



# Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Thames Water

**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 Thames Water. 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 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 Thames Water; 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
	Thames Water has made several comments on the DCO drafting relating to protective provisions for their assets. GAL has responded to these comments to explain how the DCO deals with the matters raised. Discussions are now ongoing between GAL and Thames, and an update will be provided by the time of the Compulsory Acquisition Hearing.				

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 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>					

2.9. 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
<i>There are no issues relating to Geology and Ground Conditions within this Statement of Common Ground.</i>					

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 – Historic Environment 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 Health and Wellbeing 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 – Major Accidents and Disasters 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 – Noise and Vibration 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
<b>Baseline</b>					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
2.22.2.1	<p>Foul Water Discharge</p> <p>TWUL require the Applicants calibrated and verified wastewater hydraulic model to understand the potential impacts on their infrastructure (network and treatment works)</p>	<p>Foul Water Discharge: TWUL needs to be provided with the Applicant's modelled foul water flows and needs to understand the impact of the change in these (as a result of the development) on TWUL's network. The Applicant's hydraulic model should be calibrated and verified by Gatwick Airport to WaPUG/TWUL standards prior to using it to understand the foul flows. The programme for delivering the likely strategic upgrade works as a result of the Applicant's proposal should not be underestimated and will be significant (in the order of 3-5 years from when the appropriate information is supplied). TWUL therefore requests the above modelled flows in accordance with these timeframes as a minimum, but ideally much before this. TWUL will request a requirement on the outcome of the DCO outlining that no additional foul water flows from the development can be discharged until the modelled flows are agreed and the network upgrades implemented.</p>	<p>GAL and TWUL agree that the modelling undertaken for the DCO meets the CIWEM Urban Drainage Group Code of Practice for the Hydraulic Modelling of Urban Drainage Systems sufficiently to provide a good representation of flows from Gatwick into Thames' receiving infrastructure, so as to inform the assessment of effects from the Project as reported in the ES Chapter 11. Nevertheless, it is agreed that a verified model should be created so that the capacities of the receiving infrastructure (process and network) can be assessed and verified to Thames' internal modelling standards.</p> <p>GAL has agreed with Thames to fund a two-Phase modelling exercise to be undertaken in 2024.</p> <p>Phase 1 of the modelling study will provide an interim assessment of the "headroom" available at Crawley and Horley Sewage Treatment Works (STW) using baseline and with-project flows, by end of March 2024. The results of the study will be submitted into the DCO examination process.</p> <p>Phase 2 of the modelling study will involve flow surveys, drop tests, load surveys and other information to allow validation of the models and confirm the results of the Phase 1 work. It is hoped it will be able to report initial findings in August 2024 before the conclusion of the examination process.</p>	<p><b>ES Chapter 11: Water Environment</b> [<a href="#">APP-036</a>]</p>	Under discussion
<b>Assessment</b>					
2.22.3.1	<p>Surface Water Discharge</p> <p>TWUL needs confirmation that any surface water discharge as a result of the development will not be contaminated.</p>	<p>Surface Water Discharge: TWUL needs confirmation that any surface water discharge as a result of the development will not be contaminated and will adhere to the sequential approach of the discharge of surface water as noted in the "National Standards For Sustainable Drainage Systems" document published by DEFRA. If there is any proposed increase in surface water runoff TWUL will need to know this in advance (with the same timescales as for the foul flows). There are particular concerns as to how glycol-contaminated surface water will be managed if it exceeds permissible discharge levels.</p>	<p>All surfaces treated with glycol have drainage directed to the Airport's pollution storage lagoons. There are some small catchments (a section of road and runoff from roofs) which connect into the foul network. The component projects of the NRP will reduce such flows. The NRP includes a proposal for the airport to install infrastructure to increase surface water runoff storage to ensure no increase in flood risk to other parties and treatment.</p>	n/a	Under discussion

