

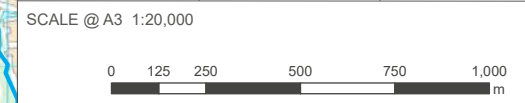
- KEY**
- Project Site Boundary (PEIR)
 - Main Rivers
 - Ordinary Watercourses
- Flood Mitigation Measures**
- Gatwick Stream FCA
 - Car Park X
 - Car Park Y Underground Storage
 - Museum Field
 - Pond A Relocation
 - River Mole Diversion
 - Airfield Syphons
- Existing Elements**
- Terminal
 - Existing runway or taxiway
 - Environmental Mitigation
 - Existing stands
 - Other existing airport infrastructure
 - Hangar

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Proposed Flood Mitigation Measures

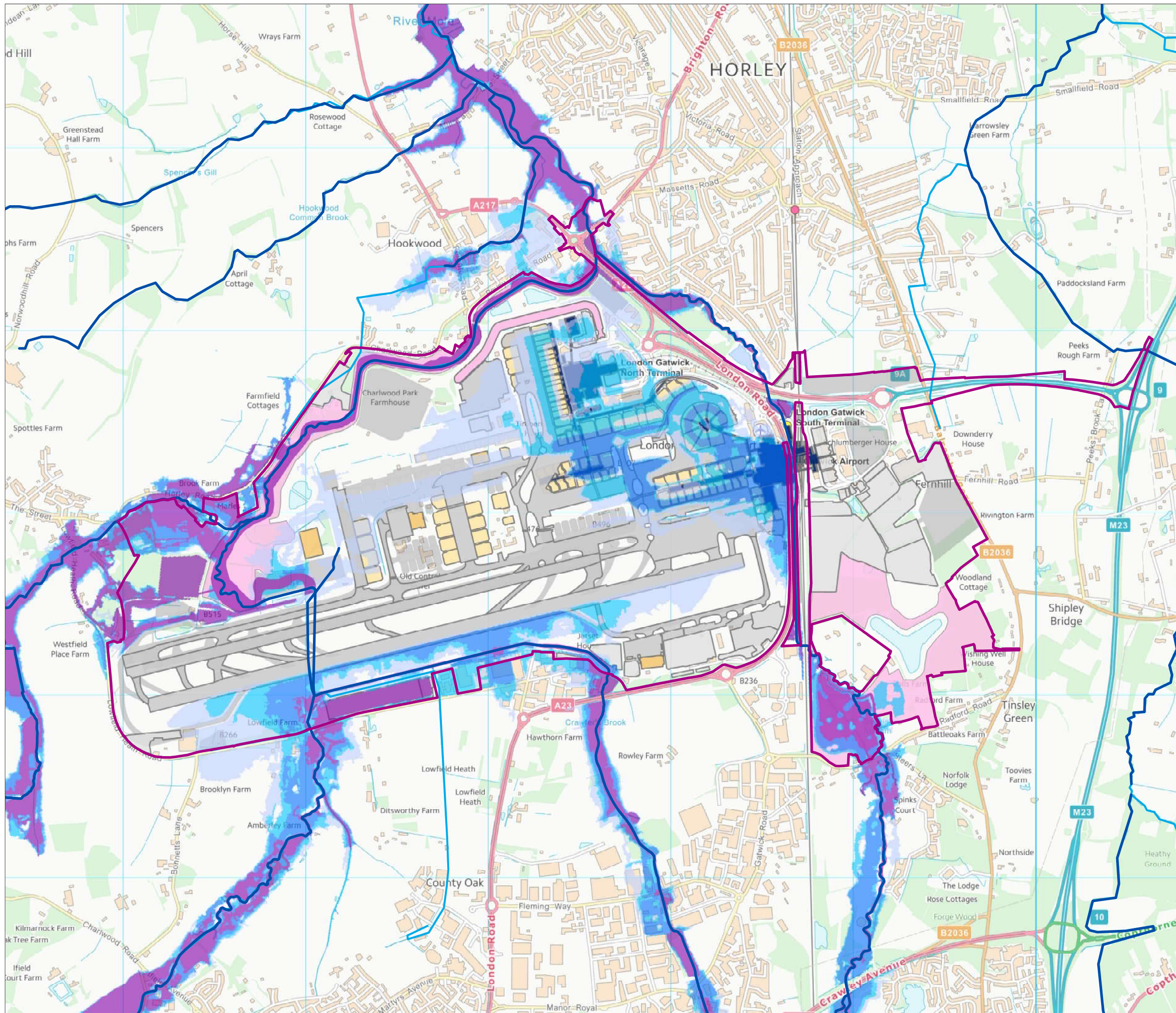
DATE
September 2021

	DRAWING NO. FIGURE 7.2.1	REVISION For PEIR Issue
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- KEY**
- Project Site Boundary (PEIR)
 - Main Rivers
 - Ordinary Watercourses
 - Upper Mole Model 5% AEP event
 - Upper Mole Model 1% AEP event
 - Upper Mole Model 1% + 35%CC AEP event
 - Upper Mole Model 1% + 70%CC AEP event

