Gatwick Airport Northern Runway Project

Environmental Statement
Appendix 5.3.2: Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan

Book 5

VERSION: 1.0

DATE: JULY 2023

Application Document Ref: 5.3

PINS Reference Number: TR020005

APFP Regulations 5(2)(a) **Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

Table of Contents

List of Figures

1 Executive Summary

1.1.1 This Outline Construction Traffic Management Plan (OCTMP) sets out the proposed approach for managing construction traffic during the construction of the Gatwick Airport Northern Runway Project (the Project). This document describes the road network surrounding the Airport, the proposed construction compound locations, suggested construction vehicle routes and other measures to reduce the impact of construction traffic on the environment, airport operations and the local community.

1.1.2 This outline plan describes the location and anticipated uses of the construction compounds and provides a summary of proposed access to these. The compounds and effective access to them will ensure efficient logistics and site support for the construction of the Project.

1.1.3 This outline plan identifies the preliminary proposed construction vehicle routes to the site to ensure the safe and efficient movement of construction vehicles delivering materials to the site while reducing disruption to local and Airport traffic. The plan posits restrictions on the use of local roads for construction vehicle access, with exceptions for local suppliers, emergency cases and mandatory construction activities. The proposed primary access for construction vehicles is Junction 9 of the M23, leading to the South Terminal roundabout and North Terminal roundabout and then to the internal road network within the Airport. Junction 10 of the M23 is proposed as an alternative access point for resilience and contingency.

1.1.4 Alongside routeing, this plan outlines various measures to reduce the impact on local communities and traffic. These measures include adoption of contractor and vehicle standards, effective and sustainable delivery management and material procurement measures.

1.1.5 This plan outlines a comprehensive set of measures to effectively manage construction traffic and the transport of materials, in a manner which prioritises safety, sustainability and efficient logistics management. It aims to reduce traffic-related disruptions, reduce emissions, and ensure the safe and efficient movement of construction vehicles to and around the Airport. A detailed Construction Traffic Management Plan (CTMP) will be produced generally in accordance with this OCTMP in collaboration between GAL and its contractors prior to commencement, with the approval of the relevant highway authority (in consultation with the relevant planning authority where relevant).

2 Introduction

2.1.1 The Project proposes alterations to the existing northern runway together with the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft operations (Chapter 5.2 of the ES).

2.1.2 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;
- demolition and relocation of Central Area Recycling Enclosure (CARE) facility;
- water treatment facilities; and
- reconfiguration of existing utilities, including surface and foul water.

2.1.3 The purpose of the OCTMP is to set out the proposed routes for construction traffic to the various Project construction compounds arising from the authorised development and to identify measures to minimise the impact of these construction vehicles on the road network, including reducing environmental impact and complying with air quality standards, having regard to road safety risk, congestion and cost.

2.1.4 Construction traffic for the Project refers to the dedicated movement of vehicles and equipment that are essential during construction. The term includes the vehicles that transport construction materials, heavy equipment such as excavators, cranes, and bulldozers, and other specialised vehicles.

2.1.5 This OCTMP deals with construction vehicle traffic: Heavy Goods Vehicles (HGVs, over 7.5 tons) and Light Goods Vehicles (LGVs, between 3.5 tons and 7.5 tons) and small delivery vans. The accompanying **ES Appendix 5.3.2: CoCP Annex 2 - Outline Construction Workforce Travel Plan** (Doc Ref 5.3) deals with how the construction workforce travel to and from the construction sites.

3 Local Context

3.1.1 Gatwick Airport is located in Crawley in West Sussex, southeast England, 29.5 miles south of Central London, and covers a total area of 674 hectares as shown in **Error! Reference source not found.** below.

3.1.2 The Airport can be directly accessed from the M23 motorway at Junction 9. The typical journey time from Gatwick to the M25 via the M23 is less than ten minutes. National Highways' M23 Smart Motorway project opened in 2020 and added additional capacity to the strategic network serving the Airport at peak times.

3.1.3 The A23 passes the Airport to its east and north, connecting Brighton via Crawley, Redhill and Croydon to central London. The A23 connects with the A272 and A27 east - west routes, placing the whole of the south coast between Southampton and Folkestone within approximately 1 hour 20 minutes of the airport.

3.1.4 GAL has allocated funding in its Capital Investment Programme to improve the South and North Terminal roundabouts to cater for predicted growth (without the Project) over the coming years.

Figure 1 – Aerial view of Gatwick Airport

4 Aims of the Construction Traffic Management Plan

4.1.1 The measures outlined in this OCTMP to be developed in the subsequent CTMP are designed in pursuit of the following aims as regards construction traffic movement.