2.22.3.2	<p>Drainage Strategies</p> <p>TWUL requires an integrated water and drainage strategy (including details of points of connection to the existing sewer network).</p>	<p>Drainage Strategies: TWUL requires an integrated water and drainage strategy (including details of points of connection to the existing sewer network) detailing how the Applicant intends to deal with all water and wastewater generated on the site. TWUL will request a requirement be added to any potential DCO outcome that these strategies are provided and agreed to by TWUL prior to the modelling noted above.</p>	<p>Information on the foul and surface water drainage proposals for the Project are included in the DCO application, see:</p> <ul style="list-style-type: none"> <li>• ES Chapter 11: Water Environment</li> <li>• Flood Risk Assessment</li> <li>• ES Appendix 11.9.7 Wastewater Assessment</li> </ul> <p>A series of meetings are taking place between the parties to assist Thames with understanding the surface water and foul water drainage strategies.</p>	<p><b>ES Chapter 11: Water Environment</b> [<a href="#">APP-036</a>]</p> <p><b>Flood Risk Assessment</b> [<a href="#">AS-078</a>]</p> <p><b>ES Appendix 11.9.7: Wastewater Assessment</b> [<a href="#">APP-150</a>]</p>	Under discussion
<b>Mitigation and Compensation</b>					
2.22.4.1	<p>Trade Effluent Discharge</p> <p>Prior to the development, TWUL will need to fully understand how the Applicant's on-site plant to treat contaminated surface water will function</p>	<p>Prior to the development, TWUL will need to fully understand how the Applicant's on-site plant to treat contaminated surface water will function. TWUL will also need to understand what the change will be in peak volumes and concentrations of the effluent from the glycol treatment process to TWUL's network. Further clarity must also be provided on, what happens to the discharge in the event of certain conditions such as where the proposed treatment plant fails or is hydraulically overloaded.</p>	<p>The DCO application included provision for a new MBBR treatment facility located at the pollution lagoons adjacent to the Thames Crawley STW to treat surface water runoff potentially contaminated with de-icer.</p> <p>A Change Application to employ a reed bed treatment system as a more sustainable alternative to MBBR technology, has now been submitted to the Planning Inspectorate. Either system will completely remove the need to send glycol contaminated waters to Thames CSTW.</p> <p><b>Updated position (Deadline 1):</b> The change to the water treatment works has since been accepted by the Examining Authority in its Rule 8 Letter.</p>	<p><b>Rule 8 Letter</b> [<a href="#">PD-011</a>]</p>	Under discussion
<b>Other</b>					
2.22.5.1	<p>Asset Review</p> <p>TWUL will require an asset review prior to any works within 5 metres of existing TWUL assets</p>	<p>TWUL will require an asset review prior to any works within 5 metres of existing TWUL assets.</p>	<p>Will be progressed via discussions on protective provisions.</p>	n/a	Under discussion
2.22.5.2	<p>Future TWUL Infrastructure Capacity</p> <p>TWUL to confirm to GAL whether their network and Horley and Crawley sewage treatment works will have sufficient capacity to convey and treat the wastewater flows forecast by the NRP in the next five years to AMP8 2030.</p>	<p>In progress and to be updated in due course.</p>	<p>In progress and to be updated in due course.</p>	n/a	Under discussion

<b>2.22.5.3</b>	<p>Future TWUL Infrastructure Capacity</p> <p>TWUL to confirm to GAL whether their network and Horley and Crawley sewage treatment works will have sufficient capacity to convey and treat the wastewater flows forecast by the NRP in the next five years to AMP9 2035.</p>	<p>In progress and to be updated in due course.</p>	<p>In progress and to be updated in due course.</p>	<p>n/a</p>	<p>Under discussion</p>
<b>2.22.5.4</b>	<p>Future TWUL Infrastructure Capacity</p> <p>TWUL to confirm to GAL whether their network and Horley and Crawley sewage treatment works will have sufficient capacity to convey and treat the wastewater flows forecast by the NRP in the next five years to AMP10 2039.</p>	<p>In progress and to be updated in due course.</p>	<p>In progress and to be updated in due course.</p>	<p>n/a</p>	<p>Under discussion</p>
<b>2.22.5.5</b>	<p>Future TWUL Infrastructure Capacity</p> <p>TWUL to confirm to GAL whether their network and Horley and Crawley sewage treatment works will have sufficient capacity to convey and treat the wastewater flows forecast by the NRP in the next five years to AMP11 2044</p>	<p>In progress and to be updated in due course.</p>	<p>In progress and to be updated in due course.</p>	<p>n/a</p>	<p>Under discussion</p>
<b>2.22.5.6</b>	<p>Future TWUL Infrastructure Capacity</p> <p>TWUL to confirm to GAL whether their network and Horley and Crawley sewage treatment works will have sufficient capacity to convey and treat the</p>	<p>In progress and to be updated in due course.</p>	<p>In progress and to be updated in due course.</p>	<p>n/a</p>	<p>Under discussion</p>

	wastewater flows forecast by the NRP in the next five years to AMP12 2049				
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### 3 Signatures

