

- Project Site Boundary (PEIR)
 - Main Rivers
 - Ordinary Watercourses
- Existing/Consented Elements**
- Terminal
 - Existing stands
 - Existing runway or taxiway
 - Other existing airport infrastructure
 - Environmental Mitigation
 - Hangar
- Project elements**
- Exit taxiways
 - End Around Taxiways
 - Stands
 - Central Area Recycling Enclosure (CARE) and Motor Transport (MT) maintenance facilities
 - Aircraft Holding Area
 - Terminal works
 - Northern Runway 08L/26R
 - Potential noise mitigation
 - Taxiway
 - Relocation of Fire Training Ground
 - Hangar
 - Satellite Airport Fire Service Facility provision south of main runway

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Project Elements

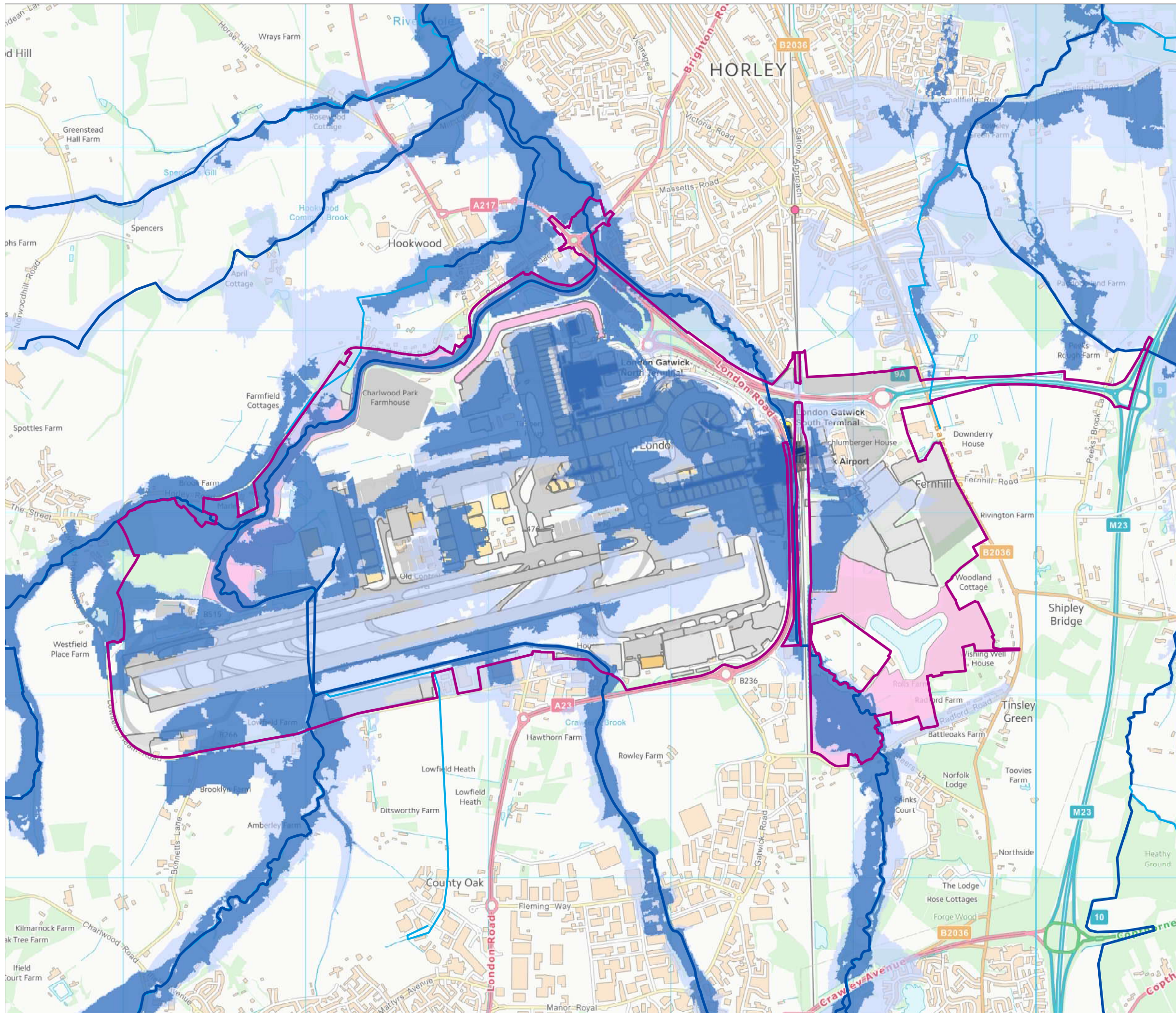
DATE
September 2021

	DRAWING NO. FIGURE 2.2.1	REVISION For PEIR Issue
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KEY

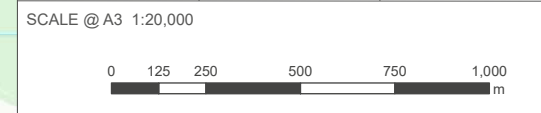
- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- Flood Zone 3
- Flood Zone 2
- Existing Elements**
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Environment Agency Published Flood Zones

