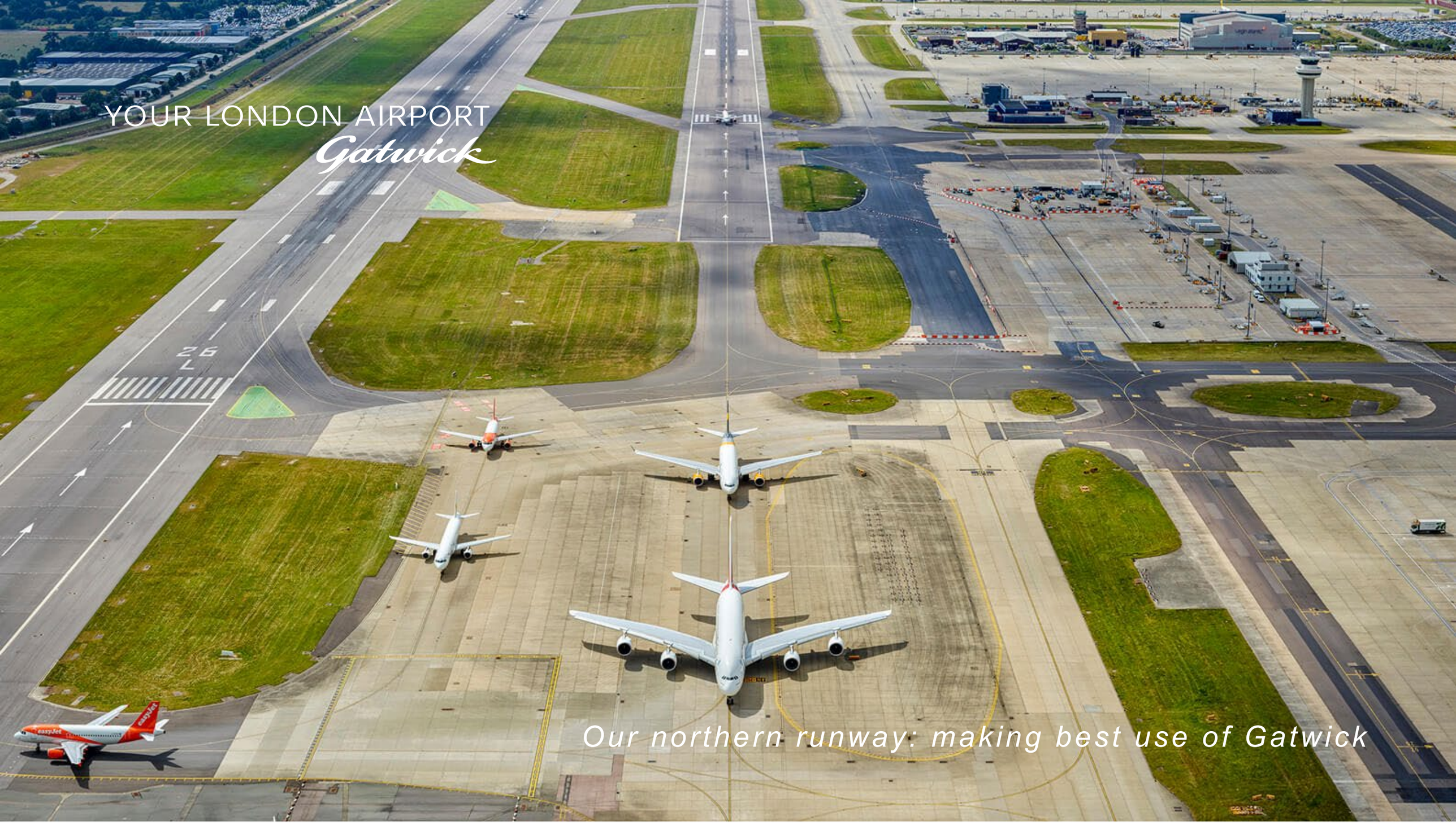

Our northern runway: making best use of Gatwick

Preliminary Environmental Information Report
Appendix 5.3.1: Outline Code of Construction Practice

September 2021

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1 Introduction

1.1 General

1.1.1 This document forms Appendix 5.3.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase.

1.1.2 This document comprises the outline Code of Construction Practice (CoCP) and the presents mitigation measures from the PEIR. Further details about the scope of the CoCP are provided in section 1.3.

1.2 Project Overview

Project Components

1.1.1 The Project includes the following key components:

- amendments to the existing northern runway including repositioning its centreline 12 metres further north to enable dual runway operations;
- reconfiguration of taxiways;
- pier and stand alterations (including a proposed new pier);
- reconfiguration of other airfield facilities;
- extensions to the existing airport terminals (north and south);
- provision of additional hotel and office space;
- provision of reconfigured car parking, including new car parks;
- surface access (including highway) improvements;
- reconfiguration of existing utilities, including surface water, foul drainage and power; and
- landscape/ecological planting and environmental mitigation.

1.2.1 Further details of the Project are set out in Chapter 5: Project Description.

Construction Timeframe

1.2.2 The timing of the Project would be dependent on the timing of securing development consent and the discharge of the associated requirements. The indicative construction programme is based on construction commencing in 2024. The programme for the main airfield construction works would be of approximately five years duration enabling the altered northern runway and taxiways to be complete and fully operational in combination with the main runway in 2029. During the construction period the northern runway would not be available as a standby runway for a period of several months.

1.2.3 Indicative phasing of the construction works is set out in the table below.

Table 1.2.1: Indicative Phasing

Component of the Project	Anticipated Phasing
2023	Pre-construction activities (including surveys for any unexploded ordnance and any necessary pre-construction surveys)
2024	Early works, including establishment of compounds, fencing, early clearance and diversion works and re-provision of essential replacement services.
2024-2029	Reconfiguration of existing maintenance airfield facilities (Phase 1) Alterations to the existing northern runway Airfield works to support use of the realigned northern runway
2024-2030	Extensions to North and South Terminals
2024-2032	Hotel and commercial facilities
2024-2035	Car parking
2024-2038	Flood compensation areas
▪ 2029-2032	Surface access improvements including: ▪ South Terminal roundabout improvements (2029-2030) ▪ North Terminal roundabout improvements (2029-2032) Works to Longbridge roundabout (2030-2032)
2029-2034	Ongoing reconfiguration of existing maintenance airfield facilities (to final state) Further improvements to airfield facilities
2030-2034	Pier 7

Pre-construction Activities

1.2.4 The following activities would be undertaken prior to construction works being undertaken. These may include the following.

