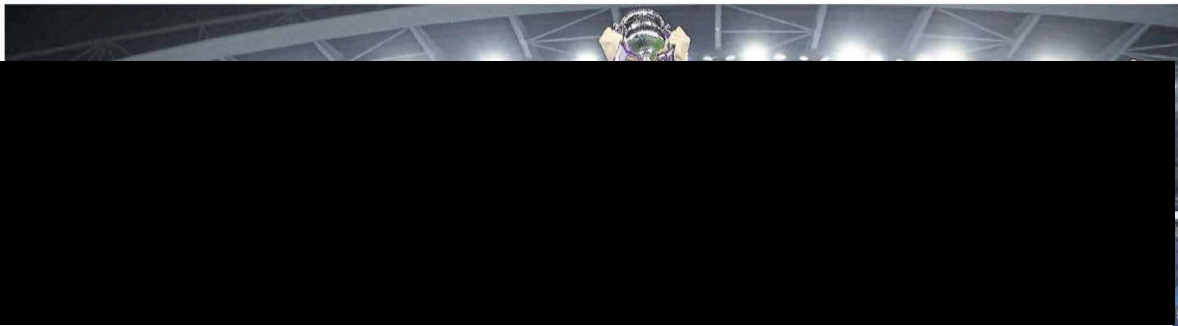
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Northern Lights

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Hornets triumph at the Amex in cup



Back page & 60/61

Book launch



Friends and lots of Fudge

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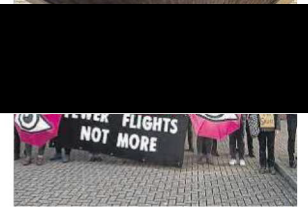
Gatwick



Plans refused

Sports hub and 800 homes rejected by council

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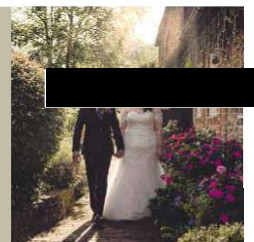
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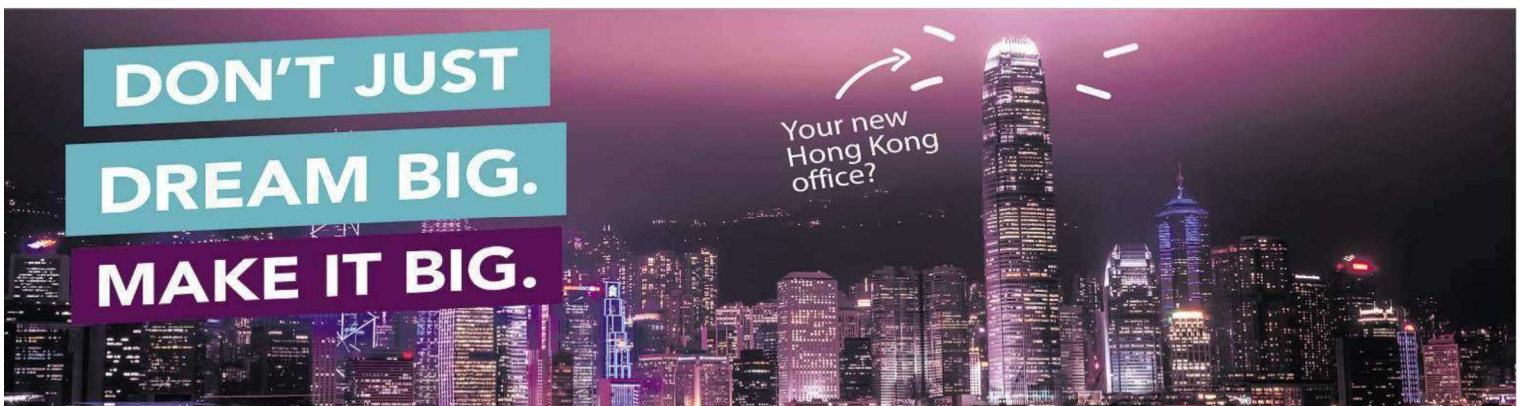
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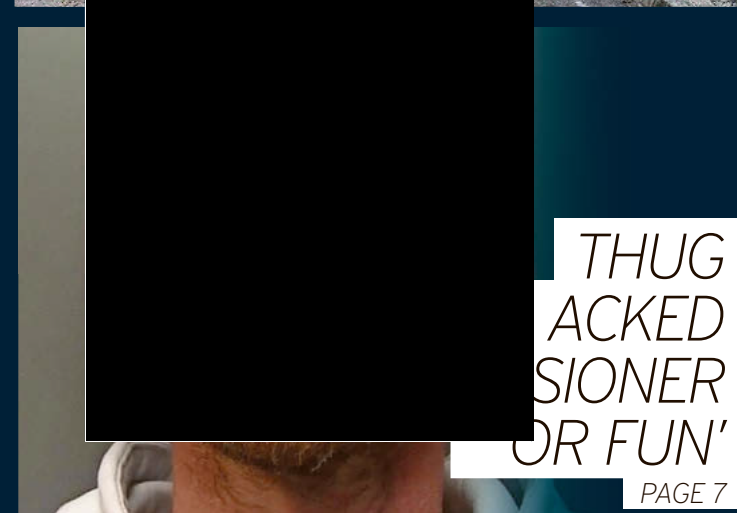
SHE'S HAT IT AGAIN:
JULE BRINGS HER LATEST
SHOW-STOPPING
CREATIONS TO PARKRUN

PAGE 3



'CHAOS' ON
THE A22

PAGE 5



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PAGE 7

Call to protect staff as shoplifting soars

RETAILERS DEMAND ACTION TO TACKLE DAILY THREATS **PAGE 6**

Statutory**THE GATWICK AIRPORT NORTHERN RUNWAY PROJECT - NOTICE OF CONSULTATION ON A PROPOSED CHANGE**

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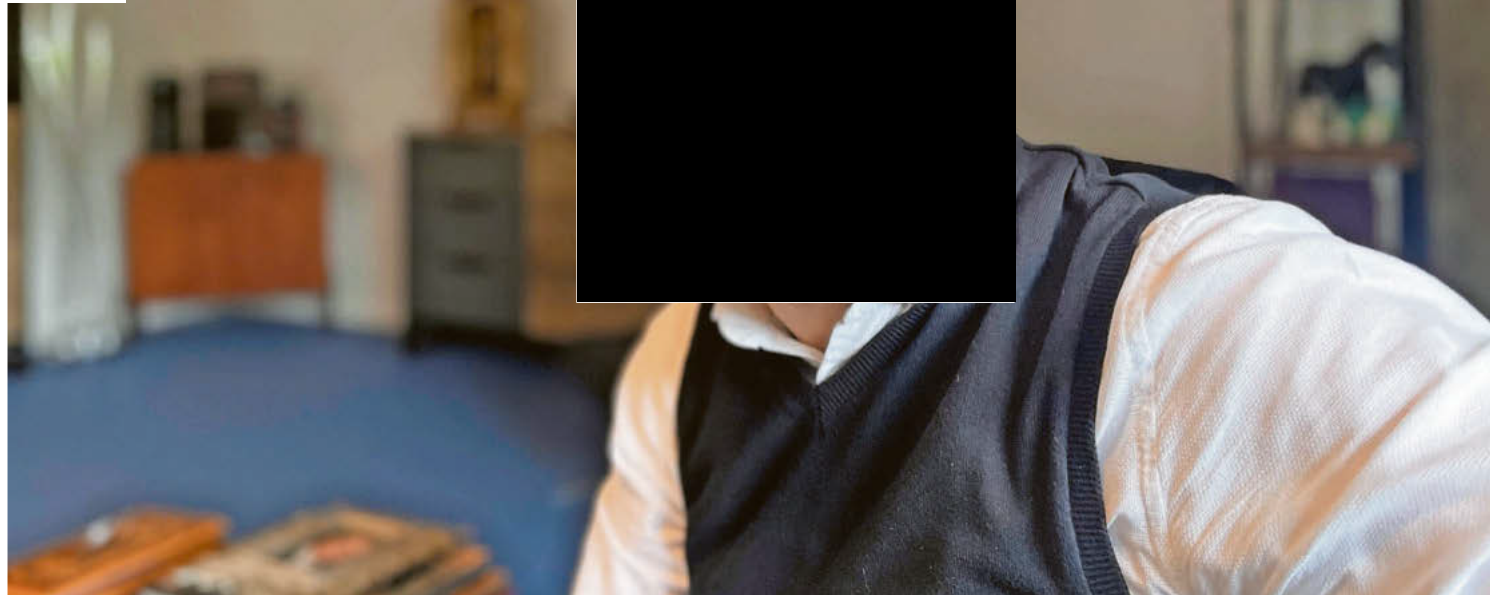
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'Protection needed for staff' as rates of shoplifting soar

RETAILERS CALL FOR HELP AMID CONCERNS OVER CRIMEWAVE **P4**

Appendix H: Press Releases

London Gatwick

Northern Runway

Development and innovation

Consultation opens on a further proposed change to London Gatwick's Northern Runway plan

London, UK, May 14, 2024



- **Airport proposes option to provide an on-airport Wastewater Treatment Works facility.**
- **Four-week public consultation will end on 11 June, 2024.**
- **Northern Runway plan would create around 14,000 new jobs and inject £1 billion into region's economy every year.**

Share on:

London Gatwick has today opened a four-week consultation on a further potential change to its Northern Runway plans.

This is the Second Notification of a Proposed Change to the airport's growth plans. The airport's proposals include:

- Providing an option to build an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park.
- This bespoke facility would allow the airport to deal with all wastewater flows from the whole airport onsite, in the unlikely event that these could not be dealt with by Thames Water.
- The facilities would be enclosed with roofs to prevent odours escaping.

Full details of the proposed change – including how to respond to the consultation – are available on London Gatwick's [Northern Runway webpage](#).

The consultation will close at 11.59 on 11 June, 2024, and is an opportunity for the public, landowners and other stakeholders to give their views on the airport's proposed change to its DCO.

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

London Gatwick's application to [bring its Northern Runway into routine use](#), alongside its Main Runway, was [accepted for examination by the Planning Inspectorate](#) on 3 August 2023. The Examination started at the end of February 2024 and is due to finish on Tuesday 27 August 2024.

The airport refined its proposal and consulted in [December 2023](#) on three discrete changes to reduce its environmental impact even further, while also providing additional design flexibility.

The airport's Northern Runway plan would create around 14,000 new jobs and inject £1 billion into the region's economy every year.

Tim Norwood, Chief Planning Officer, London Gatwick, said: "Feedback from the public and stakeholders helped shape and influence our Northern Runway plans following previous consultations. We have just launched a new public consultation on a further proposal to support our DCO application and we look forward to receiving and taking onboard further feedback about our plans."

Contact

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

- > Main London Gatwick switchboard
- ✉ pressoffice@gatwickairport.com
- ☎ 01293 505000

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Northern Runway

One week left to respond to public consultation on a further proposed change to London Gatwick's Northern Runway plan

June 4, 2024



- **Airport proposes option to provide an on-airport Wastewater Treatment Works facility.**
- **Public consultation will end on 11 June, 2024.**
- **Northern Runway plan would create around 14,000 new jobs and inject £1 billion into region's economy every year.**

Share on:

The public and stakeholders have one week left to respond to London Gatwick's public consultation on a further potential change to its Northern Runway plans.

This is the Second Notification of a Proposed Change to the airport's growth plans. The airport's proposals include:

- Providing an option to build an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park.
- This bespoke facility would allow the airport to deal with all wastewater flows from the whole airport onsite, in the unlikely event that these could not be dealt with by Thames Water.
- The facilities would be enclosed with roofs to prevent odours escaping.

Full details of the proposed change – including how to respond to the consultation – are available on London Gatwick's [Northern Runway webpage](#).

The consultation will close at 11.59 on 11 June, 2024, and is an opportunity for the public, landowners and other stakeholders to give their views on the airport's proposed change to its DCO.

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

London Gatwick's application to [bring its Northern Runway into routine use](#) alongside its Main Runway, was [accepted for examination by the Planning Inspectorate](#) on 3 August 2023. The Examination started at the end of February 2024 and is due to finish on Tuesday 27 August 2024.

The airport refined its proposal and consulted in [December 2023](#) on three discrete changes to reduce its environmental impact even further, while also providing additional design flexibility.

The airport's Northern Runway plan would create around 14,000 new jobs and inject £1 billion into the region's economy every year.

Tim Norwood, Chief Planning Officer, London Gatwick, said: "Feedback from the public and stakeholders helped shape and influence our Northern Runway plans following previous consultations. We have opened a public consultation on a further proposal to support our DCO application and we look forward to receiving and taking onboard further feedback about our plans."

Contact

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

> Main London Gatwick switchboard

✉ pressoffice@gatwickairport.com

☎ 01293 505000

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Appendix I: Consultation Site Notice

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

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

Summary of the Project

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

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

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

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

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

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

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

Environmental Impact Assessment

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

Copies of the Application

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

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

Proposed Change to the Application

On 7 May 2024, the Applicant notified the Planning Inspectorate of a fourth proposed change to the Application ("**Project Change 4**"). The requested change is explained in the Second Notification Report available on the London Gatwick website.

Provision of an on-airport Wastewater Treatment Works

The Applicant is proposing a revision to the Project's wastewater strategy to provide an on-airport Wastewater Treatment Works facility, located within the existing Self-Park North Car Park and resulting increase in the number of car parking spaces to be accommodated in the proposed North Terminal Long Stay Car Park. This bespoke facility would provide London Gatwick Airport with the ability to deal on-site with all foul flows arising from the Project in addition to the whole airport following the implementation of the Northern Runway Project, should capacity constraints exist elsewhere. All facilities would be fully covered with roofs and full details can be viewed on the London Gatwick website.

Consultation on Proposed Changes

Before seeking approval from the Examining Authority to make a change to the Application (Project Change 4), the Applicant is undertaking consultation on the proposed change. A Consultation Newsletter has been prepared to describe the change and explain why the change is being proposed. The Consultation Newsletter will be available to view free of charge from 14 May 2024 at: <https://www.gatwickairport.com/company/northern-runway.html>

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

Responding to this Consultation on Project Change 4

If you would like to respond to this consultation, the Applicant's preference is that you complete the online feedback form, containing a series of questions about the proposed change, which will be available between **14 May 2024 and by no later than 23:59 on 11 June 2024** at: <https://gatwickairport.com/northern-runway>

Alternatively, you can send your comments on Project Change 4 by email to community@gatwickairport.com or by post to Northern Runway Project Team, Destinations Place, South Terminal Gatwick Airport, West Sussex, RH6 0NP.

Completed response forms and comments about Project Change 4 must be received by the Applicant by no later than **23:59 on 11 June 2024**. Any responses received by the Applicant will subsequently be provided by the Applicant to the Planning Inspectorate who may publish these responses on its website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>

The Applicant's Contact Details

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

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

Appendix J: Consultation Webpage

Northern Runway plans

Bringing the Northern Runway into routine use
will unlock new capacity

Our plans

The Northern Runway is currently limited to acting as a taxiway, only available when the Main Runway is out of use. Our planning application proposes repositioning the centre line of the Northern Runway 12 metres north to allow dual runway operations, aligning with international safety standards.

Construction could start in 2025 and be completed and ready for operational use by the end of the decade. The proposals are low impact, with most construction taking place within the current airport boundary.