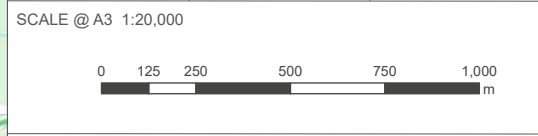
- Existing Elements**
- Terminal
 - Existing runway or taxiway
 - Environmental Mitigation
 - Existing stands
 - Other existing airport infrastructure
 - Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Upper Mole Model 5%, 1%, 1%+35%CC, 1%+70%CC AEP Event Extents (With-Project, With-Mitigation)

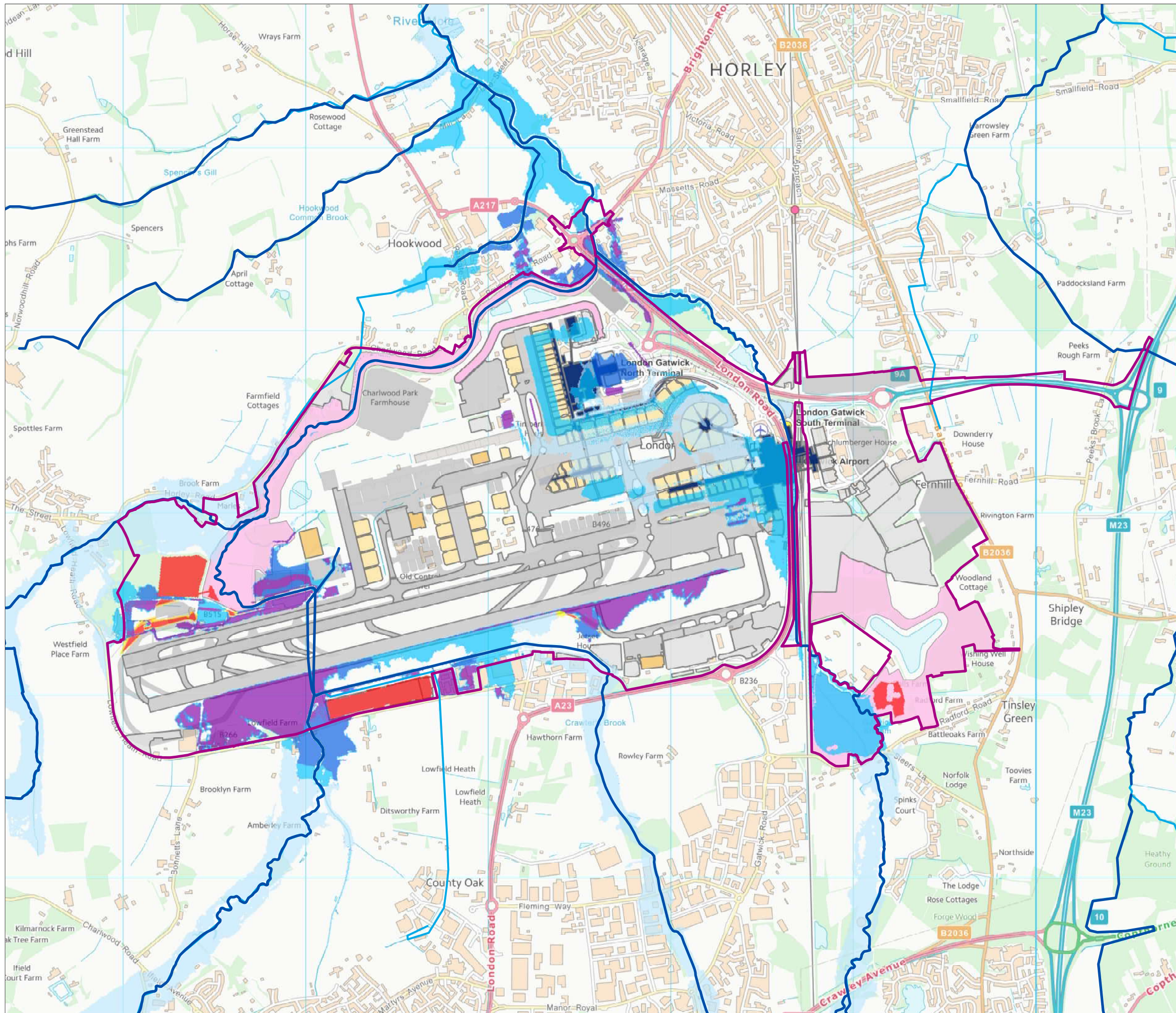
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses

Depth difference 1% (1 in 100) AEP event + 35% CC

- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1

Existing Elements

- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar

Proposed Elements

- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Upper Mole Hydraulic Model 1% + 35%CC AEP Event Depth Difference to Baseline (With-Project, With-Mitigation Scenario)

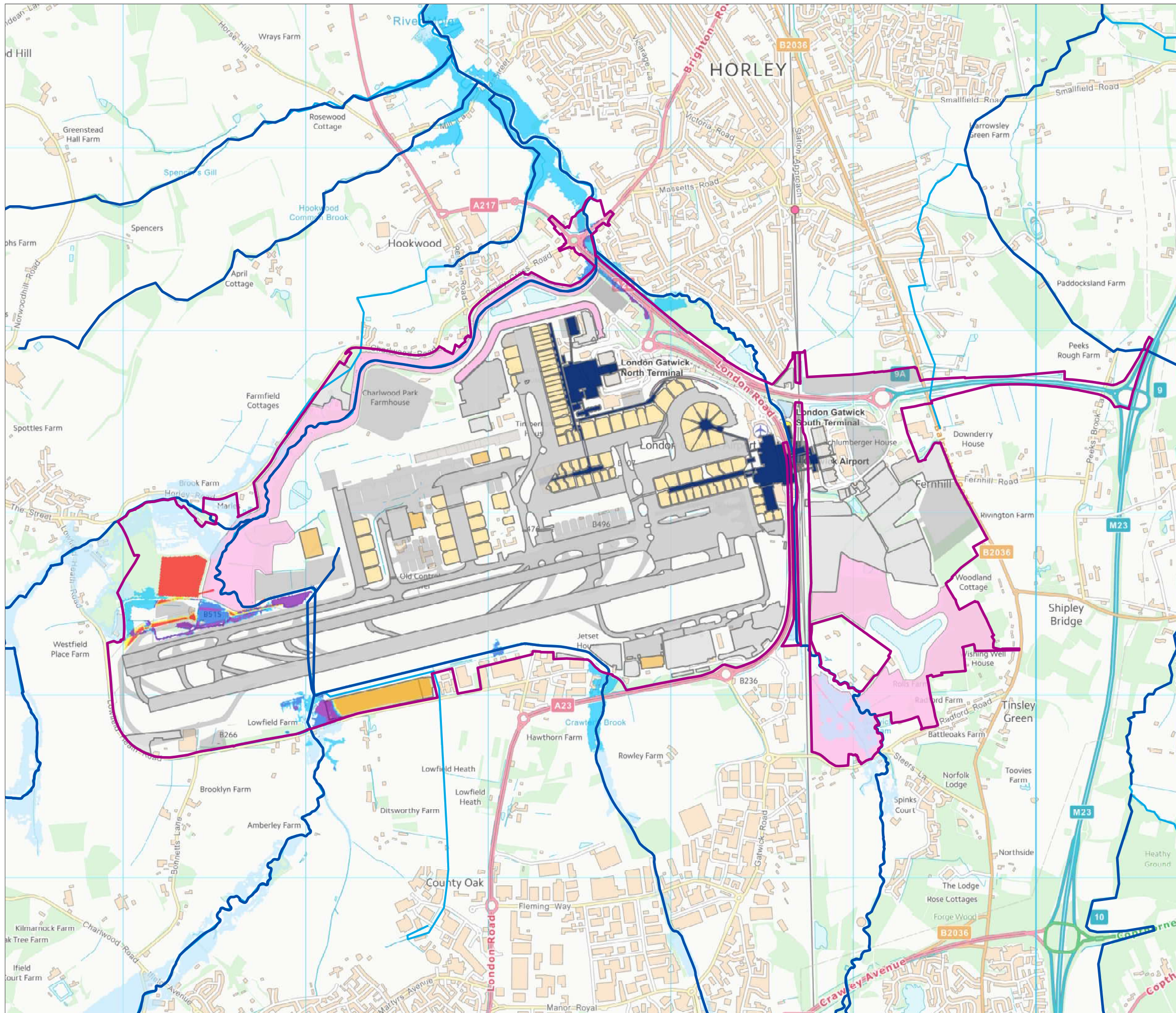
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	DRAWING NO. FIGURE 7.2.3	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses

