



Gatwick Airport Northern Runway Project

Project Description Signposting Document – Tracked Version

Book 8

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1 Project Description Signposting Document

- 1.1.1 The Northern Runway Project (NRP) (referred to as ‘the Project’) proposes to make best use of Gatwick Airport’s existing runways and infrastructure through repositioning the existing northern runway which, along with lifting the current restriction on its use, would enable dual runway operations. The Project includes airfield works and the development of a range of infrastructure and facilities to accommodate an increase in aircraft movements and airport passenger numbers, together with surface access elements to provide additional processing capability and improved airport access. Land is proposed as part of the Project to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).
- 1.1.2 The purpose of this document is to provide signposting in the description of the Project proposals between the **Environmental Statement (ES) Chapter 5: Project Description** (Doc Ref. 5.1), **ES Project Description Figures** (Doc Ref. 5.2) and the **Draft Development Consent Order (DCO)** (Doc Ref. 2.1).

Table 1.1.1: Signposting of the Project Description

| Works | Description | Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1) | Reference to further detail in ES Chapter 5 (Doc Ref. 5.1) | Relevant ES Figure (Doc Ref. 5.2) |
|--|---|--|--|---------------------------------------|
| Airfield Works | | | | |
| Repositioning of the existing northern runway 12 metres north. | <p>Repositioning of the existing northern runway 12 metres north (measured from the centreline of the existing northern runway) to provide a 45m wide and 2.6km length runway comprising:</p> <ul style="list-style-type: none"> Removal of a redundant 12m strip of hardstanding (south of the repositioned northern runway) and returned to grass. Resurfacing of repositioned northern runway, comprising a 33m width of retained runway and 12m wide of new runway. | 1 | Paragraphs 5.2.18 to 5.2.24 | Figure 5.2.1a: Proposed Airport Works |
| Construction of a runway access track | Construction of a runway access track running east to west between the main runway and northern runway, surfaced with grasscrete. | 2 | Paragraphs 5.2.25 to 5.2.26 | Figure 5.2.1a: Proposed Airport Works |
| Construction of a new pier (Pier 7) | Construction of a new pier (Pier 7) comprising of three floors and including commercial facilities, circulation space and an autonomous vehicle station. Pier 7 would occupy approximately 10.1 hectares (101,000m ²) with a maximum building height of 18m. | 6(a) and 6(b) | Paragraph 5.2.50 | Figure 5.2.1a: Proposed Airport Works |
| Works to the aircraft holding area (Charlie Box) | <p>Works to the aircraft holding area comprising the:</p> <ul style="list-style-type: none"> Reconfiguration of existing aircraft stands; Removal of the Airside Operations Building and pumping station 17; Removal of de-icer storage tanks and substations BP and BR; and Provision is of new aircraft hold points and new taxiways. | 5 | Paragraphs 5.2.46 to 5.2.47 | Figure 5.2.1a: Proposed Airport Works |
| Construction of the ‘Oscar’ area | <p>Construction of the Oscar area, comprising:</p> <ul style="list-style-type: none"> Construction of eight remote aircraft stands; Construction of taxiway connection between Taxiway Juliet and Taxiway Tango; and Relocation of Substation A. | 7 | Paragraph 5.2.52 | Figure 5.2.1a: Proposed Airport Works |