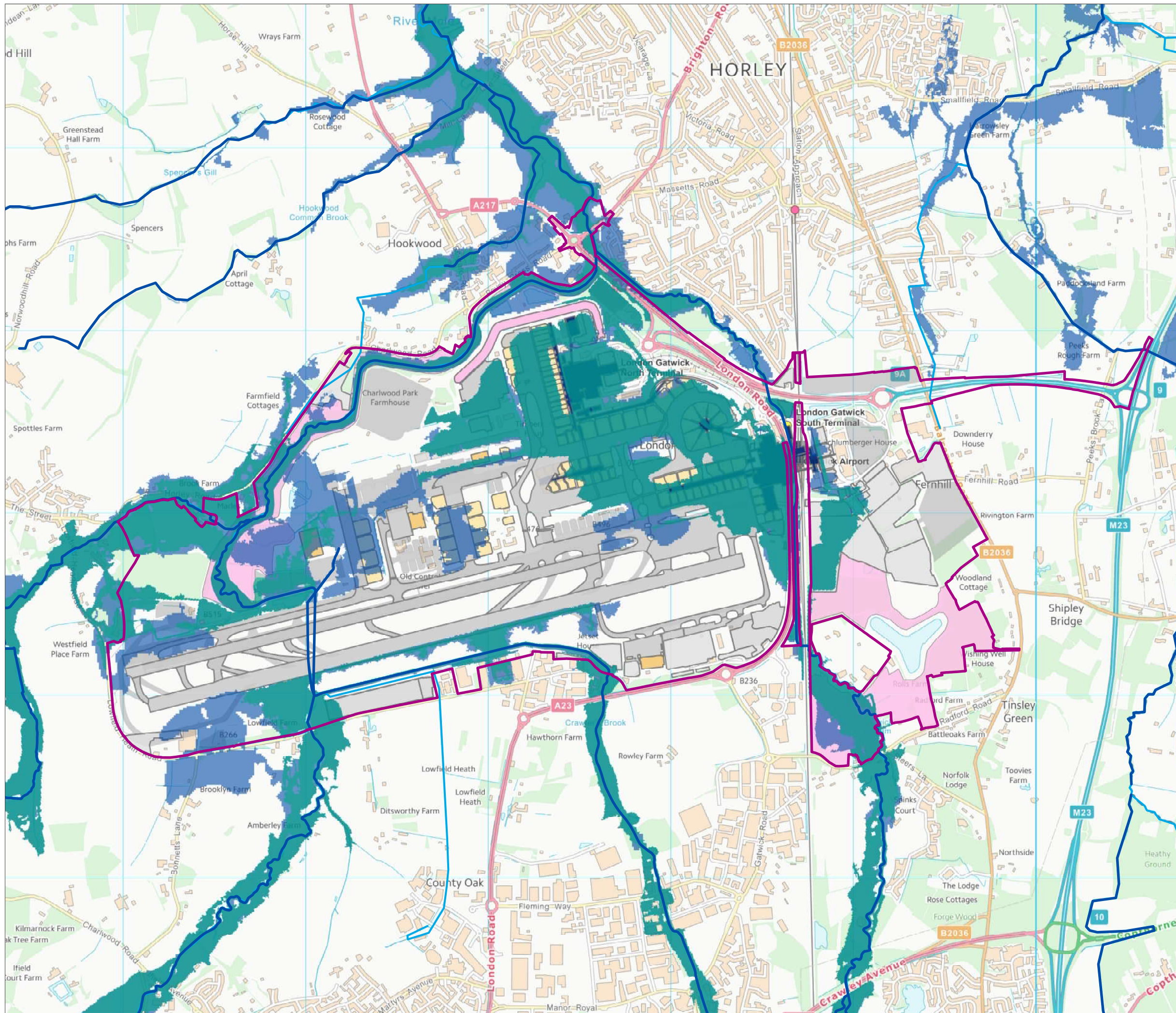
DATE
September 2021

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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- Upper Mole Model 1% AEP event
- Flood Zone 3

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 1% (1 in 100) AEP
Event Extents and EA Flood Zone 3 Extents

DATE

September 2021

ORIENTATION



DRAWING NO.

FIGURE 5.2.2

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For PEIR
Issue

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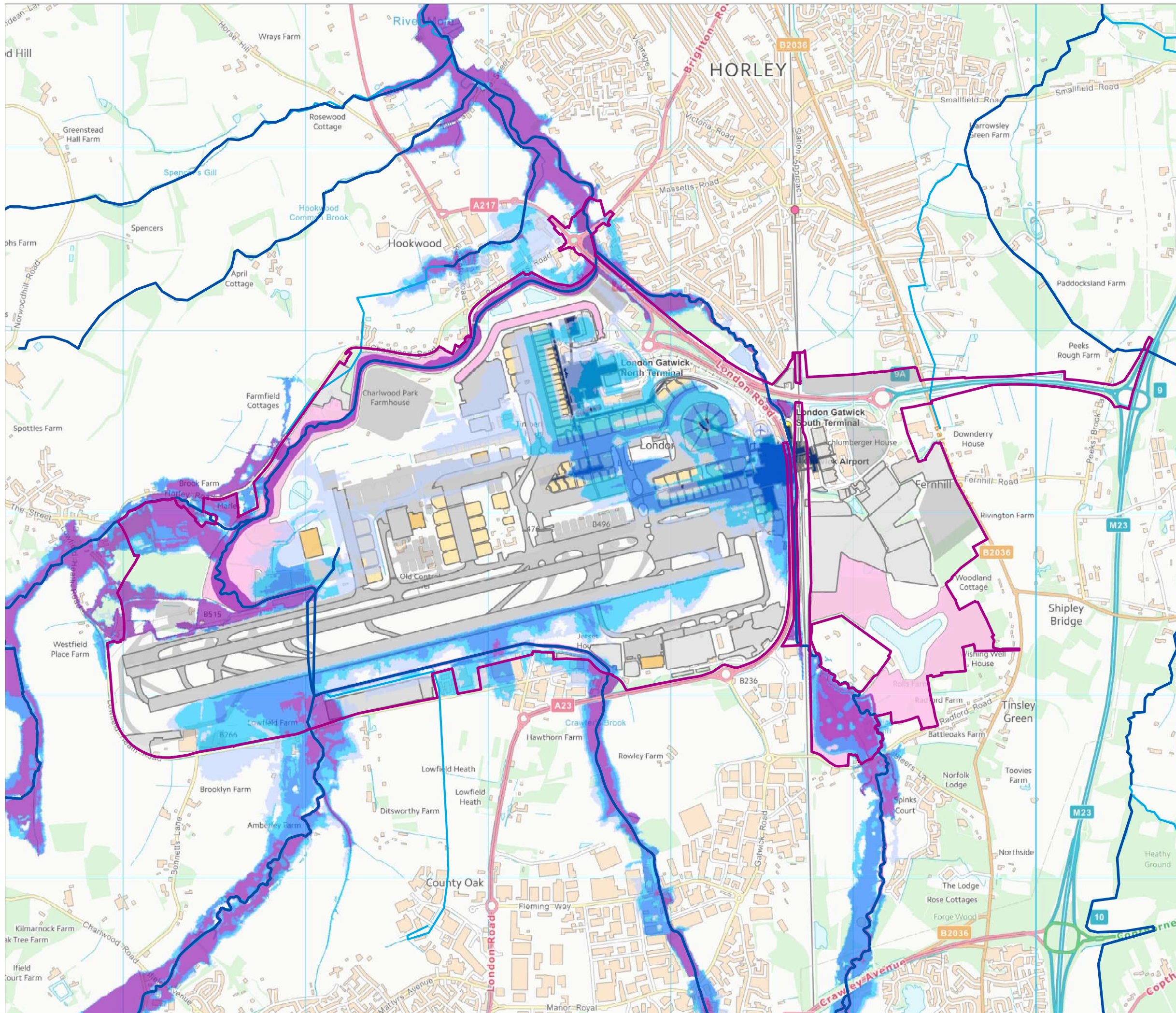
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KEY

- 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

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Preliminary Environmental
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Appendix 11.9.1

DRAWING TITLE

Gatwick Surface Water Model 1%+20%CC,
1% + 40%CC Extents (Baseline Scenario)
for the 30 mins duration

DATE

September 2021

ORIENTATION



DRAWING NO.