5% (1 in 20) AEP event Depth Difference

Depth (m)

- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1

Existing Elements

- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar


Proposed Elements

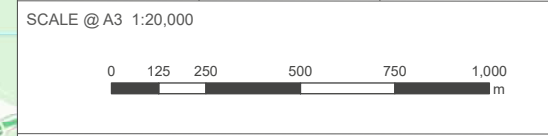
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Upper Mole Hydraulic Model 5% AEP Event Depth Difference to Baseline (With-Project, With-Mitigation Scenario)

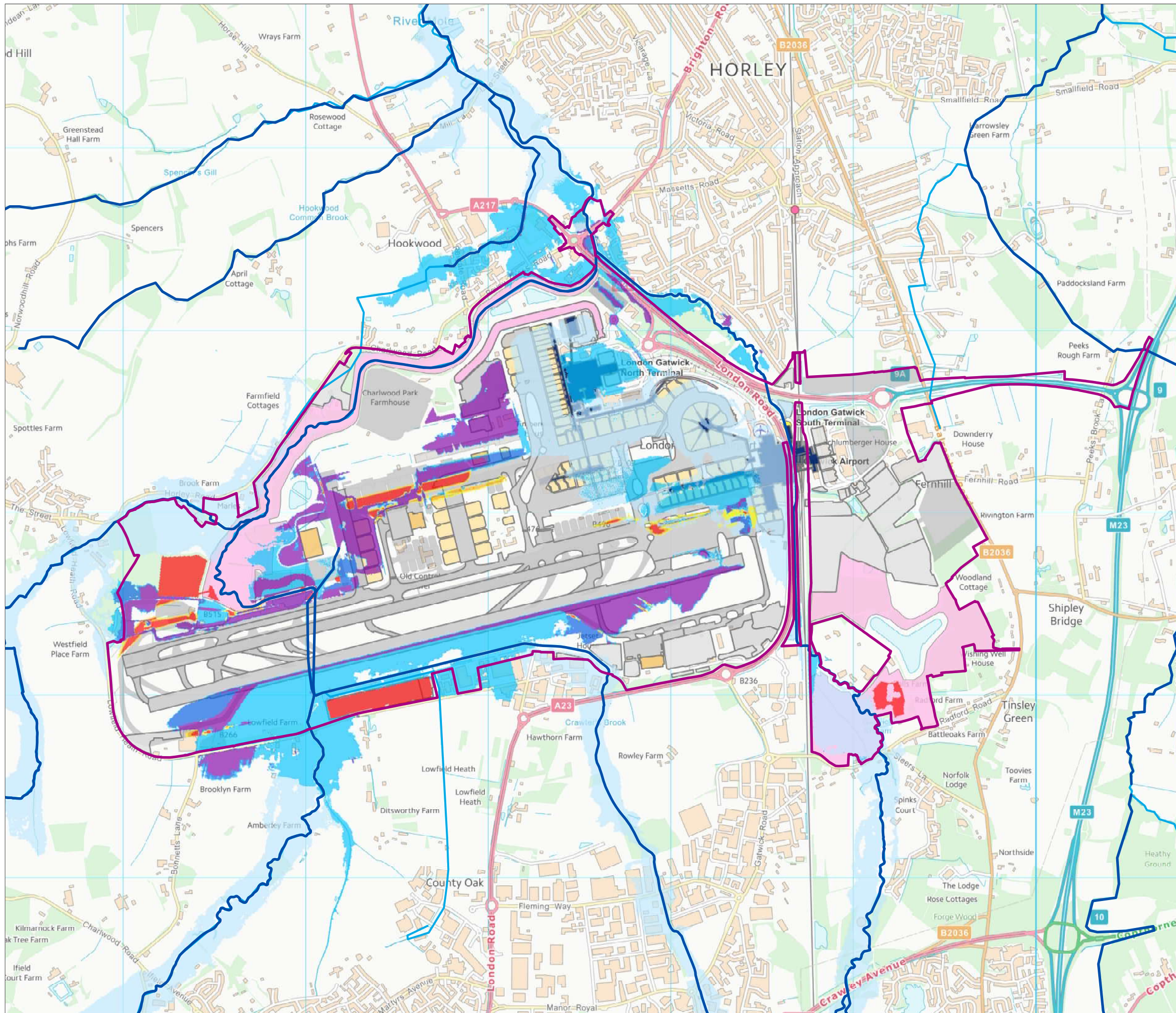
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	DRAWING NO. FIGURE 7.2.4	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses

Depth difference 1% (1 in 100) AEP event + 70% CC

Depth (m)

- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1

Existing Elements

- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar

Proposed Elements

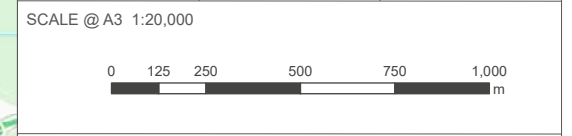
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Upper Mole Hydraulic Model 1% + 70%CC AEP Event Depth Difference to Baseline (With-Project, With-Mitigation Scenario)

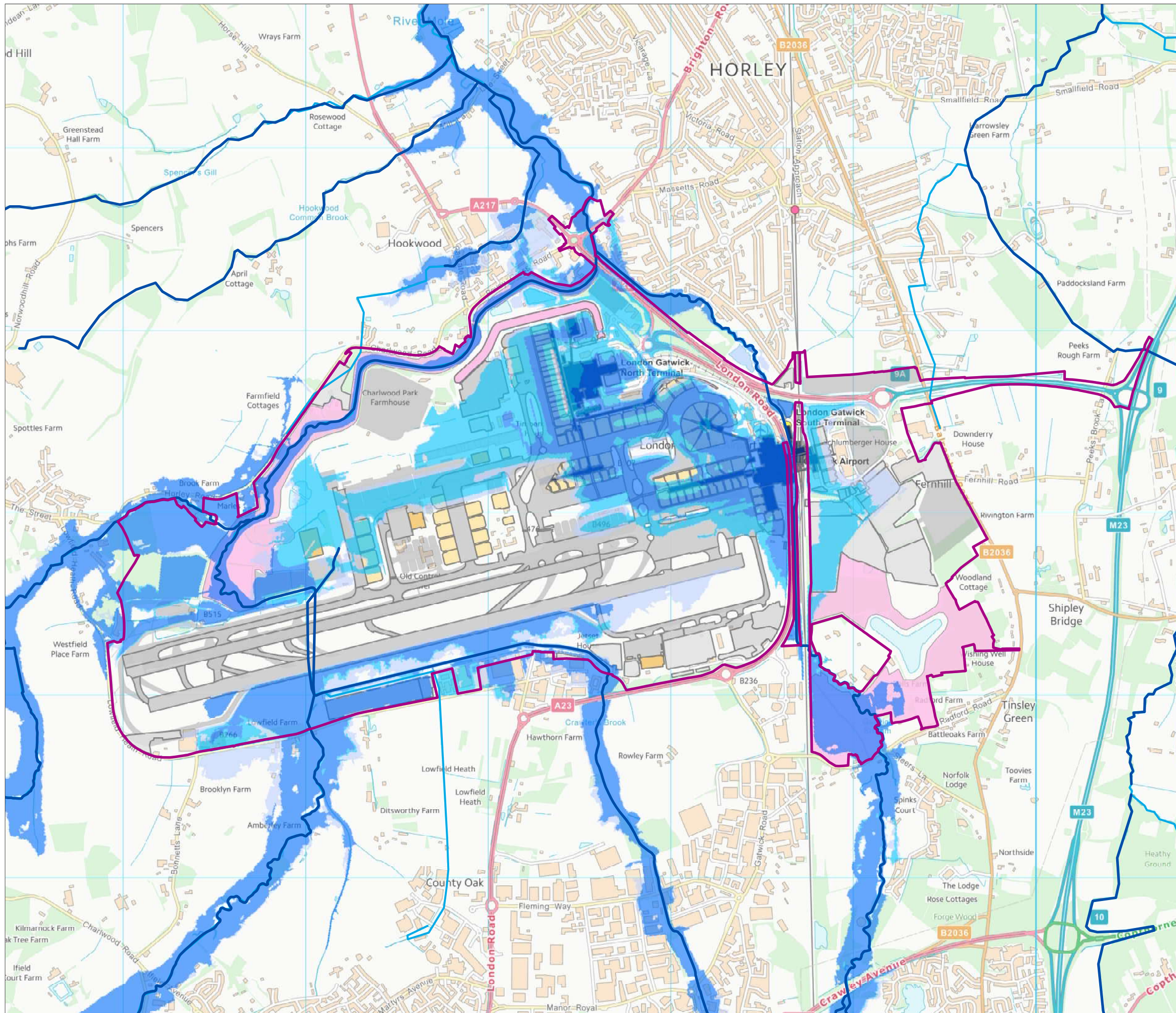
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	DRAWING NO. FIGURE 7.2.5	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- Upper Mole Model 1% + 35%CC AEP event
- Upper Mole Model 1% + 35%CC AEP event (Un defended)
- Upper Mole Model 1% + 70%CC AEP event (Un defended)
- Existing Elements**
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT

Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE

Upper Mole Hydraulic Model 1% + 35%CC (With-Project,With-Mitigation Scenario) and 1%+35%CC and 1%+70%CC (With-Project, No-Mitigation Scenario) AEP Event Extents

DATE

September 2021

ORIENTATION



DRAWING NO.

