Gatwick Airport Northern Runway Project

Project Description Signposting Document – Tracked Version

Book 8

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APFP Regulations 5(2)(a) **Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

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1 Project Description Signposting Document

1.1.1 The Northern Runway Project (NRP) (referred to as 'the Project') proposes to make best use of Gatwick Airport's existing runways and infrastructure through repositioning the existing northern runway which, along with lifting the current restriction on its use, would enable dual runway operations. The Project includes airfield 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).

1.1.2 The purpose of this document is to provide signposting in the description of the Project proposals between the **Environmental Statement (ES) Chapter 5: Project Description** (Doc Ref. 5.1), **ES Project Description Figures** (Doc Ref. 5.2) and the **Draft Development Consent Order** (DCO) (Doc Ref. 2.1).

Table 1.1.1: Signposting of the Project Description

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Airfield Works				
Repositioning of the existing northern runway 12 metres north.	Repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway) to provide a 45m wide and 2.6km length runway comprising: • Removal of a redundant 12m strip of hardstanding (south of the repositioned northern runway) and returned to grass. • Resurfacing of repositioned northern runway, comprising a 33m width of retained runway and 12m wide of new runway.	1	Paragraphs 5.2.18 to 5.2.24	Figure 5.2.1a: Proposed Airport Works
Construction of a runway access track	Construction of a runway access track running east to west between the main runway and northern runway, surfaced with grasscrete.	2	Paragraphs 5.2.25 to 5.2.26	Figure 5.2.1a: Proposed Airport Works
Construction of a new pier (Pier 7)	Construction of a new pier (Pier 7) comprising of three floors and including commercial facilities, circulation space and an autonomous vehicle station. Pier 7 would occupy approximately 10.1 hectares (101,000m^2) with a maximum building height of 18m.	6(a) and 6(b)	Paragraph 5.2.50	Figure 5.2.1a: Proposed Airport Works
Works to the aircraft holding area (Charlie Box)	Works to the aircraft holding area comprising the: • Reconfiguration of existing aircraft stands; • Removal of the Airside Operations Building and pumping station 17; • Removal of de-icer storage tanks and substations BP and BR; and • Provision is of new aircraft hold points and new taxiways.	5	Paragraphs 5.2.46 to 5.2.47	Figure 5.2.1a: Proposed Airport Works
Construction of the 'Oscar' area	Construction of the Oscar area, comprising: • Construction of eight remote aircraft stands; • Construction of taxiway connection between Taxiway Juliet and Taxiway Tango; and • Relocation of Substation A.	7	Paragraph 5.2.52	Figure 5.2.1a: Proposed Airport Works

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Works to remove, reposition and provide new aircraft stands (excluding works to aircraft stands in Charlie Box and the Oscar area)	• Construction of up to 14 aircraft stands south of proposed Pier 7. • Reconfiguration of existing aircraft stands to accommodate proposed Pier 7. • Reconfiguration of existing aircraft stands to allow for the extended Taxiway Lima and removal of aircraft stand 152. • Conversion of three existing aircraft stands located to the west of Pier 3 to fully serviced overnight parking/remote aircraft stands. Conversion would include the installation of fuel hydrants, fixed electric ground power, lighting and stand entry guidance systems. • Construction of one aircraft stand north-east of exiting Hangar 7. • Removal and reduction of existing stands to allow for relocation of Taxiway Juliet East.	3, 4(c), 5(f), 6(c), 6(d) and 7(c)	Paragraphs 5.2.51 to 5.2.54	Figure 5.2.1a: Proposed Airport Works
Works to reposition and resurface Taxiway Juliet (East and West)	• Repositioning and resurfacing of Taxiway Juliet in three sections: ○ Western section (Taxiway Juliet West) repositioned approximately 27m north; ○ Central section (Taxiway Juliet East) between Taxiway Uniform and Taxiway Sierra repositioned approximately 19.5m north; ○ Eastern section (Taxiway Juliet East) between Taxiway Sierra and Taxiway Quebec repositioned 14.5m north. • Relocation of Substation BK.	4(a) and 4(h)	Paragraphs 5.2.29 to 5.2.31	Figure 5.2.1a: Proposed Airport Works
Works to extend and resurface Taxiway Lima	Western extension to Taxiway Lima comprising up to 23m in width and approximately 300m in length.	4(c)	Paragraphs 5.2.32 to 5.2.35	Figure 5.2.1a: Proposed Airport Works
Works to extend and resurface Taxiway Tango	Northern extension to Taxiway Tango comprising up to 23m in width and approximately 85m in length.	4(d)	Paragraph 5.2.35	Figure 5.2.1a: Proposed Airport Works
Works to resurface Taxiways Uniform, Whiskey, Victor and Zulu	Works to resurface Taxiways Uniform, Whiskey, Victor and Zulu.	4(j)	Paragraphs 5.2.33, 5.2.36 to 5.2.37	Figure 5.2.1a: Proposed Airport Works
Works to remove, extend, modify, resurface, reposition and construct exit/entrance taxiways and end around taxiways (excluding works to Taxiways Juliet, Lima and Tango)	• Works to taxiways between the repositioned Northern Runway and repositioned Taxiway Juliet, comprising: ○ Repositioning and resurfacing of nine exit/entrance taxiways; ○ Removal of two existing exit/entrance taxiways; and ○ Modification (comprising a change in the geometry for aircraft turning) of one existing exit/entrance taxiway. • Construction of a taxiway spur (Taxiway Juliet West Spur). • Repositioning and resurface of six exit/entrance taxiways between the repositioned Northern Runway and Main Runway:	4(b), 4(e), 4(f), 4(g), 4(i) and 4(j)	Paragraphs 5.2.38 to 5.2.45	Figure 5.2.1a: Proposed Airport Works

