



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Environment Agency

Book 10

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1 Introduction

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in support of the examination phase for the proposed Gatwick Northern Runway Project (NRP). The Application was made by Gatwick Airport Limited (the Applicant) to the Secretary of State for the Department for Transport (the Secretary of State) pursuant to Section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Application comprises alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. It also includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport's passenger throughput capacity. This includes substantial upgrade works to certain surface access routes which lead to the airport. A full description of the Proposed Development is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
- 1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the Examination. The purpose and possible content of SoCG is detailed in the Department for Communities and Local Government's guidance entitled 'Planning Act 2008: examination of applications for development consent' (2015), stating:
- "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*
- 1.1.4 The SoCGs between the Applicant and the local authorities comprises several documents, to which this document is one. The Statement of Commonality provides details of the structure and status of the SoCG between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCG varies to reflect the nature and complexity of the matter, as well as the position between the parties.
- 1.1.5 This document solely relates to matters between the Applicant and Environment Agency. A summary of the meetings and correspondence that has taken place between the parties is detailed in **Appendix 1** of this document.
- 1.1.6 The engagement between the parties across the breadth of matters is ongoing. Therefore, the SoCG is an evolving document and the detailed wording within it is still being discussed in detail between the parties. Future iterations will be submitted at each deadline; and both parties reserve the right to supplement the matters identified as discussions progress, to ensure it is comprehensive and up to date.
- 1.1.7 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached, and is presented in a tabular form. This SoCG does not seek to replicate information that is available elsewhere, either within the Application and/or Examination documents, referring out where

appropriate. The terminology used within the SoCG to reflect the status between the parties is either:

- “Agreed” to indicate where a matter has been resolved to the satisfaction of the parties.
- “Not Agreed” to indicate a final position where parties cannot agree.
- “Under discussion” to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.

1.1.8 It can be assumed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Environment Agency; and therefore, have not been the subject of any discussions between the parties. As such, those matters should be assumed to be agreed, unless otherwise raised in due course by any of the parties.

2 Current Position

2.1. Agricultural Land Use and Recreation

2.1.1 **Table 2.1** sets out the position of both parties in relation to agricultural land use and recreation matters.

Table 2.1 Statement of Common Ground – Agricultural Land Use and Recreation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Agricultural Land Use and Recreation within this Statement of Common Ground.</i>					

2.2. Air Quality

2.2.1 Table 2.2 sets out the position of both parties in relation to air quality matters.

Table 2.2 Statement of Common Ground – Air Quality Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Air Quality within this Statement of Common Ground.</i>					

2.3. Capacity and Operations

2.3.1 Table 2.3 sets out the position of both parties in relation to capacity and operations matters.

Table 2.3 Statement of Common Ground – Capacity and Operations Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Capacity and Operations within this Statement of Common Ground.</i>					

2.4. Climate Change

2.4.1 **Table 2.4** sets out the position of both parties in relation to climate change matters.

Table 2.4 Statement of Common Ground – Climate Change Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Climate Change within this Statement of Common Ground.</i>					

2.5. Construction

2.5.1 Table 2.5 sets out the position of both parties in relation to construction matters.

Table 2.5 Statement of Common Ground – Construction Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Construction within this Statement of Common Ground.</i>					

2.6. Cumulative Effects and Interrelationships

2.6.1 Table 2.6 sets out the position of both parties in relation to cumulative effects and interrelationships matters.

Table 2.6 Statement of Common Ground – Cumulative Effects and Interrelationships Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Cumulative Effects and Interrelationships within this Statement of Common Ground.</i>					

2.7. Draft DCO and Explanatory Memorandum

2.7.1 Table 2.7 sets out the position of both parties in relation to Draft DCO and Explanatory Memorandum matters.

Table 2.7 Statement of Common Ground – Draft DCO and Explanatory Memorandum Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to the Draft DCO and Explanatory Memorandum within this Statement of Common Ground.</i>					