- Unexploded ordnance survey(s).
- Pre-construction ecological surveys to confirm the findings of the EIA process and to inform any protected species licensing that may be required.
- Programme of archaeological desk-based assessment and field evaluation will be undertaken in order to provide a greater level of understanding of the archaeological potential of such areas. Where appropriate and following consultation with the relevant consultees, further archaeological evaluation and/or detailed excavation may be undertaken at specific locations in advance of any construction works being allowed to progress in that area.
- General pre-construction site investigation surveys to support the development of the design, eg topographical surveys, trial holes, contamination and geotechnical testing.

Construction Activities

1.2.5 Key construction activities would include the following:

- demolition;
- concrete breaking;
- earthworks;
- stockpiling of excavated and demolished material for re-use;
- concrete crushing/screening;
- concrete/asphalt batching;
- cutting;
- excavation;
- dewatering;
- installation of utilities, including water, power, drainage and lighting;
- piling;
- placement of concrete foundations;
- installation of precast concrete panels;

- erection of buildings including portal frames, cladding and roofing;
- buildings fit out;
- internal road construction;
- paving;
- road planning.
- external road construction including temporary traffic management arrangements;
- disposal of materials arising from the works; and
- environmental and ecological activities (site clearance, landscaping, seeding, tree planting, river diversions etc.)

1.3 Scope of the Outline CoCP

1.3.1 The scope of this outline CoCP applies to construction activities during all construction phases of the Project. For the purpose of this outline CoCP, the term 'construction' includes all site preparation, demolition, remediation, engineering and construction activities (including deliveries by Heavy Goods Vehicle (HGV) and waste removal) and mitigation measures within the Project site. Work on the CoCP will continue throughout the EIA process and the document submitted as part of the ES will relate to the extent of the development as authorised by the Development Consent Order (DCO) within the Order Limits. Land within the DCO application boundary extends to approximately 820 hectares, of which approximately 747 hectares lies within the ownership of GAL.

1.4 Structure of the Outline CoCP

1.4.1 This outline CoCP follows the structure below:

- Section 2 – Purpose of the Outline CoCP;
- Section 3 – Implementation of the CoCP;
- Section 4 - Environmental Management and Principles;
- Section 5 –Plans Accompanying the CoCP;
- Section 6 – General Requirements;
- Section 7 – Roles and Responsibilities; and
- Section 8 - Management of Environmental Issues.

2 Purpose of the Outline CoCP

2.1 Introduction

2.1.1 This outline CoCP sets out the management measures that GAL and its contractors would be required to implement for all construction activities associated with the Project. These measures have been identified during the design of the Project and as part of the EIA process. They include strategies, control measures and monitoring procedures for managing the potential environmental impacts during the construction phase and limiting disturbance from construction activities as far as reasonably practicable.

2.1.2 This outline CoCP incorporates legislative requirements and best practice measures to define the standards of construction practice that contractors would be required to adopt and implement. These would be updated in the full CoCP. However, compliance with the CoCP would not absolve GAL or its contractors from compliance with legislation and byelaws relating to their construction activities.

2.1.3 This outline CoCP is an information document for local residents, businesses and the general public about how GAL would manage and minimise disturbance and other environmental impacts from demolition and construction activities. It also provides reassurance that best practice standards would be applied and that there is a system in place for managing concerns and complaints.

2.1.4 This outline CoCP is also an important tool in facilitating discussions with key stakeholders regarding mitigation measures. It gives reassurance to stakeholders that the design of the Project incorporates measures to avoid or minimise adverse environmental impacts and that the measures would be implemented. The design of the mitigation measures will be discussed and agreed with the key stakeholders, where practicable.

2.2 Implementation of the CoCP

Outline and Full CoCPs

2.2.1 This outline CoCP is based on design information available at the time of the PEIR. It is a 'living' document that will be updated as appropriate during the EIA process and following the submission of the DCO application and during the Examination Period following further engagement with stakeholders.

2.2.2 Following the granting of the DCO, the outline CoCP would be developed into a full CoCP. The full CoCP would be prepared during the detailed design stage (post consent) and would reflect the main construction methodologies and techniques required for the Project.

2.2.3 The full CoCP would be incorporated into the contracts for the Principal Contractor(s). The Principal Contractor, subcontractors and their suppliers would be required to observe the relevant provisions of the CoCP and provide evidence on how they would ensure its requirements are implemented and monitored.

2.2.4 Construction activities would not commence until the full CoCP has been agreed with the relevant local planning authorities in consultation with the relevant highways' authority (to be secured under a requirement to the DCO). For those construction activities scheduled to occur later in the programme, amendments to the full CoCP (as a result of the detailed design and construction methodologies) would be agreed separately with the relevant local planning authorities to avoid delay in the overall construction programme.

Construction Method Statements

2.2.5 Prior to commencing specific construction activities related to the Project, the Principal Contractor would prepare a Construction Method Statement setting out the construction activity to be undertaken, the associated environmental, and health and safety issues and the appropriate mitigation measures. The mitigation measures would be based on the information in the full CoCP.

Training

2.2.6 All construction staff would receive training on their responsibilities for minimising the risk to the environment and implementing the measures set out in the CoCP.

2.2.7 The Principal Contractor would ensure that contractors employ an appropriately qualified and experienced workforce. The Principal Contractor would also be responsible for identifying the training needs of their personnel to enable appropriate training to be provided. The training would include site briefings and toolbox talks to equip the workforce with the necessary knowledge on health, safety and environmental topics, and the relevant environmental control measures pertinent to works to be carried out that day.