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
	• Construction of an end around taxiway (End Around Taxiway West) from the repositioned Taxiway Juliet to the Main Runway, with an approximate footprint of 30,000m^2; • Construction of a new end around taxiway (End Around Taxiway East) from the Main Runway to Taxiway Yankee and then onto Taxiway Victor, with an approximate footprint of 35,000m^2; • Removal of all redundant areas of hardstanding and returned to grass.			
Airfield Support Facilities				
Demolition and removal existing airport facilities	Demolition and removal of the existing Central Area Recycling Centre (CARE) facility, motor transport facilities, ground maintenance facilities, airfield surface transport facility, Rendezvous Point North, emergency air traffic control tower and the former TCR snowbase building.	8	Paragraphs 5.2.55, 5.2.57 to 5.2.58, 5.2.6~~3~~4, 5.2.6~~5~~6, 5.2.6~~7~~6 to 5.2.6~~9~~8, 5.2.70~~69~~, 5.2.7~~2~~1 to 5.2.7~~8~~7	Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed
Construction of a replacement CARE facility	Construction of a replacement and repurposed CARE facility comprising a waste sorting facility ~~including two biomass boilers,~~ a materials recovery facility, storage area, car baling facility, vehicle weighing platform, office accommodation and welfare facilities, and hardstanding areas for parking, storage, quarantine and vehicle manoeurving. The main facility building would be approximately 17,550m^2 in area and up to 15~~22~~m in height (above ground level) and with elements up to 5m below ground level~~with a biomass boiler flue up to 48m in height~~.	9	Paragraphs 5.2.57 to 5.2.6~~3~~2	Figure 5.2.1a: Proposed Airport Works
Construction of replacement motor transport facilities	Construction of replacement motor transport facilities including car parking, a parts store, ramps, pits, type store, test area, workshop, a heavy good vehicle refuelling area, vehicle washing area, offices and staff welfare facilities. The buildings and compound would occupy an area of approx. 15,600m^2 and with a maximum building height of 15m (above ground level) and with elements up to 5m below ground level.	10	Paragraphs 5.2.6~~4~~3 to 5.2.6~~6~~5	Figure 5.2.1a: Proposed Airport Works
Construction of replacement ground maintenance facilities	Construction of replacement ground maintenance facilities comprising a hardstanding area of approximately 1,230m^2 and provision of new buildings including an open vehicle storage shed, closed tool shed, hazardous substances unit and a portacabin style office/welfare area. The buildings would have a maximum height of 8m.	11	Paragraphs 5.2.6~~7~~6 to 5.2.6~~9~~8	Figure 5.2.1a: Proposed Airport Works
Construction of replacement airfield surface transport facilities	Construction of a replacement airfield surface transport facilities comprising a hardstanding area of approximately 1,440m^2 to provide open storage and parking, and the provision of new buildings with a maximum height of 15m to provide vehicle sheds and a grid and salt store.	12	Paragraphs 5.2.70~~69~~ to 5.2.7~~2~~1	Figure 5.2.1a: Proposed Airport Works
Construction of the replacement Rendezvous Point North	Construction of a replacement Rendezvous Point North comprising a hardstanding area of approximately 4,490m^2 and a cabin building of approximately 200m^2 in area and with a maximum building height of 5 metres.	13	Paragraphs 5.2.7~~2~~3 to 5.2.7~~5~~4	5.2.1a: Proposed Airport Works