FIGURE 5.3.3

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For PEIR
Issue

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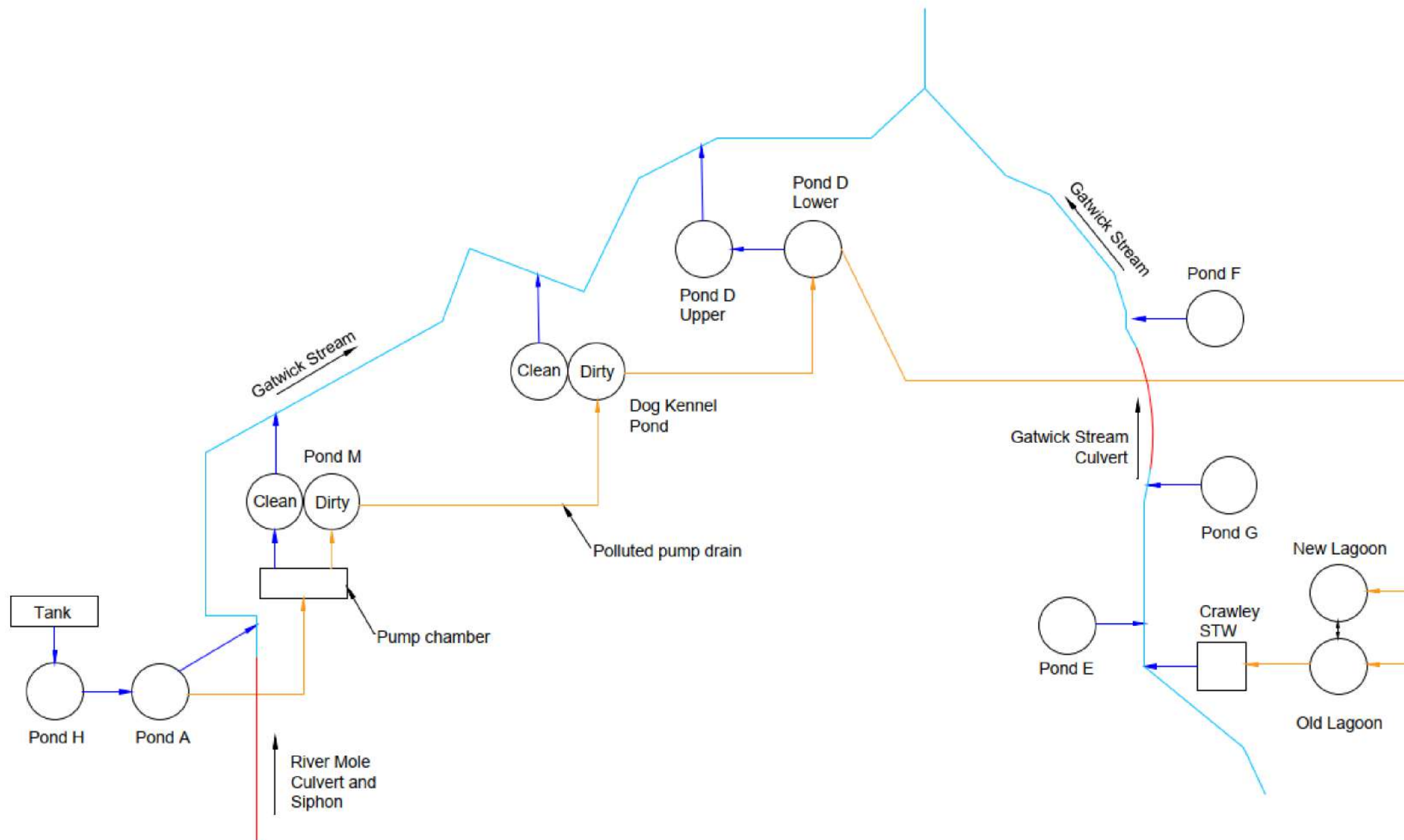


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KEY

- River
- Culvert
- Drain



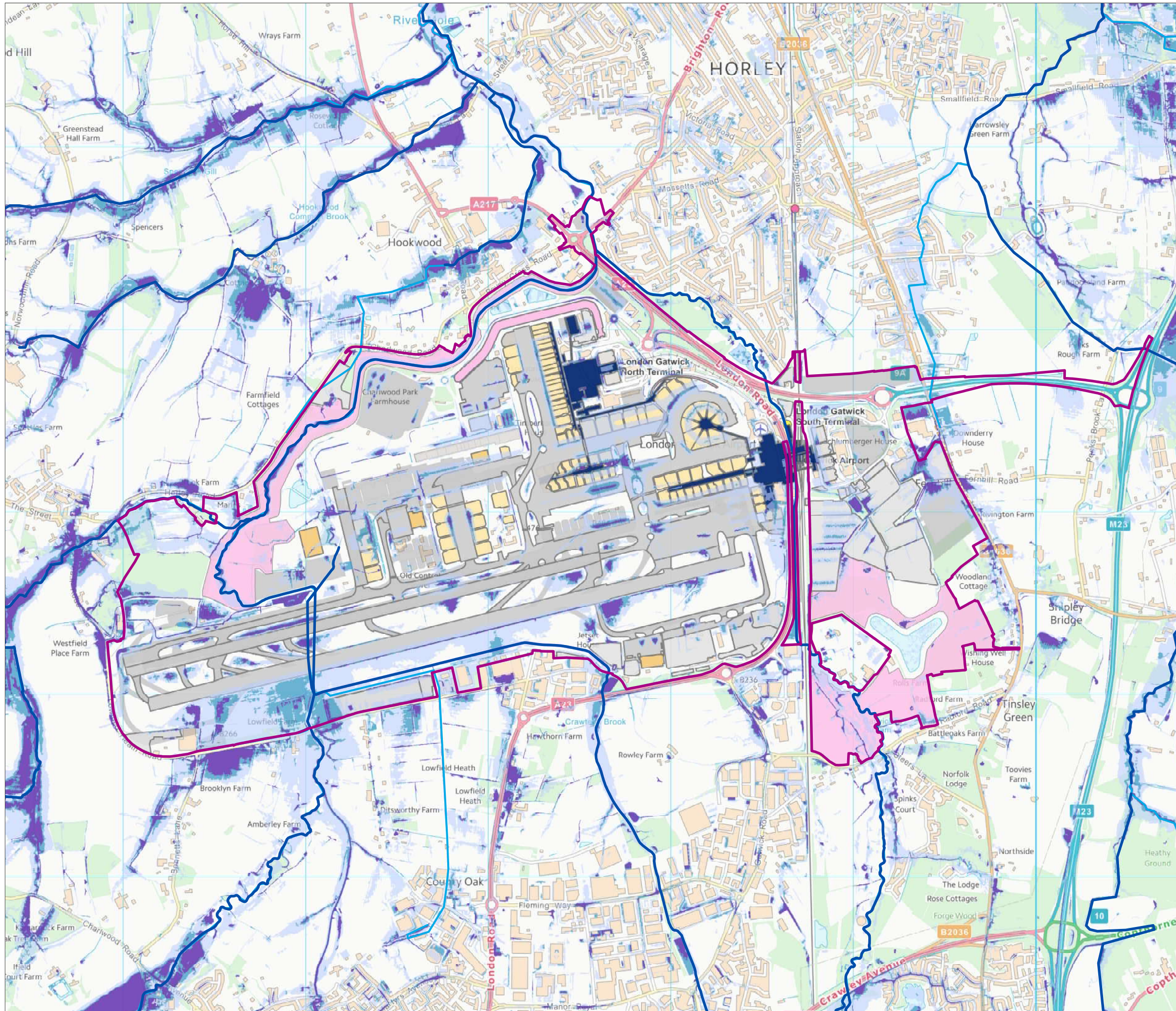
DOCUMENT
Preliminary Environmental Information
Report
Appendix 11.9.1