2.2.8 In addition to meeting the commitments in the CoCP, the Principal Contractor would be required to sign up to, and implement, the Considerate Contractors' Scheme (CCS) or a locally recognised certification scheme. The CCS scheme is a voluntary code of considerate practice which seeks to minimise disturbance caused by construction sites to the immediate. neighbourhood and recognises GAL's commitment to raise standards of site management.

3 Environmental Principles

3.1 Environmental Management System

3.1.1 GAL's construction and operation teams operate an Environmental Management System (EMS), which is certified to British Standard (BS) EN ISO 14001.

3.1.2 Underlying the EMS is GAL's Environment, Health and Safety (EHS) Policy (2020), which confirms that GAL would continue to reduce the risk to the environment by:

- "*Driving continuous improvement in our EHS performance by setting and monitoring clear, measurable objectives that are visible and meaningful to our employees;*
- *Protecting the environment including preventing pollution by managing and minimising pollution risks and continuing our industry leading approach to managing our biodiversity areas; and*
- *Incorporating EHS risk and opportunity identification, into our lifecycle decision-making including the planning, design, construction, operation and decommissioning of our activities, facilities and assets*."

3.1.3 GAL has a sustainability strategy (Decade of Change to 2030) (GAL, 2021) which sets a number of sustainability targets. Performance against these targets and other initiatives undertaken are reported on an annual basis.

3.1.4 Each Principal Contractor would be required to have an EMS accredited to ISO 14001. As part of the EMS, the Principal Contractors would be required to plan their works in advance to ensure that, as far as is reasonably practicable, measures to reduce environmental effects and ensure that the principles established in the CoCP are complied with.

3.2 Construction Strategy

3.2.1 The Project would be constructed in an environmentally sensitive manner and would meet the requirements of all relevant legislation, codes of practice and standards as identified in the DCO, ES and any updates to legislation or standards adopted at the time of construction to limit the adverse impacts on the local community and environment as far as reasonably practicable.

4 Plans Accompanying the CoCP

4.1.1 The CoCP would be implemented across all phases of the construction programme. To support the principles set out within this outline CoCP, it would be supported through the preparation of the documents listed below. It is anticipated that each of these documents will also be secured by a requirement to the DCO submitted as part of the Application.:

- Waste Strategy (see Appendix 5.3.3: Draft Waste Strategy) to include:
  - information on the measures for managing wastes likely to be generated from the construction (and operation) of the Project; and
  - how the wastes would be managed to meet legislative and policy requirements.
- Construction Traffic Management Plan developed in accordance with the principles set out in Volume 1, Chapter 12: Traffic and Transport and this CoCP (see paragraph 7.6.3) to include the following.
  - Measures to ensure the transport of construction materials and waste is managed as sustainably as possible noting the impacts of transporting this by road, .
  - Timing of construction material and logistics traffic movements that need to come by road to use roads and highways outside of peak periods and to use designated routes into construction sites on the airport which are suitable for this type of traffic.
  - Use of Delivery Management Zones, where appropriate, to consolidate materials onto the least number of vehicles and to hold vehicles away from sensitive areas until deliveries are required.
  - Measures to encourage the highest possible public transport use for the construction workforce.
  - Time shift patterns such that those workers who need to come by road would be using roads and highways outside of peak periods.
- Landscape and Ecological Management Plan (LEMP) to be developed in accordance with the principles set out in Chapter 8: Landscape, Townscape and Visual Resources and Chapter 9: Ecology and Nature Conservation and will include:
  - designated sites and habitats and protected species;
  - mitigation measures to be implemented during pre-construction, construction and post constriction;
  - the design and management objectives of the landscape scheme including planting specification and mixes;
  - long term management of habitats and protected species; and
  - post-construction monitoring.
- Travel Plan for construction workers

5 General Requirements

5.1 Working Hours

5.1.1 In order to maintain safety and minimise disruption to the operation of the airport, any work in close proximity to existing runways and taxiways would require the closure of facilities as operationally necessary and hence are likely to be scheduled to take place overnight.

5.1.2 During construction, the airport would continue to operate on a 24 hour, seven days per week basis. This would include use of the construction compounds and construction working areas on a daily 24-hour basis. It is acknowledged that the use of specified construction equipment and construction processes in sensitive locations, in close proximity to residential properties, and at noise sensitive times, may need to be subject to restrictions in relation to operating hours and limits for operating noise levels, or other mitigation measures, as necessary and practicable. Potential restrictions will be discussed with the relevant regulator and will be subject to agreement with the relevant local authority. .

5.1.3 Where necessary and practicable, closures and lane restrictions on the highways network would be undertaken outside peak periods (in terms of traffic flow). To ease congestion on the public highways, deliveries of some materials and movement of workforce may need to be outside of standard day time peak hours (eg overnight and at weekends).

5.1.4 Elsewhere, the core working hours would be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on Saturdays.

5.2 Good Housekeeping

5.2.1 A good housekeeping policy would be applied to the construction areas at all times. As far as reasonably practicable the following principles would be applied:

- all working areas would be kept in a clean and tidy condition;
- adequate welfare facilities would be provided for construction staff;
- smoking areas at site offices/compounds or work sites would be equipped with containers for smoking wastes – these would not be located at the boundary of working areas or adjacent to neighbouring land;
- wheel washing facilities would be cleaned frequently;
- open fires would be prohibited at all times;
- all necessary measures would be taken to minimise the risk of fire and the contractor would comply with the requirements of the local fire authority and the Health and Safety Executive's (HSE) HSG 168 Fire safety in construction (HSE, 2010);
- waste from the construction areas would be stored securely to prevent wind blow; and
- waste (particularly food waste) would be removed from the welfare facilities at frequent intervals.

5.3 Site Induction

5.3.1 A site induction would be provided for all personnel prior to working onsite. As well as covering safety issues, the site induction would highlight the environmental constraints onsite, environmental protection measures, and good practice measures.