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Works to remove and construction the replacement fire training ground	Removal of the existing fire training ground and construction of the replacement fire training ground, comprising a hardstanding area of 12,000m^2 including a fire training rig, control centre, compartment fire training complex, a road traffic collision mock-up area, classrooms, underground water storage, water tower and a deluge system. The fire training rig would be relocated and has a height of 25m, with tank depths of up to 5 metres (below ground).	14	Paragraphs 5.2.834 to 5.2.865	5.2.1a: Proposed Airport Works
Construction of a satellite airport fire service facility	Construction of a satellite airport fire service facility comprising a hardstanding area of up to 8,000m^2 and with a maximum building height of 15m.	15	Paragraphs 5.2.867 to 5.2.887	Figure 5.2.1a: Proposed Airport Works
Construction of an aircraft hangar	Construction of an aircraft hangar on with a footprint of approximately 12,440m^2 and up to 32m in height, and up to 10m below ground level, together with utilization of the existing hardstanding to provide car parking (for staff and service yard) and a bus stop.	16	Paragraphs 5.2.898 to 5.2.9089	Figure 5.2.1a: Proposed Airport Works
Relocation of the Hangar 7 support structures	Relocation of the Hangar 7 support structures of up to 5m in height and up to 5m below ground level on an existing hardstanding area of 1,520m^2.	17	Paragraphs 5.2.910 to 5.2.921	Figure 5.2.1a: Proposed Airport Works
Removal and replacement of the western noise mitigation	Removal of the existing western noise bund and construction of a replacement noise bund and wall. The proposed wall would be approximately 450m in length and up to 30m in width. The western section of the noise bund and wall would be up to 8m in height and the eastern section of the wall (beyond the bund) would be up to 10m in height.	18	Paragraph 5.2.932 to 5.2.954	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Construction of a pumping station (Pumping Station 2a)	Construction of a pumping station (Pumping Station 2a) comprising up to 2m in height (above ground level) and with elements up to 10m below ground level, and accommodating a hardstanding area of approximately 10m^2.	19	Paragraphs 5.2.19182, 5.2.19384	Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements
Realignment of Larkins Road	Larkins Road is to be realigned further north, with a carriageway width of 9.3m together with a 5m verge on either side (except for the area south of Pond M).	20	Paragraphs 5.2.965 to 5.2.976	Figure 5.2.1d: Proposed Surface Access Improvements (not including highways)
Terminal Works				
Works and extensions to the North Terminal building	• Construction of northern and southern extensions to the International Departure Lounge. The northern extension would comprise approximately 9,900m^2 of additional floorspace on a footprint of approximately 3,300m^2, and up to 32.5m in height (above ground level). The southern extension would comprise approximately 12,600m^2 additional floorspace and up to 30 27.5m in height (above ground level). • Construction of an extension to the baggage hall comprising approximately 6,552m^2 of additional floorspace and up to 12.5m in height (above ground level). • Construction of an extension to the baggage reclaim comprising approximately 650m^2 of additional floorspace and up to 7m in height (above ground level). • Construction of an autonomous vehicle station.	22	Paragraphs 5.2.10667 to 5.2.10887	Figure 5.2.1a: Proposed Airport Works