2.8. Ecology and Nature Conservation

2.8.1 Table 2.8 sets out the position of both parties in relation to ecology and nature conservation matters.

Table 2.8 Statement of Common Ground – Ecology and Nature Conservation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment Methodology					
2.8.2.1	Biosecurity and invasive non-native species management plan	We note that considerations have not been addressed in the submission. There is minimal reference to invasive non-native species impact within Chapter 9: Ecology and Nature Conservation.	A suitable management plan with respect to INNS will be produced and will be included within the CoCP.		Agreed
2.8.2.2	The widening of the road bridge over Burstow stream	The proposal for permanent loss of habitat and increased overshadowing is a tangible impact on the watercourse although argued in the submission as minor due to other encroaching elements. We would expect to see this captured through a River Condition Assessment and the river metric adjusted accordingly. We request clarification of how this impact has been assessed, the methods and justification if omitted. Furthermore, if it has been reflected in the Biodiversity Net Gain balance.	Noted. A River Condition Assessment of this stretch of the watercourse will be completed by GAL in 2024 and the BNG assessment updated accordingly.		Agreed
Assessment					
2.8.3.1	Museum field: retaining existing mature habitat where it is compatible with the function of flood compensation area	There are existing mature trees situated within in the Museum Field, which were discussed in a previous joint consultation meeting whether these might be retained and could be assessed for compatibility with the function of that flood compensation feature. The landscaping plans refers to a clear space with new grassland being created within the flood compensation area and note the landscaping design approach which will test the suitability of existing habitat features for incorporation and retention. However, it remains unclear about the fate of these trees within the Museum field flood compensation area, and therefore request clarification. The approach is welcome with established river corridor habitat structures and commitments to protect these sensitive receptors from light pollution at all phases of development.	The flood compensation area has been sized and designed to ensure that the majority of trees that surround the area are retained. The only exception will be a small section on the eastern boundary to facilitate connection to the River Mole. An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared once available.		Agreed
2.8.3.2	'Tree survey schedule' – ref no G29	The proposal must consider whether the 'poor quality' Robina pseudoacacia will be managed/removed (Ref 'Tree survey schedule' – ref no G29)	Noted. An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available. This will consider whether it is		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
			appropriate to remove the Robina. The presence of INNS such as Robina will be considered in the next iteration of the outline LEMP.		
Mitigation and Compensation					
2.8.4.1	Biosecurity and invasive non-native species management plan	There are no details of a proposed management plan in either Appendix 8.8.1: Outline Landscape and Ecology Management Plan or Chapter 9 and whether this will be secured later.	A suitable management plan with respect to INNS will be produced and will be included within the CoCP.		Agreed
2.8.4.2	Biosecurity and invasive non-native species management plan	Appendix 5.3.2: Code of Construction Practice Biosecurity or invasive non-native species management has not been included in this document.	A suitable management plan with respect to INNS will be produced and will be included within the CoCP.		Agreed
2.8.4.3	Measures to intercept and treat suspended fine sediments	Appendix 5.3.2: Code of Construction Practice Annex 1 - Water Management Plan Paragraph 10.5.4 describes biosecurity measures are required to minimise the risk of introducing undesirable invasive non-native species plants. The document describes the main pathways for spread via machine and people, although a recommendation would be to label it under its own sub-heading in this document and the main Code of Construction Practice Ecology & Conservation Objectives. There is also room to enhance references for best biosecurity practice within the Soil Management Strategy (currently, there is one relevant line that if invasive plants are encountered, the relevant legislation will be adhered to – but not consideration of a biosecurity-based response).	A suitable management plan with respect to INNS will be produced and will be included within the CoCP. Additionally, the final Soil Management Strategy will also be updated to reference best biosecurity practices.		Agreed
2.8.4.4	Measures to intercept and treat suspended fine sediments	The water environment statement refers to Appendix 8.8.1: Outline Landscape and Ecology Management Plan for further details; however, it is not clear how this benefits the outcome. It demonstrates landowner and procurement management in principle, such as preventing plant disease and pests to establish	A suitable management plan with respect to INNS will be produced and will be included within the CoCP and oLEMP.		Agreed
2.8.4.5	Biosecurity	Biosecurity practice should feature during every phase of development, ensuring that where known invasive non-native species plants occur – no new potential spread pathways are created due to the construction and development activity. A good standard of biosecurity provision at depots and compounds will also contribute towards maintaining best efforts to reduce the risk of either introducing or spreading pests and diseases. Biosecurity protocols should be clearly reiterated for all documents supporting construction plans and activities and will be expected when determining environmental permit applications.	A suitable management plan with respect to INNS will be produced and will be included within the CoCP. This will include reference to the biosecurity protocols to be adopted throughout the construction period.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
		If any activity or construction plans overlap with areas of known INNS contamination, a potential spread pathways analysis should be carried out.			
2.8.4.6	Biosecurity	<p>Environmental Statement - Appendix 8.8.1 Outline Landscape and Ecology Management Plan</p> <p>Section 7.2.7 - The airfield satellite construction compound will occupy land outside of the River Mole diversion footprint to allow the new river channel to establish early in the Project. A minimum 8 metre buffer will be created along the channel to allow for this.</p> <p>We ask for justification on why this is not set to be a minimum of 10m buffer in line with the Natural England Biodiversity Net Gain metric requirements.</p>	The 8m buffer has been included as the distance required for notification to the EA of works to a watercourse. As such, it was considered appropriate for a temporary buffer during construction. In the long term, there will be no development within 10m of the River Mole and, as such the 10m minimum for absence of development would be achieved.		Agreed
2.8.4.7	Artificial lighting ethos and future strategy	<p>The document describes the importance to connect habitats and people throughout the approach, but to also recognise the criticality of controlling artificial light spill onto natural habitats and wildlife foraging corridors.</p> <p>This ethos is expected to be retained particularly to protect the river corridors, their buffer zones and associated wetland habitats from any disturbances.</p> <p>Further details are requested that identify the priority light-sensitive receptors for the site when refining the lighting strategy.</p> <p>This should address impacts and mitigation for all phases of development. Any non- mitigated effects will be expected to amend the Environmental Impact Assessment accordingly. This has been included in the Code of Construction Practice Ecology objectives.</p> <p>We recommend minimising artificial light spill onto river corridors to a range of 0-2lux, which is comparable to background light levels.</p>	Details identifying the light-sensitive receptors will be provided within the lighting strategies for both the construction and operational phases of the Project. This will include, for example, consideration for the European Eel.		Agreed
2.8.4.8	River Mole alignment and recovery post storm damage	The document describes the commitment to re-naturalise this section of the River Mole and represents a significant gain for the water environment and ecology. It states in the summary that an appropriate design of the two-stage channel will allow for floodplain features to occur. The indicative dimensions are unclear, it is expected that any wet grassland habitats able to establish are managed in response to their development over time.	Full details of the habitat design and management will be set out within the relevant LEMP to be produced for the River Mole area based on the principals set out in Appendix 8.8.1 of LEMP.	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1 [APP-113]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2 [APP-114]</p> <p>ES Appendix 8.8.1 Outline Landscape</p>	Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
				and Ecology Management Plan Part 3 [APP-115] ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4 [APP-116]	
2.8.4.9	River Mole alignment and recovery post storm damage	It is welcome to see an overarching objective in the Landscape and Ecology Management Plan whereby regular condition monitoring is intended for all stages of habitat establishment, including monitoring of sediments in the realigned Mole, prevention of spread of invasive non-native species is also welcomed and to include post storm damage.	Noted.		Agreed
2.8.4.10	River Mole alignment and recovery post storm damage	We recommend enhancing the commitment to include priority reinstatement for lost and damaged culvert habitats (these represent unique mitigation requirements and need to be reinstated or mitigated before a new ecological season sets in). Species conservation measures should also be incorporated into the designed habitats matrix throughout the site. Ensuring connectivity of habitats is maintained. We look forward to reviewing further detailed designs	Full details of the habitat reinstatement following storm damage will be set out within the relevant LEMP to be produced for the River Mole area based on the principals set out in Appendix 8.8.1 oLEMP. Specifically, for the area of the re-aligned River Mole and its open lidded culvert. The re-aligned channel should be inspected post a significant storm event for 10 years after construction.	ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 1 [APP-113] ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2 [APP-114] ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3 [APP-115] ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4 [APP-116]	Agreed