This forward-looking plan also aims to use the airport's existing infrastructure to unlock new capacity and improve airport resilience, in line with government policy.

By investing in our long-term future, we will also enhance the crucial economic role we play, by creating around 14,000 new jobs and injecting £1 billion into the region's economy every year.

If approved, the £2.2 billion privately financed plan would be one of the largest capital investment projects in the region in decades. And it would help the airport meet future passenger demand by serving around 75 million passengers a year by the late 2030s.

Our planning application

Submitting the planning application

We submitted our Development Consent Order (DCO) [to the Planning Inspectorate \(PINS\) on 6 July 2023](#) - outlining our ambitious plan to make best use of existing infrastructure by bringing the airport's existing Northern Runway into routine use.

Planning application accepted for examination

Our application was [accepted for detailed examination by the Planning Inspectorate \(PINS\) on 3 August 2023](#) and a period of detailed and rigorous examination of the proposals by a panel of independent experts will take place for approximately six months starting in February 2024.

Throughout the DCO planning process, all documents submitted by London Gatwick to the Planning Inspectorate will be publicly available at: infrastructure.planninginspectorate.gov.uk

Registering as an interested party

Ahead of the examination and up until November 19, the public - including residents in local communities and other stakeholders - were given the opportunity to register with the Planning Inspectorate to become an 'interested party'. They may be asked to participate and provide their feedback on proposals during examination.

Details on how interested parties could register their interest in taking part in the examination stage were widely publicised.

Our consultations

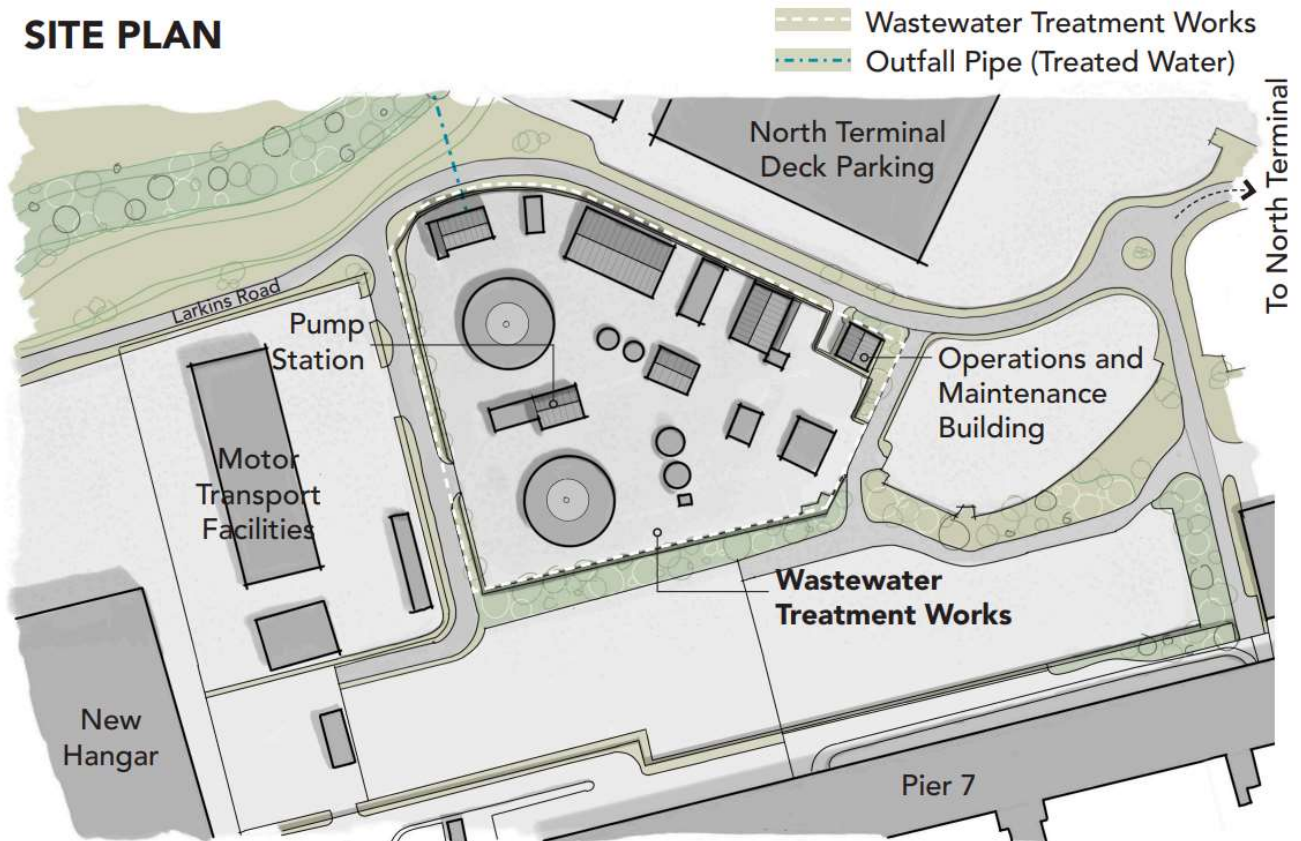
Summer 2024 (current) consultation

London Gatwick has opened a four-week consultation on a further potential change to its Northern Runway plans.

In its Second Notification of a Proposed Change to the airport's growth plans, London Gatwick proposes:

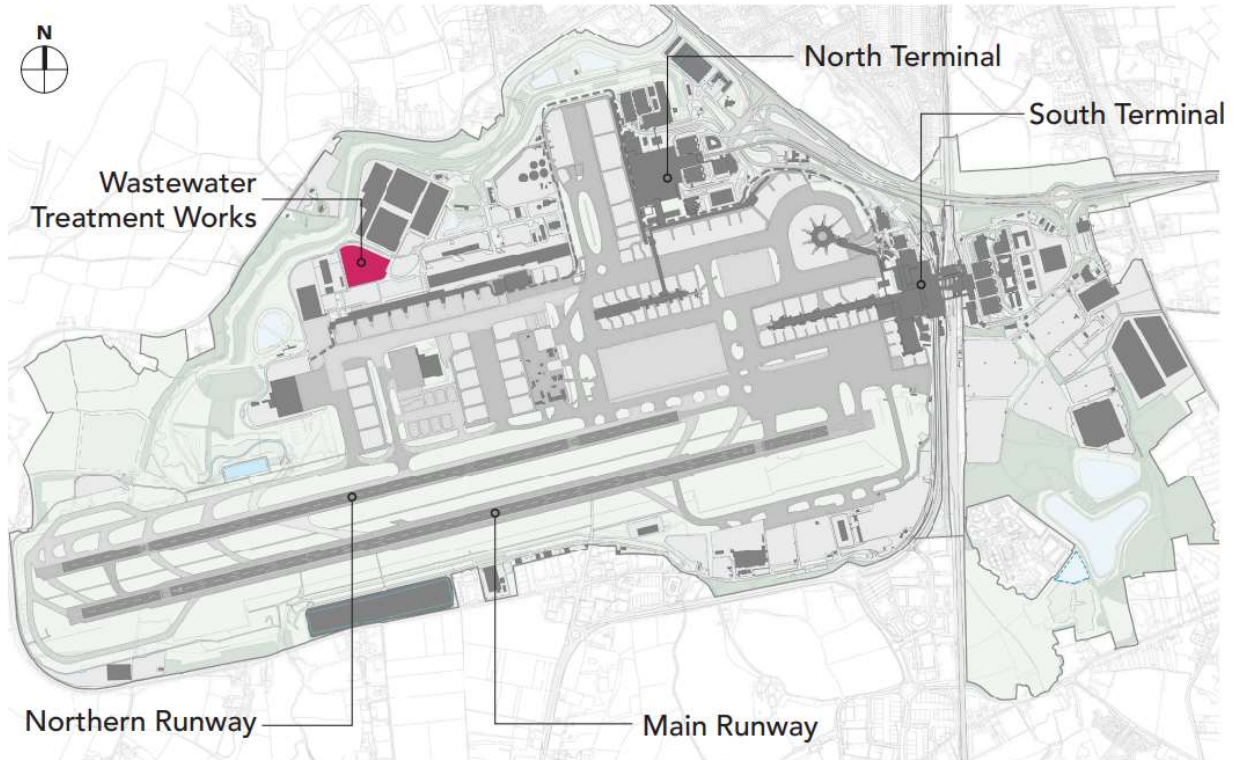
- To provide an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park.
- The bespoke facility would allow the airport to deal with all wastewater flows from the whole airport onsite, in the unlikely event that these could not be dealt with by Thames Water.
- All facilities would be fully covered with roofs to prevent odours escaping.

SITE PLAN



SITE LOCATION

■ Site Location



Full details of the proposal can be found in the [Second Notification of a Proposed Change report](#).

A summary of the proposed change can be found in the [consultation leaflet](#).

Responding to this consultation

We are keen to hear your views on the proposed project change. If you have views, please let us know, giving the reasons for your response and how they are relevant to the proposal.

These views will be taken into account before the airport submits a request to amend its DCO application to the Planning Inspectorate.

If you have queries on the changes or how to respond to the consultation, please call 01293505265.

You can submit your views by:

- Completing [this online consultation questionnaire](#)
- Emailing your comments to community@gatwickairport.com
- Posting your comments to Northern Runway Project Team, Destinations Place, South Terminal, Gatwick Airport, West Sussex, RH6 0NP

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

Autumn 2021 consultation

In the Autumn of 2021, we ran a 12-week public consultation. We spoke about our plans to bring our Northern Runway into routine use alongside our Main Runway.

[Our consultation documents](#)

Summer 2022 consultation

In the summer of 2022, we ran a six-week consultation on updated road designs for our Northern Runway plans. We also asked for your views on our wider updated plans.

[Consultation newsletter](#)

[Standard overview briefing](#)

[Consultation document](#)

[Statement of community consultation](#)

Winter 2023 consultation

We identified three separate changes to the Project that would further minimise impacts on the environment and provide design flexibility.

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

[This leaflet](#) explains more on our proposed changes.

More detailed information on the proposed changes can be found in the [Notification of Proposed Project Changes](#) report.

Improvements to local roads

Dual runway operations

Gatwick northern Runway project noise contour viewer

We've created a tool to allow you to see the levels of aircraft noise in 2019 versus the expected 'base case' in the future

The Viewer also shows the location of the proposed noise insulation scheme. You can assess the noise of any location by using a relevant post code.

[Chapter 14 of the northern runway project environmental statement](#) provides the detailed assessment of noise impacts and explains the viewer noise metrics.

[Noise Contour Viewer](#)

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Appendix K: Consultation Responses (redacted)

[REDACTED]

From: [REDACTED]
Sent: 15 May 2024 19:38
To: DD - Community
Subject: [EXTERNAL SENDER] Airport Development, Project Change 4

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

Dear Sirs,

The proposed changes to the project, as noted in your letter dated 14th May 2024, make absolutely no difference to the overwhelming reasons to object to your plans, as repeated below.

The airport is obviously big enough already as, to make room for on-site waste-water treatment, you have to lose 1,165 parking spaces! Even then you will still normally send your waste to the already fully stretched local Thames water facilities, where, particularly in Horley, flooding of sewage to the local neighbourhood is an unacceptable problem.

I believe that, with climate change upon us and accelerating faster than predicted, it is sheer madness to even consider expanding an airport, let alone one south of London, in an already overcrowded corner of England.

Fundamentally, for the survival of the planet, travel (air or otherwise) is to be discouraged, not encouraged. Most flights at Gatwick are surely for pleasure, and nothing could be more selfish of this generation than to put commercial and business interests, and our short term desire for cheap, non-essential holidays, above the very future of our grandchildren and beyond. They certainly won't be thanking us when their time comes!

Gatwick is big enough. We already can't build enough houses, roads and other infrastructure to keep up with demand at it's present size, let alone increasing capacity by well over half, 46 to 75 million passengers per year.

I am aware of your 'commitment' to net zero direct carbon emissions by 2040. Fine words, but that is 16 years of excessive carbon emissions away, before you say, whoops, sorry, but that target was missed! In the meantime and beyond, polluting aircraft will have been spreading their climate changing fossil fuel burning worldwide.

This is a critical decade. as personified by Prince William's Earthshot project looking for innovations in the environmental field. Surely, locally, we can do our bit by not growing Gatwick.

We must start NOW with our efforts to avoid planet catastrophe, by among many other things, forgetting plans to expand any airport.

Yours faithfully,

Brian & Gill Edwards, [REDACTED]

Sent from Mail for Windows



Reply



Forward

[REDACTED]

From: Caroline Elliss [REDACTED]
Sent: 17 May 2024 12:22
To: DD - Community
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Questions relating to the proposed runway development

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s56

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

Dear Ms/Madam/Sir

I live in Brockham, one of the villages which is significantly affected by flooding from the River Mole.

Please can I have your response to the following questions:

1. What is the VOLUME of waste you anticipate creating when the airport is serving your predicted 75m passengers?
2. How do you propose to deal with this?
3. What measures will you put in place to ensure that water QUALITY in the River Mole does not deteriorate?
4. What is the additional QUANTITY of water that the River Mole will have to cope with?
5. What measures are you going to put in place to ensure that there is NO IMPACT on current levels of flood risk?
6. What is the IMPACT on the Thames barrier of your actions?
7. How do you propose to COUNTERACT this?

I look forward to hearing from you.

Caroline Elliss
[REDACTED]
[REDACTED]

Communities Against Gatwick Noise Emissions (CAGNE)
Gatwick Airport Northern Runway project DCO application
PINS Reference Number: TR020005

CONSULTATION RESPONSE
PROJECT CHANGE 4

INTRODUCTION

1. This is CAGNE’s response to the Applicant’s consultation in relation to proposed Project Change 4. Project Change 4 proposes provision of an on airport Wastewater Treatment Works facility. It is proposed due to ongoing uncertainty over the timescale for Thames Water’s (“TW”) upgrade works at its treatment plants to accommodate additional waste water flows from the Northern Runway Project (“NRP”).
2. While CAGNE is supportive of the principle of provision of on airport Wastewater Treatment Works, the material provided by the Applicant does not adequately demonstrate that the facility proposed will operate effectively and fulfil its important function. Furthermore, the environmental effects require proper assessment.
3. This consultation response summarises CAGNE’s concerns under the following headings:
 - a. Uncertainty as to the Applicant’s intentions;
 - b. Lack of detail provided; and
 - c. Unassessed environmental effects.

UNCERTAINTY

4. First, the Applicant’s intentions as to Project Change 4 remain unclear. The key document outlining the Applicant’s proposals, Second Notification of a Proposed

Project Change (AS-146), starts by setting out that the on airport facility is proposed “to provide an alternative solution for wastewater treatment, should it be required for the Project.”¹

5. Accordingly, it remains unclear as to whether the Applicant’s first choice remains for the NRP to go ahead without this facility. Further, it is unclear whether the on airport facility is only proposed as an interim plant until TW has capacity to take water from a two-runway airport.²
6. The Applicant must not be able to resile from providing the on airport facility, as the ExA has not been able to assess the alternative option of using TW infrastructure due to a lack of survey data. This matter requires clarification.
7. Indeed, without an adequate on airport wastewater treatment plant, the NRP’s impacts would clearly be unacceptable, such that the development consent order (“DCO”) should not be granted. This is because the Applicant refuses to accept TW’s request for a phasing requirement in the DCO, which has been sought so that necessary upgrades can be carried out to TW’s infrastructure before further airport growth occurs. CAGNE’s detailed submissions as to why, as a matter of law, either a strict phasing requirement, or an on site wastewater facility, are necessary and appropriate are set out in its deadline 4 submissions (REP4-094).