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
	• Construction of an autonomous vehicle maintenance building with a footprint of approximately 527m^2 and a height of approximately 12m. • Internal reconfiguration works. • Demolition of the CIP building and the circulation building. • Remedial works to the coaching gates.			
Works and extensions to the South Terminal building	• Construction of an extension to the International Departure Lounge comprising approximately 15,000m^2 of additional floorspace and up to 27m in height (above ground level). • Construction of an autonomous vehicle station. • Construction of a 2-storey coaching gate for autonomous vehicles. • Construction of six coaching gates up to 13m in height, four with a footprint of approximately 3,780m^2 and two gates with a footprint of approximately 1,980m^2. • Internal reconfiguration works.	23	Paragraphs 5.2.1098 to 5.2.11009	Figure 5.2.1a: Proposed Airport Works
Hotels and Offices				
Construction of a hotel on the Car Park H site	Construction of a hotel (with up to 400 hotel bedrooms) on a footprint of approximately 4,000m^2 and up to 27m in height.	28(a)	Paragraph 5.2.1143	Figure 5.2.1c: Proposed Hotels and Commercial Elements
Construction of an office on the Car Park H site	Construction of an office with a net lettable floorspace of up to 5,000m2 on a footprint of 1,024m^2 and up to 27m in height (above existing ground level).	28(b)	Paragraphs 5.2.1112 to 5.2.1132	Figure 5.2.1c: Proposed Hotels and Commercial Elements
Construction of a hotel north of MSCP3	Construction of a hotel (with up to 400 hotel bedrooms) on a footprint of approximately 4,000m^2 and up to 27m height.	26	Paragraph 5.2.1143	Figure 5.2.1c: Proposed Hotels and Commercial Elements
Construction of a hotel on the car rental site	Construction of a hotel (with up to 200 hotel bedrooms) on a footprint of approximately 15,000m^2 and up to 16.3m in height.	27	Paragraph 5.2.1143	Figure 5.2.1c: Proposed Hotels and Commercial Elements
Conversion of Destination Place office to a hotel	Conversion of the existing Destinations Place offices to a hotel (with up to 250 hotel bedrooms). No proposed change to the size of the existing building.	29	Paragraph 5.2.1143	Figure 5.2.1c: Proposed Hotels and Commercial Elements
Car Parks				
Removal of Car Park W	Removal of Car Park W.	7	Paragraphs 5.2.1156 to 5.2.1176	Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed
Removal of Flying Pan and Summer Special car parks	Removal of the ‘flying pan’ car park and Summer Special car park.	10, 13 and 16	Paragraphs 5.2.1156 to 5.2.1176	Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Construction of multi-storey Car Park J	Construction of a multi-storey car park (Car Park J) comprising an approximate footprint of 10,000m2 and up to 27m in height (above ground level) to provide approximately 890 car parking spaces.	22(g)	Paragraphs 5.2.1187 to 5.2.1243	Figure 5.2.1b: Proposed Car Parks
Removal of Car Park H and construction of replacement multi-storey car park at the Car Park H site	Removal of Car Park H and construction of a multi-storey car park (replacement Car Park H) comprising an approximate footprint of 15,000m^2 and up to 27m in height (above ground level) to provide approximately 3,700 car parking spaces.	28	Paragraph 5.2.1165 to 5.2.1243	Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks
Construction of multi-storey Car Park Y	Construction of a multi-storey car park (Car Park Y) comprising an approximate footprint of 19,000m^2 and up to 27m in height (above ground level) to provide approximately 3,035 car parking spaces.	30	Paragraphs 5.2.1178 to 5.2.1243	Figure 5.2.1b: Proposed Car Parks
Works to Car Park X (including construction of the replacement 'Purple Parking')	Removal of 1,125 spaces from Car Park X and construction of a stepped, decked car park to provide the replacement 'Purple Parking'. The south-eastern part of the Purple Parking car park would be 2-storeys, up to 11m in height, with a footprint of 120m x 70m; and the northern section would be 1-storey, up to 7m in height and with a footprint of 120m x 20m. The remaining area would be surface-level parking.	31	Paragraphs 5.2.1165 to 5.2.1243	Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks
Works to the North Terminal Long Stay Car Park	Removal of 2,465 spaces at the North Terminal long stay car park and construction of a decked structure to provide approximately 1,680 car parking spaces. The decked structure is to comprise an approximate footprint of 79,000m^2 and up to 11m in height (above ground level).	32	Paragraphs 5.2.1165 to 5.2.1243	5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks
Works to the south-western car park currently used by Purple Parking labelled "surface parking"	Removal of the decked structure on the existing 'Purple Parking' car park and removal of 2,400m^2 of surface parking (hardstanding). Remaining hard surfacing to provide a surface-level car park comprising an approximate footprint of 29,000m^2 to accommodate approximately 700 car parking spaces.	33	Paragraphs 5.2.1156 to 5.2.1243	5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks
Removal of Car Park B north and south	Removal of Car Park B North and Car Park B South.	34(a) and (b)	Paragraphs 5.2.1156 to 5.2.1243	5.2.1h: Existing Facilities Proposed to be Demolished or Removed
Surface Access Works				
Works to upgrade the North Terminal forecourt	Works to the North Terminal forecourt.	24	Paragraphs 5.2.1489 to 5.2.1521	5.2.1d: Proposed Surface Access Improvements (not including highways)
Works to upgrade the South Terminal forecourt	Works to the South Terminal forecourt.	25	Paragraphs 5.2.1489 to 5.2.1521	5.2.1d: Proposed Surface Access Improvements (not including highways)