2.8.4.11	Requirement outlining principles within an invasive non-native species management plan	Introduction or spread of invasive species: invasive non-native species management and Biosecurity plan. It is expected to see a targeted invasive non-native species management and biosecurity plan produced for the known invasive non-native species plant and pest species on site, this may be a chapter within the management plan required to uphold Biodiversity Net Gain implementation and/or a document. Consideration for non-chemical means and collaboration with catchment partners and experts is strongly encouraged to feature.	A suitable management plan with respect to INNS will be produced and will be included within the CoCP. This will include reference to the biosecurity protocols to be adopted throughout the construction period.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.8.4.12	Awareness for novel invasive non-native species and rapid response	<p>We encourage the continual appreciation and awareness of good biosecurity practice and tree pest/disease prevention, with the ability to adapt management and supply chain scrutiny.</p> <p>We further recommend that invasive non-native species and landscape management approaches and plans also incorporate awareness and readiness for dealing with potential incidents where a rapid response to isolate and eradicate a new invasive non-native species related threat is detected on site.</p> <p>Depending on the species there may be DEFRA issued Plant/Species Control Orders issued for immediate response. For other species, it may simply be a wise choice of action for the sake of preserving the highest cost-benefit outcome by rapid intervention for site eradication, i.e., versus long term management and disposal.</p>	A suitable management plan with respect to INNS will be included within the LEMPs to be produced for each development area. This will include details of how any new discoveries will be isolated and managed with details of where information with respect to different species can be obtained.		Agreed
2.8.4.13	Relevant invasive non-native species documents and legislation to consider	<p>Where invasive non-native species management can contribute to tackling a wider catchment approach for that species, e.g., riparian invasive non-native species. The applicant should consider opportunities to liaise with catchment partners for forming a coherent treatment and management plan, and to also use the forum for sharing distribution information and tracking spread and management effectiveness trends. We would also be interested to be informed of management progress for invasive non-native species within the river corridor and wetland environments and can support technical queries through the customer engagement team.</p> <p>The Non-Native Species Secretariat hosts a very useful resource for all knowledge and novel species Alert needs, it is recommended to sign up to mailing lists. There are also biosecurity training resources that can be incorporated into induction sessions for operational field staff.</p>	A suitable management plan with respect to INNS will be included within the LEMPs to be produced for each development area. This will include details of how any new discoveries will be isolated and managed with details of where information with respect to different species can be obtained (the NNSS, for example).		Agreed
2.8.4.14	Other invasive non-native species legislation	<p>The landscaping- invasive non-native species sections may also want to reflect awareness for consideration around The Invasive Alien Species (Enforcement and Permitting) Order 2019 and maintaining compliance.</p> <p>Invasive non-native (alien) plant species: rules in England and Wales - GOV.UK</p>	Noted. A suitable management plan with respect to INNS will be included within the LEMPs to be produced for each development area. The CoCP will refer to the INNS management plan for construction.		Agreed
2.8.4.15	Pesticides: Use near to water	Section 10.15 describes a default approach that pesticides for plant control are reserved for situations where plant species are classed as infestations and that non- chemical means of management is the primary approach.	Noted.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
		The agreement can be found here - Application to use herbicides in or near water			
2.8.4.16	Pesticides: Use near to water	We agree with the recommendations around triggers for seeking advice and agreement for use near to water, another consideration is where the chosen product label instructs the user to do so.	Noted. This will be included in the final LEMPs.		Agreed
2.8.4.17	Appendix 8.8.1: Outline Landscape and Ecology Management Plan - Part 3	Table A3. 10: Ornamental Shrubs Consideration and justification should be given whether <i>Rosa rugosa</i> in the 'Ornamental planting mix' is compliant with Schedule 9 of the Wildlife and Countryside Act 1981 (See Table A3.10)	<i>Rosa Rugosa</i> will be removed from the next draft of the oLEMP.		Agreed
2.8.4.18	Landscape design and management approach	<p>Paragraph 5.9 describes an intention to utilise a mix of native marginal and aquatic plants. We would like to further support awareness within the landscape design and management approach that native species will be the preferred basis for all natural areas, and these should be prioritised. It should be noted that we would expect only native plant species, of appropriate genetic province and suited to the catchment character to be intended for river and connected wetland habitats. This includes planting of the 'daylighted' culvert (River Mole), where the open grill will limit light availability and appropriate species choices are required.</p> <ul style="list-style-type: none"> We would recommend highlighting some precaution where invasive non-native plant species may be considered for landscaping design, in particular those chosen for climate change resilience and that those selected species are appropriate for the potential environmental risk of escape (and establishment) into the wild. One specific example for appropriate consideration is the mention of Climbers (section 5.6), virginia creeper and false virginia creeper for example are listed on Schedule 9 of WCA legislation. Similarly, <i>Vinca major</i> (Greater periwinkle) features in the plant lists and is a non-native invasive perennial plant of the UK, typically found growing in woodland, hedgerows and waste ground, it has an invasive habit that could succeed well in the wild. <i>Euphorbia amygdaloides robbiae</i> The subspecies <i>robbiae</i> is commonly grown in gardens and often escapes or is deliberately planted in the wild. The flowers are the same, but the 1st year stem leaves are leathery, often shiny, dark green and smooth. The native plant (subspecies <i>amygdaloides</i>) has 1st year stem-leaves which are hairy on margins and underside, usually pale- to mid-green, and dull in texture. 	Noted. The recommendations opposite will be incorporated into the final landscape designs. A suitable management plan with respect to INNS will be included within the LEMPs to be produced for each development area.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.8.4.19	Design & Access - General comment & query:	A commitment to integrate nature-based solutions is promising, however it doesn't state if any options for Natural Flood Management opportunities have been scoped in and/or assessed.	The realignment of the River Mole and associated flood storage provides natural flood management.		Agreed
2.8.4.20	Biodiversity Net Gain Statement	When looking at the Biodiversity Net Gain units it seems apparent that Irreplaceable habitat units (including Hedgerows) are not specified. However, throughout the Landscape and Ecology Management Plan hedgerows are mentioned frequently as a removed/reinstated/managed element, including for native hedgerow planting. Are all hedgerow elements related to mitigation, rather than additional for Biodiversity Net Gain?	<p>Hedgerows are not considered irreplaceable habitats. These are ancient woodlands and similar. No such habitats are within the Project order limits and those that occur nearby will be protected.</p> <p>The Project results in the temporary loss of a number of species poor hedgerows from within existing carparks during reconfiguration activities. These will be replaced with new species-rich hedgerows once works are complete.</p> <p>The BNG assessment will be updated to account for the hedgerows.</p>		Agreed
2.8.4.21	Fisheries	We need to ensure delivery of the fish pass on the southern exit of the culverts. This needs to be a multispecies fish pass appropriate to the fish species and life-stages found in the Mole both up and downstream of the airport. It also needs to provide safe passage for eels. The detailed, technical design of such a pass can be agreed later, but the delivery of this is a key element of their mitigation.	Noted. The fish pass will be designed in consultation with the Environment Agency and delivered at the same time as the culvert – this will be the subject of a Requirement.		Agreed
2.8.4.22	Fisheries	We would seek for the fish pass to be delivered before, or when, the culvert extension is implemented, so Gatwick will need to incorporate the planning and delivery of this within their work programme. The delivery of an appropriate fish pass and any necessary clearance and maintenance required for it to function as designed needs to be stated as a deliverable element to the project	Noted. The fish pass will be designed in consultation with the Environment Agency and delivered at the same time as the culvert – this will be the subject of a Requirement.		Agreed
2.8.4.23	Fisheries	<p>Requirement: A fish pass shall be installed either before, or when, the culvert extension is implemented. The applicant shall incorporate the planning and delivery of the fish pass within their work programme. The delivery of an appropriate fish pass and any necessary clearance and maintenance required for it to function as designed shall be stated as a deliverable element to the project. The design and maintenance programme the fish pass shall be agreed in writing with the Environment Agency prior to its installation.</p> <p>Reason: To ensure fish and other aquatic species can freely move through the water course.</p>	Noted. The text opposite to be discussed with GAL Legal Team.		Under discussion
Other					