DRAWING TITLE
Drainage Schematic

DATE
September 2021

DRAWING NO. FIGURE 5.3.1	REVISION For PEIR Issue
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KEY

- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- EA RoFSW 3.3% (1 in 30) Flood Extent (High Risk)
- EA RoFSW 1% (1 in 100) Flood Extent (Medium Risk)
- EA RoFSW 0.1% (1 in 1000) Flood Extent (Low Risk)

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

Risk of Flooding from Surface Water Flooding Extents

DATE

September 2021

ORIENTATION



DRAWING NO.

FIGURE 5.3.2

REVISION

For PEIR Issue

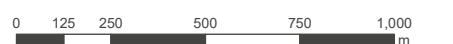
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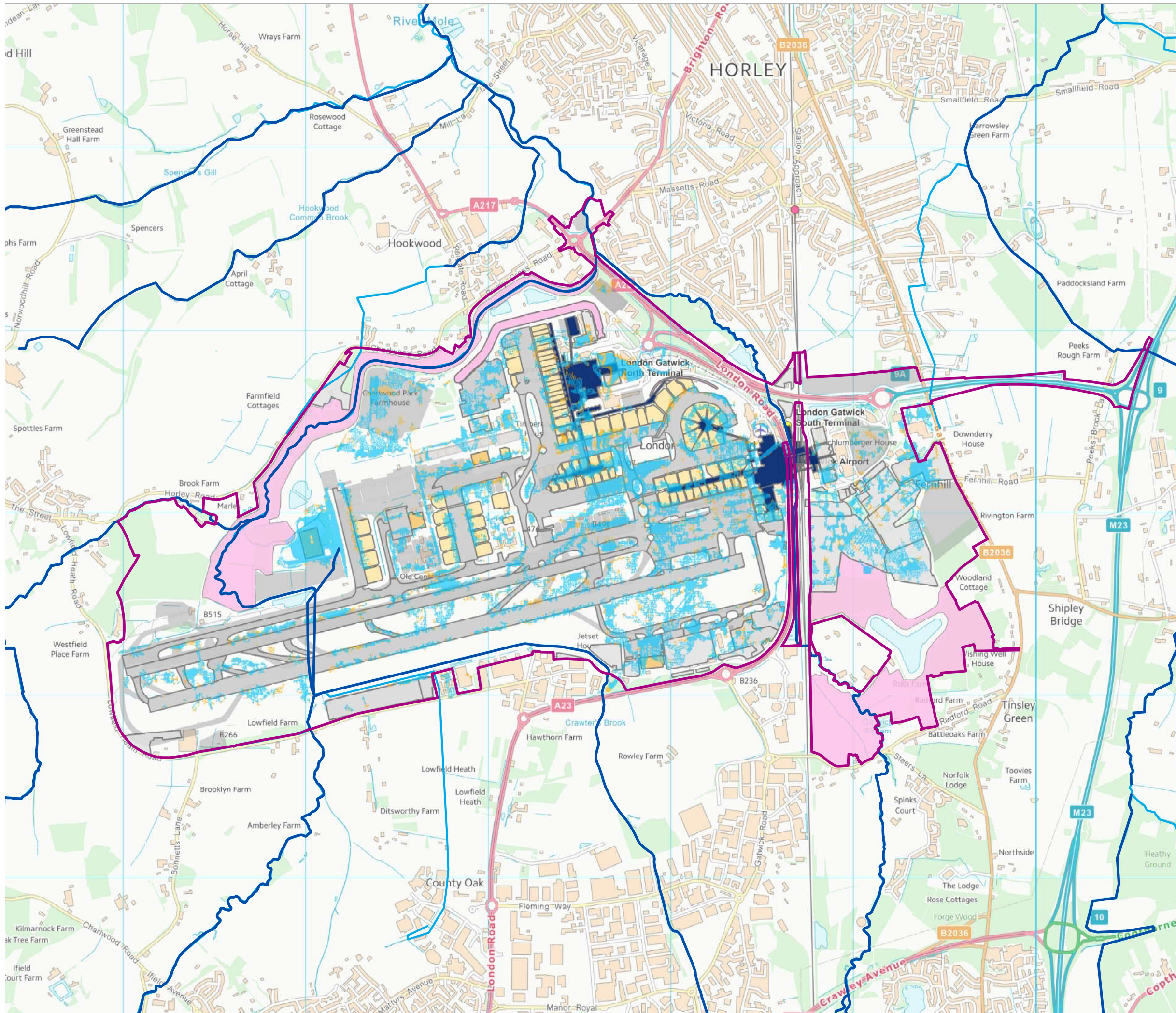
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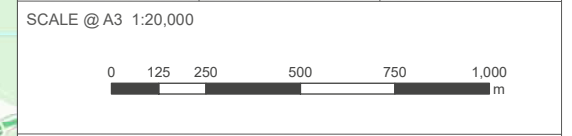
- Project Site Boundary (PEIR)
 - Main Rivers
 - Ordinary Watercourses
 - 1% (1 in 100) AEP event + 20% climate change (30-mins)
 - 1% (1 in 100) AEP event + 40% climate change (30-mins)
- Existing Elements**
- Terminal
 - Existing runway or taxiway
 - Environmental Mitigation
 - Existing stands
 - Other existing airport infrastructure
 - Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Gatwick Surface Water Model 1%+20%CC, 1% + 40%CC Extents (Baseline Scenario) for the 30 mins duration