5.3.2 Specific toolbox talks would be included where relevant to cover specific environmental topics and the associated mitigation covered in Section 7 of this CoCP.

5.3.3 Principal Contractors would be responsible for ensuring all personnel working onsite have been properly inducted.

5.4 Site Security, Screening and Fencing

5.4.1 Construction compounds would be secured to protect against unauthorised entry. The type of fencing would be selected to suit the location and purpose, including airport security considerations.

5.4.2 All boundary fences/screens would be maintained in a tidy condition and would be fit for purpose.

5.4.3 All temporary screening and fencing would be removed as soon as reasonably practicable after completion of the works.

5.4.4 Where possible, access to construction areas would be limited to specified entry points and all personnel entries/exits would be recorded for security and health and safety purposes.

5.5 Construction Lighting

5.5.1 Lighting of the construction sites would be required to ensure that construction work is able to continue safely and effectively during the night-time works and other periods of insufficient natural light. This would include lighting to the construction working areas, storage and circulation areas and access points.

5.5.2 As far as possible, task lighting would be used for specific works to direct light towards the working areas during the night time. Such task lighting would be positioned at low level on posts and directed at the most frequently used areas of work. Lighting is likely to include the following.

- Trailer mounted, mobile, generator powered light plant.
- More permanent lighting. For the main/satellite construction compounds, electricity would be provided from the local grid, allowing the use of:
  - mounted floodlights;
  - street lanterns;
  - linear battens; and
  - wall luminaires.

5.5.3 Lighting for construction compounds and workforce areas would incorporate restricted upwards light spillage and energy efficient fittings. Checks would be carried out on a regular basis to ensure that lighting has not been repositioned.

5.5.4 A lighting strategy for the construction period will be developed to identify the type of lighting to be used and measures to be implemented to reduce light spill, taking into account effects on nearby sensitive receptors and the safety of ongoing aircraft operations.

5.5.5 Specific lighting measures to minimise impacts to bats are outlined in paragraph 7.3.16.

5.6 Pest Control

5.6.1 The risk of pest/vermin infestation would be reduced by ensuring any putrescible waste (eg food waste) is stored appropriately and is regularly collected from the construction areas. Effective preventative pest control measures would be implemented; any pest infestation would be dealt with promptly and notified to the relevant local authority as soon as practical.

5.7 Temporary Areas Supporting Construction

Construction Compounds

5.7.1 The construction process would be facilitated by the temporary construction compounds and storage areas. The following main/satellite compounds are anticipated:

- main contractor compound (known as MA1);
- airfield satellite compound (and laydown area); and
- surface access satellite contractor compounds.

5.7.2 In addition, a number of smaller compounds would be associated with construction of each of the elements of the Project.

5.7.3 All compounds are anticipated to cease use in 2035. All temporary compounds would be restored to their previous land use following completion of the works.

Construction Logistics Consolidation Centre

5.7.4 A temporary logistics facility may be required in order to allow scheduling of deliveries to the appropriate work sites. This would comprise an existing secure fenced area, including a warehouse type facility with loading/unloading docks, secure airside screening area, material laydown area, HGV parking, electric vehicle charging stations, driver welfare facilities and some limited parking.

5.7.5 The use of a logistics facility would allow HGV deliveries to the airport to be consolidated, reducing the overall number of deliveries on the local road network. If such a facility is required, it is likely that the location would be an existing facility or a site with an existing consent for such use.

5.8 Emergency Planning and Procedure

5.8.1 Emergency procedures would be developed by the Principal Contractor(s) for construction of the Project. The procedures would consider the anticipated hazards and the site conditions, and would have regard to Appendix 5.3.3: Major Accidents and Disasters and GAL's existing emergency procedures. The procedures would include emergency pollution control measures (based on Environment Agency guidelines where appropriate), fire and site evacuation, and instructions to workforce. The emergency procedures would also contain emergency phone

numbers and the method of notifying local authorities and statutory authorities. The procedures would be displayed at the work sites and all site staff would be required to follow them.

5.9 Pollution Prevention

5.9.1 The Principal Contractor(s) would develop and implement appropriate measures to control the risk of pollution due to construction works, materials and extreme weather events. The measures would consider the risk of pollution from construction activities and present pro-active management practices to ensure that any pollution that may occur is minimised, controlled, reported to the relevant parties and remediated. These measures would be based on paragraphs 7.4.8 to 7.4.10 and would be documented in the full CoCP.

5.10 Community Engagement

5.10.1 The Principal Contractor(s) would adopt a proactive approach in communications with the local community and stakeholders. Occupiers of nearby properties and relevant planning authorities would be informed in advance of works taking place (in particular, those affecting PRoW and local roads), including the duration of the works. The means of notification would be confirmed in the full CoCP post-consent.

5.10.2 A 24-hour help line would be set up to provide information on the Project. Details of the help line would be promoted by various means including press releases.

5.10.3 A complaints procedure would be implemented during the construction process. Complaints would be investigated and, where required, mitigation would be implemented. All calls would be logged and the response would be recorded.

5.11 Aerodrome Safeguarding

5.11.1 The construction of the Project would be undertaken in accordance with the safeguarding requirements of the Aerodrome Manual for Gatwick Airport (GAL, 2019). Construction activities would be managed through GAL's Permits to Work system and Daily Work Requests, which set out the type of activity, start/stop times, location, people and competencies, risk and method statements, change control and hazardous activities permits. All construction staff would be required to comply with airside and personnel rules and instructions given in respect of the Daily Airfield Works Permit.

5.11.2 Safeguarding of Aerodromes is the process to ensure that the operation and development of aerodromes is not inhibited by new developments in their vicinity. In particular, the process contributes to the safe operation of aircraft during the approach, take-off and landing procedure, whilst flying in the vicinity of the aerodrome, or while manoeuvring on the ground. The objectives of aerodrome safeguarding at Gatwick most pertinent to the construction of the Project are:

- to ensure the airspace around the aerodrome is maintained free of obstacles so as to permit aircraft operations to be conducted safely;
- to maintain the integrity of visual and radio-based aids to air navigation; and
- to contain other hazards such as birds, wildlife and the uncontrolled use of construction equipment (eg cranes).