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
South Terminal junction improvements	• Works to widen and realign the Gatwick Spur/Airport Way carriageway (1,740m long), provide a new flyover over the South Terminal Roundabout and provide a third lane eastbound on Gatwick Spur. • Construction of an eastbound merge slip road (330m long), westbound diverge slip road (420m long), eastbound diverge slip road (265m long), westbound merge slip road (275m long). • Works to realign and widen the Ring Road North (80m long), Ring Road South (85m long) and B2036 Balcombe Road (160m long) • Construction of a footway connection between B2036 Balcombe Road and Ring Road South (380m long). • Works to realign the South Terminal roundabout. • Construction of retaining walls, including a 230m long retaining wall north-east of Balcombe Road, 35m long retaining wall south-east of Balcombe Road underbridge, 45m long retaining all between Gatwick Spur Westbound Diverge and Gatwick Spur, 25m long retaining wall between Gatwick Spur Eastbound merge and Gatwick Spur, 170m retaining wall between Balcombe Road underbridge and South Terminal roundabout, 160m long retaining wall between Gatwick Spur Eastbound Merge and Gatwick Spur, 165m long retaining wall between Gatwick Spur Westbound Diverge and Gatwick Spur, 160m long retaining wall between Airport Way Eastbound Diverge and Airport Way, 180m long retaining wall between Airport Way Westbound Merge and Airport Way and a 370m long retaining wall on the southern side of Airport Way Westbound Merge. • Construction of a replacement bridge (Balcombe Road Underbridge) and a flyover structure (South Terminal Flyover Bridge). • Construction of a land drainage ditch, attenuation pond with an approximate capacity of 2,900m3 and a culvert, and the modification of the existing Balcombe Road Culvert East.	35	Paragraphs 5.2.13<u>30</u>~~29~~ to 5.2.13<u>6</u>~~5~~	Figure 5.2.1d: Surface Access General Arrangement Plans
North Terminal junction improvements	• Works to widen and realign of the A23 London Road between Airport Way Bridge and the new A23 London Road (545m long), and between the new A23 London Road and the A23 London Road Bridge (480m long) including the provision of a third lane. • Works to widen and realign the Airport Way Westbound between the Airport Way Rail Bridge and the new North Terminal Flyover Link (550m long), including the provision of a third lane. • Works to realign and reconfigure the diverge from A23 London Road to Airport Way Eastbound (635m long).	36	Paragraphs 5.2.13<u>7</u>~~6~~ to 5.2.14<u>3</u>~~2~~	Figure 5.2.1d: Surface Access General Arrangement Plans

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
	• Construction of a new signal-controlled junction between A23 London Road and the new North Terminal Link. • Construction of a new flyover link over the North Terminal Roundabout (650m long). • Construction of a new diverge from Airport Way Westbound to North Terminal Roundabout (425m long) and a new diverge from A23 London Round to North Terminal roundabout (325m long). • Works to widen and realign the North Terminal Roundabout. • Construction of a new link road (105m long) from North Terminal Roundabout to a new signal-controlled junction on A23 London Road. • Works to widen and realign the existing Northway (65m long), Longbridge Way (90m long), Gatwick Way (165m long), Perimeter Road North (270m long) and North Terminal Approach Road (125m long). • Construction of a pedestrian and cyclist pathway between Longbridge Roundabout and North Terminal Roundabout (775m long). • Construction of a pedestrian and cyclist ramp between A23 London Road and Riverside Garden Park (120m long). • Widening of Airport Way bridge. • Construction of retaining walls, including a 240m long retaining wall on the southern side of Airport Way, 85m long retaining wall south-east of the North Terminal Flyover Bridge, 160m long retaining way located between Airport Way Westbound Diverge to North Terminal Roundabout, 160m long retaining wall between North Terminal Flyover Link and A23 London Road, 160m long retaining wall located east from the Bridge over the River Mole. • Construction of a flyover bridge structure (North Terminal Flyover Bridge) and a replacement and widened bridge (A23 London Road bridge over the River Mole). • Construction of an attenuation basin with an approximate capacity of 2,000m3.			
Longbridge Roundabout junction improvements	• Works to widen and realign Longbridge Roundabout junction, including the widening and realignment of the A23 London Road (130m long), A23 Brighton Road (220m long) and A217 (110m long) and the realignment of the Povey Cross Road (60m long). • Construction of retaining walls, including a 50m long retaining wall north-west of the A23 London Road Bridge, a 35m long retaining wall between the stilt structure and A23 Brighton Road Bridge, a 30m long retaining wall east of the A23 Brighton Road Bridge, a 45m long retaining wall on the southern side of Longbridge Roundabout and a 40m long retaining wall on the northern side of Longbridge Roundabout.	37	Paragraphs 5.2.14~~3~~4 to 5.2.14~~8~~7	Figure 5.2.1d: Surface Access General Arrangement Plans