4.1.2 The overall objective of the OCTMP, to be implemented through the CTMP, is to ensure that vehicles transporting construction materials to and from the Site are managed so as to:

- reduce emissions levels;
- limit noise impacts, reducing disturbance to residents;
- reduce safety risks related to construction for residents, users of the Airport including passengers and other road traffic users;
- reduce congestion caused by the increased number of vehicles over and above business as usual traffic; and
- reduce the impacts of wear and tear on road network infrastructure and dust from construction traffic.

4.1.3 The OCTMP outlines measures, which will be developed through the CTMP, in order to:

- adopt smarter ways of working based on best practice that reduce construction vehicle movements, or that reduce or eliminate trips in peak periods thus reducing pressure on the surrounding road network;
- promote sustainable transport modes for construction to lower emissions and congestion, benefitting the local community;
- promote the use of more efficient and safer equipment for construction material delivery; and
- effectively manage the on-going development and delivery of construction traffic management throughout the construction stages.

4.1.4 A full CTMP will be developed by GAL and its contractors generally in accordance with this OCTMP before the commencement of construction works. The CTMP will be approved by the relevant highway authority (in consultation with the relevant planning authority where relevant).

5 Construction Logistics and Site Support

5.1.1 The Project's indicative schedule showing key milestones and their anticipated timing is included in the **ES Chapter 5: Project Description** (Doc Ref 5.1).

5.1.2 Several contractor compounds are planned for the development of the Project. The location of these sites are illustrated in orange in **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes** to this OCTMP:

- Main Contractor Compound (known as MA1): the main compound for the Project – includes offices, car parking, batching plants and lay down areas;
- Airfield Satellite Compound: required for most of the airfield works to the northwest of the airfield;
- Car Park Z Compound: used for staging and as a laydown area for the airside works;
- Car Park Y Compound: used for material re-processing from the airside works and at a later stage for surface access works;
- South Terminal Roundabout Contractor Compound: the main compound for surface access works;
- Longbridge Roundabout Contractor Compound: used for surface access improvement works at the Longbridge roundabout; and

5.1.3 Car Park B Compound: used for the works at Airport Way Bridge over the A23 London to Brighton railway line.

5.1.4 Further detail on these compounds, as well as construction vehicle access to each, is provided in **ES Appendix 5.3.1: Buildability Report Part A** (Doc Ref 5.3) and will be further detailed (to the extent necessary) in the subsequent CTMP. Brief details of access to each compound are included in this section, with further information on construction routes in section 6.

5.2 Main Contractor Compound – MA1

5.2.1 The Main Contractor Compound will be the central compound for both on campus and off campus works.

5.2.2 Two new accesses will be introduced on Perimeter Road East. The southernmost access will serve as the HGV access to the batch plant and material laydown areas. The security gate complex will be set back within the site to maximise the HGV stacking capacity on the internal access road in order to minimise the risk of blocking back onto Perimeter Road East. The route to the compound will be via M23 Junction 9 through the South Terminal roundabout, on to the North Terminal roundabout. Construction vehicles will then take the A23 south to the Gatwick Road roundabout and from there into the Main Contractor Compound.