5.11.3 To achieve these objectives, the aerodrome has a series of safeguarded surfaces and areas (eg Obstacle Limitation Surfaces) that define the height limits for temporary obstacles that may endanger aircraft in flight or interfere with any visual or radio aids to air navigation. The siting of temporary construction buildings and equipment associated with the construction of the Project would be in accordance with these safeguarded surfaces/areas. Regular checks of temporary obstacles on and around the aerodrome would be undertaken and the use of cranes would be in accordance with the Gatwick Airport Directive (GAD) 'Procedure for the Approval of Cranes and Other Tall Construction Equipment'.

5.11.4 The planning and undertaking of construction activities would take into account GAL's procedures for managing the risk of bird strike. The Principal Contractor(s) would be made aware of the existing sites used by birds within the bird hazard area and appropriate measures would be taken to reduce the risk of construction activities attracting birds eg providing covered storage and regular removal of putrescible waste, and the management of earthworks and spoil storage areas, and work next to water bodies.

6 Roles and Responsibilities

6.1 Project Team

Site Manager

6.1.1 The Site Manager would be responsible for maintaining the CoCP document as a working document; ensuring environmental standards are adhered to and monitoring compliance during construction; carrying out regular monitoring and inspections of construction work activities; and undertaking staff induction courses on environmental issues.

Environmental Co-ordinator

6.1.2 The Environmental Co-ordinator would be responsible for the interface between the environmental specialists and the Principal Contractor(s). They would have the primary responsibility for managing environmental issues through the construction and post-construction monitoring and for obtaining the relevant licences and consents.

Clerk of Works

6.1.3 The Clerk of Works would be the site representative and would be responsible for overseeing construction activities to ensure all environmental commitments are met and compliance with the conditions of all licences and permits.

Ecological Clerk of Works

6.1.4 The Ecological Clerk of Works (ECoW) would report on ecological matters and would be responsible for undertaking pre-construction surveys and monitoring.

7 Management of Environmental Effects

7.1 Historic Environment

Objectives

7.1.1 To eliminate or minimise the effect of the Project on the setting of the existing heritage assets and archaeological remains.

Management Measures

Pre-Construction Surveys

7.1.2 Mitigation against potential impacts to buried archaeological remains would principally comprise avoidance through design (ie relocation or micro-siting of proposed activities) or protection by placing material over the archaeological remains such that the impact of construction activities does not extend as far as the remains. The placement of materials may be permanent or may be temporary, with the materials being removed following completion of the construction activities. For example, at the contractor compounds on undeveloped ground, it may be possible to avoid stripping of soils in some of the materials laydown areas. Instead, geotextile matting (or an equivalent) would be placed on the topsoil and a layer of crushed stone would be added.

7.1.3 Programmes of archaeological investigation (eg trial trenching and watching briefs) may be undertaken prior to or during construction to offset impacts of the Project. The location and scope of archaeological investigation would be determined by the investigations to be undertaken ahead of the final ES and in consultation with the archaeological advisors to the relevant planning authority. The results of these investigations will be examined, and any opportunities for mitigation through avoidance or reduction of impact on buried archaeological remains will be identified and considered alongside other factors influencing the design process.

Archaeological Protection

7.1.4 In some cases, materials may be placed over known archaeological remains such that the impact of construction activities does not extend as far as the remains. The placement of materials may be permanent or may be temporary, with the materials being removed following completion of the construction activities.

7.2 Landscape, Townscape and Visual Resources

Objectives

7.2.1 To ensure that:

- green infrastructure assets are retained wherever possible;
- adverse impacts on the important features and locally distinctive patterns of development at Gatwick Airport are minimised;
- adverse impacts on the character of surrounding landscapes and townscapes are minimised;
- important urban green spaces including Riverside Garden Park are protected; and
- visually significant vegetation is retained where practicable to minimise adverse effects on visual receptors, and important views are protected.

Management Measures

7.2.2 A Vegetation Retention Strategy would be implemented for all elements of the Project, that coincide with existing significant hedgerows, woodland, trees, shrubs, wetland and amenity planting or elements of the Project that lie immediately adjacent to significant vegetation that may be affected during the construction phase. As part of the strategy, buffers would be created around the vegetation to be retained. Fencing would be provided in accordance with BS 5837:2012 (Trees in relation to design, demolition and construction) and machinery/vehicles would be prohibited from entering the buffer areas.

7.2.3 Lighting of the construction sites would be required to ensure that construction work is able to continue safely and effectively during night-time works and other periods of insufficient natural light. Further details on construction lighting is provided in section 5.5.

7.3 Ecology and Nature Conservation

Objectives

7.3.1 To minimise the impact of construction on features of ecology and nature conservation value.

Management Measures

Pre-construction surveys

7.3.2 Additional breeding bird surveys would be undertaken prior to construction commencing to determine the presence or absence of Schedule 1 species, in particular; peregrine, little ringed plover and firecrest.

Habitats and Species

7.3.3 The locations of all pre-construction archaeology, ground investigation and unexploded ordnance surveys would be assessed for their potential impacts on ecology and nature conservation and appropriate mitigation would be implemented. This would include altering survey locations to avoid damage to features of high value and watching briefs to ensure such features are not impacted upon.

7.3.4 Measures would be put in place to ensure that a minimum 15 metre buffer is retained between ancient woodland and construction areas. Appropriately sturdy fencing (in accordance with BS 5837) would be erected around the 15-metre buffer to prevent access by people, materials or machinery.

7.3.5 The measures outlined in paragraph 7.4.8 *et seq.* for the appropriate storage of materials and fuels and the management of dust during construction activities (such as the breaking up of the existing runway) and runoff would be implemented to avoid the pollution of designated sites and the local water environment during construction.