| Works | Description | Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1) | Reference to further detail in ES Chapter 5 (Doc Ref. 5.1) | Relevant ES Figure (Doc Ref. 5.2) |
|--|--|--|--|---------------------------------------|
| Works to remove, reposition and provide new aircraft stands (excluding works to aircraft stands in Charlie Box and the Oscar area) | <ul style="list-style-type: none"> Construction of up to 14 aircraft stands south of proposed Pier 7. Reconfiguration of existing aircraft stands to accommodate proposed Pier 7. Reconfiguration of existing aircraft stands to allow for the extended Taxiway Lima and removal of aircraft stand 152. Conversion of three existing aircraft stands located to the west of Pier 3 to fully serviced overnight parking/remote aircraft stands. Conversion would include the installation of fuel hydrants, fixed electric ground power, lighting and stand entry guidance systems. Construction of one aircraft stand north-east of exiting Hangar 7. Removal and reduction of existing stands to allow for relocation of Taxiway Juliet East. | 3, 4(c), 5(f), 6(c), 6(d) and 7(c) | Paragraphs 5.2.51 to 5.2.54 | Figure 5.2.1a: Proposed Airport Works |
| Works to reposition and resurface Taxiway Juliet (East and West) | <ul style="list-style-type: none"> Repositioning and resurfacing of Taxiway Juliet in three sections: <ul style="list-style-type: none"> Western section (Taxiway Juliet West) repositioned approximately 27m north; Central section (Taxiway Juliet East) between Taxiway Uniform and Taxiway Sierra repositioned approximately 19.5m north; Eastern section (Taxiway Juliet East) between Taxiway Sierra and Taxiway Quebec repositioned 14.5m north. Relocation of Substation BK. | 4(a) and 4(h) | Paragraphs 5.2.29 to 5.2.31 | Figure 5.2.1a: Proposed Airport Works |
| Works to extend and resurface Taxiway Lima | Western extension to Taxiway Lima comprising up to 23m in width and approximately 300m in length. | 4(c) | Paragraphs 5.2.32 to 5.2.35 | Figure 5.2.1a: Proposed Airport Works |
| Works to extend and resurface Taxiway Tango | Northern extension to Taxiway Tango comprising up to 23m in width and approximately 85m in length. | 4(d) | Paragraph 5.2.35 | Figure 5.2.1a: Proposed Airport Works |
| Works to resurface Taxiways Uniform, Whiskey, Victor and Zulu | Works to resurface Taxiways Uniform, Whiskey, Victor and Zulu. | 4(j) | Paragraphs 5.2.33, 5.2.36 to 5.2.37 | Figure 5.2.1a: Proposed Airport Works |
| Works to remove, extend, modify, resurface, reposition and construct exit/entrance taxiways and end around taxiways (excluding works to Taxiways Juliet, Lima and Tango) | <ul style="list-style-type: none"> Works to taxiways between the repositioned Northern Runway and repositioned Taxiway Juliet, comprising: <ul style="list-style-type: none"> Repositioning and resurfacing of nine exit/entrance taxiways; Removal of two existing exit/entrance taxiways; and Modification (comprising a change in the geometry for aircraft turning) of one existing exit/entrance taxiway. Construction of a taxiway spur (Taxiway Juliet West Spur). Repositioning and resurface of six exit/entrance taxiways between the repositioned Northern Runway and Main Runway: | 4(b), 4(e), 4(f), 4(g), 4(i) and 4(j) | Paragraphs 5.2.38 to 5.2.45 | Figure 5.2.1a: Proposed Airport Works |

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|---|--|--|---|---|
| | <ul style="list-style-type: none"> Construction of an end around taxiway (End Around Taxiway West) from the repositioned Taxiway Juliet to the Main Runway, with an approximate footprint of 30,000m²; Construction of a new end around taxiway (End Around Taxiway East) from the Main Runway to Taxiway Yankee and then onto Taxiway Victor, with an approximate footprint of 35,000m²; Removal of all redundant areas of hardstanding and returned to grass. | | | |
| Airfield Support Facilities | | | | |
| Demolition and removal existing airport facilities | Demolition and removal of the existing Central Area Recycling Centre (CARE) facility, motor transport facilities, ground maintenance facilities, airfield surface transport facility, Rendezvous Point North, emergency air traffic control tower and the former TCR snowbase building. | 8 | Paragraphs 5.2.55, 5.2.57 to 5.2.58, 5.2.64, 5.2.66, 5.2.67 to 5.2.69, 5.2.70, 5.2.72 to 5.2.78 | Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed |
| Construction of a replacement CARE facility | Construction of a replacement and repurposed CARE facility comprising a waste sorting facility including a materials recovery facility, storage area, car baling facility, vehicle weighing platform, office accommodation and welfare facilities, and hardstanding areas for parking, storage, quarantine and vehicle manoeuvring. The main facility building would be approximately 17,550m ² in area and up to 15m in height (above ground level) and with elements up to 5m below ground level. | 9 | Paragraphs 5.2.57 to 5.2.63 | Figure 5.2.1a: Proposed Airport Works |
| Construction of replacement motor transport facilities | Construction of replacement motor transport facilities including car parking, a parts store, ramps, pits, tyre store, test area, workshop, a heavy good vehicle refuelling area, vehicle washing area, offices and staff welfare facilities. The buildings and compound would occupy an area of approx. 15,600m ² and with a maximum building height of 15m (above ground level) and with elements up to 5m below ground level. | 10 | Paragraphs 5.2.64 to 5.2.66 | Figure 5.2.1a: Proposed Airport Works |
| Construction of replacement ground maintenance facilities | Construction of replacement ground maintenance facilities comprising a hardstanding area of approximately 1,230m ² and provision of new buildings including an open vehicle storage shed, closed tool shed, hazardous substances unit and a portacabin style office/welfare area. The buildings would have a maximum height of 8m. | 11 | Paragraphs 5.2.67 to 5.2.69 | Figure 5.2.1a: Proposed Airport Works |
| Construction of replacement airfield surface transport facilities | Construction of a replacement airfield surface transport facilities comprising a hardstanding area of approximately 1,440m ² to provide open storage and parking, and the provision of new buildings with a maximum height of 15m to provide vehicle sheds and a grid and salt store. | 12 | Paragraphs 5.2.70 to 5.2.72 | Figure 5.2.1a: Proposed Airport Works |
| Construction of the replacement Rendezvous Point North | Construction of a replacement Rendezvous Point North comprising a hardstanding area of approximately 4,490m ² and a cabin building of approximately 200m ² in area and with a maximum building height of 5 metres. | 13 | Paragraphs 5.2.73 to 5.2.75 | 5.2.1a: Proposed Airport Works |