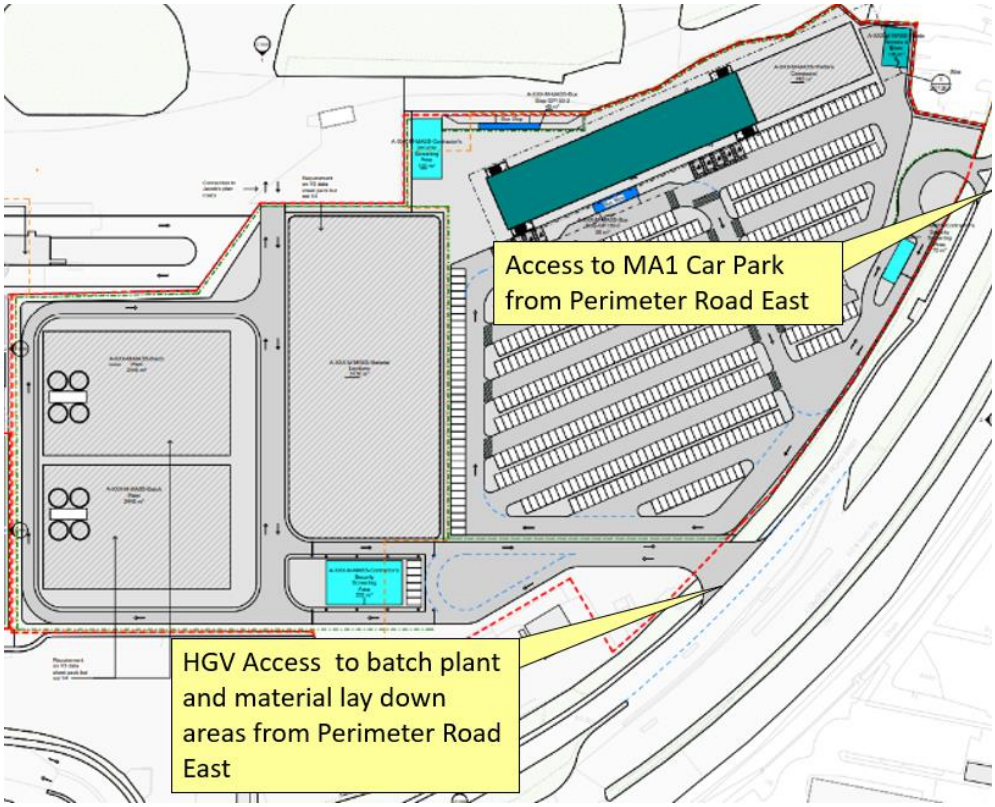


Figure 2: MA1 Compound - Perimeter Road East Access

5.3 Airfield Satellite Compound

5.3.1 The Airfield Satellite Compound, which will be used by the construction workforce and site supervision for airfield projects, is located to the west of Taxiway Uniform and south of Hangar 11. This facility is anticipated to be needed from the start of work until the airfield works are completed.

5.3.2 Access to the compound will be through the existing north-eastern entrance. Vehicles will be directed to Larkins Road, located west of Hangar 11. The route to the compound will be off Junction 9 M23, to North Terminal roundabout and Longbridge Way and onto Perimeter Road North to Larkins Road.

5.4 Car Park Z Compound

5.4.1 The Car Park Z Compound is situated at the southeast corner of the airfield. This compound will act as a staging area and laydown area for airside works. This facility is anticipated to be needed from the start of work until the airfield works are completed.

5.4.2 Access to the Car Park Z Compound will be via Perimeter Road East. The route to the compound will be via Junction 9 M23 through the South Terminal roundabout, on to the North Terminal roundabout. Construction vehicles will then take the A23 south to Gatwick Road roundabout and from there into Car Park Z Compound.

5.5 Car Park Y Compound

5.5.1 The Car Park Y Compound is located off the Northgate roundabout to the north of the Airport. This facility will be required until the airfield and surface access improvement works are completed.

5.5.2 Access to the Car Park Y Compound will be facilitated through a new access point located to the north of the compound from Perimeter Road North. This is being implemented to mitigate heavy traffic flows on the Longbridge roundabout for the hotel, operational traffic, and airport staff car park. To reach the compound, the access route will be through Junction 9 M23, the North Terminal roundabout and Perimeter Road North.

5.6 South Terminal Roundabout Contractor Compound

5.6.1 The South Terminal Roundabout Contractor Compound is located off Airport Way, adjacent to the South Terminal roundabout. Access to the site will be required from 2027 for the early works and utility diversions. The compound facility is anticipated to be needed from 2028 until completion of the Surface Access works.

5.6.2 Access to the compound will be through a new single main HGV entry point located on the South Terminal roundabout. Construction workforce privately owned vehicles will also be able to access to the site from a secondary entry point at Balcombe Road. The route to the compound will be via Junction 9 M23, followed by a turn onto the South Terminal roundabout.

5.7 Longbridge Roundabout Compound

5.7.1 The Longbridge Roundabout Compound is anticipated to be a small compound that will support the construction works at the Longbridge roundabout site access.

5.7.2 Access to the site will be through a new single main entry point located on the Longbridge roundabout, using either A23 London Road, Brighton Road or the A217. The access from the M23 will be through Junction 9 and A23 London Road.

5.8 Car Park B Compound

5.8.1 The Car Park B Compound will be located on Car Park B during the widening works of the Airport Way bridge over the London to Brighton railway.

5.8.2 Access to this compound will be via the A23 and then the existing Station Approach Road. The access route from the M23 will be through Junction 9 and the A23.

6 Construction Vehicle Routes and Access

6.1.1 Off-Airport construction vehicle routing will be finalised in the detailed CTMP to be developed by GAL in conjunction with its contractors (once appointed) and will be approved by the relevant planning authority (where appropriate, following consultation with National Highways).