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.8.5.1	Relevant invasive non-native species documents and legislation to consider	<p>We have reviewed The Great Britain Invasive-non-native-species Strategy 2015-2030. Every audience has a role to play, and co-ordinated catchment working is often more successful at managing invasive non-native species overall.</p> <p>Furthermore, the HM Government's Environmental Improvement Plan 2023 introduces a determined Biosecurity target to tackle and reduce the rate of introduction and establishment of invasive non-native species by at least 50% by 2030 (compared to 2000 trends). With supporting plant biosecurity policy and strategies rapidly forming. The applicant is a key stakeholder in this aspect, as part of border control, however a continued sense of responsibility should be applied including for landowners. It would therefore be appropriate to demonstrate due diligence in this respect.</p>	Noted.		Agreed

2.9. Forecasting and Need

2.9.1 **Table 2.9** sets out the position of both parties in relation to forecasting and need matters.

Table 2.9 Statement of Common Ground – Forecasting and Need Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Forecasting and Need within this Statement of Common Ground.</i>					

2.10. Geology and Ground Conditions

2.10.1 Table 2.10 sets out the position of both parties in relation to geology and ground conditions matters.

Table 2.10 Statement of Common Ground – Geology and Ground Conditions Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment Methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
2.10.3.1	5.3 Environmental Statement - Appendix 10.9.1 Preliminary Risk Assessment	<p>This document contains various sources of information, including previous investigations and a contemporary site walkover. This has identified numerous potential areas of concern that represent potential sources of contamination resulting from existing and historical land uses. A range of potential contaminants have been identified from these areas. Further investigation is proposed for these areas, with the scope of works to be agreed with the Environment Agency and Local Authority. Areas not identified as potential areas of concerns but within the Project area will be subject to a discovery strategy.</p> <p>Considering the proposed mitigation measures, the short-term impacts of the Project on groundwater and surface water are assessed as negligible/insignificant.</p> <p>We acknowledge the content, conclusions and recommendations of this Environmental Statement Chapter and the Preliminary Risk Assessment. We acknowledge and agree that further work will be required, but that at present these recommendations address, or will address, our main areas of concern in relation to land contamination and impacts to controlled waters.</p>	Noted.		Agreed
Mitigation and Compensation					
2.10.4.1	Environmental Statement - Appendix 5.3.2 Code of Construction Practice	<p>This document outlines the environmental mitigation measures to be employed during construction of the project as authorised by the DCO and includes as annexes additional management plans (including water management and soil management, etc.). These mitigation measures are applicable to both activities and risks identified in the 'Geology and Ground Conditions' and 'Water Environment' ES Chapters. The Code of Construction Practice includes the requirement for additional ground investigations in areas of potential concern, followed by remediation (if necessary) and verification. It also outlines requirements for a discovery strategy, and production of a pollution prevention plan.</p>	Noted.	Requirement 7 and Requirement 9 of the Draft DCO [AS-004]	Agreed
Other					

There are no other issues relating to this topic within this Statement of Common Ground.

2.11. Greenhouse Gases

2.11.1 **Table 2.11** sets out the position of both parties in relation to greenhouse gases matters.

Table 2.11 Statement of Common Ground – Greenhouse Gases Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Greenhouse Gases within this Statement of Common Ground.</i>					

2.12. Health and Wellbeing

2.12.1 Table 2.12 sets out the position of both parties in relation to health and wellbeing matters.

Table 2.12 Statement of Common Ground – Health and Wellbeing Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Health and Wellbeing within this Statement of Common Ground.</i>					

2.13. Historic Environment

2.13.1 **Table 2.13** sets out the position of both parties in relation to historic environment matters.

Table 2.13 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Historic Environment in this Statement of Common Ground.</i>					

2.14. Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to landscape, townscape and visual matters.

Table 2.14 Statement of Common Ground – Landscape, Townscape and Visual Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Landscape, Townscape and Visual within this Statement of Common Ground.</i>					

2.15. Major Accidents and Disasters

2.15.1 Table 2.15 sets out the position of both parties in relation to major accidents and disasters matters.

Table 2.15 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Major Accidents and Disasters within this Statement of Common Ground.</i>					

2.16. Noise and Vibration

2.16.1 **Table 2.16** sets out the position of both parties in relation to noise and vibration matters.

Table 2.16 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Noise and Vibration within this Statement of Common Ground.</i>					

2.17. Planning and Policy

2.17.1 **Table 2.17** sets out the position of both parties in relation to planning and policy matters.

Table 2.17 Statement of Common Ground – Planning and Policy Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Planning and Policy within this Statement of Common Ground.</i>					

2.18. Project Elements and Approach to Mitigation

2.18.1 Table 2.18 sets out the position of both parties in relation to project elements and approach to mitigation matters.

Table 2.18 Statement of Common Ground – Project Elements and Approach to Mitigation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Project Elements and Approach to Mitigation within this Statement of Common Ground.</i>					

2.19. Socio-Economics and Economics

2.19.1 **Table 2.19** sets out the position of both parties in relation to socio-economics and economics matters.

Table 2.19 Statement of Common Ground – Socio-Economics and Economics Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Socio-Economics and Economics within this Statement of Common Ground.</i>					

2.20. Traffic and Transport

2.20.1 Table 2.20 sets out the position of both parties in relation to traffic and transport matters.

Table 2.20 Statement of Common Ground – Traffic and Transport Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Traffic and Transport within this Statement of Common Ground.</i>					

2.21. Waste and Materials

2.21.1 Table 2.21 sets out the position of both parties in relation to waste and materials matters.

Table 2.21 Statement of Common Ground – Waste and Materials Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Waste and Materials in this Statement of Common Ground.</i>					