FIGURE 7.2.6

REVISION

For PEIR Issue

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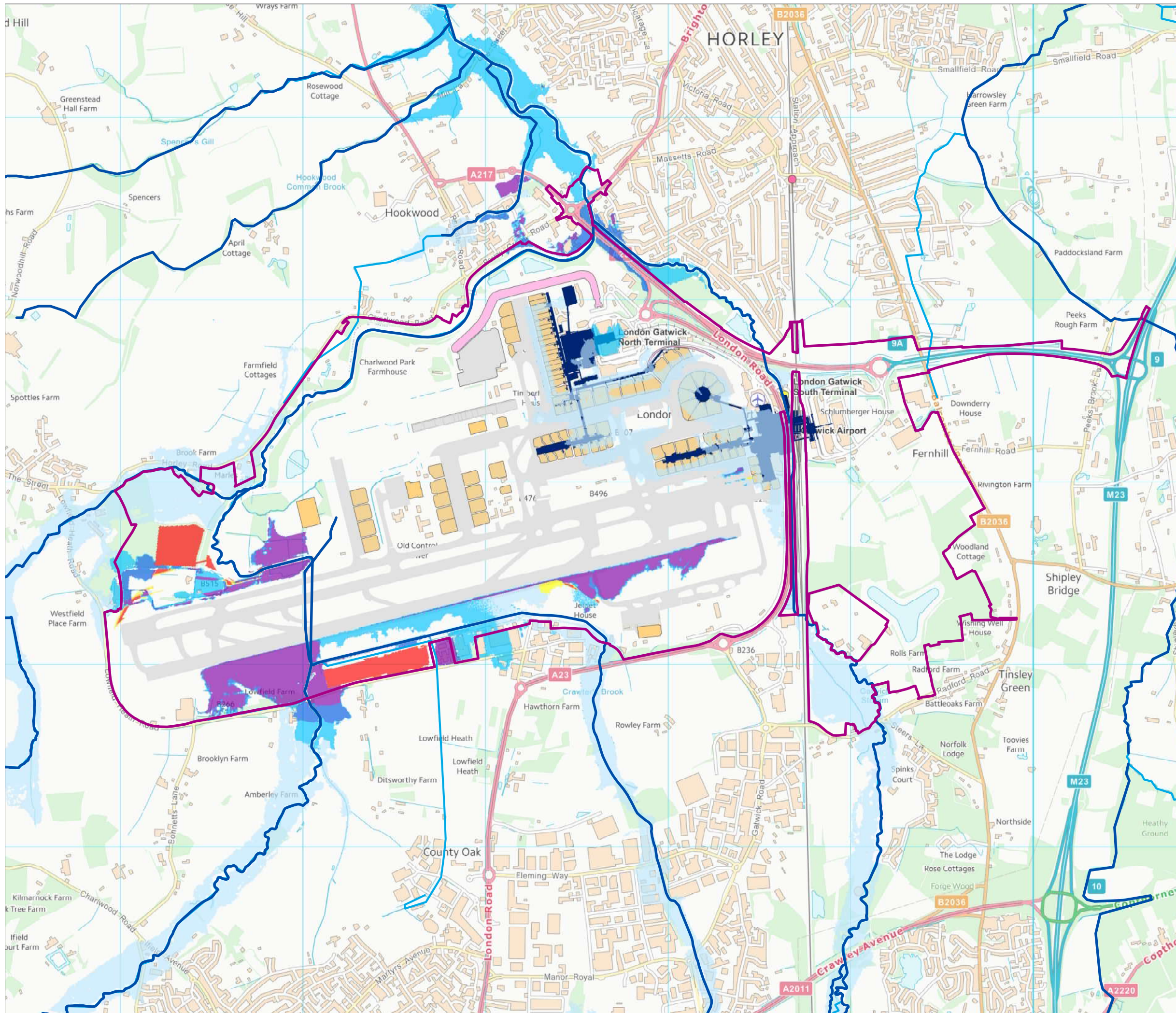
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SCALE @ A3 1:20,000



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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses