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| Works to remove and construction the replacement fire training ground | Removal of the existing fire training ground and construction of the replacement fire training ground, comprising a hardstanding area of 12,000m ² including a fire training rig, control centre, compartment fire training complex, a road traffic collision mock-up area, classrooms, underground water storage, water tower and a deluge system. The fire training rig would be relocated and has a height of 25m, with tank depths of up to 5 metres (below ground). | 14 | Paragraphs 5.2.84 to 5.2.86 | 5.2.1a: Proposed Airport Works |
| Construction of a satellite airport fire service facility | Construction of a satellite airport fire service facility comprising a hardstanding area of up to 8,000m ² and with a maximum building height of 15m. | 15 | Paragraphs 5.2.87 to 5.2.88 | Figure 5.2.1a: Proposed Airport Works |
| Construction of an aircraft hangar | Construction of an aircraft hangar on with a footprint of approximately 12,440m ² and up to 32m in height, and up to 10m below ground level, together with utilization of the existing hardstanding to provide car parking (for staff and service yard) and a bus stop. | 16 | Paragraphs 5.2.89 to 5.2.90 | Figure 5.2.1a: Proposed Airport Works |
| Relocation of the Hangar 7 support structures | Relocation of the Hangar 7 support structures of up to 5m in height and up to 5m below ground level on an existing hardstanding area of 1,520m ² . | 17 | Paragraphs 5.2.91 to 5.2.92 | Figure 5.2.1a: Proposed Airport Works |
| Removal and replacement of the western noise mitigation | Removal of the existing western noise bund and construction of a replacement noise bund and wall. The proposed wall would be approximately 450m in length and up to 30m in width. The western section of the noise bund and wall would be up to 8m in height and the eastern section of the wall (beyond the bund) would be up to 10m in height. | 18 | Paragraph 5.2.93 to 5.2.95 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Construction of a pumping station (Pumping Station 2a) | Construction of a pumping station (Pumping Station 2a) comprising up to 2m in height (above ground level) and with elements up to 10m below ground level, and accommodating a hardstanding area of approximately 10m ² . | 19 | Paragraphs 5.2.191, 5.2.193 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Realignment of Larkins Road | Larkins Road is to be realigned further north, with a carriageway width of 9.3m together with a 5m verge on either side (except for the area south of Pond M). | 20 | Paragraphs 5.2.96 to 5.2.97 | Figure 5.2.1d: Proposed Surface Access Improvements (not including highways) |
| Terminal Works | | | | |
| Works and extensions to the North Terminal building | <ul style="list-style-type: none"> Construction of northern and southern extensions to the International Departure Lounge. The northern extension would comprise approximately 9,900m² of additional floorspace on a footprint of approximately 3,300m², and up to 32.5m in height (above ground level). The southern extension would comprise approximately 12,600m² additional floorspace and up to 30m in height (above ground level). Construction of an extension to the baggage hall comprising approximately 6,552m² of additional floorspace and up to 12.5m in height (above ground level). Construction of an extension to the baggage reclaim comprising approximately 650m² of additional floorspace and up to 7m in height (above ground level). Construction of an autonomous vehicle station. | 22 | Paragraphs 5.2.107 to 5.2.108 | Figure 5.2.1a: Proposed Airport Works |