2.22. Water Environment

2.22.1 Table 2.22 sets out the position of both parties in relation to water environment matters.

Table 2.22 Statement of Common Ground – Water Environment Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment Methodology					
2.22.2.1	ES Appendix 11.9.6 Flood Risk Assessment	The document states climate change and the associated increase in peak river flows for the River Mole Management catchment. Table 3.7.1 is reflective of the most up to date peak river flow climate change allowances from 2022. The applicant should consider the impact of climate change, clearly stating the development lifetime over which the assessment has been made.	<p>The incorporation of the predicted impact of climate change is addressed in Section 3.7 of the FRA.</p> <p>The adopted lifetime for the airfield works of 40 years (up to 2069), and the adopted lifetime of the surface access works is 100 years (up to 2132).</p> <p>The fluvial and surface water flood risk assessment of the Project and its mitigation strategies were completed using the +20%/25% climate change uplift for the Central allowance, as well as +40% uplift for the Upper End allowance in accordance with Environment Agency guidance.</p> <p>Section 7 of the FRA demonstrates that through the provision of additional attenuation storage, floodplain connections (syphons) and floodplain compensatory storage the Project will not increase flood risk to other parties for its lifetime taking climate change into account.</p> <p>A Technical Note will be provided to the EA for discussion.</p>	ES Appendix 11.9.6: Flood Risk Assessment [APP-147]	Under discussion
2.22.2.2	ES Appendix 11.9.6 Flood Risk Assessment – Climate Change	<p>Paragraphs 3.7.6, 3.7.8, 3.7.9 and 3.7.10, describe the design life and subsequent peak river flow climate change allowance percentages assessed.</p> <p>The surface access works as described in paragraph 2.2.3, have been given an adopted lifetime of 100 years whilst the airfield and associated works as described in paragraph 2.2.2 have been given an adopted lifetime of 40 years.</p> <p>Peak river flow allowance uplifts of 20% and 12% have been applied to the applicants 1% AEP modelled flood events within their 'with-scheme' fluvial hydraulic model to represent future increases in flood risk. These peak river flow allowances are in line with the most up to date information for the River Mole management catchment for the Higher Central allowance in both the 2050s and 2080s epochs.</p>	Noted.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
		Works are also proposed within the 2020s epoch which require assessing against the peak flow allowance uplift of 16%. Although many of these works are temporary in nature, such as access bridges, a suitable assessment that also uses the Higher Central allowance is necessary. This is noted in paragraph 3.7.12).			
2.22.2.3	ES Appendix 11.9.6 Flood Risk Assessment – Fluvial Flood Risk	Paragraphs 5.2.20 to 5.2.25 describe the differences between the outputs of the applicant’s model and the Flood Zones as shown by the Environment Agency’s Flood Map for Planning (Rivers and Sea). The applicants flood risk model contains features more specific to the Airport than the Environment Agency’s flood risk model and offers a more detailed picture of the site within the DCO boundary. However, the flood extents shown by the Environment Agency’s Flood Map for Planning should still be considered by the applicant for resilience planning and future proofing of the proposed development.	The FRA has been informed by both the published EA flood zones and outputs from the Upper Mole Hydraulic Model as it is considered to provide a more realistic and informative approach to assessing fluvial flood risk to the Project. The Environment Agency Flood Zones would offer the worst-case scenario for the assessment as it ignores the presence of flood defences, therefore considered for residual risks/future proofing the development.	Para 5.5.21 to 5.2.26 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]	Under discussion
Assessment					
2.22.3.1	ES Appendix 11.9.6 Flood Risk Assessment – Climate Change	We would consider the proposed development of the airfield and surface element to have a flood risk vulnerability classification of essential infrastructure in line with Table 2 Flood and Coastal Risk Change of the National Planning Policy Framework Planning Practice Guidance. Therefore, the Higher Central Allowance climate change figure(s) should be adopted when considering climate change for development in Flood Zones 2, 3 and 3b. This is noted by the applicant in paragraph 3.7.8. This proposal must consider the credible maximum scenario as a sensitivity test to assess how sensitive the proposal is to changes in the climate for future scenarios. For this proposal, the credible maximum scenario would be the Upper End climate change figure of a 40% increase in peak river flows. This requirement is noted by the applicant in paragraph 3.7.11.	The FRA demonstrates that through the provision of additional attenuation storage and floodplain compensatory storage the Project will not increase flood risk for its lifetime taking credible maximum scenario climate change (+40%) into account.	Para 7.2.28 to 7.2.30 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147] Para 7.3.20 to 7.3.23 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]	Under discussion
2.22.3.2	ES Appendix 11.9.6 Flood Risk Assessment – Climate Change	Paragraphs 3.7.8 to 3.7.78 describe the total percentage uplifts to be applied in terms of peak river flows for various elements of the proposal. As the proposed works would take place over a period with the various project elements having suggested development design lives ranging from 40 to 100 years, this would span different epochs of predicted climatic change. Therefore, there is a need to consider a range of increases in peak river flow as part of the Flood Risk Assessment.	The FRA demonstrates the Project and its fluvial mitigation strategy was assessed for the 12% and 20% climate change scenarios and there will be no increase flood risk for its lifetime.	Para 7.2.15 to 7.2.30 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]	Under discussion
2.22.3.3	ES Appendix 11.9.6 Floor Risk Assessment – Fluvial Flood Risk	Section 6.2 concludes that fluvial flood risk would be increased by the development proposals due to floodplain losses and the displacement of flood waters. As the proposal encroaches on the existing floodplain.	The conclusion of Section 6.2 of the FRA is based on the impacts of the Project without the consideration of the proposed mitigation measures. The section refers to Section 7.2 that summarises the mitigation strategy.	Section 6.2 and 7.2 of ES Appendix 11.9.6 Flood Risk	Under discussion

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
			The FRA demonstrates that through the provision of additional attenuation storage, floodplain connectivity and floodplain compensatory storage the Project will not increase flood risk for its lifetime taking climate change into account.	Assessment [APP-147]	
2.22.3.4	ES Appendix 11.9.6 Flood Risk Assessment – Flood Risk During Construction – Areas Outstanding	Paragraphs 7.2.39 and 7.2.40 conclude the proposed fluvial mitigation measures would not result in an increase in flood risk off-site, though there are some increases in flood risk within the DCO boundary. However, we cannot comment in any detail on these conclusions at the present time and whether we agree with the applicants’ findings, as a detailed review of the applicants’ ‘with-scheme’ flood risk modelling has yet to be completed. Appendix 11.9.6 Flood Risk Assessment Annex 5 (Document Reference 5.3 details the build of the applicants’ ‘with-scheme’ model, which we will use as part of the model review. We are working with the applicant to obtain all the relevant data to enable this review to take place.	The Environment Agency has been provided with all information to enable them to review the Applicant’s assessment of with-Project impacts. The Applicant awaits their comments.	ES Appendix 11.9.6: Flood Risk Assessment [APP-147] - Annex 5	Under discussion
2.22.3.5	ES Appendix 11.9.6 Floor Risk Assessment – Flood Risk During Construction – Areas Outstanding	Section 7.5 of the Flood Risk Assessment discusses flood risk during construction. It is essential that flood risk is managed throughout all phases of the proposed development, and the construction of the flood compensation areas early in the development phasing is essential. Table 7.5.1 sets out the proposed phases of construction, the inclusion by the applicant of the flood compensation areas and River Mole diversion in the Initial Construction Period 2024 up to 2029 is noted. The applicant has carried out modelling for all the construction phases, the outputs of which are shown in mapping included in the Flood Risk Assessment. As stated above, we have not yet completed a detailed review of the applicants’ ‘with-scheme’ modelling and cannot comment further on this aspect at the present time. We are working with the applicant to obtain all the relevant data to enable this review to take place.	The Environment Agency has been provided with all information to enable them to review the Applicant’s assessment of construction impacts. The Applicant awaits their comments.	ES Appendix 11.9.6: Flood Risk Assessment [APP-147] - Annex 5	Under discussion
2.22.3.6	ES Appendix 11.9.6 Floor Risk Assessment – Flood Risk During Construction – Areas Outstanding	We have also requested details of the Integrated Hydraulic Model the applicant has developed to support their proposal; this model is discussed in Annex 4 of the Flood Risk Assessment. Although our focus is around fluvial flood risk, the integrated model assesses a combination of fluvial and surface water flood risk, we have therefore requested further details on this modelling and will seek to carry out a model review. We are working with the applicant to obtain all the relevant data to enable this review to take place and cannot comment in further detail on the conclusions of this modelling at the present time.	The Environment Agency has been provided with all information (including the integrated hydraulic model) to enable them to review the Applicant’s assessment of with-Project impacts. The Applicant awaits their comments.	ES Appendix 11.9.6: Flood Risk Assessment [APP-147] - Annex 4	Under discussion