LACK OF DETAIL

8. Secondly, while it is accepted that the Applicant will provide some further information on the proposed facility in due course, at this stage the proposals for Project Change 4 remain high-level and lacking in detail, such that proper assessment of their suitability cannot be carried out. In particular:
 - a. It remains unclear to CAGNE whether the proposed facility would only treat waste from the two terminals; or whether it would also treat waste from the additional buildings included within the NRP, such as hotels, car parks and offices.

¹ AS-146 at §1.2.2

² See e.g. AS-146 at §2.2.8

- b. The Applicant has provided no details or alternative plans to substantiate its suggestion that the removal of car parking (1,162 spaces) would be capable of accommodation in long stay car parks. Local residents are particularly concerned about the potential for more on-road parking if not adequately resolved.
 - c. The Applicant's materials do not provide any consideration of the proximity of the proposed facility to Pond M, the kennels, or the biodiversity areas.³
 - d. No information has been provided as regards the impact of high ground water levels on the proposed facility.
 - e. The Applicant proposes that the "cake" will be transported to TW's treatment plans. However, TW have not yet agreed this.⁴
 - f. The Applicant has not explained how nitrate reduction as regards discharge into the River Mole would be achieved. While the detail may not have been resolved at this stage, as a matter of principle the facility should be required to include anoxic and aerobic ("AA") or anoxic, anaerobic, and aerobic ("AAA") secondary treatment.
9. Even more fundamentally, the Applicant has yet to provide data on how much sewage the facility would treat and the flows it would discharge.
- a. The Applicant has not made clear how much sewage the on airport facility would need to accommodate. CAGNE has carried out some very basic calculations using available online resources and finds that doubling the number of passengers to 80 million a year could potentially lead to an additional average sewage provision of 375 million litres of sewage a year – equivalent to a small settlement. There would be further impacts from the additional facilities proposed, such as restaurants and hotels.
10. Furthermore, the Applicant has not made clear the expected flow of the discharge from the on-airport sewage works to the River Mole. The only reference to water quality in the Project Change 4 materials is very vague.⁵

³ See ES Figure 4.2.1c Rep1-019

⁴ AS-146 at §2.1.11

⁵ See AS-146 at §3.1.7

11. The lack of detail provided in the consultation materials also limits the utility of the consultation process itself. When the Applicant has provided no detail of the amount of waste or the throughput resulting release into the River Mole, in particular, there is limited scope for stakeholders to assess properly what is proposed.

ENVIRONMENTAL EFFECTS

12. Thirdly, linked to the lack of provision of adequate detail, the Applicant has not yet substantiated the suggestion that Project Change 4 would not give “*rise to any materially new or materially different adverse environmental effects in comparison to those assessed and reported in the Environmental Statement*”, such that The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations”) are not invoked.⁶

13. While CAGNE does not go so far as to say that Project Change 4 proposes an amendment that would result in an entirely new project such that it should not be allowed to proceed under the terms of Advice Note 16, it is CAGNE’s view that provision of a new on airport sewage treatment facility of the size and scale proposed is likely to have new material environmental effects, which should be properly assessed with an addendum to the Environmental Statement (“ES”).

14. In particular, it seems possible that the treated effluent would have a significant and as yet unassessed impact on the quality of the River Mole, depending on the flow and dilution capacity of the river. The potential for sewage overflow in the event of heavy rainfall and surges needs to be assessed. As do the impacts of the plant on nearby sensitive receptors, such as the biodiversity areas.

15. In addition, the on site facility, which is proposed to be operated 24/7, would have operational impacts, including additional lorry movements, and light, noise and odour pollution.⁷ While the Applicant states that the construction impacts would not be material, the supporting detail behind those assertions has not been provided.

⁶ AS-146 at §1.2.4

⁷ See AS-146 at §2.1.4, §§2.2.12-2.2.13.

16. While it is appreciated that the Applicant will provide more information in due course upon formal submission of the Project Change, it is imperative that the ES is properly updated to deal with potential impacts.

CONCLUSION

17. CAGNE does not disagree with the principle of an on airport Wastewater Treatment Works. Indeed, such a facility is necessary for the DCO to go ahead. Sufficient treatment capacity could be engineered if additional funding was made available and full scoping reports carried out. However, at present, the Applicant has not provided a clear proposal with sufficient detail to enable an understanding of whether the facility would be capable of resolving an important material consideration in deciding the acceptability of the NRP; effective treatment of waste waster resulting from passenger growth.

11th June 2024

[REDACTED]

From: Alistair Persson [REDACTED]
Sent: 20 May 2024 22:30
To: DD - Community
Subject: [EXTERNAL SENDER] Gatwick Airport / Waste treatment plant

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: s56

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

Dear Sir,

We refer to your Leaflet and consultation on the need for your own waste treatment plant at Gatwick as part of the planning process for the 2nd runway.

Whilst we continue to oppose the need for a 2nd runway, we feel the the Leaflet and consultation are not fit for purpose. There are several questions that are raised by this proposal namely : How much volume of water do you predict from Gatwick if it becomes the size of Heathrow? What quantity of water will the River Mole have to deal with? How will this effect the growing amount of water the River Thames barrier is having to contend with along with sewage? The water companies are already struggling to deal with storm overflows of sewage into the rivers and waterways, how does Gatwick think it will be able to manage this risk when the water companies cannot?

Regards

Alistair Persson (Councillor)

Kirdford Parish Council

[REDACTED]

From: Stephen Rolph [REDACTED]
Sent: 17 May 2024 11:01
To: DD - Community
Cc: Claire Minter
Subject: [EXTERNAL SENDER] Gatwick Waste water project

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s56

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fao

Melanie Wrightson

Stakeholder Engagement Manager

London Gatwick

Hello Melanie

Waste water project

From Stephen Rolph Parish Councillor Salfords & Sidlow Parish Council

I intend to join your virtual briefing session next Wednesday & I thought I would raise a few thoughts with you so there is time to have full responses researched & made available.

a] Is this project dependent on the DCO being granted or is it to be implemented anyway in view of the well-publicised local difficulties at the Horley STW and other difficulties at Thameswater.

b] what does wastewater include?

c] currently what quantity/volume of wastewater needs disposal and if the DCO is granted what increase in waste water is anticipated?

d] Which Agency would regulate or oversee the 'quality' of the wastewater processing and how would this regulatory process operate?

e] Presumably the proposed plant will require electricity to power & control it, so could Gatwick consider developing its redundant incinerator/generator unit to power this new unit?

Surely, DCO granted, means increased passenger numbers with an increased generation of general & food waste. We were told last year that food waste would be moved by road to a unit almost 50 miles away and that other waste would go to Newhaven for incineration, by road - another 40 mile journey.

If Gatwick is genuine in developing its Green credentials then stop these two long road journeys, presumably using diesel powered vehicles, for waste & then process as much waste as possible on site.

Until Wednesday.

Stephen Rolph

From: Deena Sandell [REDACTED]
Sent: 17 May 2024 08:29
To: DD - Community
Subject: [EXTERNAL SENDER] Water plans

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s56

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

Dear Gatwick airport

The proposal to build a second runway. I'd like to understand further:

- how much volume of waste you predict from an airport as large as Heathrow today?
- What water quantity will the River Mole have to deal with?
- How will this affect the growing amount of water the River Thames barrier is having to contend with along with sewage?

Water quality is a huge environmental and community issue.

How will you support clean water for all along side your development plans ?

Kind regards
Deena

[REDACTED]

From: Graham <[REDACTED]>
Sent: 20 May 2024 07:50
To: DD - Community
Subject: [EXTERNAL SENDER] Gatwick Sewage Problems

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s56

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Another serious issue that arises with the totally inappropriate application by Gatwick to use their emergency runway as if it were a normal runway is the sewage.

And these questions need to be answered by the Gatwick operators and considered in detail during the planning review process:

- How much volume of waste they predict from an airport as large as Heathrow today ?
- What water quantity will the River Mole have to deal with ?
- How will this affect the growing amount of water the River Thames barrier is having to contend with along with sewage ?

These questions and so many other aspects of the underhand intentions of the Gatwick operators to expand the use of the airport need to be scrutinised and prevented.

Regards,

Graham Pooley
Home – [REDACTED]

Consultation Response

Project Change 4

On Airport Wastewater Treatment Works

GACC do not in principal oppose the scheme particularly in view of current failures in Thames Water's existing sewage treatment in Horley and the associated problems of discharge into the River Mole. There are areas of uncertainty that need to be addressed particularly with regard to the expected flows and what evidence is there that the Environmental Statement is not materially affected.

GACC consider it is important that there is appropriate independent monitoring of all discharge facilities into the River Mole and tributaries and that the impact of the increase in volume of GAL's overall discharges can be reasonably accommodated.

Further it is considered that adequate storage is in place to accommodate surges in water levels as a result of weather incidents

GACC consider that in view of the uncertainty of Thames Water's ability to provide the appropriate waste water facilities needed to meet GAL's growth in the time scales required, if at all, and the potential of Thames Water's company structure changing in the near future this project should become an essential and integral part of the DCO should that be approved. The provision of the waste water facility must be completed and operational before the Northern Runway project is operational.

GACC expect to respond more fully once GAL have submitted their Second Change Application and the appropriate documents and questions are posted after Deadline 6.

Peter Barclay
Chairman
GACC

Campaigning for a better environment for the whole area around Gatwick

GACC, founded in 1968, has as paid-up members local councils, community groups and members of the public. We have built a reputation for sound judgement and reliable information and thus have the support of local Members of Parliament.

From: GATCOM Secretariat [REDACTED]
Sent: 11 June 2024 11:19
To: DD - Community
Subject: [EXTERNAL SENDER] Public consultation on a further proposed change to London Gatwick's Northern Runway plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s56

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Dear GAL

GATCOM notes the consultation on further potential changes to the Northern Runway Project. GATCOM Members have not raised any comments or concerns directly with us about these proposals. We hope the potential changes will be positive to the project and should GATCOM wish to comment at a later stage, if the change is accepted by the Planning Inspectorate, we will do so.

Kind regards
Tom Crowley
GATCOM Chair



Monique Smart, GATCOM Secretariat

Telephone: [REDACTED]

E-mail: [REDACTED]

website: [REDACTED]

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Historic England

Gatwick Airport Limited
Northern Runway Projects Team
Destinations Place, South Terminal
Gatwick Airport
West Sussex RH6 0NP

Our ref: PL00756162

Your ref:

Telephone

Email



By email only to [REDACTED]

Date

10 June 2024

Dear Sir or Madam

Gatwick Northern Runway Project
Application for Development Consent Order, PINS Reference: TR020005
Consultation on Proposed Change 4

Thank you for your letter of 14 May 2024 addressed to The Chief Executive of Historic England regarding your proposed changes to the application for the above site.

In our view, the proposed change to the application outlined in the letter and consultation leaflet, viz:

To provide an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park.

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

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

Yours sincerely



Historic Environment Planning Adviser



Telephone [REDACTED] [HistoricEngland.org.uk](https://www.HistoricEngland.org.uk)

Please note that Historic England operates an access to information policy.
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Lydia Grainger

From: Joan Walsh [REDACTED]
Sent: 11 June 2024 20:13
To: DD - Community; Melanie Wrightson
Cc: Mike George; Jerry Hudson; Ian Dunsford; Leon.Hibbs [REDACTED]
sue.janota [REDACTED] Joanna Stay; Town Clerk
Subject: [EXTERNAL SENDER] London Gatwick Northern Runway Project: DCO Wastewater Plant Consultation - HTC Response

Importance: High

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For the attention of London Gatwick Community Engagement

Sent By Email: [REDACTED]

London Gatwick Northern Runway proposals - Summer 2024 (current) consultation

- To provide an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park.
- The bespoke facility would allow the airport to deal with all wastewater flows from the whole airport onsite, in the unlikely event that these could not be dealt with by Thames Water.
- All facilities would be fully covered with roofs to prevent odours escaping.

Good evening

Horley Town Council welcomes the opportunity to participate in the above consultation and for your recent, informative briefing to hear provisional plans by Gatwick Airport for on-airport Wastewater Treatment Works facility as an option, should Thames Water be unable to meet demand.

After considering the matter further, the Town Council has not identified any impacts or other issues of concerns for Horley at the present time. As such, we have no comments to make but reserve the right to make further comment at a future stage, should the proposals change.

Yours faithfully

Joan Walsh, Town Clerk, Horley Town Council

[REDACTED]
Usual work pattern – Mon|Tues|Thurs|Fri

www.horleysurrey-tc.gov.uk [REDACTED] or follow us on X

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link here. The Cyber Essential logo, a small blue square with the words 'CYBER ESSENTIAL' in white.



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[REDACTED]

From: Jeff Scott [REDACTED]
Sent: 10 June 2024 06:30
To: DD - Community
Subject: [EXTERNAL SENDER] Northern Runway expansion - objection

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Flag Status: Flagged

Categories: s56

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Hi, I would like to object to the Norther runway expansion for several important reasons. First, there will be more noise throughout Sussex. Gatwick Airport admits that the noise will increase. Brighton is already regularly overflowed by planes from Gatwick, and adding more planes is unacceptable. Night flights happen on a regular basis. Those unlucky enough to live by or under the new flight envelopes will suffer either even greater noise nuisance than at present or get to experience this noise pollution excessively moving forwards. You cannot expand Gatwick without this exogenous impact

In 2015, the Airport Commission chose Heathrow over Gatwick partly because Gatwick is only served by one main road, the M23, and one railway line neither of which can be expanded (nor do you plan to do so EFFECTIVELY). Gatwick Airport itself has not invested in expanding, for example, the rail infrastructure. Even if it were possible, there would be a big increase in passenger numbers, traffic, and congestion in West Sussex. The motorway often has traffic jams.

It is not right to present this expansion as a minor change when it aims to make Gatwick as big as Heathrow. Increasing air pollution and adding over a million tonnes of extra carbon each year is harmful to the environment and the climate.

The £5 drop-off fee at the airport makes it inconvenient for local passengers who already suffer from the expansion's impacts. It is also worth noting that the so-called economic benefits - say in either Portslade or Newhaven - are unspecified, not guaranteed and, thereby, illusory. Benefits to the revenues and profits of Gatwick Airport are unknown too but guaranteed as too are huge negative climate impacts (I note here that mitigations you make a song and dance about are land based rather than airbourne - strange when it is plane numbers that statistically significantly increasing). Gatwick has also struggled to attract enough staff for its current operations, so increasing staff numbers is not feasible.

Public consultation has been poor. The information provided has often been misleading, and the benefits claimed (at length) seem self-serving and illusory do not hold up under scrutiny. I oppose the expansion due to the poor and overly long consultation documents which appear biased - I make these objections as a local resident and having worked on The Stern Report as well as working in the area of climate change and environmentalism for approaching 30 years. Thank you.