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| | <ul style="list-style-type: none"> Construction of an autonomous vehicle maintenance building with a footprint of approximately 527m² and a height of approximately 12m. Internal reconfiguration works. Demolition of the CIP building and the circulation building. Remedial works to the coaching gates. | | | |
| Works and extensions to the South Terminal building | <ul style="list-style-type: none"> Construction of an extension to the International Departure Lounge comprising approximately 15,000m² of additional floorspace and up to 27m in height (above ground level). Construction of an autonomous vehicle station. Construction of a 2-storey coaching gate for autonomous vehicles. Construction of six coaching gates up to 13m in height, four with a footprint of approximately 3,780m² and two gates with a footprint of approximately 1,980m². Internal reconfiguration works. | 23 | Paragraphs 5.2.109 to 5.2.110 | Figure 5.2.1a: Proposed Airport Works |
| Hotels and Offices | | | | |
| Construction of a hotel on the Car Park H site | Construction of a hotel (with up to 400 hotel bedrooms) on a footprint of approximately 4,000m ² and up to 27m in height. | 28(a) | Paragraph 5.2.114 | Figure 5.2.1c: Proposed Hotels and Commercial Elements |
| Construction of an office on the Car Park H site | Construction of an office with a net lettable floorspace of up to 5,000m ² on a footprint of 1,024m ² and up to 27m in height (above existing ground level). | 28(b) | Paragraphs 5.2.112 to 5.2.113 | Figure 5.2.1c: Proposed Hotels and Commercial Elements |
| Construction of a hotel north of MSCP3 | Construction of a hotel (with up to 400 hotel bedrooms) on a footprint of approximately 4,000m ² and up to 27m height. | 26 | Paragraph 5.2.114 | Figure 5.2.1c: Proposed Hotels and Commercial Elements |
| Construction of a hotel on the car rental site | Construction of a hotel (with up to 200 hotel bedrooms) on a footprint of approximately 15,000m ² and up to 16.3m in height. | 27 | Paragraph 5.2.114 | Figure 5.2.1c: Proposed Hotels and Commercial Elements |
| Conversion of Destination Place office to a hotel | Conversion of the existing Destinations Place offices to a hotel (with up to 250 hotel bedrooms). No proposed change to the size of the existing building. | 29 | Paragraph 5.2.114 | Figure 5.2.1c: Proposed Hotels and Commercial Elements |
| Car Parks | | | | |
| Removal of Car Park W | Removal of Car Park W. | 7 | Paragraphs 5.2.116 to 5.2.117 | Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed |
| Removal of Flying Pan and Summer Special car parks | Removal of the 'flying pan' car park and Summer Special car park. | 10, 13 and 16 | Paragraphs 5.2.116 to 5.2.117 | Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed |

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|--|--|--|--|---|
| Construction of multi-storey Car Park J | Construction of a multi-storey car park (Car Park J) comprising an approximate footprint of 10,000m ² and up to 27m in height (above ground level) to provide approximately 890 car parking spaces. | 22(g) | Paragraphs 5.2.118 to 5.2.124 | Figure 5.2.1b: Proposed Car Parks |
| Removal of Car Park H and construction of replacement multi-storey car park at the Car Park H site | Removal of Car Park H and construction of a multi-storey car park (replacement Car Park H) comprising an approximate footprint of 15,000m ² and up to 27m in height (above ground level) to provide approximately 3,700 car parking spaces. | 28 | Paragraph 5.2.116 to 5.2.124 | Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks |
| Construction of multi-storey Car Park Y | Construction of a multi-storey car park (Car Park Y) comprising an approximate footprint of 19,000m ² and up to 27m in height (above ground level) to provide approximately 3,035 car parking spaces. | 30 | Paragraphs 5.2.118 to 5.2.124 | Figure 5.2.1b: Proposed Car Parks |
| Works to Car Park X (including construction of the replacement 'Purple Parking') | Removal of 1,125 spaces from Car Park X and construction of a stepped, decked car park to provide the replacement 'Purple Parking'. The south-eastern part of the Purple Parking car park would be 2-storeys, up to 11m in height, with a footprint of 120m x 70m; and the northern section would be 1-storey, up to 7m in height and with a footprint of 120m x 20m. The remaining area would be surface-level parking. | 31 | Paragraphs 5.2.116 to 5.2.124 | Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks |
| Works to the North Terminal Long Stay Car Park | Removal of 2,465 <u>3,627</u> spaces at the North Terminal long stay car park <u>and Flying Pan car park</u> , and construction of a decked structure to provide approximately 1,680 <u>2,842</u> car parking spaces. The decked structure is to comprise an approximate footprint of 113,750 <u>79,000</u> m ² and up to 11m in height (above ground level). | 32 | Paragraphs 5.2.116 to 5.2.124 | 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks |
| Works to the south-western car park currently used by Purple Parking labelled "surface parking" | Removal of the decked structure on the existing 'Purple Parking' car park and removal of 2,400m ² of surface parking (hardstanding). Remaining hard surfacing to provide a surface-level car park comprising an approximate footprint of 29,000m ² to accommodate approximately 700 car parking spaces. | 33 | Paragraphs 5.2.116 to 5.2.124 | 5.2.1h: Existing Facilities Proposed to be Demolished or Removed 5.2.1b: Proposed Car Parks |
| Removal of Car Park B north and south | Removal of Car Park B North and Car Park B South. | 34(a) and (b) | Paragraphs 5.2.116 to 5.2.124 | 5.2.1h: Existing Facilities Proposed to be Demolished or Removed |
| Surface Access Works | | | | |
| Works to upgrade the North Terminal forecourt | Works to the North Terminal forecourt. | 24 | Paragraphs 5.2.149 to 5.2.152 | 5.2.1d: Proposed Surface Access Improvements (not including highways) |
| Works to upgrade the South Terminal forecourt | Works to the South Terminal forecourt. | 25 | Paragraphs 5.2.149 to 5.2.152 | 5.2.1d: Proposed Surface Access Improvements (not including highways) |

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| South Terminal junction improvements | <ul style="list-style-type: none"> Works to widen and realign the Gatwick Spur/Airport Way carriageway (1,740m long), provide a new flyover over the South Terminal Roundabout and provide a third lane eastbound on Gatwick Spur. Construction of an eastbound merge slip road (330m long), westbound diverge slip road (420m long), eastbound diverge slip road (265m long), westbound merge slip road (275m long). Works to realign and widen the Ring Road North (80m long), Ring Road South (85m long) and B2036 Balcombe Road (160m long) Construction of a footway connection between B2036 Balcombe Road and Ring Road South (380m long). Works to realign the South Terminal roundabout. Construction of retaining walls, including a 230m long retaining wall north-east of Balcombe Road, 35m long retaining wall south-east of Balcombe Road underbridge, 45m long retaining all between Gatwick Spur Westbound Diverge and Gatwick Spur, 25m long retaining wall between Gatwick Spur Eastbound merge and Gatwick Spur, 170m retaining wall between Balcombe Road underbridge and South Terminal roundabout, 160m long retaining wall between Gatwick Spur Eastbound Merge and Gatwick Spur, 165m long retaining wall between Gatwick Spur Westbound Diverge and Gatwick Spur, 160m long retaining wall between Airport Way Eastbound Diverge and Airport Way, 180m long retaining wall between Airport Way Westbound Merge and Airport Way and a 370m long retaining wall on the southern side of Airport Way Westbound Merge. Construction of a replacement bridge (Balcombe Road Underbridge) and a flyover structure (South Terminal Flyover Bridge). Construction of a land drainage ditch, attenuation pond with an approximate capacity of 2,900m³ and a culvert, and the modification of the existing Balcombe Road Culvert East. | 35 | Paragraphs 5.2.130 to 5.2.136 | Figure 5.2.1d: Surface Access General Arrangement Plans |
| North Terminal junction improvements | <ul style="list-style-type: none"> Works to widen and realign of the A23 London Road between Airport Way Bridge and the new A23 London Road (545m long), and between the new A23 London Road and the A23 London Road Bridge (480m long) including the provision of a third lane. Works to widen and realign the Airport Way Westbound between the Airport Way Rail Bridge and the new North Terminal Flyover Link (550m long), including the provision of a third lane. Works to realign and reconfigure the diverge from A23 London Road to Airport Way Eastbound (635m long). | 36 | Paragraphs 5.2.137 to 5.2.143 | Figure 5.2.1d: Surface Access General Arrangement Plans |