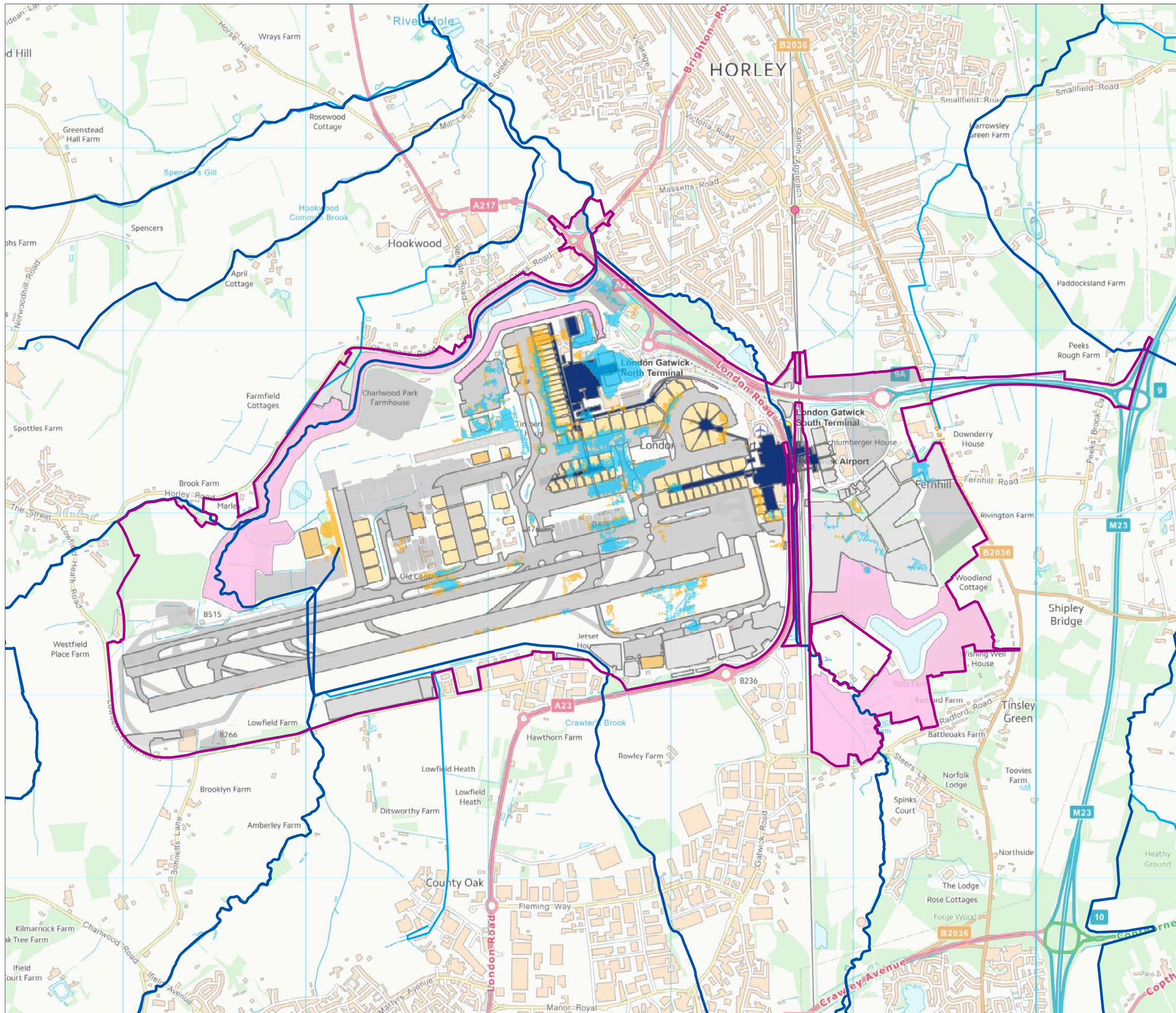
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	FIGURE 5.3.3	For PEIR Issue
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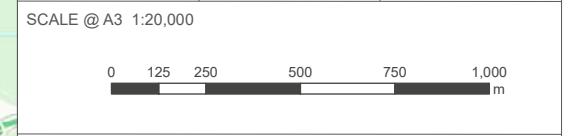
- Project Site Boundary (PEIR)
 - Main Rivers
 - Ordinary Watercourses
 - 1% (1 in 100) AEP event + 20% climate change (1440-mins)
 - 1% (1 in 100) AEP event + 40% climate change (1440-mins)
- Existing Elements**
- Terminal
 - Existing runway or taxiway
 - Environmental Mitigation
 - Existing stands
 - Other existing airport infrastructure
 - Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Gatwick Surface Water Model 1%+20%CC, 1% + 40%CC Extents (Baseline Scenario) for the 1440 mins duration