Best regards
Jeff

Jeff Scott
[REDACTED]
[REDACTED]

[REDACTED]

From: kevin clarke <[REDACTED]>
Sent: 01 June 2024 12:18
To: DD - Community
Subject: [EXTERNAL SENDER] Project Change 4

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Categories: s56

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Hi

Consultation comments:-

- 1 What yearly volume of waste water per will be received by the proposed WWTW?
- 2 What yearly volume of treated waste water will be discharged to the River Mole?
- 3 What will be the water quality discharged to the River Mole?
- 4 What yearly volume of untreated waste water will be discharged to the River Mole?

Rgds

Kevin Clarke

Betchworth
[REDACTED]

From: Laurence Skinner [REDACTED]
Sent: 18 May 2024 23:02
To: DD - Community
Subject: [EXTERNAL SENDER] Project Change 4: Provision of an on-airport Wastewater Treatment Works

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Hi, I've had a look at the leaflet and it doesn't have many actual details!

Please can you advise:

What volume of waste water will the WWTW be capable of dealing with?

What will the quality of the discharged water be?

What happens in the event of a technical failure of the WWTW? Will untreated waste get discharged?

What provisions will be put in place for monitoring operations and quality of discharge(s) and dealing with failures?

Where will the waste water be discharged to?

Is the discharge point(s) capable of dealing with the extra flow?

What happens in the event of severe weather (i.e. exceptional amounts of waste water)

Thanks,
Laurence

From: Laurence Skinner [REDACTED]
Sent: 18 May 2024 23:32
To: DD - Community
Subject: [EXTERNAL SENDER] Environmental Statement Chapter 14: Noise and Vibration

Follow Up Flag: Follow up
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Hi, I disagree with your statements and the basis for measuring the effect of noise from "go-arounds" at the bottom of page 14-23 and the top of 14-24.

You state aircraft "climb to 3,000 feet and loop round over Crawley".

By their nature go-arounds don't happen regularly, so the effect of going from background noise to a plane 3,000 feet overhead is not significant when averaged across a day into a "noise contour", but it is significant per event compared to night time background noise levels.

You estimate 15% of three go-arounds in a 24 hour period happen between 23:00 and 07:00 when people are generally trying to sleep.

Averaged across a week, that's just over three night time go-arounds per week, which could be three separate nights disrupted by a go-around plane flying at 3,000 feet over Crawley in the middle of the night.

You state "the project ... has been designed so that the number of go-arounds do not significantly increase", but you give no further detail or estimated numbers. It's not clear what you mean by "significantly". Maybe four nights a week disrupted by go-arounds at night?

Have you heard a plane flying at 3,000 over your house in the middle of the night?

I think the extra night time noise from go-arounds should be properly estimated and assessed.

Thanks,
Laurence

[REDACTED]

From: Lynn Bright [REDACTED]
Sent: 19 May 2024 09:09
To: DD - Community
Cc: Claire Coutinho MP
Subject: [EXTERNAL SENDER] Gatwick second runway

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Lynn & Chris Bright
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Object to a second runway for the following reasons:

This plan for a new runway by the backdoor is to benefit Gatwick Airport shareholders. There are very few, if any, benefits for local people with low paid/skilled jobs and the lack of unemployment surrounding Gatwick; no funding of any new infrastructure; greater pressure on schools, healthcare, affordable housing, and amenities as an inward migration of workers would be required.

- Over a million tonnes of extra carbon a year on top of the emissions from the main runway plus greenhouse gases from a new runway. We are supposed to be reducing such emissions, not encouraging more.
- This second runway would fly over the same areas that are impacted today increasing the hourly aircraft movements from 55 an hour to over 70 making noise ghettos of parts of Sussex, Surrey, and Kent – as big as passenger numbers as at Heathrow today. The people who already suffer from noise will suffer even more.
- Sewage issues - how much volume of waste do they predict from an airport as large as Heathrow today? What water quantity will the River Mole have to deal with? How will this affect the growing amount of water the River Thames barrier is having to contend with along with sewage?

Regards

Lynn & Chris Bright

[REDACTED]

From: Margaret Hensman [REDACTED]
Sent: 11 June 2024 18:19
To: DD - Community
Subject: [EXTERNAL SENDER] Gatwick Northern Runway - PINS Ref TR020005

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

Att: London Gatwick Airport

Re: Gatwick Airport Northern Runway Project - Consultation on Proposed Change 4 Provision of an on-airport Wastewater Treatment Works

I wish to make the following comments regarding the above :

- very concerned at the limited information provided for on-airport Wastewater Treatment Works. Such an important element of increasing the size of Gatwick to more or less the size of London Heathrow - why is there so little information for us to assess correctly?
- to assess in more depth it would be useful to know the volume of wastewater predicted?
- please provide information on how much water the River Mole will be required to handle?
- will the onsite Wastewater Treatment Works cope with rising levels of rainfall predicted and the increasing frequency of extreme rain?

I trust my concerns will be reviewed and answers obtained.

Margaret Hensman

[REDACTED]

From: Mark Stringer <[REDACTED]>
Sent: 19 May 2024 13:39
To: DD - Community
Cc: CAGNE
Subject: [EXTERNAL SENDER] Gatwick Airport night flight and runway proposals - Department for Transport consultation

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Dear Community Team,

I would like to continue to add our voices here in the surrounding areas (RH8 9PF) to the issues being raised. We fully support the CAGNE position concerning the runway and night flights proposals currently being considered

We continue to call for a night ban. What is proposed is not acceptable as at Gatwick there is little, if any, economic benefits of night flights compared to the damage sleep deprivation does to residents.

The following environmental questions also arise:

- how much volume of waste they predict from an airport as large as Heathrow today?
- What waste water quantity will the River Mole have to deal with and other flood impact consideration?
- What water quality will the River Mole have to deal with?
- How will this affect the growing amount of water the River Thames barrier is having to contend with along with sewage?

There remains little economic benefit evidence (other than to those investing in a needless piece of infrastructure work) and the environmental issues cannot be ignored.

Yours,
Mark Stringer

[REDACTED]

From: Amy Lawrence [REDACTED]
Sent: 11 June 2024 13:25
To: DD - Community
Cc: Christopher Bate
Subject: [EXTERNAL SENDER] National Highways Comments on the Consultation on Proposed Change 4

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Jonathan,

As per our response at Deadline 5 please find below National Highways' current position on Proposed Change 4.

National Highways has reviewed the material that was submitted by the Applicant into the examination on the 8 May 2024 and can confirm that National Highways has no comments on the material that has been provided by the Applicant. National Highways reserves the right to make any further representations if further information is published by the Applicant.

Many thanks,
Amy

Amy Lawrence Planning Manager
Strategic Customer Projects Division | Customer, Strategy and Communications Directorate
National Highways | [REDACTED]

Web: nationalhighways.co.uk

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From: Moore, Sophie [REDACTED]
Sent: 23 May 2024 13:12
To: DD - Community
Subject: [EXTERNAL SENDER] 475983 Gatwick Airport Project: Approval to make a change to application during the Examination period- provision of an on-airport Wastewater Treatment Works

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Our ref: 475983
Your ref: TR020005

Dear Sir/Madam,

Thank you for your consultation.

Natural England has previously commented on this project and continue to work closely with Gatwick Airport Limited to resolve outstanding concerns.

The information we requested in our previous response is still needed by Natural England to determine the significance of impacts on designated sites and protected landscapes. We have no comments to make on the changes proposed in the letter dated 14 May 2024 relating to an onsite Wastewater Treatment Works.

Kind Regards

Sophie Moore, BA (Hons)
Lead Advisor for Casework
Sussex and Kent Team
Natural England

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

Working Hours: Monday-Friday 08:00-18:00

Please be aware that I work flexible hours to accommodate my studies at university so will not always be contactable during this time.

www.gov.uk/naturalengland



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[Redacted]

From: Community Relations Southern <[Redacted]>
Sent: 21 May 2024 11:33
To: DD - Community
Subject: [EXTERNAL SENDER] Update on application for Development Consent Order for Northern Runway Project

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OFFICIAL

Dear Jonathan,

Thanks for writing to our chief executive, Andrew Haines with an update on the Northern Runway Project. I acknowledge receipt of your letter and have shared it with our asset protection team to look into and respond if necessary.

Kind Regards



John Moss-Coleman
Community Relations Manager
Network Rail Southern Region

[Redacted signature block]

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[REDACTED]

From: Sheila Finch [REDACTED]
Sent: 10 June 2024 17:50
To: DD - Community
Subject: [EXTERNAL SENDER] DCO PINS Ref://TR020005 Con Proposed Change 4: 14 May to 11 June 2024 waste water treatment works.

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I object to the water works. I live 8 minutes from South terminal and in hot weather
The stink from the treatment works nr Balcombe Road, Horley is over powering. Also the River Mole near the homes
is contaminated. More water will cause more problems.

[REDACTED]

From: Sheila Finch [REDACTED]
Sent: 10 June 2024 18:30
To: DD - Community
Subject: [EXTERNAL SENDER] DCO, PINS Ref. TRO20005 Proposed Change 4: 14 May to 11 June 2024

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I object to airport water [works.Live](#) few mins from sth terminal. In hot weather stink from treatment works nr sth terminal is very bad. Also a new treatment at airport will effect the Mole River and the standing water treatment works. Why should one have t put up with the travellers mess. Not to mention the Aircraft Fumes all the time. Gatwick is making live unbearable for local people. It's all money money.

[REDACTED]

From: Selina Mifsud [REDACTED]
Sent: 19 May 2024 07:46
To: DD - Community
Subject: [EXTERNAL SENDER] Gatwick expansion waste treatment

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Good morning

The leaflet posing as a public consultation by Gatwick in response to questions about its proposed treatment of waste following proposed expansion is wholly inadequate.

They need to address the question of the volume of waste which will be generated if their proposed second runway and subsequent increase in passenger numbers is successful. What quantity of waste water will the River Mole have to deal with? What will the flood impact be, given this additional volume? And what about the subsequent pressure downstream on the Thames barrier?

Waste treatment, the pitiful state of our waterways and the effect on our wildlife dependent on them, as well as the negative impact on human health, are pressing and urgent issues which Gatwick need to address.

Selina Mifsud, [REDACTED]

From: Virgin Mail <sharon.millar [REDACTED]>
Sent: 18 May 2024 20:54
To: DD - Community
Subject: [EXTERNAL SENDER] Queries re sewage around plans for the 2nd runway

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- I am a resident I West Sussex and concerned re the proposal for a second runway I would like the following answered please -
- how much volume of waste do you predict from an airport as large as Heathrow today?
- What waste water quantity will the River Mole have to deal with and other flood impact consideration?
- What water quality will the River Mole have to deal with?
- How will this affect the growing amount of water the River Thames barrier is having to contend with along with sewage?

There are massive and repairable damage and environmental issues with this proposal. I object to this and would like the following answered in full.

What you have currently supplied does not answer these questions or concerns.

Kind regards
Sharon Millar

Sent from my iPhone



[Redacted]

[Redacted]

eam

The Village Hall

[Redacted]
[Redacted]
[Redacted]
[Redacted]

11 June 2024

Dear Sirs

Gatwick Northern Runway DCO Wastewater Plant Consultation

Salfords and Sidlow is a civil Parish within the borough of Reigate and Banstead in Surrey. The parish occupies most of the rural area between Reigate/Redhill and Horley. Salfords village lies approximately 3 miles south of Redhill astride the A23. Sidlow Village lies to the west of Salfords, South of Reigate on the A217. The Parish Council represents a population of about 3,500 of which 2,700 are electors. Gatwick Airport is about 3 miles south from both villages and Routes 3 and 4 both fly over the Parish.

We are impacted by its operations both on the ground and in the air.

S&SPC Councillors discussed this matter at their Council meeting in June having received the previously circulated GAL papers for this project plus a briefing note from Cllr. Rolph who attended your briefing session on 22 May.

Having attended the meeting and reviewed all the papers Councillors note that this project change is NOT a definitive change, it is merely a backup plan in the event Thames Water does not expand the Crawley/Horley treatment works to cope with Gatwick and any proposed expansion through natural growth or DCO driven expansion. There is no acknowledgment that the volumes allowed for currently are very likely to result in wastewater overload to one or both treatment centres. It is understood that Thames Water have a statutory duty to upgrade the treatment works to cope but surely Gatwick Airport must have a duty to ensure they do not exacerbate the situation.

Councillors agreed not to oppose this scheme, principally on public health grounds in the light of sewage leaks from Thames Water's Horley Sewage Treatment works and national knowledge of untreated sewage being discharged into natural waterways and the sea plus Thames Water not being able to satisfy the Airport that Crawley Sewage Treatment works had the capacity to readily handle increases in foul water discharges should the Northern Runway DCO be granted.

However, Councillors strongly believe that Gatwick Airport has the responsibility to ensure the project change should be fully incorporated and required during any post-DCO construction phase before additional infrastructure is fully finished, and we find it irresponsible of the airport to leave this project change as an alternative solely in the event Thames Water don't upgrade the specific sewage treatment works at the airport's convenience ahead of other scheduled works simply today across the Thames network. We are, as Gatwick Airport management must be



aware, of the many (reports suggest over 30) local authorities who feel unable to accept any further large developments due to the existing arrears of maintenance.

We are also aware of media reports that the South-East has a water supply issue, and would urge the DCOI planning team to interrogate the assurances that the requested expansion water requirements can be met by the airport's Water Suppliers.

The Airport's supplied Q & A notes seem to leave some concerns unanswered.

These include: -

- Details of the day-by-day regulatory mechanisms to ensure that only 'clean' water is discharged after treatment into local waterways.
- What storage capacity will be provided on site to hold treated water if local watercourses are at high levels following heavy rain and discharges from this treatment works could cause local flooding?
- This treated water storage capacity should prevent discharges of untreated foul waters into local waterways.
- The Q & A notes suggest that run off water from runways, taxiways and hardstanding etc will be separately treated – the reed bed project perhaps – before being discharged. But to where?
- Perhaps the same local watercourses as the treated wastewater flows.
- What research has been conducted to assess the potential capacity of the selected watercourse for treated wastewater and treated runways etc., run off water, to readily accept these flows?
- Suggestions that the de-icer comments on flood risk and runoff to the River Mole will not be rectified but will continue to pollute the river if the previously suggested reed bed project is not implemented.

This Parish Council also suggests that the Airport reinstate their incinerator facility to handle dry Airport waste and use any generated electricity from this operation to power the proposed wastewater treatment works.

Additionally, this would stop the previously announced lorry movements of 80-mile round trip movements of rubbish to an incinerator on the south coast and possibly 100+ mile round trip movements of food waste to a composting operation north of London.

My councillors await news of further developments in this matter.

Yours faithfully

[REDACTED]

Claire Minter
Clerks to Salfords and Sidlow Parish Council

[REDACTED]

From: Easements and Wayleaves Southern/SGN [REDACTED]
Sent: 11 June 2024 10:07
To: DD - Community
Subject: [EXTERNAL SENDER] Gatwick Airport Northern Runway Project. Application for a Development Consent Order, PINS Reference: TR020005 .Consultation on Proposed Change 4: 14 May to 11 June 2024

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Categories: s56

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Classified as Internal

Dear Sirs

I am in receipt of the correspondence dated 14 May 2024 regarding the above.

Southern Gas Networks Plc ("SGN") notes the change and potential implications.