6.1.2 The CTMP will ensure that appropriate restrictions or prohibitions are implemented for construction traffic in respect of sensitive routes and routes unsuitable for use by HGVs or LGVs. Dedicated route signs will be set up on the M25, M23, A23 and Airport Way to indicate the approved routes direct to the Airport compounds sites for materials and plant. Specific routing will be provided for abnormal loads.

6.2 Primary Access

6.2.1 The Airport is surrounded by a network of roads and roundabouts that facilitate access. Construction vehicle access has been considered based on the traffic assessments, accessibility and impact on local traffic, with the aim of reducing disruption whilst maintaining efficient access to the construction compounds and work sites. **Error! Reference source not found.**and provide a preliminary schematic representation and satellite view (respectively) of the construction traffic network, showing the anticipated primary construction access, secondary/alternative construction access (as resilience and contingency to the main route) and local roads where construction vehicle access is anticipated to be restricted.

6.2.2 Junction 9 of the M23 will be the main construction access point. From Junction 9, the M23 Spur leads directly to Airport Way, which serves as the entrance and exit to the airport via the South and North Terminal roundabouts. The construction traffic will use airport internal roads from the roundabouts (such as Perimeter Road and Larkins Road) to reach the worksites. These routes will be the main access for construction vehicles to the compounds and work sites. The details of these HGV routes are described below and illustrated on **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes.**

6.2.3 **M23 Junction 9 to Airside Satellite Compound:** From M23 Junction 9, the route heads towards the M23 Spur Westbound, followed by South Terminal Roundabout (STR), then it takes Airport Way Westbound to North Terminal Roundabout (NTR). From NTR, the route proceeds onto Longbridge Way and then to Longbridge Way Roundabout. It then takes Perimeter Road North and Larkins Road to the Airside Satellite Compound.

6.2.4 **Airside Satellite Compound to M23 Junction 9:** Starting at Larkins Road, the route moves along Perimeter Road N, then proceeds to Longbridge Way Roundabout and Longbridge Way. Next, it takes NTR and Airport Way Eastbound to STR, follows M23 Spur Eastbound and reaches M23 Junction 9.

6.2.5 **M23 Junction 9 to MA1 Compound:** Beginning at M23 Junction 9, the route uses M23 Spur Westbound and then STR. It then takes Airport Way Westbound to NTR, followed by Gatwick

Way and Perimeter Road N. It continues onto A23 Southbound, moves to Gatwick Road Roundabout and then takes Perimeter Road East to arrive at MA1 Compound.

6.2.6 **MA1 Compound to M23 Junction 9:** The route starts at MA1 and follows Perimeter Road East. It then goes to Gatwick Road Roundabout, moves along A23 London Road Northbound and continues to NTR. From there, the route goes through Airport Way Eastbound, STR, M23 Spur Eastbound, and reaches M23 Junction 9.

6.2.7 **Airside Satellite Compound to MA1 Compound:** Beginning at Larkins Road, the route goes via Perimeter Road N to Longbridge Way Roundabout. From there, it goes through Northgate Road (through tunnel) and continues Perimeter Road North. It then goes along A23 London Road Southbound, moves to Gatwick Road Roundabout, and follows Perimeter Road East to arrive at MA1 Compound.

6.2.8 **MA1 Compound to Airside Satellite Compound**: The route starts at MA1, then takes Perimeter Road East to Gatwick Road Roundabout. It continues onto A23 London Road Northbound and NTR. Next, it takes Longbridge Way to Longbridge Way Roundabout and then goes along Perimeter Road N to Larkins Road leading to the Airside Compound.

6.3 Contingency Access

As a contingency for the above primary access and to ensure resilience, Junction 10 of the M23 could be used as an alternative access. A23 London Road, A23 Brighton Road and the A2011 are other significant roads that provide connections to the airport for the construction traffic from the north and south, in the event that the primary access is impaired. This contingency route is shown in yellow on **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes**

6.3.1 Further information on the situations in which is it envisaged that construction traffic would be authorised to use a contingency access will be provided in the CTMP.