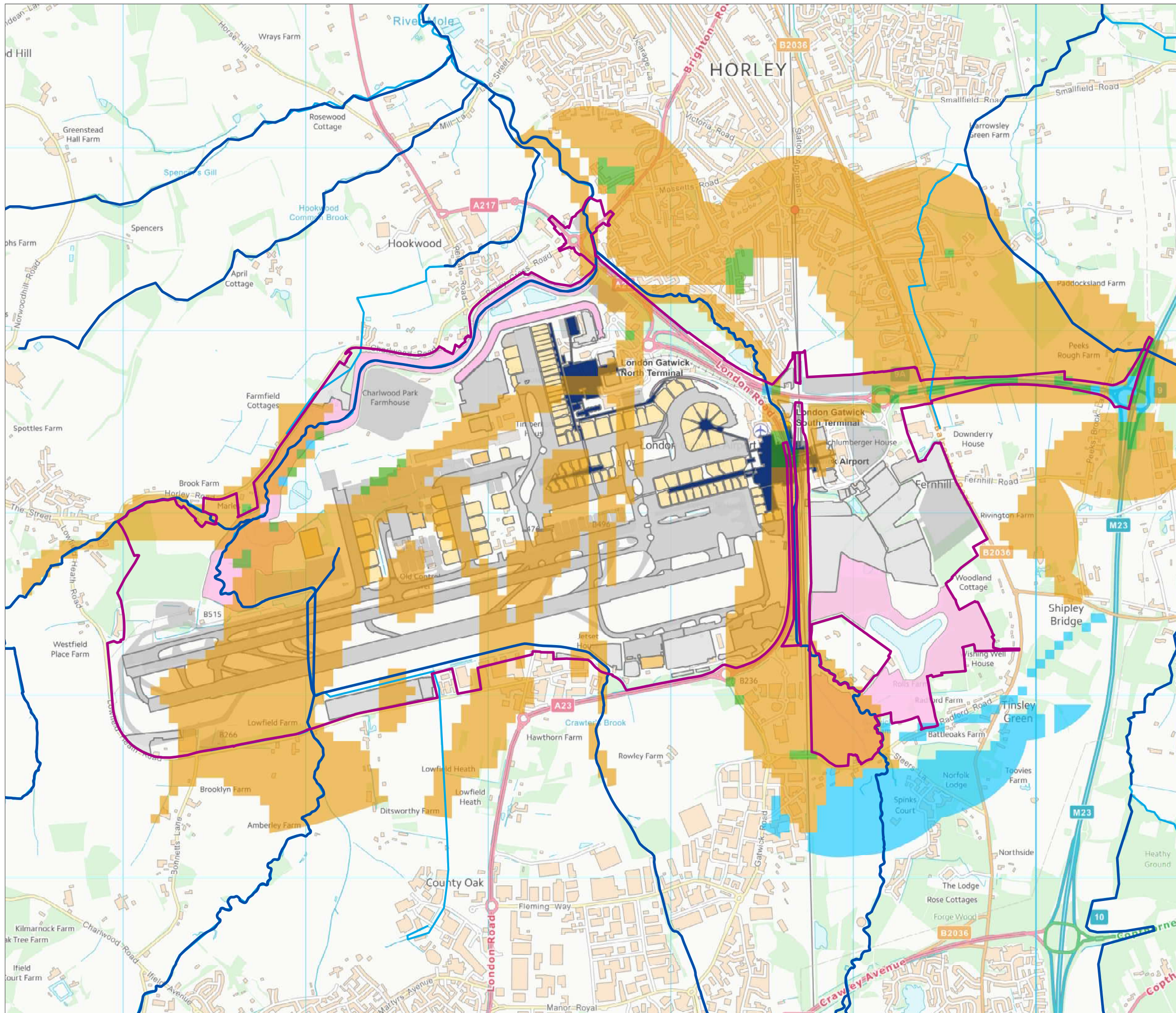
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KEY

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

Areas Susceptible to Groundwater Flooding

- Limited potential for groundwater flooding to occur
- Potential for groundwater flooding of property situated below ground level
- Potential for groundwater flooding to occur at surface

Existing Elements

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

Proposed Elements

- Proposed Elements

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Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE

Areas Susceptible to Groundwater Flooding

DATE

September 2021

ORIENTATION



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FIGURE 5.4.1

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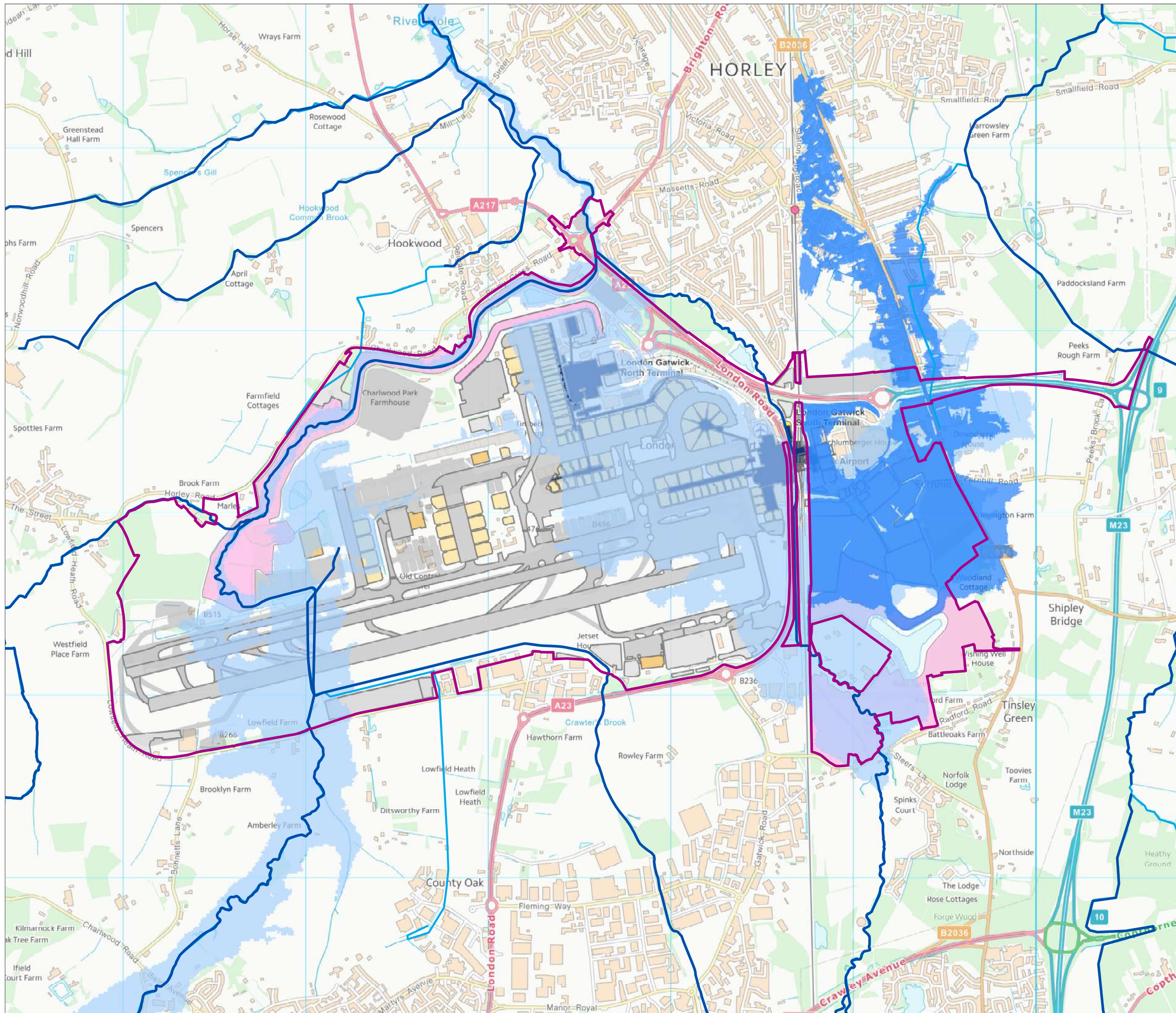
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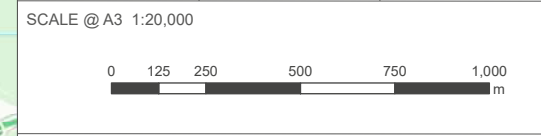
- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- Area at Risk of Flooding from Reservoirs
- GAL Breach Flood Extents
- Existing Elements**
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Historic Flooding