Phase 1 and 2 (1% + 25% CC AEP Event Depth Difference to Baseline)

Depth (m)

- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1

Existing Elements

- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar

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Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Phase 1 and 2 (2024-2028) 1% + 25% CC AEP Event Depth Difference to Baseline

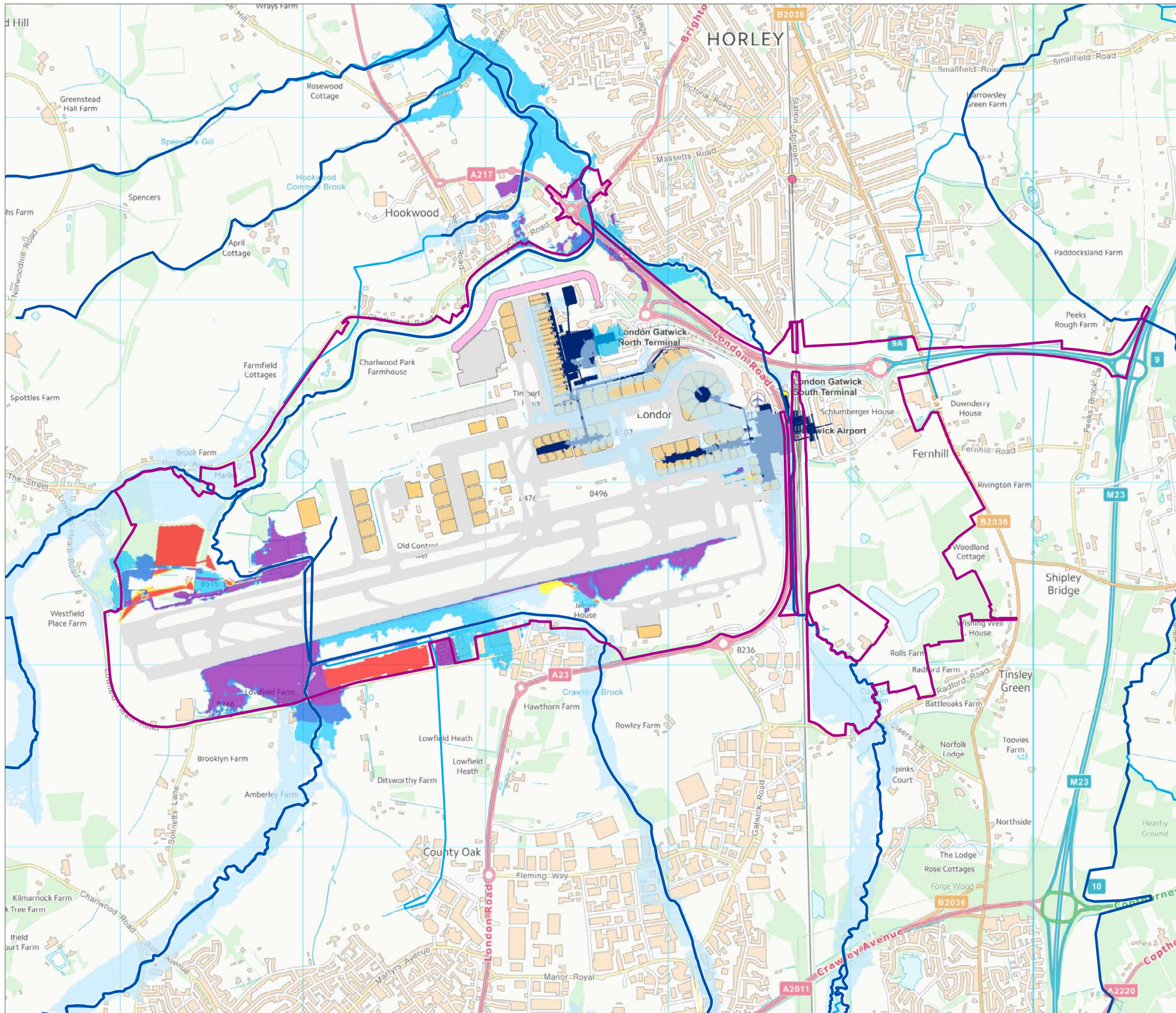
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	DRAWING NO. FIGURE 7.4.1	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses

Phase 3 (1% + 25%CC AEP Event Depth Difference to Baseline)

Depth (m)

- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1

Existing Elements

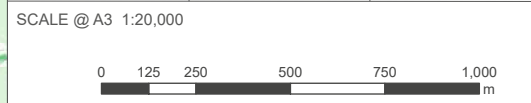
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Phase 3 (2028-2032)
1% + 25%CC AEP Event
Depth Difference to Baseline