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.22.3.7	11.8.4 Aquatic Ecology Improvement Measures	We support this option to send most flow down the western box culvert by the installation of 300mm weir on the eastern culvert. This should also reduce siltation and the need to dredge the eastern culvert as frequently.	The Applicant notes the Environment Agency's positive response to this enhancement.		Agreed
2.22.3.8	Table 11.7.1: Maximum Design Scenarios	We do not agree with the use of the word daylighted. The document states 26 m of daylighted channel which indicates that existing culverted channel is to be reopened to the air. This is not the case. Existing natural channel is to be changed into an open box culvert with a metal mesh roof, reducing the biodiversity value and reducing the likelihood of fish passage through the existing 550 m culvert. Mitigations for this are included.	The comment from the Environment Agency is noted and GAL accepts the change in terminology, noting that with the inclusion of the mitigation measures the Project would not result in significant environmental effects. Open lidded culvert with substrate.	Table 11.8.1 of ES Chapter 11 Water Environment [APP-036]	Agreed
2.22.3.9	Geomorphological mitigation for River Mole channel extension within the Juliet taxiway planform	Misuse of the word 'daylighted': No existing culverted channel is to be reopened to the air.	This requirement will be added to the Design and Access Statement Design Principles using the term open lidded culvert with substrate.	Design and Access Statement Volume 5, Appendix 1 [APP-259]	Agreed
2.22.3.10	Environmental Statement - Chapter 11 Water Environment	Various aspects of the assessment have assumed no penetration into the Tunbridge Wells Sands. While we can accept this at present, further detailed ground investigations may be required for certain aspects of the Project, which may alter the risk level to that receptor (Tunbridge Wells Sand).	Additional GI and a piling risk assessment will be undertaken to inform the detailed design. This is stated in the Code of Construction Practice which is secured via Requirement 7 of the draft DCO.	ES Chapter 11 Water Environment [APP-036] ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3) Section 8.7, 9.3 of ES Appendix 5.3.2: Code of Construction Practice Annex 1 - Water Management Plan [APP-083] Draft DCO (Doc Ref. 2.1)	Agreed
2.22.3.11	Environmental Statement - Chapter 11 Water Environment	We are pleased to see groundwater (in superficial deposits) and surface water interactions have been included within the assessment, and potential impacts from dewatering on mobilisation of existing contamination.	Noted.		Agreed
2.22.3.12	Environmental Statement - Chapter 11 Water Environment	We would also recommend additional site investigations/watching briefs in areas proposed for dewatering to ensure any existing contamination is not mobilised	Additional GI will be undertaken to inform the detailed design. This is stated in the Code of Construction Practice which is secured via Requirement 7 of the draft DCO.	ES Appendix 5.3.2: Code of Construction	Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
			<p>Detailed site-specific dewatering assessments would be developed for construction excavations as required to inform the detailed design, temporary works and subsequent permit applications.</p> <p>Additionally, subject to the scope and results of the remediation strategy, groundwater monitoring will be undertaken where appropriate to inform construction activities and the detailed design of buildings (Section 5.5.10 of Appendix 5.3.2: Code of Construction Practice).</p>	<p>Practice (Doc Ref. 5.3)</p> <p>Section 8.6, 9.3 and 10.10 of ES Appendix 5.3.2: Code of Construction Practice Annex 1 - Water Management Plan [APP-083]</p> <p>Draft DCO (Doc Ref. 2.1)</p>	
2.22.3.13	Environmental Statement - Chapter 11 Water Environment	It is understood that all foul drainage is proposed to discharge to local Thames Water Wastewater Treatment Works, subject to assessment and approval from Thames Water. As no discharges to the environment are proposed, and therefore no environmental permit required, we have no further comment to make on wastewater plans for the Project.	Noted.		Agreed
2.22.3.14	Environmental Statement - Chapter 11 Water Environment	Overall, the assessed impacts to all aspects of the water environment are deemed not significant when proposed mitigation measures are considered.	Noted.		Agreed
2.22.3.15	Appendix 11.9.3 - Water Quality HEWRAT Assessment	Whilst recognising the 'minor adverse' classification we encourage every effort to minimise impact of road run-off to future-proof any development wherever possible.	Noted.		Agreed
Mitigation and Compensation					
2.22.4.1	ES Appendix 11.9.6 Flood Risk Assessment – Flood Mitigation	The fluvial mitigation strategy consists of two flood compensation areas, and several syphons to maintain floodplain connectivity. In addition, it is proposed to divert a section of the River Mole to allow for the increase in length of the River Mole culvert and syphon, with the diverted section of river channel being designed to accommodate higher flows. High level concepts of the two flood compensation areas and the River Mole diversion are shown in the Flood Risk Assessment - Annex 1 (Doc Ref 5.3), with some description given in Section 7.2. We cannot comment in any detail on these proposed fluvial mitigation features at the present stage as further information is required.	These proposed fluvial mitigation features will be refined as they are developed further during detailed design after the DCO application. The DCO is based on an outline design. There are Requirements in the DCO which require sign-off by the EA. Further information will be provided to the EA within the Flood Compensation Area delivery plan.	ES Appendix 11.9.6 Flood Risk Assessment – Annex 1 [APP-148]	Under discussion
2.22.4.2	Table 11.8.1 Provision of compensatory flood storage - Page 11-97	The provision of swales or similar low flow channels will be critical in enabling fish to return to the main channel when the FCA drains, we would seek that these are incorporated into the final design and agreed with us.	Swales or low flow channels have been incorporated into the mitigation in principle at this stage, and detailed design of the swales/channels is required as the project progresses. As stated in Requirement 23 of the draft DCO states that the authorised development must be constructed in accordance with	Table 11.8.1: Mitigation, Monitoring and Enhancement Measures of ES Chapter 11: Water	Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
			<p>the flood compensation delivery plan which will be submitted for approval to the relevant planning authority in consultation with the Environment Agency.</p> <p>The proposed floodplain compensation works would be subject to the Environment Agency's acceptance of a Flood Risk Activity Permit application following completion of the detailed design and prior to construction.</p>	<p>Environment [APP-036]</p> <p>Draft Development Consent Order (Doc Ref. 2.1)</p>	
2.22.4.3	Table 11.8.1 Provision of compensatory flood storage - Page 11-97	Agree that water levels should be reduced slowly, but the flow control structures that achieve this must allow fish to move freely through them. Weirs or bottom hinged sluices will stop fish movements, top closing penstocks or fixed orifice discharge points that close to bed level without any weiring of water through the structure would be preferable	<p>Flow structures that allow for fish passage have been incorporated into the mitigation in principle at this stage, and detailed design of the flow structures is required as the project progresses. This is stated in the Design and Access Statement Design Principle DDP16.</p> <p>The proposed floodplain compensation works would be subject to the Environment Agency's acceptance of a Flood Risk Activity Permit application following completion of the detailed design and prior to construction.</p>	<p>Table 11.8.1: Mitigation, Monitoring and Enhancement Measures of ES Chapter 11: Water Environment [APP-036]</p> <p>Design and Access Statement Volume 5 [APP-257]</p>	Agreed
2.22.4.4	Table 11.8.1 Provision of compensatory flood storage - Page 11-97	Loss of aquatic habitat for fish should be mitigated for, however any new fish habitat created in mitigation needs to be explicitly identified and linked back to the loss to demonstrate that it has been addressed and to prevent any new habitat created being counted more than once	This is covered off within the BNG assessment. The impact of the scheme on ecology and the water environment is fully assessed in the ES. The specific lengths of habitat created and lost in relation to culverting of the watercourses and re-naturalisation of the River Mole are provided in the ES Chapter 11 Water Environment Appendix 11.9.1 Geomorphology Assessment. The impact on fish is assessed in ES Chapter 9 Ecology and nature Conservation and water quality in ES Chapter 11 Water Environment Appendix 11.9.2 WFD Compliance Assessment. The length of habitat created via re-naturalisation to the River Mole is approximately 300m. Habitat lost due to the extension of the runway culvert is 26m length, and modifications to the siphon is 13m length. Overall, approximately an additional 260m length of aquatic habitat is created when taking into account habitat lost. Mitigation provided for aquatic habitat lost through the culvert have been provided for in ES Chapter 11 Water Environment Table 11.8.1 and secured through the DAS to minimise the adverse effects on aquatic habitat.	<p>ES Chapter 11: Water Environment [APP-036]</p> <p>ES Appendix 11.9.1 Geomorphology Assessment [APP-142]</p> <p>ES Appendix 11.9.2 WFD Compliance Assessment [APP-143]</p> <p>ES Chapter 9 Ecology and Nature Conservation [APP-034]</p>	Agreed
2.22.4.5	Table 11.8.1 Provision of compensatory flood storage - Page 11-97	New section of River Mole channel at existing runway culvert exit – These mitigation measures have been discussed with us and we support the channel improvements and creation of a fish resting area. These, and the grid for the new section of culvert will also partially mitigate its impact upon fish movements.	Noted.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.22.4.6	Table 11.8.1 Provision of compensatory flood storage - Page 11-97	The applicant also discussed with us the creation of a multi-species fish and eel pass at an upstream weir on the southern end of the culvert. Provision of this fish passage at this structure also forms an important part of the fisheries mitigation to offset the increase in culvert length. The mechanisms for future maintenance and any debris clearance necessary for the pass to function should also be identified.	The mechanisms for future maintenance and any debris clearance necessary for the pass to function will be identified in an updated Design Principles in the Design and Access Statement.	Design and Access Statement Volume 5 [APP-257]	Agreed