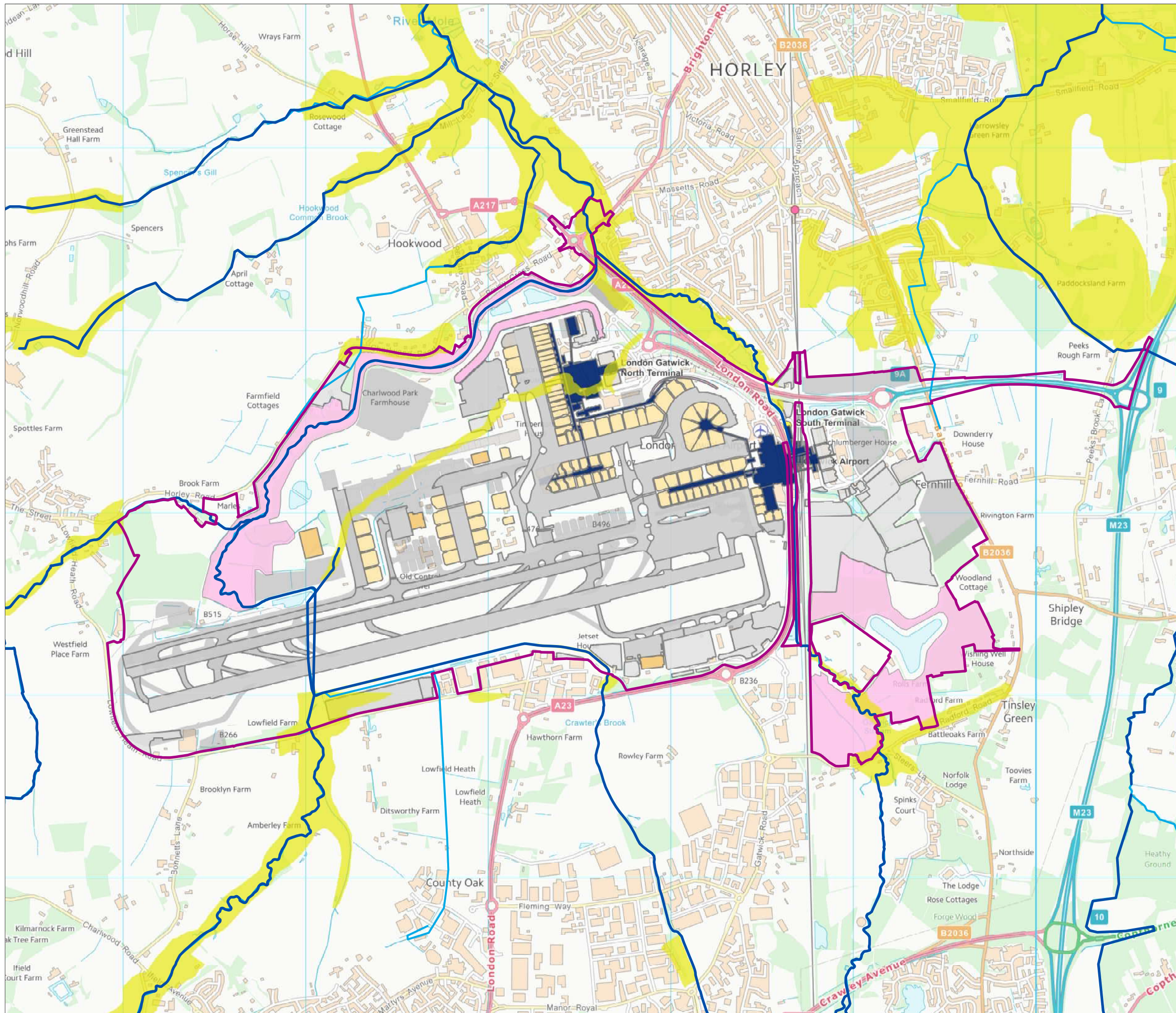
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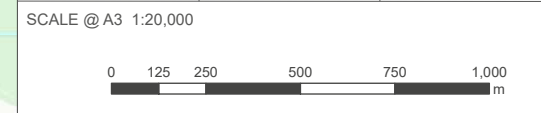
- Project Site Boundary (PEIR)
- Main Rivers
- Ordinary Watercourses
- EA Historic Flood Map
- Existing Elements**
- Terminal
- Existing runway or taxiway
- Environmental Mitigation
- Existing stands
- Other existing airport infrastructure
- Hangar
- Proposed Elements**
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Historic Flooding