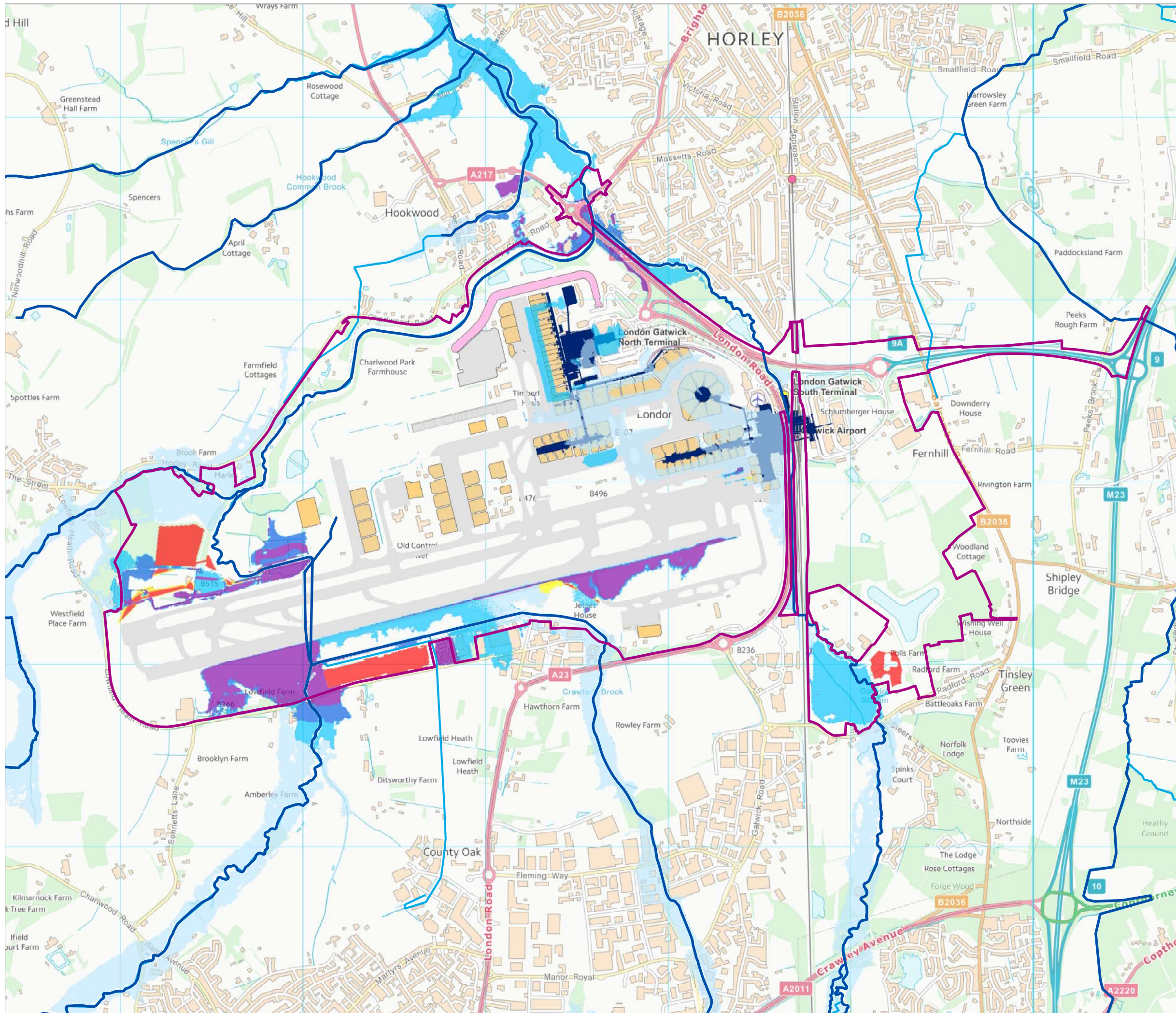
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	DRAWING NO. FIGURE 7.4.2	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- Phase 4 (1% + 25%CC AEP Event Depth Difference to Baseline)**
- Depth (m)**
- 10 to -0.1
- 0.1 to -0.05
- 0.05 to -0.01
- 0.01 to 0.01 Negligible
- 0.01 to 0.05
- 0.05 to 0.1
- >=0.1
- Existing Elements**
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Phase 4 (2032-2038)
1% + 25%CC AEP Event
Depth Difference to Baseline

DATE
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	DRAWING NO. FIGURE 7.4.3	REVISION For PEIR Issue
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