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
	• Widening of the Longbridge Roundabout segregated left turn lane stilt structure. • Construction of a widened bridge (A23 Brighton Road Bridge over the River Mole) to replace the existing bridge. • Construction of a new attenuation basins with an approximate capacity of 600m3. • Modification of the A23 Brighton Road Culvert.			
Active travel improvements	Provision of new and enhanced active travel routes, including: • A segregated path for pedestrian and cyclists between Longbridge Roundabout and North Terminal Roundabout, with localised narrowing to shared use on the A23 London Road bridge. • Three-staged staggered signalised crossing for pedestrians at the northern arm of the A23 London Road / North Terminal Link signal controlled junction. • Signalised pedestrian crossing on Longbridge Way. • Footway on the northern side of the North Terminal link. • Shared use pedestrian and cyclist path between North Terminal roundabout and South Terminal, with a signalised crossing at North Terminal Approach.	35 to 38	Paragraphs 5.2.15~~2~~3 to 5.2.15~~7~~6	Figure 5.2.1d: Surface Access General Arrangement Plans
Water Management Works				
Construction of Car Park Y attenuation storage facility	Construction of an attenuation storage facility up to 125m x 75m in size, with a capacity of up to 32,000m^3 and on a footprint of 9,375m^2.	30	Paragraphs 5.2.16~~0~~1 to 5.2.165~~4~~, 5.2.1~~76~~85 to 5.2.18~~6~~77	5.2.1e: Proposed Surface Water and Foul Water Improvements
Construction of Car Park X flood compensation area	Lowering of the existing car park (Car Park X) with a footprint of 27,000m2 by a depth of up to 2m below ground level, to create a flood compensation area with an approximate capacity of 55,000m^3 and connected to the River Mole via an outfall structure to be constructed.	31	Paragraphs 5.2.16~~0~~1 to 5.2.164~~5~~, 5.2.182~~73~~ to 5.2.184~~75~~	5.2.1e: Proposed Surface Water and Foul Water Improvements
Construction of a flood compensation area at Museum Field	Construction of a flood compensation area with an approximate footprint of 57,600m^2 and approximately 2.6m below ground level.	38(a)	Paragraphs 5.2.16~~0~~1 to 5.2.164~~5~~, 5.2.166~~5~~ to 5.2.167~~6~~	5.2.1e: Proposed Surface Water and Foul Water Improvements
Works to the River Mole valley	• Removal and infilling of Pond A. • Construction of a connection to Pond M. • Diversion and extension of the River Mole by approximately 300m in length to create a more sinuous course, including extension of a syphon and culvert.	39	Paragraphs 5.2.16~~0~~1 to 5.2.164~~5~~, 5.2.168~~7~~ to 5.2.171~~0~~	Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed
Construction of a weir and fish pass	Construction of a weir and fish pass to the River Mole of 200mm in height.	42	Paragraphs 5.2.16~~0~~ to 5.2.165~~4~~, 5.2.187~~78~~	Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Construction of water treatment works	Construction of ~~a~~ water treatment works comprising a constructed wetland (reed bed) system, ~~using a Moving Bed Biofilm Reactor plant,~~ with a footprint of up to 16,0~~5,6~~00m^2. The reed beds would be supported by associated facilities including six blowers, bunded nutrient dosing tank and pumps, pipework, pumps, bunding, car parking, cabin and secure storage unit each with a maximum height of 3m excluding the cabin and secure storage unit that would be up to 4m in height (above ground level). A temporary 2.4m high noise barrier would be constructed and in place during construction of the reed bed system.~~, up to 8m in height above ground level and up to 3m below ground level.~~	43	Paragraph 5.2.16~~0~~1 to 5.2.16~~4~~5, 5.2.17~~2~~1 to 5.2.18~~17~~2	Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements
Works to existing drainage infrastructure	Works to improve or provide new foul and surface water drainage infrastructure, including: • Works to realign surface water drainage infrastructure along Taxiway Yankee to connect to Pond D. • Works to protect Substation L from flooding. • Construction of three pumping station and pipeline connections to the Crawley Sewage Treatment Works. • Pumping Station 7a – comprising a fenced compound area of 260m2, approximately 3m in height (above ground level) and with elements up to 6m below ground level, along with a pipeline connection to Crawley Sewage Treatment Works up to 1,270m in length. • Pumping Station East of Railway – comprising a fenced compound area of 190m2, approximately 3m in height (above ground level) and with elements up to 3m below ground level, along with an underground pipeline connection to the Crawley Sewage Treatment Works up to 1,270m in length. • Pumping Station 2a – comprising a compound area of 10m2, approximately 2m in height (above ground level) and with elements up to 10m below ground level, along with a new connection.	Ancillary or related development	Paragraphs 5.2.16~~0~~1 to 5.2.16~~5~~4, 5.2.1~~79~~88 to 5.2.19~~3~~4	Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements
Environmental Mitigation Works				
Delivery of replacement open space at Car Park B North and Car Park B South	• Delivery of approximately 0.79ha of open space on the Car Park B North site (to be removed). • Delivery of approximately 0.64ha of open space on the Car Park B South site (to be removed).	34(c)	Paragraph 5.2.19~~7~~88	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Delivery of the Museum Field Environmental Mitigation Area	• Delivery of approximately 17ha of ecological habitat creation including a flood compensation area on Museum Field with a 6m high landscaped bund around the southern and eastern perimeter and the creation of a pedestrian route (including footbridge) around the flood compensation area. • Construction of two farm access bridges approximately 4.2m wide.	38	Paragraph 5.2.19~~7~~88	Figure 5.2.1g: Proposed Environmental Mitigation Areas