6.4 Local Roads

6.4.1 The usage of local roads will be restricted for construction vehicle access to minimise disruption to local communities and traffic. These restrictions include all the residential roads around Gatwick Airport. The local roads which offer access to the Airport and which are subject to these restrictions are shown in light blue on **Appendix A: NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes** to this OCTMP**.** This notwithstanding, it is anticipated that certain exceptions to this general approach will be provided where use of these roads is required, including:

- **local suppliers**: suppliers based within the local area may need to use these roads to deliver materials or services to the Project construction compounds and worksites. Allowing these entities to use local roads ensures that these local businesses can continue to operate effectively and contribute to the construction process;
- **emergency cases**: in situations that present immediate risk or danger, such as a medical emergency or a critical construction issue, construction vehicles may need to use local roads. This exception ensures that emergency services can respond as quickly as possible when necessary; and

- **construction activity happening on the local roads**: certain construction activities such as the replacement of structures (i.e., Balcombe Road Bridge) may require the use of local roads for the transport of heavy machinery, materials or personnel. In these instances, the use of local roads is essential to complete the construction tasks.

6.4.2 GAL will work closely with the relevant planning authority (and National Highways as relevant) to carefully plan and manage construction traffic effectively. The CTMP will identify in finer detail the local roads to which restrictions will apply and the nature of these restrictions. This process will ensure that construction vehicles avoid areas that may increase the traffic risk to vulnerable road users and the impact on local communities by limiting the volume of construction traffic that passes, for example, residential areas, schools, hospitals, community centres, sports facilities, transport hubs and cycle routes.

6.5 Restrictions and Monitoring

6.5.1 Construction vehicles involved in the Project will be required to adhere strictly to the predetermined routes on the strategic road network to minimise impacts on the surrounding communities, including by traffic congestion and effects on air quality (in particular in hotspots such as Junction 10 M23 and Hazelwick Air Quality Management Area). Once finalised, clear and specific instruction regarding the restricted routes will be communicated to all relevant contractors and members of the supply chain making deliveries.

6.5.2 It is envisaged that a robust monitoring system will be detailed in the CTMP and implemented to ensure that all construction vehicles adhere to the designated routes. Any deviations or non-compliance will be identified and addressed promptly, with corrective actions taken as necessary.

6.5.3 The results of the monitoring process will be shared with relevant stakeholders, including the relevant planning authority, ensuring transparency and maintaining open lines of communication throughout the construction period. In the event of negative monitoring results, the CTMP will provide for appropriate measures, such as imposing penalties, implementing additional controls or re-evaluating routes to prevent further non-compliance and mitigate the impacts on local residents.

6.6 Signage

6.6.1 Specific measures for signage will be prepared as part of the CTMP. All designated approach routes for deliveries and personnel will be clearly identified. Temporary signage will be erected along construction traffic routes to provide access (directional) routeing information. These will be located to ensure that construction vehicles and staff are able to travel directly to site from the strategic road network. Signage will also be deployed as required to promote safety for the public and construction workforce during traffic management works and temporary traffic control measures, as well as near to access and egress points to the site.

6.7 Traffic Management during Surface Access Improvements

6.7.1 The Project includes a series of surface access improvement works aimed at accommodating the anticipated increase in road traffic arising from the Project, notwithstanding an increase in the share of trips made using sustainable modes. The improvements include enhancements to Longbridge roundabout, reconfiguring the North Terminal roundabout, introducing a new flyover and new signalized junction connecting the North Terminal to the A23 London Road, grade separation of South Terminal roundabout and upgrading the Eastbound M23 Spur Road. The works will impact several roads, including the A23 Brighton Road, Longbridge Roundabout, A23 London Road, North Terminal roundabout, Airport Way, South Terminal roundabout and M23 Spur.

6.7.2 By the time the Surface Access Improvement works have been completed, Airport Way eastbound will have been replaced by a signalised junction from the NTR to A23 London Road. This replacement will result in alterations to the routes for construction traffic from those outlined above and further details on replacement routes will be provided in the CTMP.

6.7.3 During the construction of these works, several traffic disruptions are expected. These disruptions may include partial or complete lane and, on rare occasions, full road closures. A buildability report specific to surface access improvement works has been prepared, giving indicative details on the approach to traffic management during these works. Please see Buildability Report Part B for further information.

6.7.4 The detailed CTMP to be prepared by GAL and its contractors will detail measures to effectively manage construction-related traffic disruptions and minimize the impact on residents, road users, and airport operations. Agreements will be in place through local authority land rental schemes before commencement of construction.

7 Measures to Reduce Impacts

7.1.1 In addition to routeing and restrictions on use of certain local roads by construction vehicles as described above, GAL has identified the below measures to further mitigate any potential impacts on the road network and local community from construction vehicles. These measures are described in outline and will be subject to further development in the subsequent CTMP. The measures are split into the following general categories:

7.2 Contractor Accreditation and Standards

7.2.1 GAL and its contractors will explore how existing accreditations, standards and initiatives can factor into the contracting process and the subsequent management of construction traffic. The following initiatives will be considered:

Work Related Road Risk (WRRR)[1] Requirements

7.2.2 Implementation of WRRR requirements, a freight safety initiative aligned with the Mayor of London's Vision Zero approach to road danger reduction, which GAL will adopt as best practice.