7.3.6 Any other existing trees, scrub and hedgerows proposed to be retained and incorporated into the design for the site would be protected during construction. Measures would be put in place to ensure that bat foraging/commuting habitat and retained areas of trees, hedge or scrub are adequately protected from damage or destruction during the construction phase of the Project. Sufficiently sturdy protective fencing (in accordance with BS 5837) would be erected around these features to prevent access by people, materials or machinery. This would reduce the risk of accidental damage during construction activities.

7.3.7 Suitable habitat for breeding birds would be cleared between October and mid-February (outside of the breeding bird season) as far as practicable. Where this is not feasible, the vegetation, building or structure due to be removed would first be inspected by a suitably qualified ecologist. Any active nests would be retained along with a minimum 5 metre buffer around them. The buffer around more sensitive and Schedule 1 bird nests would be increased, to avoid disturbance.

7.3.8 Any nest of a Schedule 1 species found to be active during construction works would be protected by a suitably sized buffer that would be identified by a suitably experienced ornithologist. Where necessary, such nests would be monitored during construction by the ornithologist for signs of disturbance and where necessary methods would be altered to prevent it.

7.3.9 Where practicable, semi-natural broadleaved woodland due to be lost would be cleared sensitively so that bluebell bulbs could be collected and replanted within new woodland.

7.3.10 Works undertaken along the margins of Pond F, or within close proximity to it, would be undertaken following an ecology method

statement and with an Ecological Clerk of Works present to reduce the likelihood of effects on pennyroyal.

7.3.11 Receptor areas for great crested newts and grass snake would be prepared, and the species translocated into these areas, using appropriate methods and timings prior to construction commencing within suitable habitats.

7.3.12 Areas of lower value reptile habitat that could support low numbers of grass snake, such as the drainage ditches and tree lines around and within car parks, would be cleared sensitively with an ecological clerk of works present.

7.3.13 Active badger setts that would be damaged or destroyed, or which could result in badgers using them being disturbed, would be closed using appropriate methods and timings. This would include setts affected by the alterations to the northern runway and taxiways, realigning them to the north of their current position and the realignment of the River Mole.

7.3.14 The following measures would be implemented to ensure that no badgers are harmed during the construction phase:

- suitable sturdy fencing to be erected around all construction works to deter foraging badgers from the works areas;
- any excavated holes would have a wooden board placed in them overnight so as to provide a means of escape should any badgers accidentally enter the excavation; and
- any chemicals to be securely stored at night in a locked container.

7.3.15 In order to avoid attracting badgers to the works area any food waste would be disposed of in appropriate bins or removed from site at the end of each day.

7.3.16 Lighting during construction would be designed in order to avoid disturbance to areas of value for bats, by directing lighting towards working areas and shielding adjacent habitats of value.

7.3.17 A strip of woodland between the Gatwick Stream and new highway alignments would be retained during construction to protect the dark corridor and well-used bat foraging and commuting route.

7.4 Geology and Ground Conditions

Objectives

7.4.1 To ensure that any contamination on site is identified and dealt with appropriately to avoid adverse impacts to sensitive receptors, eg construction workers, members of the public, and surface and ground water.

Management Measures

Ground Contamination

7.4.2 A structured approach would be followed to determine which development areas within the Project site require further assessment/ground investigation. The approach comprises the following elements:

- discovery strategy; and
- ground investigation.

Discovery Strategy

7.4.3 The discovery strategy would comprise a watching brief that would be undertaken by an experienced environmental consultant during construction activities such as ground clearance and earthworks. The strategy would also include a procedure for construction workers to follow in the event that previously unknown contamination is discovered.

Ground Investigations

7.4.4 Where assessment of historical data cannot demonstrate that the risk of contamination is low, intrusive ground investigations would be undertaken. The scope of the investigation would be agreed with the Environment Agency/relevant local planning authority prior to its implementation. Where appropriate, the investigations would include geotechnical testing to provide information on land stability. An appropriate slope stability assessment will be undertaken where considered necessary.

Remediation Strategy

7.4.5 Where the results of the ground investigation determine that remediation is required to ensure that the site is suitable for its proposed use, a remediation strategy would be prepared. The strategy would comprise the following:

- the proposed remediation technique;
- implementation plan setting out the objectives and requirements of the remediation;
- validation sampling to confirm that remediation objectives have been met; and
- a verification report.

7.4.6 The scope of the remediation strategy would be agreed with the Environment Agency/relevant local planning authority prior to its implementation. The verification report would also be sent to the Environment Agency/relevant local planning authority for approval. Subject to the scope and results of the remediation strategy, the following would be undertaken where appropriate to inform construction activities and the detailed design of buildings:

- piling risk assessment (in accordance with the Environment Agency guidance) including control measures (where appropriate) to mitigate risk to controlled waters during piling installation;
- detailed ground gas risk assessment and gas control measures during construction and to be incorporated into building design (where appropriate); and
- groundwater and/or surface water monitoring.

Soils

7.4.7 A Materials Management Plan would be prepared to document the management of soils on the site and include a risk assessment procedure to demonstrate the soils do not present a risk to human health or the environment. The Materials Management Plan will be undertaken in accordance with the CL:AIRE Code of Practice (CL:AIRE, 2011).

Contamination from Site Activities

7.4.8 Implementation of measures to prevent and control the spillage of oil, chemicals and other potentially harmful liquids would ensure appropriate storage and handling of materials and products in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. Measures would include:

- avoidance of oil storage within 50 metres of a spring, well or borehole, within 10 metres of a watercourse or where oil could run over hard ground into a watercourse;
- secondary containment system that can hold at least 110% of the oil volume stored; and
- avoidance of storage of oil in areas at risk of flooding.

7.4.9 Refuelling of machinery would be undertaken within designated areas where spillages can be easily contained. Machinery would be routinely checked to ensure it is in good working condition; and any tanks and associated pipe work containing oils and fuels would be double skinned and be provided with intermediate leak detection equipment.

7.4.10 Implementation of measures to protect groundwater during construction, including good environmental practices based on legal responsibility and guidance on good environmental management guidance in CIRIA C532 Control of Water Pollution

from Construction Sites – Guidance for Consultants and Contractors (CIRIA, 2001).