2.22.4.7	Table 11.8.1: Mitigation, Monitoring and Enhancement Measures - Page 102	The fish pass and creation of the 300mm weir on the eastern culvert entrance to divert flows <u>are both mitigation measures for the impact of the increase in culvert length</u> therefore we do not agree that they should be described as Enhancements, as they currently are in.	The BNG tools should ensure this is adequately captured. From this point onwards GAL will not refer to these measures as "enhancements". The small diversion weir and addition of the fish pass are within the DCO as Work no. 42 in Schedule 1. The methodology for the assessment does not identify these as mitigation for the extension of the Mole Channel. Rather, this will be mitigated to the extent possible by the use of a road traffic specification grid to soften the transition between open watercourse and the runway culvert, and incorporation of a designed substrate to allow marginal planting to establish. Additionally, a fish resting pool will also be provided at the exit to the extended channel.	Table 11.8.1 of ES Chapter 11 Water Environment [APP-036]	Agree
2.22.4.8	Table 11.8.1: Mitigation, Monitoring and Enhancement Measures New section of River Mole channel at existing runway culvert exit	The table is missing the further mitigations for the culvert extension (it is such but with an open metal mesh roof and baffles on the bed) which have been discussed and confirmed elsewhere in the submission. <ul style="list-style-type: none"> Addition of a small diversion weir on one of the 2 box culverts under the runway. This will ensure water depths are deeper during low flows to help allow fish passage and to ensure that both box culverts don't silt up as quickly. The act of desilting is an environmental risk. Addition of a fish pass to an existing 1 m high weir upstream of the culvert	From this point onwards GAL will not refer to these measures as mitigation and not enhancements. The small diversion weir and addition of the fish pass are within the DCO as Work no. 42 in Schedule 1. The methodology for the assessment does not identify these as mitigation for the extension of the Mole Channel. Rather, this will be mitigated to the extent possible by the use of a road traffic specification grid to soften the transition between open watercourse and the runway culvert, and incorporation of a designed substrate to allow marginal planting to establish. Additionally, a fish resting pool will also be provided at the exit to the extended channel.	Table 11.8.1 of ES Chapter 11 Water Environment [APP-036]	Agreed
2.22.4.9	Geomorphological mitigation for Flood Compensation Area) and paragraph 11.9.98	Requirement: Soft/bio engineering within riverbanks should avoid plastics to prevent the release of microplastics into the watercourse. Reason: Many geotextiles contain plastic strands that will release microplastics that will impact the aquatic biodiversity.	This requirement will be added to the Design and Access Statement Design Principles	Design and Access Statement Volume 5 , [APP-257] Appendix 1	Agreed
2.22.4.10	Geomorphological mitigation for Burstow Stream Tributary culvert extension	We have a no culverting policy including culvert extensions on main river. The 4 m culvert extension on the Burstow Stream ideally should be a clear span extension, however, because it is at the point of becoming ordinary watercourse, it is beyond our jurisdiction to object. We strongly advise that this extension should still be in the form of a clear span bridge. Culverts often cause siltation/gravel deposition issues, erosion downstream and	This is an ordinary watercourse at this location and therefore not within the scope of this SoCG between Gatwick and the EA.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
		connectivity issues for flora and fauna. A 4 m wide clear span bridge would be easy to build.			
2.22.4.11	Paragraph 11.9.96	Requirement: The re-naturalised channel shall not be netted. Reasons: Netting would impinge on tree growth and natural movement of the channel impacting the biodiversity of the water course and its corridor.	Gatwick accepts that the renaturalised section of the River Mole will not be netted. This approach will be added to the design principles in the Design and Access Statement.	Design and Access Statement Volume 5, [APP-257] Appendix 1	Agreed
2.22.4.12	Paragraph 11.9.104	East Bridge on the Man's Brook: this channel is undergoing significant adjustment since changes made to the River Mole alignment in the 1990s. Around 1 metre depth of incision is expected with associated bank collapses. It is advised to make sure the access bridges have a wider clear span than would be otherwise required in a more stable channel.	This will be considered as part of the detailed design following the DCO application process. It will be added to the design principles in an updated Design and Access Statement.	Design and Access Statement Volume 5, [APP-257] Appendix 1	Agreed
2.22.4.13	Paragraph 11.9.104	This section is missing the footbridge to be installed in Church Meadows over the River Mole at grid reference TQ2754242634 which has been shown in recent meetings. This bridge is at risk of erosion of the right bank due to it's position on an meander bend. The Mole in general is quite a dynamic river. We recommend either a wider bridge clear span or better still repositioning of the bridge slightly further upstream to avoid the outside of the meander bend	An assessment of the potential impacts of the footbridge at Church Meadows on the geomorphology has been completed as an addendum to the ES. This found Minor Adverse effects arising from the design with the bridge positioned at the meander bend. However, repositioning of the bridge downstream of the meander or a wider bridge span will be considered at detailed design. Therefore this does not alter the overall conclusions of no environmentally significant effects on the water environment. This will be added to the design principles in the Design and Access Statement.	Design and Access Statement Volume 5, Appendix A1 [APP-257]	Agreed
2.22.4.14	Paragraph 11.9.140	Example of response to monitoring: excessive erosion: this is only a bad things if receptors are at risk of erosion. Channel movement and dynamism should otherwise be welcomed because it has biodiversity benefits.	The ES Chapter 11 Water Environment Appendix 11.9.1 Geomorphology Appendix Section 6.6 Monitoring describes the approach to the monitoring. Should excessive erosion be observed through monitoring it would only be mitigated if receptors were placed at risk as channel movement and dynamism should be allowed due to biodiversity benefits unless receptors are at risk of erosion.	ES Chapter 11 Water Environment [APP-036] ES Appendix 11.9.1 Geomorphology [APP-142]	Agreed
2.22.4.15	Environmental Statement - Chapter 11 Water Environment	This chapter has outlined the potential impacts of the Project (including highways works) on groundwater and surface waters, which includes deterioration in quality resulting from construction works, mobilisation of existing contamination (which should include river and attenuation pond sediments), and contaminated surface water runoff. As part of the assessment, it has been assumed there will be no discharges to ground, and that any new attenuation ponds will be lined. We accept these assumptions on the basis that we would expect both these details to be included in the final designs.	Design principle DDP5 states Gatwick will seek to prioritise natural runoff where practicable though the current assumption is infiltration of runoff will be impracticable due to ground conditions. Design Principle DDP9 states that ground and groundwater conditions will be taken into account in the detailed design to minimise risk to groundwater quality, to minimise impedance to groundwater flow and to minimise risk of groundwater flooding.	Design and Access Statement Volume 5, [APP-257] Appendix A1	Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.22.4.16	Environmental Statement - Chapter 11 Water Environment	It has also been assumed that water quality measures for car park runoff will be considered 'embedded mitigation' and therefore be integrated into future detailed designs.	The provision of treatment of runoff from car parks is addressed in design principle DDP8 will ensure there is no detrimental impact on water quality from car park runoff.	Design and Access Statement Volume 5, Appendix A1 [APP-257]	Agreed
2.22.4.17	Environmental Statement - Chapter 11 Water Environment	Mitigation measures have been proposed to address potential impacts, both short and long term. These include construction of a new de-icer treatment system, water quality (groundwater and surface water) monitoring, temporary drainage systems to contain surface water during construction (e.g., at compounds), piling risk assessments, and general good practice	Noted.		Agreed
2.22.4.18	Environmental Statement - Chapter 11 Water Environment	These mitigation proposals are to be implemented via various documents, including the Code of Construction Practice. Overall, we are satisfied these mitigation measures address or will address our main areas of concern but appreciate that further details and plans will be required at detailed design stage.	Noted.		Agreed
2.22.4.19	Environmental Statement - Appendix 5.3.2 Code of Construction Practice Annex 1 - Water Management Plan	We are satisfied that the contents of the Code of Construction Practice and Water Management Plan address our main areas of concern from a groundwater and land contamination perspective. Further details, for example site investigations or monitoring, will be agreed later.	Noted.		Agreed
Other					
2.22.5.1	ES Appendix 11.9.6 Flood Risk Assessment – Flood Risk During Construction – Areas Outstanding	Annex 6 of the Flood Risk Assessment on the suitability of flood evacuation routes are primarily for other organisations to comment on. We are aware that the applicant benefits from a bespoke flood alert and warning service from the Environment Agency, which was developed following the flooding at the Airport in 2013. There are a range of proposed works, including the diversion of the River Mole, proposed bridges and elements of the flood compensation areas would require Flood Risk Activity Permits. Any works in, over, under or within 8 metres of a main river would require a Permit prior to works commencing.	The proposed highway drainage works and Floodplain Compensation Areas will be subject regulatory acceptance via Ordinary Watercourse consent and Flood Risk Activity Permits respectively following completion of the detailed design.	ES Appendix 11.9.6: Flood Risk Assessment - Annex 6 [APP-147] Draft Development Consent Order (Doc Ref. 2.1)	Agreed
2.22.5.2	Environmental Statement - Appendix 5.3.2 Code of Construction Practice Annex 1 - Water Management Plan	The Code of Construction Practice and Water Management Plan Annex have identified that additional permits/consents will be required for specific activities. It is indicated that these will be obtained when necessary. A list of permits, licence and consent requirements is presented in section 8 of the Water Management Plan. Foul effluent from temporary compounds that are discharged to the environment would likely require an environment permit, although we expect connection to the mains sewer network to be sought in the first instance.	The proposals for temporary construction drainage will evolve as the Project progresses through detailed design. It is anticipated that further liaison will be undertaken with the Environment Agency to discuss proposed approaches to temporary site drainage at that time.		Agreed