7.2.3 Freight safety is a pressing issue and GAL will put road danger reduction at the heart of everything done on the Project, such that contractors should meet these higher road safety standards.

7.2.4 Further details on WRRR can be found on the Transport for London website at the link in Footnote 1.

Construction Logistics and Community Safety (CLOCS)[2]

7.2.5 The CLOCS standard draws together emerging practice from a number of individual standards, policies and codes of practice to form a single road risk standard. This common standard will be implemented by GAL's contractors and applied in a consistent way by fleet operators. It is a national scheme developed in collaboration between the construction sector and fleet operators.

7.2.6 The standard aims to ensure that construction companies follow safe practices in the management of their operations, vehicles, drivers and construction sites. Adherence to the CLOCS standard by contractors will be mandated by GAL.

7.2.7 Further details on CLOCS can be found at the link in Footnote 2.

Fleet Operator Recognition Scheme (FORS)[3]

7.2.8 FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety, and operational efficiency. Its purpose is to raise the level of quality within fleet operations and to recognise those operators

[1] https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/work-related-road-risk
[2] https://www.clocs.org.uk/
[3] https://www.fors-online.org.uk/cms/

that are achieving the environmental, safety and efficiency requirements of the FORS standard. Further details on the standard can be found at the link in Footnote 3.

7.2.9 There are progressive requirements for achieving FORS accreditation at bronze, silver, and gold levels. The FORS logo allows construction clients to readily distinguish FORS operators from other operators - it is also a mechanism by which adherence to the CLOCS standard above can be assured and monitored.

7.2.10 FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licensed to operate vehicles which are properly maintained, equipped and insured.

7.2.11 Adherence to the FORS standard will be mandated for all supply chain fleet operators engaged to support the Project. Delivery management mechanisms will support the employment of FORS standards across the Contractor's supply chain, preventing the use of non-accredited vehicles.

HGV Direct Vision Standard

7.2.12 HGV blind spots have been shown to contribute to a large proportion of collisions with vulnerable road users. Research has shown that increased levels of direct vision - what a driver can see directly through the windows of the cab - can improve reaction times and reduce cognitive demand on the driver. TfL has developed a Direct Vision Standard (DVS) for HGVs which is part of the Mayor of London's Vision Zero plan[4] to eliminate all deaths and serious injuries on London's transport network by 2041.

7.2.13 The DVS is an objective, scientific measure of how much the HGV driver can see from their cab directly through windows, as opposed to indirectly through mirrors or camera monitoring systems. The DVS categorises vehicles using a star rating system based on how much of the area of greatest risk to vulnerable road users a driver can see.

7.2.14 The higher the star rating, the more a driver can directly see of this area. Three stars equate to a 'good' rating, while zero stars will be awarded to those HGVs considered 'not suitable for use in an urban environment' because of the significantly higher potential risk of collision they pose. It will be explored how this rating can factor into procurement processes.

Use of Low Emission Construction Plant and Fleet

7.2.15 Air pollution can be reduced by replacing construction vehicles on our roads with cleaner alternatives such as electric, hybrid, hydrogen, LPG, Euro 6 & 5 engines or by fitting emissions reduction equipment. Low emission plant would be encouraged and used where practicable during construction of the Project to minimise any potential air quality effects.

7.3 Delivery Management

7.3.1 The CMTP will detail how deliveries to site will be coordinated and managed in order to reduce the use of the road network (particularly at peak times) in order to reduce congestion, minimise

[4] Vision Zero for London - Transport for London (tfl.gov.uk)

the risk of accidents and improve the efficient operation of the site. This will reduce the environmental impact on the surrounding area during the construction period.

7.3.2 Use of Delivery Management Zones will be considered, as these allow materials to be delivered to specific locations away from sensitive areas and consolidated until deliveries are required, when they can be transported on fewer vehicles to their destination sites.

7.3.3 Use of a Delivery Management System (DMS) will also be explored as a system whereby deliveries to site will be scheduled through booking slots, ensuring that the flow of vehicles to and from the construction site is controlled. A DMS also provides surety of delivery for critical items, which protects the integrity of the build schedule and allows for accurate, efficient reporting of delivery activity. A DMS has the following uses:

Scheduling Deliveries

7.3.4 The DMS will help plan and schedule deliveries to avoid peak traffic hours and prevent unnecessary congestion on public roads around the construction sites. This will avoid unnecessary queueing, idling and noise from vehicles and will reduce the impact on local traffic and airport operations by optimising delivery times.