3.1.1 The above SoCG is agreed between the following:

Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant	Name
	Job Title
	Date
	Signature
Duly authorised for and on behalf of Thames Water	Name
	Job Title
	Date
	Signature

## Appendix 1: Record of Engagement Undertaken

Date of communication, and those attending.	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
29 March 2019	Meeting	Meeting was held upon request of Gatwick Airport Ltd (GAL) in relation to the draft Masterplan for Gatwick.
18 December 2019	Meeting	Meeting objective was to understand available capacity at Horley WTW and Crawley WTW and understand how growth would be accommodated, to share current assumptions and understand TWUL assumptions for future. GAL would limit increase flow to Horley treatment works, aim for no additional load from the pollution lagoons to Crawley WwTW, and decouple storm water from the foul network where possible.
25 February 2020	Meeting	This meeting discussed respective views of GAL's consultants and Thames regarding the level of analysis that is needed for Thames to understand GAL's inputs to its infrastructure.
13 March 2020	GAL Northern Runway Project paused due to Covid 19 pandemic.	
December – March 2020,	Thames undertake surveys of GAL's assets to input into their own model.	
17 June 2021	Meeting	GAL shared expected peak dry and wet flows at both STWs in the future, noting that NR would reduce wet flows due to drainage improvements. Thames were looking to increase the capacity of the Crawley STW to meet local housing growth. GAL requested Thames share the results of its analysis of Gatwick flows to understand Thames' views on the future capacities of Horley and Crawley STWs.
16 July 2021	Meeting	Discussions on process modelling.
28 January 2022	Meeting	GAL confirmed there would be no increase in trade-effluent flows from the pollution lagoons.

Date of communication, and those attending.	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
27 May 2022	Meeting	GAL introduced a proposal for a new water treatment works, located on the site of Rolls Farm to the east of the Crawley Sewage Treatment works. It would treat water from the pollution lagoons so as to lower their level and effectively increase their capacity. Thames updated GAL on its progress with a catchment study and planned works at the Crawley Wastewater Treatment Works. Thames would confirm whether the present planned upgrades to the CSTW would accommodate Gatwick's needs, or whether further upgrades would be required in the next AMP cycle.
22 November 2022	Meeting	Meeting discussed that modelling on the inlet works at Crawley STW had completed. The key issue for Thames was from potential housing developments being promoted by Homes England.
4 April 2023	Meeting	Discussions regarding modelling.
5 July 2023	Gatwick submits DCO for its Northern Runway Project to the Planning Inspectorate.	
21 November 23	Meeting	This meeting reviewed Thames' general objections to the DCO. GAL agreed to fund the necessary work for Thames to review the effects of the NRP Project.
28 November 23	Meeting	This meeting reviewed the modelling undertaken to support the Northern Runway Project. Agreement to work together to develop a scope to review the effects of the NRP on Thames' infrastructure.
15 December 23	Meeting	This meeting discussed the availability of data from Gatwick's model and how it could be used, and also the assumptions that Thames had made in relation to Gatwick in its responses to the Local Plan process and OFWAT.
15 January 24	Meeting	This meeting reviewed Thames draft scope for undertaking a network capacity study over two phases, to inform on the NRP's effects to the networks feeding Crawley and Horley. It was agreed that the first phase of the Study would report by 1 March 23, and Phase 2 by 1 August 2023. Phase 1 would provide for a high level analysis of the headroom capacity of Horley and Crawley network and works, and phase 2 would entail validating

Date of communication, and those attending.	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
		the modelling using survey data on the Gatwick network to Crawley, and on the Horley network downstream of Gatwick. Modelling data from Gatwick's NRP modelling would be used to inform the assumed flows into the receiving networks.