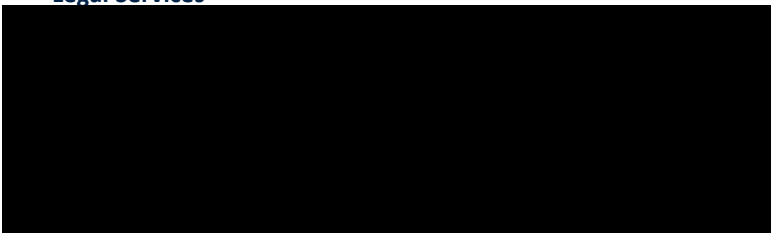
SGN continues to actively negotiate satisfactory protections with the undertaker in order to ensure the continued operation of SGN's undertaking and the appropriate protection of its apparatus.

I would be grateful if you would acknowledge receipt of this email.

Kind regards

Kim

Kim Miller
Land Policy Officer – Southern
Legal Services



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SGN is a registered trade mark and is the brand name for the companies with this Scotia Gas Networks group of companies.

Scotia Gas Networks Limited (company registration number 04958135) and all of its subsidiaries, except for Scotland Gas Networks plc are registered in England and Wales and have their registered office address at St Lawrence House, Station Approach, Horley, Surrey RH6 9HJ.

Scotland Gas Networks plc (company registration number SC264065) is registered in Scotland and has its registered office address at Axis House, 5 Lonehead Drive, Newbridge, Edinburgh EH28 8TG



Northern Runway Project proposed project change consultation – comments from Joint Surrey Councils 11th June 2024

Introduction

The Joint Surrey Councils¹ (JSCs) welcome the opportunity to comment on Gatwick Airport Limited's (GAL) proposed project change 4. We understand there is on-going dialogue between the Applicant and Thames Water and agree with concerns that this matter ought to be resolved during the Examination, particularly given the knock-on planning consequences of any failure to deliver an appropriate solution.

The JSCs are aware of the capacity issues at the Horley Sewage Treatment Works. There is a long history of sewage discharges from the site and capacity issues at the site have also been recognised in the Reigate & Banstead Development Management Plan examination and in the more recent Mole Valley Local Plan examination.

For MVDC this resulted in proposed Main Modifications to the text for Hookwood housing allocation (MM63: Policy DS41 - Land West of Reigate Road, Hookwood) to set out that for any application liaison with Thames Water would be required to ensure that necessary upgrades to off-site wastewater infrastructure can be delivered by Thames Water and that the occupation of the development is phased to align with delivery of necessary sewerage infrastructure.

Thames Water Utilities Limited have included some remediation updates at the Horley Sewage Treatment Works under the [AMP8](#) 2025-2030 capital investment programme but due to the constrained nature of the site, capacity expansion will be limited. There is also doubt as to when the upgrades will actually be delivered given Kemble Water Holdings Ltd's (the holding company of Thames Water Utilities Ltd) current financial challenges.

As a result, the JSCs welcome in principle the proposed change to the DCO to accommodate additional wastewater treatment works on the airport.

The JSCs have reviewed the project change supporting report and have the following comments to make:

Air quality

We note that paragraph 3.1.11 of the report concludes that the project change would not result in any new or materially different significant effects for Air Quality. The following paragraphs review the appropriateness of the approach adopted in the Environmental Appraisal of the Wastewater Treatment Plant for odour, road traffic, non-road mobile machinery and car park emissions.

¹ Surrey County Council (SCC), Mole Valley District Council (MVDC), Reigate and Banstead Borough Council (RBBC) and Tandridge District Council (TDC)

Odour

The appraisal of odour provides a basic discussion of odour sources and their potential mitigation. An approach that considers the full source, pathway and receptor chain would have been expected. It is noted that there are nearby sensitive receptors, and this approach would have provided a more comprehensive qualitative assessment to inform the design of odour mitigation measures including the bio tower.

The Applicants attention is drawn to the Institute of Air Quality Management Guidance (IAQM) on the assessment of odour for planning 2018 and the JSC's would advise that there should be a commitment to model odour dispersion from the bio tower in order to help specify suitable mitigation of emissions.

It is agreed that an Environmental Permit will be required to support the operation of the Wastewater Treatment Plant and that this would include odour management. The Local Authorities would expect the Environment Agency (EA) to require a full odour management plan and odour assessment to be prepared as part of the permitting process.

Noise

Suitable noise assessments need to be carried out to determine appropriate operational plant noise design targets in accordance with BS4142.

Road traffic

The appraisal of construction road traffic identifies additional heavy-duty vehicles and considers these against IAQM to primarily determine if any further detailed air quality assessment work is required. The Applicant identifies that approximately 20 extra vehicles are expected at peak construction and against an IAQM screening criteria of 100 concludes no further assessment is needed. Unfortunately, in the appraisal the Applicant does not identify the presence of Air Quality Management Area (AQMA) No. 3 (Horley) declared along the boundary of the construction route (i.e. M23, A23, Airport Way). Had the applicant identified the AQMA against IAQM guidance a lower screening threshold of 25 heavy duty vehicles should have been used. This is very close to the approximate numbers of vehicles known at this stage and conservatively an assessment could have been undertaken to inform on air quality risks within the AQMA.

It is also noted that the Applicant does not provide any information on construction workers, other light construction vehicles or operational workers to screen these out for air quality. The screening exercise has only been conducted for heavy duty vehicles.

Lastly, it is noted that the applicant references 2029 as peak traffic and that the Wastewater Treatment Plant would be constructed earlier than this as a secondary reason for not undertaking any further air quality assessment. However, the construction sequencing does show that a wide range of construction activities, including works at the nearby Longbridge roundabout are planned in this period and as an earlier period than peak traffic poorer air quality would be expected in 2026 to 2028 than in 2029.

Non-Road Mobile Machinery (NRMM)

Further information is needed to understand the NRMM pollutant contributions from other modelled areas to confirm contributions are small from these sources as described in the Environmental Appraisal.

Reference is also made to the conservative approach considered to have been utilised to model NRMM in the Environmental Statement [APP-158]. Recent submissions from the Applicant indicate that the approach to modelling is not conservative. This is because the applicants modelling has assumed only cleaner Stage V NRMM are in place. Whereas recent CoCP [REP4-006] changes by the Applicant introduce the use of Stage IV NRMM that are more polluting.

Car Park Emissions

Section 2 of the report indicates that there will be changes in the car parking capacity of North Terminal Long Stay car park. Car parks were modelled within the ES (Appendix 13.4.1, Car Parks Paragraphs 3.10.14 to 3.10.16 [APP-158]) for the Project and so are a source of pollutants for the Project. However, no information is provided within the Environmental Appraisal on the implications of these changes in capacity at the North Terminal Long Stay car park for emissions and associated air quality predictions.

Combined Effects of the Proposed Project Changes

The JSCs would like to understand if there is further information available to consider the combined changes in air quality and ground noise that can be expected from all four of the proposed changes which have been made over the course of the examination.

The JSCs would also welcome additional information on several areas in relation to the air quality review:

- Further details of any initial discussions with the EA to further understand the permitting process and the opportunities for the Local Authorities to be consulted.
- How conservative are the estimated numbers of heavy-duty vehicles used to screen out further air quality assessment.
- How many other vehicle trips are expected during the construction and operational phases of the Wastewater Treatment Plant.
- How many additional vehicles in total would be expected along the route adjacent to AQMA No. 3 (Horley) between 2026 and 2028 in relation to all construction works.
- What are the implications for the changes in emissions at the North Terminal Long Stay car park.
- What are the NRMM contributions from construction areas at the boundary of the different construction areas based on existing Stage V NRMM models and how much higher will these contributions be using Stage IV NRMM.

Timing of Car Parking Replacement

The report identifies the need for temporary works compounds which will require the relocation of 250 spaces to the North Terminal Long Stay multi storey car park prior to the commencement of works on the Waste Water Treatment Works. However, whilst we understand that the car parks will be built between 2024-2035, it is not clear from the documentation provided at what point the 1,632 car parking spaces at the North Terminal Self-Parking Car Park (the area where the new Waste Water

Treatment Works will be built) will be relocated to the North Terminal Long Stay Car Park and made accessible for use. We would seek further details on the works phasing between the North Terminal Long Stay Car Park construction and the Waste Water Treatment Works.

Emissions into the River Mole

We understand that the proposed waste-water treatment works will be releasing flows into the River Mole, but this will be subject to Environment Agency permit scheme. Further details of any initial discussions with the EA would be welcomed to further understand the permitting process and the opportunities for the Local Authorities to be consulted.

From: surreyrob [REDACTED]
Sent: 21 May 2024 14:47
To: DD - Community
Subject: [EXTERNAL SENDER] Northern Runway / Waterworks and roads plans questions, concerns and observations

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Dear Sir/Madam

Whilst I have read the last four consultations information with interest and see many great ideas included I wish to raise my concerns about the way that Gatwick Airport is moving which will restrict it from future modernisation to best meet the needs of passengers and stakeholders. To best highlight the concerns with the current consultation I need to explain my observations on the wider project. For this reason whilst this will elongate my response I hope you will understand my concerns that GAL are potentially preventing easier future improvement works I will highlight the concerns from each of these consultations. These all impact the placement of the proposed water works.

2018 New southern runway and Central terminal complex with re-aligned A23 and Balcombe Road

When I attended the 2018 consultation when GAL was trying to win the new runway bid over Heathrow I fully supported the plans you had but also highlighted the need for the replacing of the existing terminals that are increasingly becoming unfit for purpose with the then increasing numbers of passengers.

I raised the fact that a new terminal would allow GAL to then look at the developing of the Northside of the airfield with a new modular terminal design to replace the current 2 terminals but which could be extended in the same manner as Heathrow can with Terminal 2. This idea was warmly received as forward planning even accepting that the fuel farm, cargo and hangers would need to be relocated as part of these works.

Northern Runway and Pier 7 consultation

As Heathrow was the successful bidder you came up with the plan Northern runway realignment including in this the construction of pier 7 but this fails to address the massive limitations with the existing terminal buildings such as:

- **Check in area capacity.**
 - Recently in the North Terminal the newish central search has reduced the number of check in zones dramatically with some featuring insufficient queuing for the new passenger demographics that you are now getting with the mass expansion of long-haul flights.

- Whilst at the South Terminal the space in the check in some zones is too small and those areas backing onto the railway site I see an increasing need moving forward to dedicate more space to railway station egress as the passenger figures substantially increase.
- **Central Search capacity.**
 - The move to the new equipment is more space consuming and therefore this alone will put central search at increased pressures when it is obvious that the sooner passengers can get into the IDL the better the spending per passenger is likely to become. Seeing the current queues I think that the increasing of passenger numbers.
- **IDL capacity.**
 - Seating provision is already at a premium yet the plans fails to adequately address the current demand let alone the increased demand.
- **Pier 7.**
 - This was a massive warning flag from me as you proposed that the underground transit would serve both terminals however this is not good when you have large numbers of passengers who may have language barriers and get off at the wrong terminal clear immigration to then find out that their bags are in the other terminal so then have to speak to the handling agent and then return via the arrivals staff search.
 - Also if I am arriving on pier 7 with hand-baggage only and will be wanting the train station but my flights was a North Terminal designated flight I would be inclined to go to the South Terminal to save time especially at the known peak periods in the North Terminal.
 - How would Immigration be able to ensure the correct deployment of staff across both terminals with this being a potentially significant issue both from pier 7 but also from the North Terminal main building when queues form and switched on hand-baggage only passengers pick up on this potential move?
- **Immigration Halls.**
 - The North Terminal hall is already too small for the number of passengers that it handles with poor egress in the event of an evacuation and is therefore not fit for purpose. Having worked at both terminals I am also aware that the building core (stairwells, lights, utilities etc) also limit the potential space to expand this facility unless you demolish Jubilee House and build an entirely new arrivals wing.
- **Baggage hall capacity.**
 - With the increased numbers of flights and the significant increase in long-haul market share increases the baggage reclaim halls are too small and the length of belts I would say are too short for the large number of bags to be delivered. The trend of splitting baggage between multiple reclaims produces a poor passenger experience so the airport needs to invest in more longer reclaim belts and an increase in the numbers of reclaims to allow pre-allocation to allow passengers to move away from the "which reclaim" screens much quicker.
- **Landside arrivals.**
 - The area landside for meet and greet is insufficient in both terminals and creates a bottle neck experience.
 - In the case of the South Terminal If you insist on this (rather than looking at a new terminal) I would strong recommend extending the arrivals area to infill the area between Pret and the transit over the A23 with improved accessibility to the

Metrobus stops on both sides with lifts, stairs and escalators. With the realigned exit through customs and the WDF store this would provide you more seating / retail space on the balcony.

- In the North Terminal the moving of Boots and WH Smiths is needed to open up the egress to the forecourt as whilst there are the two narrow exits either side of the stairs to level 1 these need to be more prominent for normal and emergency egress to prevent bottlenecks on the way out of the airside part of the terminal. The current exits next to these stairs could be replaced with escalators (presenting a similar set up to the South Terminal IDL but with signage to the lifts that will not be so congested).

- **Forecourts.**

- Due to the safety zones introduced are the Glasgow Airport incident it is a shame the the North Terminal has lost so much capacity for public transport on the forecourt with Metrobus operating from stops so far away from the terminal. With the increase in passengers you will see an increased demand for both local buses and national services increase.
- It is also highly probable that there will be increased demand for on & off airport parking, hotel/guest house shuttles but the forecourts are not able to handle this nor the need to accommodate significantly more official airport taxis on the ranks to prevent queues building in the terminals of passengers awaiting their Gatwick Cars driver to call them.

Road consultation

The road consultation I thought brought a lot of benefits such as the South Terminal roundabout flyover and the ideal of the Airport Way to A23 flyover too. I am concerned that the plans seemed to disproportionately impact the A23 at your proposed new junction. Unless you are planning on the re-routing of the A23 as per your 2018 consultation I see this being a bottleneck from the busier terminal to the M23.

You also did not show any plans to replace the current transit with a new system which was surprising as I would have expected you to have looked at the installation of a DLR type system that could branch off the main line and operate with a dual up and down dedicated track with cross over points by the stations to allow you to operate additional transits on the system with the potential to have a transit loading at both terminals whilst two more are making the journey increasing the frequency of services and therefore capacity to up-to every 90 seconds. It could also have provided you an alternative to the shuttle buses to the on airport longstay parking areas releasing bus stop capacity for improving the Metrobus, National Express/Oxford City Link/Flix/Megabus services.

Whilst I do welcome the ideas for the H car park site this needs to be multi decked and the egress moved onto Eastway with a traffic light controlled junction where it meets with Ring-road North. This also needs to feature a raised walkway to the terminal with lights and escalator access to help those crew members that struggle on the stairs behind the Hilton. I understand that the number of office blocks has been reduced at this location but I do question whether this could be an opportunity to relocate Concorde House occupants to this site allowing for redevelopment including an improved domestic and common travel area baggage reclaim facility.

In terms of the green space plan for B car park whilst I see the benefits for the area by The Crescent, however, I do feel that it is a shame that the front part could not be retained for disabled staff parking especially if this front zone was raised allowing access across Station Approach Road to the lifts at the transit station therefore serving the needs of disabled staff working in both terminals plus Atlantic/Ashdown House and if space permits also for the parking of operational

vehicles in allocated spaces for companies based in Ashdown and Atlantic Houses. Raising this area to the same level as Station Approach Road would provide level transfer to the lifts for the transit station could potentially be achieved by using material during other works locally and would provide resilience for this section of B car park from flooding.