Works	Description	Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1)	Reference to further detail in ES Chapter 5 (Doc Ref. 5.1)	Relevant ES Figure (Doc Ref. 5.2)
Delivery of environmental mitigation works at River Mole diversion area	Delivery of ecological mitigation measures at the River Mole diversion area.	39	Paragraph 5.2.19788	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Delivery of replacement open space north-east of Longbridge Roundabout	Delivery of approximately 0.52ha of new planting, replacement open space and construction of a pedestrian footbridge across the River Mole approximately 45m in length.	40	Paragraph 5.2.19788	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Delivery of an ecological area at Pentagon Field	Delivery of approximately 1ha of landscape planting and a 15-metre tree belt.	41	Paragraph 5.2.19788	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Delivery of habitat enhancement areas along Perimeter Road East and Crawter's Brook.	Delivery of two hedgerow areas, comprising 125m long replacement hedgerow along Perimeter Road East and Perimeter Road South; and replacement hedgerow from Crawter's Wood to the west of Gatwick Airport.	42	Paragraph 5.2.19788	Figure 5.2.1g: Proposed Environmental Mitigation Areas
Power Facilities				

Adjustments to power facilities	• Removal of existing substations BJ and BM.
	• Removal and replacement of existing substations A, J, BK, BP, BM and BR comprising:
	  ○ Substation J – containerised substation with an additional transformer occupying an area of approximately 180m2 with an approximate height of 6m above ground level and 3m below ground level.
	  ○ Substation BK – re-provided occupying an area of approximately 144m2 with a maximum height of 6m above ground level and 3m below ground level.
	  ○ Substations BP, BR and A – each to be re-provided occupying an area of approximately 25m2 with a maximum height of 5m above ground level and 3m below ground level.
	• Provision of a new substation occupying an area of approximately 25m2 with a maximum height of 5m above ground level and 3m below ground level.
		Ancillary or related development	Paragraph 5.2.10099 to 5.2.1054	Figure 5.2.1a: Proposed Airport Works