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.22.5.3	Table 11.8.1 Mitigation, Monitoring and Enhancement Measures	Details of the new on-site treatment facility to be supplied as soon as possible if the DCO is granted to enable modelling/permitting application to take place	GAL will coordinate a presentation on concept to EA to explain the forced aeration reedbed system proposed. Comment otherwise noted and a new permit will be required.		Under discussion
2.22.5.4	Paragraph 11.9.2	The interaction with Thames Water Utilities Limited is critical to ensure that any required upgrades at Crawley Sewage Treatment Works are completed in sequence with the increased wastewater output from any Gatwick redevelopment.	Discussions with Thames Water are ongoing and continue with regard to the impact of the proposed scheme on Crawley WwTW. No impediment has been raised by TW to date.		Agreed
2.22.5.5	Section 11.11 - Cumulative impacts	The degree of housing proposed in the Crawley area, particularly Forge Wood, Kilnwood Vale and Crabbett Park, as well as proposals for a northwestern ring road which will open up land for further development, will during construction, inevitably make temporary changes to the flow and geomorphological regime (e.g., increased fine sediment input) which will in turn have impacts within the DCO red line boundary e.g., increased siltation of culverts.	Noted. It is agreed that the weir will reduce sedimentation in the Mole culvert. The ES Chapter 11 Water Environment Section 11.11 Cumulative Impacts to include impact of new housing developments on geomorphology. All impacts would be temporary during construction of the housing development and not considered to be environmentally significant.	Section 11.11 Cumulative Impacts of ES Chapter 11 Water Environment [APP-036]	Agreed

3 Signatures

3.1.1 The above SoCG is agreed between the following:

<p>Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>
<p>Duly authorised for and on behalf of Environment Agency</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>

Appendix 1: Record of Engagement Undertaken

Date	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
15 August 2019	Meeting	
25 November 2019	Meeting	Presentation of proposed fluvial flood risk mitigation measures
28 January 2021	Virtual Meeting	Reintroduction to the Project following Covid hiatus
29 April 2021	Virtual Meeting	Presentation of emerging PEIR findings (flood risk)
25 May 2021	Virtual Meeting	Presentation of emerging PEIR findings (excluding flood risk)
24 March 2022	Virtual Meeting	Presentation of water quality and Water Framework Directive impacts
24 November 2022	Virtual Meeting	Presentation of design update of River Mole culvert and mitigations
24 February 2023	Virtual Meeting	Presentation of emerging findings of Environmental Statement for water
6 October 2023	Virtual Meeting	General discussion of water matters and EA relevant representation
8 March 2023	Virtual Meeting	Discussion on SoCG matters