The current consultation - Water works

I am not opposed to what you want to achieve I do object to the location of this facility. As you will have now read I believe that the airport is planning to introduce the 2018 terminal as the next proposal with the realignment of the A23 and Balcombe Road. This will be followed by the second full length runway which is even more important with the vast increase in new long-haul flights and the ongoing wish of airlines to expand operations held back by only the availability of slots in the London / South East.

I believe that the new central terminal (from the 2018 consultation) will be needed to handle these additional flights as well as the terminal and forecourt infrastructure is insufficient to handle the increased demand.

It is my opinion that this water works needs to be constructed off airport to the north in order to allow the current Cargo, fuel farm, hangars and proposed pier 7 and waterworks to be moved to allow for the future construction of a new North Terminal built with a large main terminal building leading out to piers with ramp offices and 3 passenger levels. With the exception of the domestic pier the additional departure level provides space for lounges but also opens the potential for Gatwick to also consider working with the US authorities to investigate the operating of US preclearance such as done at Dublin Airport meaning passengers only have to clear customs on arrival having already completed the immigration process prior to the flight, this would be a great selling point to other transatlantic airlines. To prevent the issue of bottlenecks in the Cul-de-sac a twin taxi-way system would provide the operational stability that airlines also require however this allows for more space for seating and retail in the main building as well as the required forecourt space to support well placed public transport.

My objection is therefore an observation that your plans will be counterproductive to future airport development and that the wider plan of works still leaves the current terminals under immense pressure with landside areas ill prepared for the increased demands on the current infrastructure.

In conclusion

This proposal is in principle a good move but needs to be moved to a site north of the airport that allows for the future construction of a new north terminal that can be constructed in a manner to meet the growing needs of the airport and it's passengers modernising facilities and future proofing the infrastructure to meet the evolving changes in technology, environmental performance. This presents opportunities for GAL to both save money both through the improved energy performance & not having to move this proposed water works infrastructure at a future date whilst also providing the airport to look at increasing the opportunity increase real estate income. A long term plan with the new North Terminal and the Central Terminal replacing the current terminals also means that resources are split between two locations and allowing for easier deployment of resources whilst also allowing the current South Terminal to be redeveloped into a new onward travel hub.

The onward travel hub allows for potentially a central car hire consolidation centre and a good interchange between the terminals & various public transport options. It also provides opportunity for some office space but also for an indoor viewing area should you wish to tap into this market again in a facility supported by retail and hospitality options.

Best regards

Rob



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For the attention of Jonathan Deegan – NRP Programme Leads
Gatwick Airport Limited

[By email: [REDACTED]]

3rd June 2024

Dear Mr Deegan

**PINS Reference: TR020005 - Gatwick Airport Northern Runway Project
Consultation on Proposed Change**

Thank you for your notification of 14th May 2024 seeking the views of the Coal Authority on the above.

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

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

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

Yours sincerely

The Coal Authority Planning Team

Disclaimer

The above consultation response is provided by The Coal Authority as a Statutory Consultee and is based upon the latest available data on the date of the response, and electronic consultation records held by The Coal Authority since 1 April 2013. The

comments made are also based upon only the information provided to The Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by The Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the Applicant for consultation purposes.



Sent via email only:



Andrew Longley
Interim Planning Policy Manager



Calls may be recorded for training or monitoring
Date: 11/06/2024

Dear Sir/Madam,

Response to Gatwick Airport Northern Runway Project – Wastewater Treatment Works

Thank you for consulting us on the proposals for the Wastewater Treatment Works at Gatwick Airport. The Council would like to see regular monitoring of the water quality of the River Mole to ensure that any discharge from the proposed Waste Water Treatment Works does not adversely affect the water quality of the River Mole and to ensure water quality reaches ‘Good’ status by 2027 as reflected in the UK Water Framework Directive.

Yours faithfully

Andrew Longley
Interim Planning Policy Manager





Horsham
District
Council



**Gatwick Northern Runway Project DCO
Joint West Sussex Authorities' Consultation Response
to Proposed Project Change 4**

**Second Notification of a Proposed Project Change –
Reference Book 10.27 v1.0 – May 2024**

11th June 2024

1 Introduction

- 1.1 This document is the joint response of Crawley Borough Council, Mid Sussex District Council, Horsham District Council and West Sussex County Council (hereafter referred to as the “Authorities”) to the consultation information provided by Gatwick Airport Limited (GAL) in relation to a second change notification request in connection with the Gatwick Northern Runway Project Development Consent Order (DCO). The change request “Project Change 4” (PC4) relates to the provision of an on-airport Wastewater Treatment Works (WWTW).
- 1.2 The Authorities have considered the information in Book 10 Version 1.0 – Application Document Reference 10.27 titled “ Second Notification of a Proposed Project Change” and the comments are provided to GAL in order to inform its second change submission into the Examination of the DCO.
- 1.3 The Authorities consider that in principle, the development of PC4 is supported as if implemented, it would reduce the burden on the existing Thames Water infrastructure that would otherwise arise as a result of this Project identified in paragraph 22.39 in the LIR [REP1-068]. This would be beneficial in an area where wastewater capacity is a serious issue impacting upon the local environment and potentially on other planned growth in the area. This “in-principle” support is subject however to ensuring that all the environmental impacts of PC4 are properly understood and can be appropriately mitigated., and the Works are appropriately secured.

2. Proposed Project Change 4 (PC4) – Provision of an on-airport Wastewater Treatment Works (WWTW)

- 2.1 It is noted that the change proposal for PC4 is summarised in Table 1.1 of the consultation document as a “*Revision to the wastewater strategy to provide an on-airport WWTW facility, located within the existing Self Park North car park and resulting increase in the number of car parking spaces to be accommodated in the proposed North Terminal Long Stay decked car park*”. While this description is referred to as a summary, there is concern about its accuracy as the project change also includes the installation of a pumping station next to Gatwick Police Station, a requirement for temporary construction compounds and a new pipeline network. The locations of these additional elements are not identified within the consultation document and very limited detail is provided. The Authorities consider these elements must be included in the description of works, as a clear description is essential to understand the timing and delivery of PC4, particularly given that GAL wishes to provide an alternative solution to the Thames Water proposed Draft Requirement which could curtail delivery of the DCO works.
- 2.2 The following additional information is considered necessary by the Authorities:
- 2.2.1 Pumping Station – There are no details provided of the location of the new pumping station, only that it is proposed next to Gatwick Police Station. It is unclear whether its location is subject to any site constraints or would result in any tree loss. There appears to be significant excavation (up to 9m deep associated with the works). Does this

impact existing trees or other key site features? How will this work impact on adjoining occupiers including the nearby footpath and highway?

- 2.2.2 Temporary Compound Areas - There is no detail provided about where the temporary compound areas for the construction of the WWTW would be sited, but based upon what is written, it is assumed these would be on an area of car parking (used for 250 spaces). Confirmation of the precision location where these spaces would be removed from is requested. Paragraph 2.1.21 sets out what the compound areas are likely to comprise of and this infrastructure appears significant with structures up to 12m high. Further information on the site layout of the compound(s) and its potential impact on any existing features, trees or watercourses should be provided.
- 2.2.3 In respect of design detail for the WWTW, further information should be provided on the likely visual appearance of these structures given the overall height of 12m and excavations of up to 5m. Further consideration should be given to the site context and in particular the proximity of the site to ecologically sensitive woodland, the River Mole and public rights of way to ensure that the design layouts respect the character of the area. The works need to be further detailed and incorporated into the Design and Access Statement and Design Principles documents.
- 2.2.4 North Terminal Long Stay Car Park (NTLSCP) - The design impact of the additional car parking spaces (including the 1,162 from the WWTW site and 250 required for the construction compounds) is unclear. How does the increase in the number of car parking spaces alter the design originally proposed for the North Terminal Long Stay Car Park?
- 2.2.5 It is noted that sewage waste sludge could be transferred to Goddards Green Waste Water Treatment Works (GGWWTW), in Burgess Hill. Works have been undertaken to increase capacity of the GGWWTW to cater for an increased population at Burgess Hill, arising from the Brookleigh strategic development. Have Southern Water confirmed that there is capacity available at GGWWT to accommodate waste sludge from Gatwick Airport?

3 Construction Phasing and Implementation

- 3.1 With the commencement of the WWTW proposed to take place between 2024 and 2029, it is unclear when and how the 250 parking spaces lost for the construction compounds would be re-provided. Reference is made to an 'initial phase of decking' (paragraph 2.1.9) presumably on NTLSCP (DCO works reference - Works 32) but it is unclear where exactly these spaces would be provided and how this relates to any other works and designs for this site. Is this some sort of temporary structure? Further detail is needed to understand how the phasing and delivery between this site and Works Site 32 will work. From the limited information on phasing available to the Authorities, there appears to be a mismatch in delivery as the DAS volume 5 [REP2-036] suggests that works to NTLSCP are not programmed to be under construction until circa 2029.
- 3.2 More widely, further information is needed to understand what impacts PC4 might have on the timing and construction sequencing of other works within the DCO given the

extensive drainage infrastructure that would appear to be needed to install this facility. Clarity is needed on how the new pumping station would tie into this proposal and the wider drainage strategy.

4 Environmental Appraisal

4.1 The following comments are made in respect to the commentary provided regarding some key topics within section 3 of the report. The Authorities reserve the right to comment on other topics if the change application is submitted into the Examination.

4.2 HISTORIC ENVIRONMENT

4.2.1 In respect of archaeology, this site was discussed at a recent meeting on the 31st May between the Authorities and GAL's archaeological advisors. The archaeological potential of this site was highlighted and the Authorities support the suggested proposals for trial trenching on this site.

4.2.2 In respect of the historic environment, the Grade II* Charlwood Park Farmhouse is located to the north-west of the site. Further information has been requested in respect of lighting details for NTLSCP [REP1-068] and the impact this may have on the setting of this building. This request is repeated as the revised proposal would result in a more intensive use of this parking area including the replacement of the 1,162 spaces from the WWTW site.

4.3 LANDSCAPE, TOWNSCAPE AND VISUAL RESOURCES

4.3.1 There are concerns raised about the visual impact of the WWTW and enlarged NTLSCP if the works impact upon the existing tree screen. The Authorities have already requested further detail on the proximity of the NTLSCP to the tree screen [REP1-068]. Will there be any tree removal in order to install the outfall into the River Mole? The visual impact of lighting and light pollution from an enlarged car parking area should be considered and detail provided. What is the visual impact from the additional parking spaces now being accommodated on NTLSCP, and how does this impact the existing design and layout?

4.4 ECOLOGY AND NATURE CONSERVATION

4.4.1 A number of concerns are raised below:

Proposed concrete outflow into the River Mole

4.4.2 The proposed new concrete outflow direct into the River Mole raises a number of concerns. The River Mole is ecologically sensitive and lies within the North West Zone Biodiversity Area, a key wildlife corridor.

- 4.4.3 In regard to installing a concrete outflow structure on the River Mole, issues which will need to be addressed include:
- A detailed ecological survey of the local area, including the river banks and riverbed to assess whether there are any particularly important or sensitive features or species to avoid.
 - Survey of the river banks and river bed to assess erosion risk from any new installation.
 - Measures to avoid, mitigate and compensate ecological impacts during the construction phase and subsequent aftercare of the structure (including consideration of any future access requirements).
- 4.4.4 In terms of discharging direct into the River Mole, issues which will need to be addressed include:
- The proposed quantity of ‘water’ to be discharged into the River Mole
 - Quality of ‘water’ to be discharged into the River Mole
 - Regularity of discharges, including daily and seasonal variations
 - Monitoring and recording of discharges
 - Measures to avoid, mitigate and compensate ecological impacts
 - Risk of facilitating the spread of invasive non-native species (INNS) in the river catchment through discharging into the River Mole (The Outline INNS Management Strategy will require revision)
 - Ecological enhancement
- 4.4.5 A package of mitigation, compensation and enhancement measures will be required for any outfall into the River Mole. Depending on the nature and scale of the ecological impacts, this may need to encompass a long section of watercourse, both up and downstream of the proposed outfall.

Site of the proposed WWTW

- 4.4.6 Although this site, as a car park, may itself be of limited ecological value, as mentioned above it is located close to the North West Zone Biodiversity Area. Any increase in artificial lighting could be a major concern given its location near the River Mole wildlife corridor, a bat commuting route. Furthermore, it is believed that there is an important whiskered bat roost at the Bear and Bunny Nursery, only 160m to the north of the proposed WWTW. Tree and hedgerow planting, either as compensation or enhancement, should be with native species appropriate to the locality.
- 4.4.7 All opportunities for biodiversity enhancement should be sought. In addition to additional tree and hedgerow planting, this might include areas of wildflower grassland within and around the proposed WWTW, and the incorporation of bat roost bricks, black redstart and pied wagtail nesting bricks within new buildings.

Proposed Pumping Station near the Police Station

- 4.4.8 It would be helpful to receive information on the precise location of the proposed pumping station, and any ecological interest of the site and its surroundings. There may be opportunities for biodiversity enhancement, such as incorporating bird and bat bricks within the building and the creation of wildflower grassland around the building.

Proposed pipe network

- 4.4.9 It would be helpful to see a plan showing the route of any proposed pipe network, including linking the WWTW with the pumping station, and showing any habitats impacted.

Biodiversity Net Gain (BNG)

- 4.4.10 The BNG assessment will need to be updated to take account of this Project change, including impacts on the River Mole.

4.5 ARBORICULTURE

- 4.5.1 The Authorities recognise there will be an impact to trees currently situated within and surrounding the Self Park North car park, all of which are C category (lower value in accordance with BS 5837:2012). This includes approximately 16 trees with tree pits and the partial removal of G47 (which due to the existing section shown for removal, will consequently be removed in full). Whilst the quality of these trees is lower than other trees on site, and which are unlikely to mature to great size due to their rooting environment, the proposal to remove further trees from within the airport is of concern given that currently no landscaping plans propose the provision of new trees within the airport grounds. Design must consider the retention of the remainder of tree groups G44, G64 and G65, and tree T108, which surround the existing car park providing screening and a break between hard surfacing. It is perceived that they could be retained from the onset of design without hindrance to PC4.
- 4.5.2 The Outline Arboricultural and Vegetation Method Statement will need revising to account for additional tree loss and impact. The installation of the outfall from the WWTW to the River Mole through trenchless methodologies shall need demonstrating through the detailed Arboricultural and Vegetation Method Statements.
- 4.5.3 The planting of trees and hedgerows surrounding the WWTW boundary should be proposed within a revised Outline Landscape and Ecology Management Plan. This could consist of species and be maintained to be of low risk to airport safeguarding, which is a concern previously raised and described by GAL.
- 4.5.4 Tree mitigation should be in accordance with the standard set out in Policy CH6 of the Crawley Borough Local Plan (2015-2030) which requires more than 1:1 replacement of existing trees with a trunk diameter over 19.9cm with the number varying dependent on their girth.

4.6 GEOLOGY AND GROUND CONDITIONS

- 4.6.1 The WWTW site is identified on the CBC mapping system as contaminated land, so GAL should ensure precautions are included to deal with contamination, excavations and piling. The wider airport is also identified as contaminated land and the groundworks and extent of the pipe runs and drainage infrastructure to the pumping station should also be identified. Measures to deal with any contamination discovered in connection

with the wider drainage works associated with installation of this facility should also be mitigated.