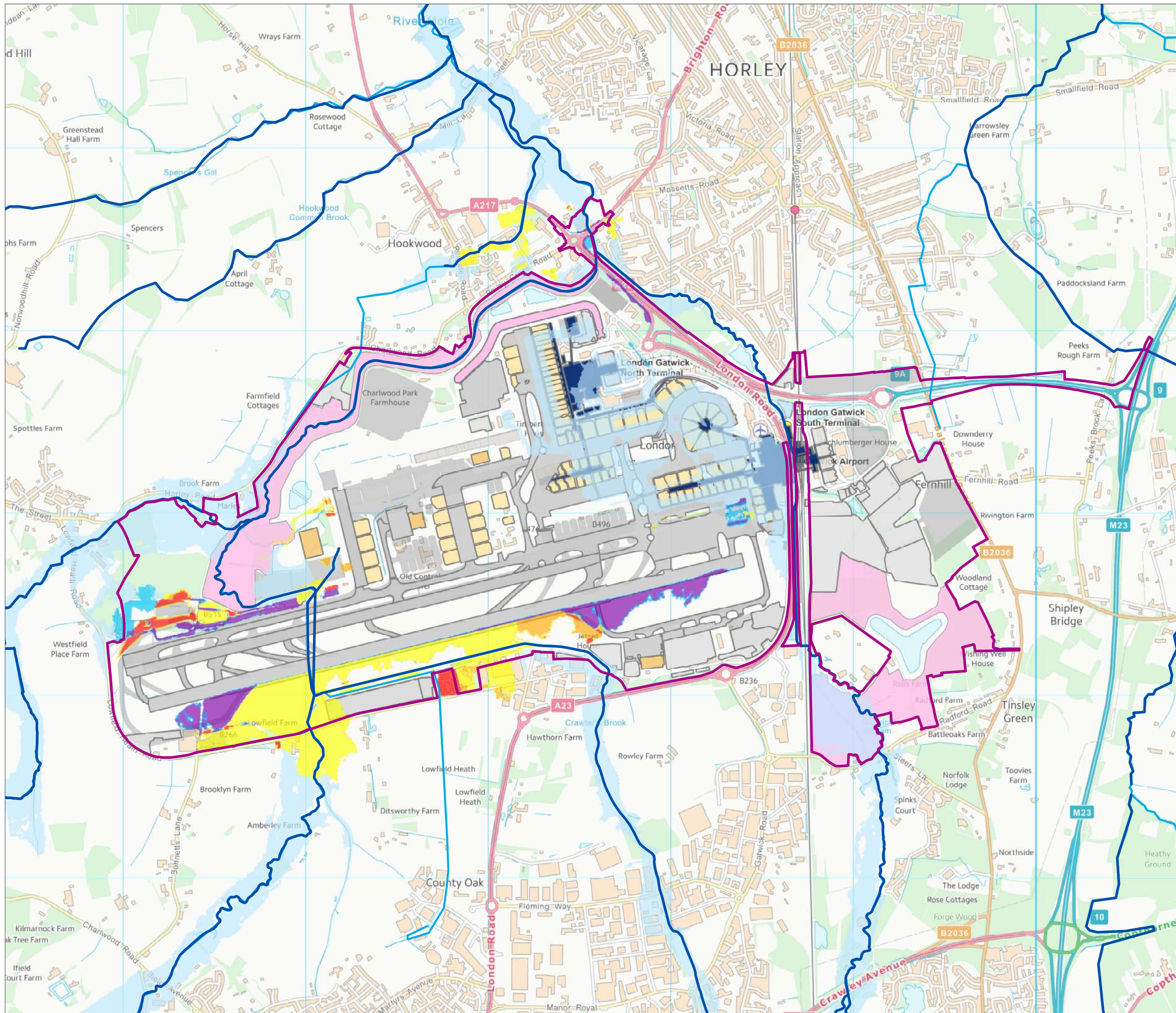
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	FIGURE 5.8.1	For PEIR Issue
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KEY

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

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

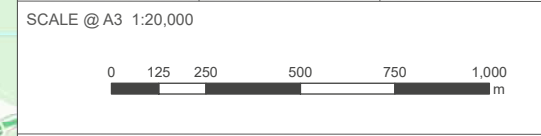
- Proposed Elements

DOCUMENT
Preliminary Environmental Information Report Appendix 11.9.1

DRAWING TITLE
Upper Mole Hydraulic Model 1% + 35%CC AEP Event Depth Difference to Baseline (With-Project, No-Mitigation Scenario)

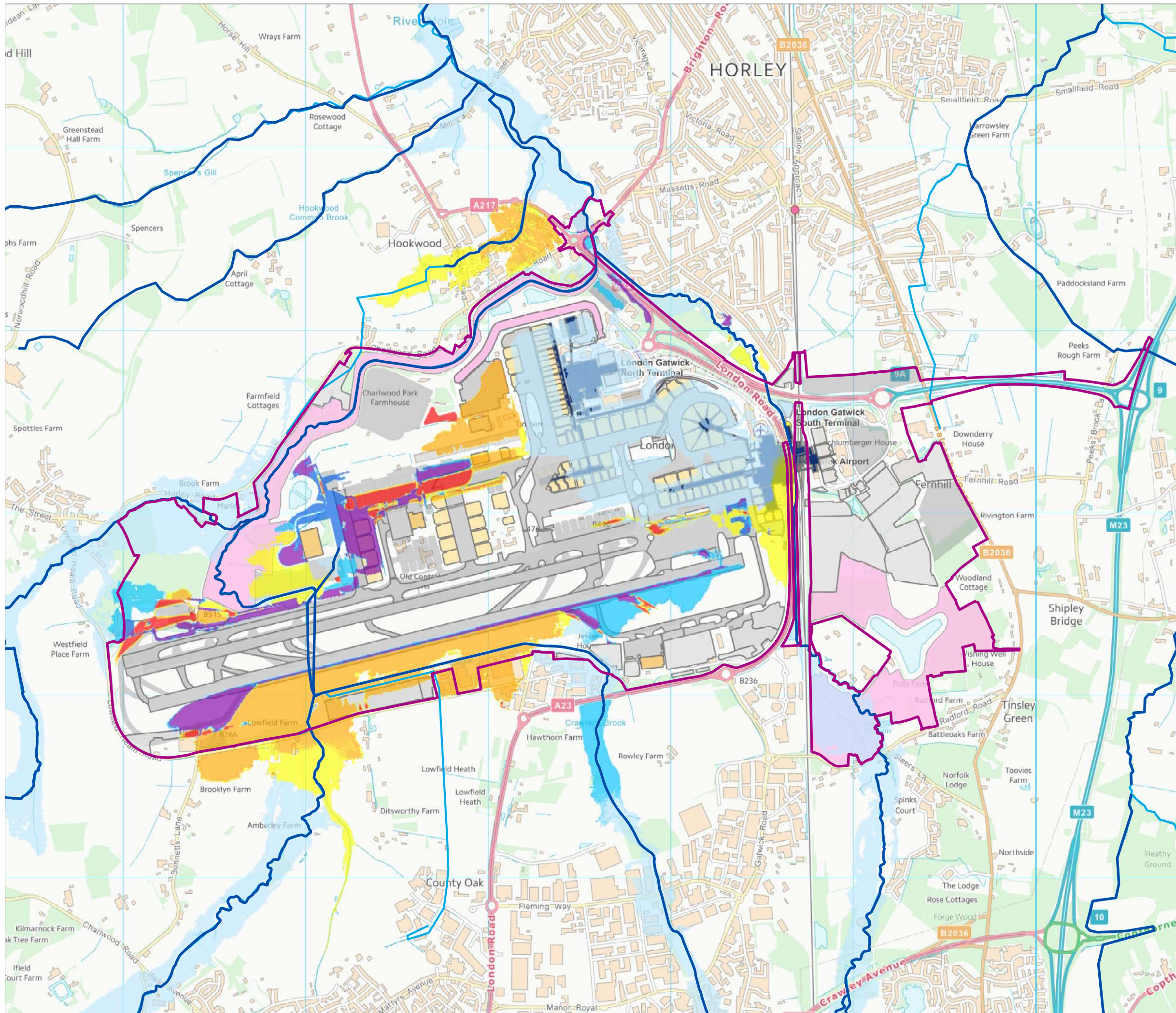
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KEY

- 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, No-Mitigation Scenario)

DATE
September 2021

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