Unexploded Ordinance (UXO)

7.4.11 A UXO mitigation strategy would be developed using guidance within C681 Unexploded Ordnance (UXO) and appended to the CoCP: A Guide for the Construction Industry (CIRIA, 2009). The strategy would utilize information from the Explosive Ordnance Threat Assessment Report (Bactec, 2013).

7.5 Water Environment

Objectives

7.5.1 To prevent increasing flood risk onsite and offsite, along with protecting hydrological receptors.

Management Measures

7.5.2 Mitigation measures and best practices would be applied prior to and during construction works, including the following.

- Constructing adequate temporary Sustainable Drainage Systems (SuDS) or conventional drainage to contain surface water and silt during the construction period.
- Identifying the location of services before any work commences to avoid any damage during construction.
- Ensuring adequate dewatering takes place during excavation activities or construction of subsurface features and foundations, in line with any permitting requirements.
- Ensuring dewatering does not mobilise existing contamination or lead to settlement or other such effects.
- Ensuring piling works do not create preferential pathways for contamination through a piling risk assessment.
- Ensuring the drainage system has adequate capacity to store any additional surface water runoff or groundwater required to be pumped out of excavations.
- Implementation of water efficiency measures to minimise additional water use, such as pressure management, grey water recycling and rainwater harvesting, and water efficient controllers on tap and urinals.
- Where river realignment is proposed, construction activities should be planned to ensure no increase in fluvial flood risk, with temporary mitigation provided if required.
- Where the construction of Project elements within the floodplain is proposed, phasing would be developed to ensure adequate mitigation is provided prior to the loss of any floodplain as a result of construction activities, where reasonably practicable. Where this is not practical, ensure temporary floodplain compensation is provided if the construction activities would increase flood risk elsewhere.
- Constructing the River Mole diversion offline and leave to vegetate over before flow is initiated down the channel. This would reduce the release of fine sediment and the likelihood of any unexpected large-scale channel change.
- Preparing an incident response plan prior to construction. This would be present on site throughout construction, informing all site workers of required actions in the event of a flooding incident.
- Using site materials free of contamination, avoiding any potential contamination of local surface water flow paths.
- Ensuring that wet cement does not come in to contact with surface water or groundwater.
- Bunding of the airfield satellite contractor compound which is located within a floodplain.

7.5.3 The measures outlined in paragraph 7.4.8 *et seq.* for the appropriate storage of materials and fuels and the management of runoff would be implemented to avoid the pollution of surface water receptors construction.

7.6 Traffic and Transport

Objectives

7.6.1 To carry out construction works in such a way that maintains highway safety and avoids or minimises adverse effects on local communities and highway users.

Management Measures

7.6.2 Prior to the commencement of any construction works associated with the Project, a Construction Traffic Management Plan (CTMP) would be prepared in consultation with the relevant local planning authorities, local highway authority and Highways England. The CTMP is a traffic management strategy to minimise any negative environmental and community impacts and set out measures that will be introduced to manage construction traffic in accordance with the wider principles established in this outline CoCP. The CTMP would be in accordance with Transport for London guidance.

7.6.3 The CTMP would include the following measures.

- Measures to ensure the transport of construction materials and waste is managed as sustainably as possible noting the impacts of transporting this by road, including the use of rail facilities close to the airport, where this is appropriate and feasible.
- Scheduling of construction material and logistics traffic movements that need to come by road to use roads and highways outside of peak periods (where agreed) and to use designated routes into construction sites on the airport which are suitable for this type of traffic.
- Delivery Management Zones to consolidate materials onto the least number of vehicles and to hold vehicles away from sensitive areas until deliveries are required.
- Encouraging/incentivising the highest possible public transport use for the construction workforce.
- Time shift patterns such that those workers who do need to come by road to use roads and highways outside of peak periods (where required).

7.6.4 In addition to the CTMP, a Travel Plan would be implemented with measures to encourage construction workers to use more sustainable travel patterns. An Outline Construction Workforce Travel Plan has been prepared.

7.6.5 Temporary diversion routes for traffic and pedestrians to facilitate the construction process would meet the appropriate requirements.

7.7 Air Quality

Objectives

7.7.1 To ensure that impacts to air quality receptors are minimised.

Management Measures

General Measures

- Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the local planning authorities.
- Develop and implement a stakeholder communications plan that includes community engagement before works commences on site.
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emission in a timely manner, and record the measures taken.
- Make the complaints log available to the local planning authorities when asked.
- Record any exceptional incident that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.
- Hold regular liaison meetings with other high risk construction sites within 500 metres of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.

Monitoring

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local planning authorities when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 metres of site boundary, with cleaning to be provided if necessary.
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local planning authorities when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Agree monitoring strategy with the local planning authorities. Where possible commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences.

Site Preparation/Maintenance

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.
- Erect solid screens or barriers around dusty activities or the site boundary and cover, seed or fence stockpiles to prevent wind whipping.
- Fully enclosed site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on-site. If they are being re-used on-site cover, seed and fence stockpiles to prevent wind whipping.

Operating Vehicle/Machinery and Sustainable Travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London Non-Road Mobile Machinery (NRMM) standards, where applicable.
- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local planning authorities, where appropriate).
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials. (This requirement would be met within the CTMP).
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking and car sharing).

Operations/Waste Management

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction eg suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean and dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- Bonfires and burning of waste materials are prohibited.

Demolition Activities

- Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Bag and remove any biological debris or damp down such material before demolition.

Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.

Construction Activities

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Trackout

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of

the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Access gates to be located at least 10 metres from receptors where possible.

7.8 Noise and Vibration

Objectives

7.8.1 To control and limit noise and vibration levels, so far as is reasonably practicable, to minimise disturbance to sensitive receptors.

Management Measures

7.8.2 To manage noise generating construction activities, all works would be carried out in accordance with the following principles.