4.7 WATER ENVIRONMENT

4.7.1 Paragraph 3.1.7 identifies that there is a low risk of erosion at the outfall to the River Mole, however GAL has proposed to introduce design measures to reduce the velocity and mitigate potential impacts. These measures are welcomed but there will be an increase in the flow into the River Mole because of this new outfall. Therefore, the Authorities would ask GAL to identify how this increase will affect the hydraulics of the River Mole and the effect this increase in flow will have on the geomorphology, as well as the ecology (see above) of the watercourse.

4.7.2 Paragraph 2.1.6 states that the on-airport WWTW facility would require a footprint of approximately 2.2 hectares. Furthermore, this new facility will displace the current car parking area, and paragraph 2.1.17 states that the loss of car parking area will be mitigated by increasing the approximate dimensions for the decked area of NTLSCP. Consequently, the location of the on-airport WWTW and the increase in the size of the car park will potentially lead to an increase in the impermeable area. This increase in impermeable area has not been considered and mitigated by GAL under the Pluvial mitigation plan. If this is the case GAL needs to include this into the Pluvial mitigation scheme and provide an updated plan.

4.7.3 It is not clear from the PC4 information, how the proposed works would impact upon the foul drainage strategy for the site. This will need to be explained in further detail by GAL.

4.8 TRAFFIC AND TRANSPORT

4.8.1 The Authorities note that it is stated that the sewage sludge will be de-watered and exported as cake to neighbouring Wastewater and Sewage sludge treatment facilities. As a result of this GAL confirms it is anticipated that there would be approximately two lorry movements per week, meaning one arrival and one departure a week. Other than the two cake lorry movements per week and the potential vehicle trips associated with the 5 full-time employees required for the operation of the WWTW, are there forecast to be any other vehicle movements associated with the operation of the on-airport WWTW?

4.8.2 The temporary loss of 250 spaces and the permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park are to be re-provided in an enlarged North Terminal Long Stay decked car park. Therefore, given the number of overall car parking spaces is to remain the same, purely from a car parking numbers' perspective, the transport impact of this change is not considered to be significant.

4.8.3 In relation to the construction activity associated with this Project Change, GAL has helpfully detailed that during the peak month of construction around 225 HGVs are expected. This equates to 450 two-way movements over the course of the month. Elsewhere GAL states that the construction is anticipated to take 2 years commencing in 2026 and completing in 2028. At the present moment only construction activity for the single busiest month of the two year construction period has been provided. GAL should provide further information and clarity in relation to construction activity for the rest of the construction period.

4.9 AIR QUALITY

4.9.1 A detailed response to PC4 has been provided from AECOM (retained to provide advice to Surrey and West Sussex Authorities) at APPENDIX A.

4.10 NOISE AND VIBRATION

4.10.1 To comment on potential impacts from this proposed change, predictions of noise and vibration from both the construction works associated with this change and the operation of the new Wastewater Treatment Works would be required. This should include assessment against relevant guidance to demonstrate that no adverse effects will result from this change due to noise and/or vibration impacts on nearby sensitive receptors. The current statement regarding mitigation of noise under the Code of Construction Practice is not considered sufficient to confirm whether any noise impacts would occur.

4.10.2 GAL should also confirm how the outfall will be constructed through the existing bund, and that no adverse impact on the wider acoustic benefits from this bund would result. Similarly, the statement that noise from operation would not be significant requires further evidence in terms of detailed noise modelling and assessment against existing background sound levels to support this. The existing documentation only references Leq sound levels at the Bear and Bunny Nursery, but this assessment should be carried out following BS4142:2014+A1:2019, which requires assessment against existing background (LA90) sound levels.

5. Need for Project Change

5.1 If PC4 is accepted, it would appear that GAL wants to keep this option of implementation as a contingency. It would be helpful for the Authorities to understand on what assumptions these infrastructure works would come forward in the event the DCO is granted, and how GAL proposes to ensure timings and delivery of the wider Project, with or without this key wastewater infrastructure, in a way that does not place additional burden on the existing wastewater network. How is GAL proposing to accommodate this contingency option within the control mechanism of the DCO, to cover a situation where Thames Water determine that the proposed Requirement is not necessary? How does GAL propose to ensure the WWTW is operational before the Project places capacity burdens on the existing water treatment infrastructure?

6. Second Change Application Submission - Documents

- 6.1 In respect of the second change application submission, in addition to the documents listed in paragraph 6.1.1 of its document, GAL is requested to make changes to other relevant supporting documents to address the subject concerns raised by the Authorities. It is noted a longer list of documents for revisions are provided at paragraph 6.3.1 however, key omissions appear to be tree survey information, revised drainage information, updates to car parking figures along with the additional information provided to address the gaps in information identified earlier in the Authorities' consultation response. The Authorities consider that clear revisions are needed to address all changes described. This relates not just to the WWTW works but also the pumping station, key connecting pipe infrastructure and also the further changes now proposed to facilitate the works including to address the increased capacity at NTLSCP and further information on the location of the temporary construction compounds.
- 6.2 The information needs to be comprehensively incorporated into the ES submission and relevant control and supporting documents as a single submission at Deadline 6 to enable a full response to be provided in the event the project change is accepted by the Examining Authority.

Appendix A – Air Quality comments

Please refer to separate document



Project name:
Gatwick North Runway DCO

From:
David Deakin

Date:
May 2024

Gatwick Airport DCO Project Change 4 - the provision of an on-airport Wastewater Treatment Plant

Introduction

A review of the Gatwick Airport Northern Runway Project Second Notification of a Proposed Project Change report, Book 10, Version 1.0, dated May 2024 has been undertaken for air quality, including odour. This Proposed change is for 'Project Change 4' relating to the provision of an on-airport Wastewater Treatment Plant.

The on-airport Wastewater Treatment Plant is being proposed by the Applicant to allow the Project to be delivered in the event that sufficient off-site capacity for additional wastewater is not available in the timescales required by the Applicant.

The report indicates that the Applicant considers that the change is a non-material change. The proposed change is described in Section 2 of the Report and an Environmental Appraisal of the proposed change is presented in Section 3. These sections are of greatest relevance to the air quality review.

Section 2 Proposed Change

The details of the proposed change are primarily described in paragraphs 2.1.5 and 2.1.6, with an indicative site layout presented in Figure 2.

Paragraph 2.1.5 sets out that the new Wastewater Treatment Plant would be located within the existing Self-Park North car park and that construction would require two new temporary construction compounds. The implications for reduced car parking during the construction of the Wastewater Treatment Plant and also in the operational phase are set out. During the construction phase the loss in car parking amounts to approximately 250 spaces, whilst in the operational phase the loss of spaces is approximately 1,162. Both of these car parking losses are proposed to be accommodated within the North Terminal Long Stay car park, with extra spaces provided for both the construction and operational phases within the footprint already proposed. Further details are provided in paragraphs 2.1.17 to 2.1.19.

Paragraph 2.1.6 sets out a list of the physical components of the Wastewater Treatment Plant. This includes a number of potential odour sources and identifies the use of a Biotower as an odour control facility. Further detail on the Biotowers are provided within paragraph 2.1.10:

'Biotowers are typically filled with inorganic media whereby special microorganisms grow and form a biofilm. As the odorous air travels through the tower, the biofilm traps and breaks down a significant portion of the H₂S, thus reducing the odour levels.'

Additional information on odour mitigation, primarily relating to enclosing odour sources is set out in paragraph 2.1.14.

The need to offtake the solids generated is also described in paragraph 2.1.12 and will require just one inbound and one outbound heavy duty vehicle trip per week.

Details of the construction phase are presented in paragraphs 2.1.20 to 2.1.27. The indicative sequencing in paragraph 2.1.20 suggests that the Wastewater Treatment Plant would be constructed over two years between 2026 and 2028. Within this paragraph a link to indicative sequencing of the wider construction activities for the Project is provided (ES Appendix 5.3.3: Indicative Construction Sequencing [REP2-016]).

A list of machinery (e.g. Non Road Mobile Machinery (NRMM)) is set out and a description of works provided, including excavation and construction works (paragraph 2.1.21).

The construction access route is described in paragraph 2.1.22 indicating:

'The construction access route would be from Junction 9 M23 along the Spur Road, Airport Way, Perimeter Road North and to Larkins Road from which the construction compound would be accessed.'

Additionally, information on the numbers of heavy duty vehicles is provided in paragraph 2.1.26:

'During the peak month of construction, around 225 heavy goods vehicles are expected as a result of the Proposed Change (450 two-way movements over the course of the month).'

Text in paragraph 2.1.27 confirms that the change would not change the red line for the Project.

Section 3 Air Quality Appraisal

The air quality appraisal for the Wastewater Treatment Plant is set out within paragraphs 3.1.9 to 3.1.11.

Paragraph 3.1.9 considers the odour risks of the Wastewater Treatment Plant utilising the mitigation measures set out the previous Section 2 concerning the enclosure of odour sources and the use of the Biotower to mitigate odour. With the conclusion that no significant odour effects would be expected.

Paragraph 3.1.10 considers NRMM and the additional heavy duty vehicles expected in the construction phase of the Wastewater Treatment Plant.

Additional heavy duty vehicles are considered against Institute of Air Quality Management (IAQM) screening criteria (100 extra heavy duty vehicles) to primarily screen out the need for further air quality assessment as approximately 20 extra vehicles were expected per day. Reference is also made that the works are due to be completed before 2029, which was considered to be the peak year of traffic.

For NRMM general statements comparing contributions of emissions from other areas, inferring that significant effects are not anticipated elsewhere and therefore the same would be expected in this location. Reference is also made to the conservative approach considered to have been utilised to model NRMM in the Environmental Statement [APP-158] and also to Code of Construction Practice control measures [REP1-021].

Paragraph 3.1.11 is the concluding paragraph summarising that the Wastewater Treatment Plant would not result in new or materially different significant effects. This paragraph also make general reference to the need for an Environmental Permit and 'a review of odour and design to confirm there would be no significant impacts' being needed by the Environment Agency.

Discussion

The following paragraphs review the appropriateness of the approach adopted in the Environmental Appraisal of the Wastewater Treatment Plant for odour, road traffic, NRMM and car park emissions.

Odour

The appraisal of odour provides a basic discussion of odour sources and their potential mitigation. An approach that considers the full source, pathway and receptor chain would have been expected. It is noted that the noise appraisal did identify nearby sensitive receptors and this would have provided a more comprehensive qualitative assessment.

It is agreed that an Environmental Permit will be required to support the operation of the Wastewater Treatment Plant and that this would include odour management. The Local Authorities would expect the EA to require a full odour management plan and odour assessment to be prepared as part of the permitting process.

Road traffic

The appraisal of construction road traffic identifies additional heavy duty vehicles and considers these against IAQM to primarily determine if any further detailed air quality assessment work is required. The applicant identifies that approximately 20 extra vehicles are expected at peak construction and against an IAQM screening criteria of 100 concludes no further assessment is needed. Unfortunately, in the appraisal the Applicant does not identify the presence of Air Quality Management Area (AQMA) No. 3 (Horley) declared along the boundary of the construction route (i.e. M23, A23, Airport Way). Had the applicant identified the AQMA against IAQM guidance a lower screening threshold of 25 heavy duty vehicles should have been used. This is very close to the approximate numbers of vehicles known at this stage and conservatively an assessment could have been undertaken to inform on air quality risks within the AQMA.

It is also noted that the Applicant does not provide any information on construction workers, other light construction vehicles or operational workers to screen these out for air quality. The screening exercise has only been conducted for heavy duty vehicles.

Lastly, it is noted that the applicant references 2029 as peak traffic and that the Wastewater Treatment Plant would be constructed earlier than this as a secondary reason for not undertaking any further air quality assessment. However, the construction sequencing does show that a wide range of construction activities, including works at the nearby Longbridge roundabout are planned in this period and as an earlier period than peak traffic poorer air quality would be expected in 2026 to 2028 than in 2029.

NRMM

Further information is needed to understand the NRMM pollutant contributions from other modelled areas to confirm contributions are small from these sources as described in the Environmental Appraisal.

Reference is also made to the conservative approach considered to have been utilised to model NRMM in the Environmental Statement [APP-158]. Recent submissions from the Applicant indicate that the approach to modelling is not conservative. This is because the applicants modelling has assumed only cleaner Stage V NRMM are in place. Whereas recent CoCP [REP4-006] changes by the applicant introduce the use of Stage IV NRMM that are more polluting.

Car Park emissions

Section 2 of the report indicates that there will be changes in the car parking capacity of North Terminal Long Stay car park. Car parks were modelled within the ES (Appendix 13.4.1, Car Parks Paragraphs 3.10.14 to 3.10.16 [APP-158]) for the Project and so are a source of pollutants for the Project. However, no information is provided within the Environmental Appraisal on the implications of these changes in capacity at the North Terminal Long Stay car park for emissions and associated air quality predictions.

Combined Changes

This project change document considers the potential changes in air quality associated with this proposed change only. Is there information available to consider the combined changes in air quality that can be expected from the 4 proposed changes?

Clarifications

The following clarifications are proposed for the Applicant from this air quality review:

- Further details of any initial discussions with the EA would be welcomed to further understand the permitting process and the opportunities for the Local Authorities to be consulted.
- How conservative are the estimated numbers of heavy duty vehicles used to screen out further air quality assessment.
- How many other vehicle trips are expected during the construction and operational phases of the Wastewater Treatment Plant.
- How many additional vehicles in total would be expected along the route adjacent to AQMA No. 3 (Horley) between 2026 and 2028 in relation to all construction works.
- What are the implications for the changes in emissions at the North Terminal Long Stay car park.
- What are the NRMM contributions from construction areas at the boundary of the different construction areas based on existing Stage V NRMM models and how much higher will these contributions be using Stage IV NRMM.

- Is there information available to consider the combined changes in air quality that can be expected from the 4 proposed project changes?