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| | <ul style="list-style-type: none"> Construction of a new signal-controlled junction between A23 London Road and the new North Terminal Link. Construction of a new flyover link over the North Terminal Roundabout (650m long). Construction of a new diverge from Airport Way Westbound to North Terminal Roundabout (425m long) and a new diverge from A23 London Road to North Terminal roundabout (325m long). Works to widen and realign the North Terminal Roundabout. Construction of a new link road (105m long) from North Terminal Roundabout to a new signal-controlled junction on A23 London Road. Works to widen and realign the existing Northway (65m long), Longbridge Way (90m long), Gatwick Way (165m long), Perimeter Road North (270m long) and North Terminal Approach Road (125m long). Construction of a pedestrian and cyclist pathway between Longbridge Roundabout and North Terminal Roundabout (775m long). Construction of a pedestrian and cyclist ramp between A23 London Road and Riverside Garden Park (120m long). Widening of Airport Way bridge. Construction of retaining walls, including a 240m long retaining wall on the southern side of Airport Way, 85m long retaining wall south-east of the North Terminal Flyover Bridge, 160m long retaining wall located between Airport Way Westbound Diverge to North Terminal Roundabout, 160m long retaining wall between North Terminal Flyover Link and A23 London Road, 160m long retaining wall located east from the Bridge over the River Mole. Construction of a flyover bridge structure (North Terminal Flyover Bridge) and a replacement and widened bridge (A23 London Road bridge over the River Mole). Construction of an attenuation basin with an approximate capacity of 2,000m³. | | | |
| <p>Longbridge Roundabout junction improvements</p> | <ul style="list-style-type: none"> Works to widen and realign Longbridge Roundabout junction, including the widening and realignment of the A23 London Road (130m long), A23 Brighton Road (220m long) and A217 (110m long) and the realignment of the Povey Cross Road (60m long). Construction of retaining walls, including a 50m long retaining wall north-west of the A23 London Road Bridge, a 35m long retaining wall between the stilt structure and A23 Brighton Road Bridge, a 30m long retaining wall east of the A23 Brighton Road Bridge, a 45m long retaining wall on the southern side of Longbridge Roundabout and a 40m long retaining wall on the northern side of Longbridge Roundabout. | <p>37</p> | <p>Paragraphs 5.2.144 to 5.2.148</p> | <p>Figure 5.2.1d: Surface Access General Arrangement Plans</p> |