Route Planning

7.3.5 The DMS will identify the most efficient and least disruptive routes for construction vehicles, considering factors such as local traffic patterns, road conditions, weight restrictions and agreed routeing measures. This will minimize the impact on local communities and reduce wear and tear on roads.

Vehicle tracking and monitoring

7.3.6 The DMS could incorporate real-time tracking and monitoring of construction vehicles, to enable better coordination and communication between drivers, site managers and other stakeholders. This will ensure that vehicles adhere to designated routes and schedules, reducing the risk of unauthorised or off-route travel.

Compliance with regulations

7.3.7 The DMS will help to ensure that contractors comply with measures in the CTMP and other control documents, as well as with local regulations and restrictions, such as permitted hours of operation, designated truck routes, or restrictions on vehicle size and weight.

Reporting

7.3.8 The DMS will provide data on the efficiency of the construction traffic management process, helping logistics managers and project managers to identify areas for improvement, monitor progress and demonstrate compliance with relevant regulations and guidelines.

7.4 Material Procurement Measures

7.4.1 The CTMP will address the following measures to promote the efficient procurement of materials, avoiding waste and ensuring that impacts on local communities are minimised:

Design for Manufacture and Assembly (DfMA) and Off-site Manufacture

7.4.2 During the detailed design stage, consideration will be given to incorporating DfMA and off-site manufacturing practices. These approaches have the potential to decrease the volume of construction vehicles arriving at the Airport during the construction period, enhancing road safety and reducing environmental impacts. Additionally, implementing DfMA and off-site manufacturing can lead to a reduction in waste generation, further contributing to a more sustainable construction process.

Re-use of Material On-site

7.4.3 Re-using materials on-site reduces the need for procuring and transporting new materials to the Airport and reduces waste disposal, decreasing construction vehicle movements and resulting in decreased traffic congestion and emissions. The detailed approach for re-use of material is described in the Waste Strategy and Outline Construction Materials Management Plan.

Smart Procurement

7.4.4 GAL will factor into its selection of contractors the ability to minimise the number of construction vehicle movements through a contractor's supply chain and approach to logistics. Environmental benefit can be derived through sourcing of materials, location of freight delivery infrastructure, willingness to collaborate with other suppliers and use of alternative delivery modes.

Delivery by Rail

7.4.5 GAL and its contractors will continue to explore the feasibility of having some materials delivered by rail, rather than using the road network, in order to maximise the sustainability of delivery methods.

7.5 Other Measures

7.5.1 GAL will also explore the following further measures to reduce congestion and other impacts on the local community of construction traffic:

Wheel washing

7.5.2 Where necessary, wheel washing facilities will be provided at the main egress points from the works areas onto the existing road network. These will be self-contained facilities using a water recycling feature. The units will be regularly cleaned and maintained. These will minimise the impact of dust and dirt on the existing road network and local residents.

Collaboration with other Project sites

7.5.3 GAL will encourage contractors to form a collaborative working relationship with neighbouring sites and share resources and infrastructure such as vehicle routeing, laydown area sharing, shared bussing and transportation to compound and worksites, joint procurement, shared best practices and joint waste management to reduce the construction traffic impacts. This can be achieved by developing a collaboration framework that outlines the objectives, responsibilities, and communication channels for all parties involved in the various sub projects.

Implement a Construction Workforce Traffic Plan (CWTP)

7.5.4 The Outline Construction Workforce Travel Plan is a separate document and outlines measures to promote sustainable travel, reduce single occupancy car use, reduce congestion on the highway network external to the Airport and reduce the demand for temporary car parking during the construction stages of the Project. It covers journeys to and from work sites made by the construction workforce and aims to align community wide benefits, reducing impact in the local area. It will be developed through a detailed CWTP to be prepared by GAL and its contractors.