References

IAQM Land-Use Planning & Development Control: Planning For Air Quality, Dated January 2017. Institute of Air Quality Management (IAQM); [REDACTED]

ADDRESS_LINE_1_C	ADDRESS_LINE_2_C	ADDRESS_LINE_3_C	CITY_C	CONTACT_FIR T_NAME_C	CONTACT_LAST_ NAME_C	COUNTY_C	CREATEDDATE	EMAIL_ADDRESS_C	ORGANISATION_NAME_C	POSTCODE_C	RESPONSE_TYPE_C	RESPONSE_C
				Nick	Hague	Surrey	2024-05-14T11:09:23.000Z			RH6 0BS	Individual	This is a major flood area. Dear Sir/Madam,
				William	Price	Suffolk	2024-05-14T10:36:52.000Z		GTC Pipelines Ltd	IP30 9UP	Organisation	Please take this comment as a confirmation that GTC has no assets within the order limits of the proposed work area and therefore no objections to the plans to create a new waste water treatment facility. Yours Sincerely, William Price
				JO	TRACEY	Surrey	2024-05-14T12:17:06.000Z			RH6 7NT	Individual	I oppose, due to increase noise and pollution that local residence will incur, along with damage to local wildlife, flora and fauna. increased flood risk to surrounding houses
				Toby	Seaman	Surrey	2024-05-14T13:12:05.000Z			RH6 7PB	Individual	Although I am against the expansion of the airport, this specific change taken alone is a great idea. Despite air travel being extremely harmful to the environment, creating local wastewater treatment facilities would be a great way to protect the environment in the highly likely situation where Thames Water collapses, goes bankrupt, or simply keeps on discharging untreated sewerage. Your plans don't make clear what the arrangements are for the use of the plant: although you indicate that this is for extraordinary usage, would it not make more sense to always operate the plant and remove your reliance on the collapsing Thames Water? Would you be interested in upsizing the plant further and offering a treatment service for the wider community so that we can all remove our reliance on Thames Water too in the Horley area? I'm fed up with paying Thames Water for dumping my sewerage into our rivers and the sea.
				Caroline	Stoney	Surrey	2024-05-14T14:17:50.000Z			RH67DT	Individual	Support! i think tbh is js a much better plan for waste water treatment produced by the site
				Amirali	Tejpar	Surrey	2024-05-14T14:07:52.000Z			RH6 0BJ	Individual	I am really concern about the noise which will affect our lives. The noise level is very bad at the moment.
				Richard	Parker	Surrey	2024-05-14T15:10:55.000Z			RH6 0HQ	Individual	I am very pleased to support the project change BUT very disappointed that it is due to a total failure by Thames Water to upgrade the Horley Sewerage Works capacity that has had made the change necessary. For over 40 years HSW has been operating at 100% and since then we have had the Langshott estate, The Acres estate, the Westvale estate and now another 446 dwellings in Hookwood proposed and these only add to the pollution. It is a shame that Gatwick is too self centred to involve themselves in objecting to the Hookwood development which is another nail in the coffin of rural living and with the developers stating that there will be jobs at Gatwick for all the new residents, when of course we all know that there will not be the jobs as automation reduces the number. Perhaps if Gatwick were more vociferous about these topics, you might get more support and left objections to your expansion.
				Heather	Butt	Surrey	2024-05-14T19:32:01.000Z			RH6 0EG	Individual	I support the proposed Project change as weather changes and flooding need to be considered and waste water need to be appropriately dealt with.
				Jeffrey	Kyle	Surrey	2024-05-15T05:46:23.000Z			RH60BL	Individual	I have no objection to the proposed runway change. I would like to see included in the plan increased public transportation for local residents increased to the airport, especially at the weekend. There is currently limited availability of public transport through Charlwood at the weekend. I would like also a footpath and bike lanes included around the perimeter of the airport to be included in the plan to minimise the need for public or private transportation. With the increase number of jobs proposed, there will be an increase of the number of cars on the roads. There are limited footpaths accessing the airport from the north and south sides of the airport perimeter.
				Laukik	Kharkar	England	2024-05-15T13:15:35.000Z			RH11 8LF	Individual	I support the proposed change. It is good for the local economy, the plan also has considered the environmental aspects and is more viable option than expanding with a full-on additional runway.
				Sharon	Holmes	Surrey	2024-05-18T23:53:30.000Z			RH6 8RA	Individual	I support the project. It would benefit the airport and the local area and would generate jobs that are desperately needed. We have had 1000's of new houses built in the surrounding area but there are not enough jobs for the people that have moved here.
				Roger	Williams		2024-05-20T11:45:40.000Z			RH6 0DA	Individual	Happy to support the Gatwick Airport Waste Water proposal as Thames Water seem incapable of handling waste water themselves and are a disgrace particularly in respect of raw sewage being emptied into the sea and rivers. If Gatwick's Waste Water Treatment Works mitigate this then all well and good! HOWEVER I STRESS I DO NOT SUPPORT THE EXPANSION OF THE CURRENT EMERGENCY RUNWAY AS THIS WILL DIRECTLY EFFECT ME WITH INCREASED NOISE AND POLLUTION!!
				Pamela	Chandler		2024-05-22T12:23:42.000Z			RH67PD	Individual	Support 100%. Gatwick needs to do this to help protect the local community - in fact it's way overdue
				Rachel	Hayes	SURREY	2024-05-29T14:04:58.000Z			RH6 OEL	Individual	I am opposed to the development
				The NSIP	consultation team		2024-05-30T07:43:50.000Z		Health and Safety Executive	L20 7AP	Organisation	Will the proposed development fall within any of HSE's consultation distances? No change to previous advice given in 2021. Would Hazardous Substance Consent be needed? The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent ('HSC') under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended. There is an 'addition rule' in Part 4 of Schedule 1 for below-threshold substances. HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations. The applicant should consider with the Summer 2024 addition of the Wastewater Treatment Works whether any chemicals present, likely to be present, or could be generated during loss of control of the process, would require HSC. Further information on HSC should be sought from the relevant Hazardous Substances Authority (often the local planning authority). Consideration of Risk Assessments Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role in NSIPs is summarised in the Planning Inspectorate's Advice Note 11 'working with public bodies in the infrastructure planning process' Annex G Nationally Significant Infrastructure Projects - Advice Note Eleven, Annex G: The Health and Safety Executive - GOV.UK (www.gov.uk). This document includes the requirement to consider risk assessments under the heading "Risk assessments". Based on the addition of the Wastewater Treatment Works it would be beneficial for the applicant to undertake a risk assessment as early as possible to satisfy themselves that their design and operation will meet the requirements of relevant health and safety legislation as design of the Proposed Development progresses. There are no additional requirements for any risk assessments submitted to and approved by the relevant planning authority to also be considered by HSE. Explosives Advice: Explosives Inspectorate response remains the same as the previous one, as there are no HSE explosive licenced sites in the vicinity of the proposed development. At this time, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk. We are currently unable to accept hard copies, as our offices have limited access.
				Paul	Harrow	Select	2024-06-03T10:52:02.000Z			SW19 4NY	Individual	I support the proposal because it has minimal impact on land use and would increase the number of flights possible from LGW/
				Dave	Packham	West Sussex	2024-06-04T08:54:12.000Z			Rh20 3 pz	Individual	I have lived in and around Gatwick for 20 years and this will help the people
				Rowena	Diver	East Sussex	2024-06-04T11:20:46.000Z			TN6 2UN	Individual	Support, because these change will ensure the airport works more efficiently which in the long run will hopefully be more sustainable - I do wish to highlight that there should be more renewable energy used and generated in the airport and I hope this will become a factor to consider in this upcoming project.
				Tim	Hitchings	West Sussex	2024-06-04T12:53:04.000Z			RH12 1NJ	Individual	Support, the single runway operation is environmentally unfriendly.
				Jane	Batchelor	Isle of wight	2024-06-04T15:08:42.000Z			Po33 3pw	Individual	I used to live in Balcombe and my dad worked at Gatwick for many years. I am for the Additional runway as it will increase aircraft and jobs in the area. I have always felt that those who do not like it, probably moved to the area after the airport was there. Also how many that do not want it fly on their holidays/business?
				Sebasyian	Bulawa	West sussex	2024-06-04T20:38:41.000Z			Rh10 6dz	Individual	...
				Stephen	Denham	Surrey	2024-06-05T06:42:02.000Z			RH3 7AZ	Individual	We have recently been significantly impacted by changes to the Gatwick flight routes. We are impacted by easterly and westerly departures. There is no respite, late night flights departing after 23:00 and recommencing at 05:30. Complaints have been met with ignorance, arrogance and misinformation from the Airport Noise office. It is easy to conclude that Gatwick Airport shows absolutely no consideration to its neighbours in relation to further expansion. It is time to put a stop to the blight caused by Gatwick. From my interactions with Gatwick I would conclude that any further development is likely to be the detriment of the local community. The supposed benefits need to be subjected to the closest possible scrutiny because they are unlikely to survive contact with reality. An example of Gatwick's engagement with its neighbours is the compensation scheme for households affected by aircraft noise. Never mind the fact that only the homes in the very near vicinity of the runways are eligible, the compensation figure is capped at £4000 approximately. This does not even cover the cost of 1 (one) new window...for the homes most severely impacted, where conversations have to cease and health problems will develop over time due to aircraft operations. Just one example of the contempt Gatwick shows to its local community neighbours. There are many other examples. No further expansion at Gatwick is necessary. A great deal of time and expense was spent on the Public Enquiry into the future of Airport development in the South East. The enquiry concluded that Gatwick was unsuitable for further expansion. Why on earth is this application proceeding?
				Carl	Flinn	West Sussex	2024-06-05T06:51:06.000Z			RH125JD	Individual	Opposed Gatwick is big enough and just about manages to cope with current passenger levels. Increased capacity will lead to over crowded airport buildings, problems accessing the airport in the first place, increased incidences of aircraft flying off course, noise pollution, and environmental damage.

										<p>The magnitude of the proposed revision to the plan for the management of waste water treatment works appears disproportionate to the very small vehicle movements detailed within the proposal to manage any waste products.</p> <p>The resulting impact from the construction of this capability is considered significant and in particular the adverse contribution to 'net zero' and or Carbion management. to which GAL advises they are fully committed.</p> <p>The overall estimates for vehicle movements resulting from this change appear somewhat optimistic.</p>
	Caroline	Bizios	West Sussex	2024-06-10T14:32:10.000Z		Cowden Parish Council	RH19 3RH	Organisation		
	Olivia	Warszada	West Yorkshire	2024-06-10T18:16:36.000Z			HD80ET	Individual		Support, the improvement will be invaluable to the running of the airport and will improve experience for passengers travelling through Gatwick
	IAN	PRICE	West Sussex	2024-06-11T07:37:13.000Z			RH140PL	Individual		I object to further development and expansion of Gatwick airport. As a resident beneath the regular flight paths the levels of noise pollution is already excessive and life would be less enjoyable with an increase in air traffic. Additionally the expansion that this plan is part of does not align with overall policies to decarbonise our economy and society. I believe it will significantly increase green house gas emission and so would wish to limit any further development of this type.
	Linda	Missen	Hants	2024-06-11T08:59:42.000Z			RG26 4XA	Individual		Proposed plan further demonstrates Gatwick's responsible attitude to the impact a large airport has on the environment. With recent lapses in Thames Water's performance, having an onsite facility is a very good addition
	Peter	Carder		2024-06-11T21:52:58.000Z		Keep Southwater Green	RH13 9UJ	Organisation		<p>From what is stated in the Notification document (# 2.1.4), it would appear that the proposed 'on-Airport' treatment facility would be commissioned only if a DCO condition is imposed restricting Airport growth until there have been implemented any improvements found necessary to enable Thames Water's nearby treatment works to cope with the Airport's increased effluent flows. In view of the increasing future pressure on the capacity of local treatment works resulting from the rising population of the Crawley area (even without Homes England's 'West of Ifield' proposal for 10,000 additional homes), there must be serious doubt as to their ability to cope in addition with Airport growth without risking an increase in untreated effluent discharges into nearby watercourses of the kind that led to a £3.3 million fine being imposed on Thames Water in 2023. Consequently, there are strong grounds for contending that an on-Airport treatment facility should be commissioned irrespective of any DCO condition or improvements to existing treatment works that may be found to be necessary, with a treatment capacity sufficient to cope with the maximum predicted effluent flows without the risk of untreated discharges into, or otherwise deteriorating the water quality of, the River Mole. It would be wholly unacceptable if the Applicant were to be allowed to avoid responsibility for increased watercourse pollution arising from the increased pressure on treatment works capacity that its Project would inevitably bring, whereas in relation to its claim that 'there is no legal or policy basis for conditioning the delivery of the Project in this way' (# 2.2.6), it should be remembered that 'Grampian conditions' have long allowed local planning authorities to make major housing developments conditional upon the delivery of corresponding improvements in sewerage infrastructure.</p>

The Planning Inspectorate
Major Applications and Plans
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Our ref: 20044454
Your ref: TR020005
Date: 5 June 2024

Dear Planning Inspectorate Team

Gatwick Airport Northern Runway Development Consent Order Application - Environment Agency comment on Change 4: Provision of an on-airport Wastewater Treatment Works. Deadline 5, 6 June 2024

We have reviewed the submission of the proposed Project Change 4 relating to the provision of an on-airport Wastewater Treatment Works (WWTW) and have the following comments to make.

The new treatment facility would require a bespoke environmental permit with a full assessment and review by our Permitting team and would likely be a matter of significant public interest. It would introduce another discharge into the Mole of material previously discharged via Crawley Sewage Treatment Works (STW) to the Gatwick Stream. We are unsure whether this could be granted in an area which is served by an established sewerage network.

From www.gov.uk
Discharges to surface water:

Planning new developments

If you're planning a new development, plan your foul sewerage at an early stage and consult with the local council and sewerage undertaker. If you got planning permission on the basis that the development will be connected to the public foul sewer, this indicates it's likely to be reasonable to do so.

We will not normally give you a permit for use of a private sewage treatment system based on the nearest public foul sewer not having enough capacity. If necessary, you should agree improvements to the sewerage network with the sewerage undertaker so you can connect to it. These improvements must be put in place before the development is occupied. This reflects planning practice guidance and building regulations.

It was apparent at the Hearing (ISH7) on 1 May 2024 there was some work to be done on overall modelling before Thames Water were comfortable with the proposal.

Environment Agency
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There is potential for a permit application to be considered if there is no capacity in the network or sufficient treatment capacity and Thames Water have no plans to make treatment capacity available to cover the development.

The non-attendance of Sutton and East Surrey Water at the hearing created some concern regarding clean water provision to the development – We have asked the applicant to update the current situation regarding this element since there is a potential environmental impact should the increased requirement cause supply issues.

The information supplied regarding the potential new facility lacks detail. For example, flows, population equivalent. We have asked the applicant to confirm how has the planned layout been sized.

The flow profile for an international airport with near 24-hour operation would differ from a normal domestic STW.

We have also requested confirmation of the following:

- If this would be foul sewage only or whether there would be other contributory sources (trade effluent).
- What is the specific treatment process?
- Would chemical dosing be required as part of the process?

If a permit application was successful, options include the inclusion of an improvement condition stating that connection to the sewerage network would be required at the point at which capacity became available or if Thames Water adopt the facility in the future.

Flood Implications

We will ask the applicant to confirm whether:

- The proposed WWTW facility is located outside of areas considered to be at risk to flooding
- The proposed WWTW facility would not lead to a loss of floodplain storage capacity or impact on flood flow routes
- The proposed WWTW would be designed to carry on functioning during a flood event? What Flood Risk Vulnerability Classification has been given to the proposed WWTW in line with Annex 3 of the National Planning Policy Framework, considering Table 2 of the Flood Risk & Coastal Change Planning Practice Guidance
- The temporary construction compounds will be located outside of areas considered to be at risk to flooding

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- The movement of flows from the catchment of Horley WWTW to Crawley WWTW will have any impact on onwards flows to the river catchment(s) and if the volume of flows be likely to have any impact on flood peaks in different rivers.

The document states that they propose to use a directional drilling technique to install a new outfall into the River Mole to have a lesser impact on the flood defence. It should be noted that any works in, over, under or within 8 metres of the top of the bank of a main river, or within 8 metres of the landward toe of a flood defence would require assessment under the Environmental Permitting Regulations 2016 to understand whether a Flood Risk Activity Permit(s) would be required for the proposed WWTW.

Within the 'Second Notification of a Proposed Project Change' document (Book 10), it appears that the WWTW will be located outside of the fluvial flood risk areas according to modelling provided by Gatwick Airport Limited, but it would be helpful to see confirmation of this since it does appear the site is located within our Flood Map for Planning.

If you have any questions, please do not hesitate to contact me.

Yours sincerely

Michelle Waterman-Gay
Planning Advisor – Sustainable Places, Kent

Email ksplanning@environment-agency.gov.uk