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|---|--|--|--|--|
| | <ul style="list-style-type: none"> Widening of the Longbridge Roundabout segregated left turn lane still structure. Construction of a widened bridge (A23 Brighton Road Bridge over the River Mole) to replace the existing bridge. Construction of a new attenuation basins with an approximate capacity of 600m³. Modification of the A23 Brighton Road Culvert. | | | |
| Active travel improvements | Provision of new and enhanced active travel routes, including: <ul style="list-style-type: none"> A segregated path for pedestrian and cyclists between Longbridge Roundabout and North Terminal Roundabout, with localised narrowing to shared use on the A23 London Road bridge. Three-staged staggered signalised crossing for pedestrians at the northern arm of the A23 London Road / North Terminal Link signal controlled junction. Signalised pedestrian crossing on Longbridge Way. Footway on the northern side of the North Terminal link. Shared use pedestrian and cyclist path between North Terminal roundabout and South Terminal, with a signalised crossing at North Terminal Approach. | 35 to 38 | Paragraphs 5.2.153 to 5.2.157 | Figure 5.2.1d: Surface Access General Arrangement Plans |
| Water Management Works | | | | |
| Construction of Car Park Y attenuation storage facility | Construction of an attenuation storage facility up to 125m x 75m in size, with a capacity of up to 32,000m ³ and on a footprint of 9,375m ² . | 30 | Paragraphs 5.2.161 to 5.2.165, 5.2.185 to 5.2.186 | 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Construction of Car Park X flood compensation area | Lowering of the existing car park (Car Park X) with a footprint of 27,000m ² by a depth of up to 2m below ground level, to create a flood compensation area with an approximate capacity of 55,000m ³ and connected to the River Mole via an outfall structure to be constructed. | 31 | Paragraphs 5.2.161 to 5.2.165, 5.2.182 to 5.2.184 | 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Construction of a flood compensation area at Museum Field | Construction of a flood compensation area with an approximate footprint of 57,600m ² and approximately 2.6m below ground level. | 38(a) | Paragraphs 5.2.161 to 5.2.165, 5.2.166 to 5.2.167 | 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Works to the River Mole valley | <ul style="list-style-type: none"> Removal and infilling of Pond A. Construction of a connection to Pond M. Diversion and extension of the River Mole by approximately 300m in length to create a more sinuous course, including extension of a syphon and culvert. | 39 | Paragraphs 5.2.161 to 5.2.165, 5.2.168 to 5.2.171 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements Figure 5.2.1h: Existing Facilities Proposed to be Demolished or Removed |
| Construction of a weir and fish pass | Construction of a weir and fish pass to the River Mole of 200mm in height. | 42 | Paragraphs 5.2.161 to 5.2.165, 5.2.187 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements |

| Works | Description | Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1) | Reference to further detail in ES Chapter 5 (Doc Ref. 5.1) | Relevant ES Figure (Doc Ref. 5.2) |
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| Construction of water treatment works | Construction of water treatment works comprising a constructed wetland (reed bed) system, with a footprint of up to 16,000m ² . The reed beds would be supported by associated facilities including six blowers, banded nutrient dosing tank and pumps, pipework, pumps, bunding, car parking, cabin and secure storage unit each with a maximum height of 3m excluding the cabin and secure storage unit that would be up to 4m in height (above ground level). A temporary 2.4m high noise barrier would be constructed and in place during construction of the reed bed system. | 43 | Paragraph 5.2.161 to 5.2.165, 5.2.172 to 5.2.181 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Construction of an On-airport Wastewater Treatment Works (WWTW) | <p>Construction of an On-airport WWTW as an 'alternative' solution for wastewater treatment for the airport and to treat an the additional flows generated by the Project. The On-airport WWTW comprise a footprint of approximately 2.2 hectares and include the following physical elements, with a maximum height of up to 9.4m above ground level and up to 2m below ground level:</p> <ul style="list-style-type: none"> • Headworks (the entry point for raw wastewater); • Two circular primary clarifiers, each of approximately 12m in diameter; • Two aeration basins, each with secondary clarifiers; • Gravity thickeners; • Biotower (odour control facility); • Rotary drum thickeners, belt filter presses and tertiary disk filter facilities, each housed in a dedicated building; • Blower building accommodating four turbo blowers and one positive displacement blower; • Chemical storage building; • Associated pipelines and Pumping Stations; • Flocculation tank and a rapid mix tank; • Sludge blend facility and sludge storage area; • Operations and maintenance building (up to 2 storeys); • Truck loading area; and • Outfall from the facility to the River Mole, involving a concrete structure beside the River Mole to dissipate energy prior to discharge to the watercourse. | 44 | Paragraph 5.2.194 to 5.2.203 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements |
| Works to existing drainage infrastructure | <p>Works to improve or provide new foul and surface water drainage infrastructure, including:</p> <ul style="list-style-type: none"> • Works to realign surface water drainage infrastructure along Taxiway Yankee to connect to Pond D. • Works to protect Substation L from flooding. | Ancillary or related development | Paragraphs 5.2.161 to 5.2.165, 5.2.188 to 5.2.193 | Figure 5.2.1e: Proposed Surface Water and Foul Water Improvements |