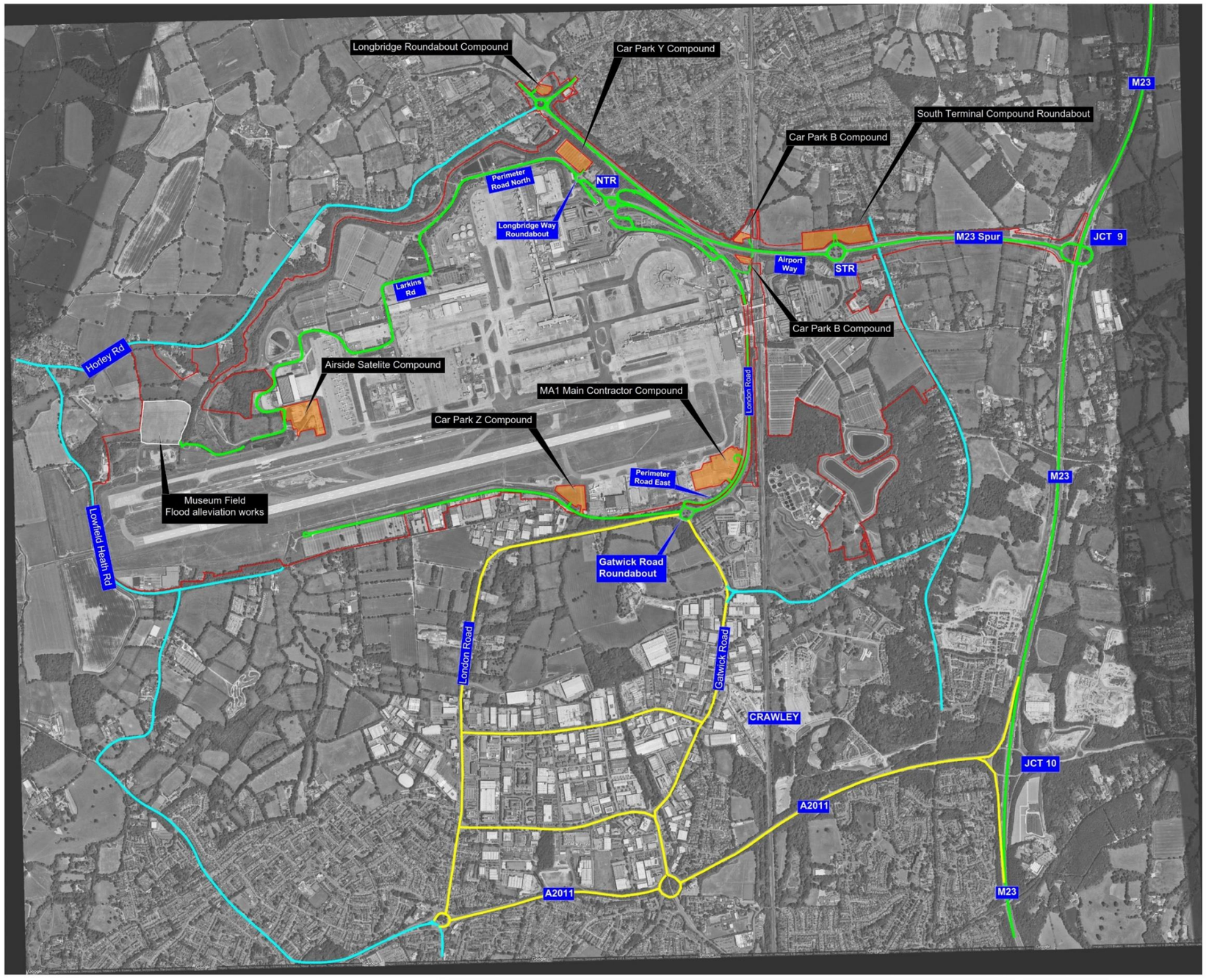
Glossary

Table 1: Glossary of Terms

Term	Description
CARE	Central Area Recycling Enclosure
CLOCS	Construction Logistics and Community Safety
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
CWTP	Construction Workforce Travel Plan
DfMA	Design for Manufacture and Assembly
DMS	Deliver Management System
DVS	Direct Vision Standard
ES	Environmental Statement
FORS	Fleet Operator Recognition Scheme
GAL	Gatwick Ltd
HGV	Heavy Good Vehicle
LGV	Light Good Vehicle
LPG	Liquefied petroleum gas
MA1	Maintenance Area 1 used as the Main Contractor compound
NTR	Norh Terminal Roundabout
OCTMP	Outline Construction Traffic Management Plan
OCWTP	Outline Construction Workforce Travel Plan
STR	South Terminal Roundabout
WRRR	Work Related Road Risk Requirements
CARE	Central Area Recycling Enclosure

Appendix A – NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes

YOUR LONDON AIRPORT Gatwick



LONDON GATWICK

POWERED BY VINCI AIRPORTS | GLOBAL INFRASTRUCTURE PARTNERS

Appendix A: Gatwick NRP Temporary Compounds and Construction Vehicle (HGV) Access Routes