- Construction works would be undertaken in accordance with best practicable means (BPM) as defined by the Control of Pollution Act 1974 (CoPA) and Environmental Protection Act 1990 (EPA), which would be applied during construction activities to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors.
- As part of BPM, mitigation measures would be applied in the following order:
  - noise and vibration control at source: for example, the selection of quiet and low vibration equipment, review of construction methodology to consider quieter methods, location of equipment on-site, control of working hours, the provision of acoustic enclosures and the use of less intrusive alarms, such as broadband vehicle reversing warnings;
  - screening: for example, local screening of equipment or perimeter hoarding or the use of temporary stockpiles; and
  - where, despite the implementation of BPM, the noise exposure exceeds the criteria defined during the consenting process, noise insulation or ultimately temporary re-housing will be offered at qualifying properties.
- Lead contractors would seek to obtain prior consent from the relevant local authority under Section 61 of the CoPA for the proposed construction works. The consent application would set out BPM measures to minimise construction noise and vibration, including control of working hours, and provide a further assessment of construction noise and vibration, including confirmation of noise insulation/temporary re-housing provision.
- Contractors would undertake and report monitoring as is necessary to assure and demonstrate compliance with all noise and vibration commitments. Monitoring data would be provided regularly to, and be reviewed by GAL and made available to the local authorities.
- Contractors would be required to comply with the terms of the CoCP and appropriate action will be taken by the nominated undertaker as required to ensure compliance.

7.8.3 Noise insulation would be offered for qualifying buildings, where noise levels exceed defined criteria, which will be defined in the full CoCP submitted with the ES. Noise insulation or, if other measures are not possible, temporary re-housing would avoid residents being significantly affected by levels of construction noise inside their dwellings. The assessment reported in the ES will provide an estimate of the buildings that are likely to qualify for noise insulation or to qualify for temporary rehousing, if any.

7.8.4 Qualification for noise insulation and, where appropriate, temporary re-housing would be confirmed as part of seeking prior consent from the local authority under Section 61 of the CoPA. Qualifying buildings will be identified so that noise insulation can be installed, or where appropriate any temporary re-housing provided, before the start of the works predicted to exceed noise insulation or temporary re-housing criteria.

7.8.5 Construction traffic routes would be chosen to avoid routing lorries through villages and past NSRs on minor roads.

7.9 Socio-economic Effects

Objectives

7.9.1 To carry out construction works in a way that minimises disturbance to the community and local business.

Management Measures

7.9.2 Measures for community engagement would be included in the full CoCP to guide how potential effects on facilities and services could be mitigated through measures agreed with the local community, and to ensure they remain informed as the Project progresses.

7.9.3 Worker Code of Conduct measures would be developed to help mitigate the potential adverse effects of introducing a temporary workforce into the local study by ensuring construction workers conduct themselves in an appropriate manner. The code of conduct would be in line with the Considerate Contractors Scheme (see paragraph 2.2.8).

7.10 Health and Wellbeing

Objectives

7.10.1 To minimise health impacts for local residents and construction staff.

Management Measures

7.10.2 Measures to protect human health are discussed under the topic specific sections, eg air quality, noise and vibration and geology and ground conditions.

7.10.3 However, to alleviate the potential for pressure on the local health care system, on-site health care would be provided for construction workers. For instance, a health care practitioner would be available for construction workers to consult.

7.10.4 Appropriate Personnel Protective Equipment would be provided to construction workers as identified through the risk assessment process.

7.11 Agricultural Land Use and Recreation

Objectives

7.11.1 To maintain the quality of agricultural land and maintain the operation of farming enterprises temporarily affected during the construction process.

Management Measures

7.11.2 A soil management strategy would be prepared to ensure:

- the conservation of soil resources;
- avoidance of damage to soil structures;

- maintenance of soil drainage; and
- the reinstatement, where required, of soil profiles as near as possible to their former condition.

7.11.3 The soil management strategy would be written in accordance with Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009) and Good Practice Guide for Handling Soils (Defra, 2000).

7.11.4 Measures would be implemented to reduce, as far as possible, the effects of construction activities on farm holdings. Where appropriate, these would include the maintenance of farm access locations; provision of appropriate fencing; maintenance of water supplies; co-ordination of timings of construction works to facilitate farming operations; and measures to address the potential risks of the spread of animal and plant diseases.

7.11.5 In relation to public rights of way, management measures would be implemented at the following locations to avoid severance and to maintain safe public access:

- along National Cycle Route 21 and the Sussex Border Path during construction activities associated with the North Terminal roundabout improvements;
- along the Sussex Border Path during construction activities associated with the South Terminal roundabout improvements; and
- along footpaths around the perimeter of Pentagon Field during construction of the new car parking area and the filling of Pentagon Field.

7.11.6 Management measures or temporary diversions would also be implemented to maintain safe access along the rights of way in the vicinity of the proposed construction compound to the south of the M23 Spur, east of the South Terminal roundabout should this compound be taken forward.

7.11.7 A permanent diversion to the Sussex Border Path would be provided to the south of the A23 arising from the new North Terminal roundabout.

8 References

Legislation

Control of Pollution Act 1974

Construction (Design and Management) Regulations 2015

Environmental Protection Act 1990

Control of Pollution (Oil Storage) (England) Regulations 2001

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9 Glossary

9.1 Glossary of Terms

Term	Description
BPM	Best Practicable Means
BS	British Standard
CCS	Considerate Contractors' Scheme
CoCP	Code of Construction Practice
CPOA	Control of Pollution Act 1974
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DMP	Dust Management Plan
ECoW	Ecological Clerk of Works
EHS	Environmental, Health and Safety
EIA	Environmental Impact Assessment
EMS	Environmental Management System
EPA	Environmental Protection Act 1990
ES	Environmental Statement
FMP	Flood Management Plan
FRA	Flood Risk Assessment
GAL	Gatwick Airport Limited
HGV	Heavy Goods Vehicles
HSE	Health and Safety Executive
IAQM	Institute of Air Quality Management
LEMP	Landscape and Ecological Management Plan
NRMM	Non-Road Mobile Machinery
PRoW	Public Right of Way
UXO	Unexploded Ordinance