| Works | Description | Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1) | Reference to further detail in ES Chapter 5 (Doc Ref. 5.1) | Relevant ES Figure (Doc Ref. 5.2) |
|---|--|--|--|--|
| | <ul style="list-style-type: none"> Construction of three pumping station and pipeline connections to the Crawley Sewage Treatment Works. Pumping Station 7a – comprising a fenced compound area of 260m², approximately 3m in height (above ground level) and with elements up to 6m below ground level, along with a pipeline connection to Crawley Sewage Treatment Works up to 1,270m in length <u>(or to the On-airport WWTW if it forms part of the final consented Project)</u>. Pumping Station East of Railway – comprising a fenced compound area of 190m², approximately 3m in height (above ground level) and with elements up to 3m below ground level, along with an underground pipeline connection to the Crawley Sewage Treatment Works up to 1,270m in length. <u>This pumping station and pipeline connection would not be required as part of the Project if the On-airport WWTW forms part of the final consented Project)</u>. <u>Pumping Station 2a – comprising a compound area of 10m², approximately 2m in height (above ground level) and with elements up to 10m below ground level, along with a new connection (or a new rising main to convey flows to the On-airport WWTW if it forms part of the final consented Project)</u>. <u>Pumping Station next to the existing Gatwick Airport Police Station – comprising a fenced compound area with a maximum height of 4m above ground level and 7m below ground level, required if the On-airport WWTW forms part of the final consented Project.</u> | | | |
| Environmental Mitigation Works | | | | |
| Delivery of replacement open space at Car Park B North and Car Park B South | <ul style="list-style-type: none"> Delivery of approximately 0.79ha of open space on the Car Park B North site (to be removed). Delivery of approximately 0.64ha of open space on the Car Park B South site (to be removed). | 34(c) | Paragraph 5.2. 207497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Delivery of the Museum Field Environmental Mitigation Area | <ul style="list-style-type: none"> Delivery of approximately 17ha of ecological habitat creation including a flood compensation area on Museum Field with a 6m high landscaped bund around the southern and eastern perimeter and the creation of a pedestrian route (including footbridge) around the flood compensation area. Construction of two farm access bridges approximately 4.2m wide. | 38 | Paragraph 5.2. 207497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Delivery of environmental mitigation works at River Mole diversion area | Delivery of ecological mitigation measures at the River Mole diversion area. | 39 | Paragraph 5.2. 207497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Delivery of replacement open space north-east of Longbridge Roundabout | Delivery of approximately 0.52ha of new planting, replacement open space and construction of a pedestrian footbridge across the River Mole approximately 45m in length. | 40 | Paragraph 5.2. 207497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |

| Works | Description | Work No. in the Draft DCO (Sch 1) (Doc Ref. 2.1) | Reference to further detail in ES Chapter 5 (Doc Ref. 5.1) | Relevant ES Figure (Doc Ref. 5.2) |
|---|---|--|--|--|
| Delivery of an ecological area at Pentagon Field | Delivery of approximately 1ha of landscape planting and a 15-metre tree belt. | 41 | Paragraph 5.2.207 497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Delivery of habitat enhancement areas along Perimeter Road East and Perimeter Road South and Crawler's Brook. | Delivery of two hedgerow areas, comprising 125m long replacement hedgerow along Perimeter Road East and Perimeter Road South; and replacement hedgerow from Crawler's Wood to the west of Gatwick Airport. | 42 | Paragraph 5.2.207 497 | Figure 5.2.1g: Proposed Environmental Mitigation Areas |
| Power Facilities | | | | |
| Adjustments to power facilities | <ul style="list-style-type: none"> • Removal of existing substations BJ and BM. • Removal and replacement of existing substations A, J, BK, BP, BM and BR comprising: <ul style="list-style-type: none"> ○ Substation J – containerised substation with an additional transformer occupying an area of approximately 180m² with an approximate height of 6m above ground level and 3m below ground level. ○ Substation BK – re-provided occupying an area of approximately 144m² with a maximum height of 6m above ground level and 3m below ground level. ○ Substations BP, BR and A – each to be re-provided occupying an area of approximately 25m² with a maximum height of 5m above ground level and 3m below ground level. • Provision of a new substation occupying an area of approximately 25m² with a maximum height of 5m above ground level and 3m below ground level. | Ancillary or related development | Paragraph 5.2.100 to 5.2.105 | Figure 5.2.1a: Proposed Airport Works |