



LONDON  
GATWICK

# Gatwick Airport Northern Runway Project

## Operational Waste Management Strategy

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## 1 Introduction

### 1.1. Purpose of this Document

1.1.1 The purpose of this document is to explain how operational waste from Gatwick Airport is currently managed, how waste volumes are predicted to change as a result of the Northern Runway Project (NRP) (hereafter referred to as the Project) and how the operational waste will be managed. The Strategy has the following aims:

- To set the regulatory context for the management of operational waste
- To provide a summary of the baseline operational waste arisings and waste management practices at Gatwick Airport
- To provide forecasts of the anticipated operational waste arisings including operational waste from the NRP
- To explain how the operational wastes will be managed
- To set out the targets for waste management.

1.1.2 This Operational Waste Management Strategy sets out the sustainable waste management principles for managing operational waste generated by the Project. GAL will work with its waste management contractor to prepare and implement an Operational Waste Management Plan. The Operational Waste Management Plan will be substantially in accordance with this Operational Waste Management Strategy.

1.1.3 The Operational Waste Management Plan will be submitted to the relevant planning authority within six months of the Commencement of the Dual Runway Operations. This is secured as a DCO Requirement in the **draft DCO** (Doc Ref. 2.1). The airport will then be operated in accordance with the Operational Waste Management Plan.

## 2 Regulatory Framework – waste legislation and related planning policy

### 2.1. Definition of Waste

2.1.1 For the purpose of this Operational Waste Management Strategy, ‘waste’ has been defined in accordance with Article 3(1) of the revised European Waste Framework Directive (2008/98/EC), which states that waste is:

*“any substance or object which the holder discards or intends to discard or is required to discard”.*

2.1.2 As well as disposal of a substance or object, the term ‘discard’ also includes substances or objects that are sent for recovery and recycling in order to ensure that recovery operations are carried out in a way which protects the environment and human health. The decision on whether something is discarded must take account of all the circumstances (for example, the nature of the material, how it was produced and how it will be used) and have regard to the aims of the Waste Framework Directive, which are:

*“the protection of human health and the environment against harmful effects caused by the collection, transport, treatment, storage and tipping of waste”.*

2.1.3 Examples of operational waste from Gatwick Airport include: unwanted surplus materials; packaging; passenger waste; worn out, damaged or contaminated otherwise spoiled plant, equipment and materials; waste from maintenance activities.

### 2.2. Legal and Policy Framework

2.2.1 The UK legislative framework for the management of wastes comprises the following:

- Environmental Protection Act 1990;
- Environment Act 1995;
- Hazardous Waste (England and Wales) Regulations 2005 (as amended);
- Waste Management (England and Wales) Regulations 2006;
- Waste (England and Wales) Regulations 2011 (as amended);
- Environmental Permitting (England and Wales) Regulations 2016 (as amended);
- Waste (Circular Economy) (Amendment) Regulations 2020;
- Environment Act 2021

2.2.2 Relevant planning policy is listed below:

- Airports National Policy Statement
- National Planning Policy Framework (2023);
- National Planning Policy Guidance for Waste (2014);
- National Planning Policy for Waste (2014);
- Waste Management Plan for England (2021);
- A Green Future: Our 25 Year Plan to Improvement the Environment (2018);
- Our Waste, Our Resources: A Strategy for England (2018);
- West Sussex Waste Local Plan (2014);
- West Sussex High Quality Waste Facilities Supplementary Planning Document (2006);
- Surrey Waste Local Plan (2019-2033).

2.2.3 Whilst the Airports National Policy Statement does not have a direct effect in relation to the NRP, it sets out a number of compliance principles that would be an important and relevant consideration in an application for development consent. These principles are summarised below:

- The target for preparation for reuse and recycling of municipal waste (50%) set by the Waste Framework Directive should be considered ‘minimum acceptable practice’ for the operation of any new airport infrastructure. Exceeding these targets if possible, (by aiming for exemplar performance in resource efficiency and waste management) is recommended to align with the European Union’s Action Plan for the Circular Economy.
- The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on waste recovery and disposal system for all waste generated by the development.
- The applicant should set out a comprehensive suite of mitigations to eliminate or significantly reduce the risk of adverse impacts associated with resource and waste management.
- The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from all stages of the development, in particular assurances that:
  - Waste produced will be properly managed both onsite and offsite
  - Waste from the proposed development will not have an adverse effect on the capacity of waste infrastructure to deal with other waste arising in the area

- Adequate steps have been taken to ensure that all waste arising from the site is subject to the principles of the waste hierarchy.

### 2.3. Environmental Permits

2.3.1 As required by The Environmental Permitting (England and Wales) Regulations 2016 (as amended), sites where waste is processed, treated or disposed must hold a valid environmental permit issued by Environment Agency. The Regulations also include a schedule of exempt activities that do not require an environmental permit. The temporary storage of waste prior to its management or disposal is generally exempt from permitting subject to the type and quantity of waste to be stored, the duration of storage and compliance with other defined conditions. Whilst activities may be exempt from requiring a permit, the activities may have to be registered with the Environment Agency.

2.3.2 The operation of the new CARE facility will be in accordance with the conditions of an environmental permit. It is likely that the permit for the existing CARE facility will be modified to apply to the new facility and will be agreed with the Environment Agency (see List of Other Consents and Licences (Doc Ref. 7.5 v2)).

### 2.4. Duty of Care

2.4.1 Section 34 of the Environmental Protection Act 1990 and the Waste (England and Wales) Regulations 2011 (as amended) requires anyone who produces, imports, keeps, stores or transports, treats or disposes of waste to take all reasonable steps to ensure that waste is managed properly. Anyone in possession of waste must take all reasonable steps to:

- Prevent unauthorised or harmful deposit, treatment or disposal of waste
- Prevent a failure by any other person to meet the requirement to have an environmental permit, or a breach of a permit condition
- Prevent the escape of waste
- Ensure waste is transferred to an authorised person
- Provide an accurate description of the waste when it is transferred to another person, by using a compulsory system of Waste Transfer Notes that control the transfer of waste between parties.

#### Registrated waste carriers

2.4.2 To meet the requirements of Section 34 of the Environmental Protection Act 1990, waste materials arising from the operation of the Project will only be transported by waste carriers and hazardous waste carriers holding a valid registration with the Environment Agency. All waste on site will be characterised

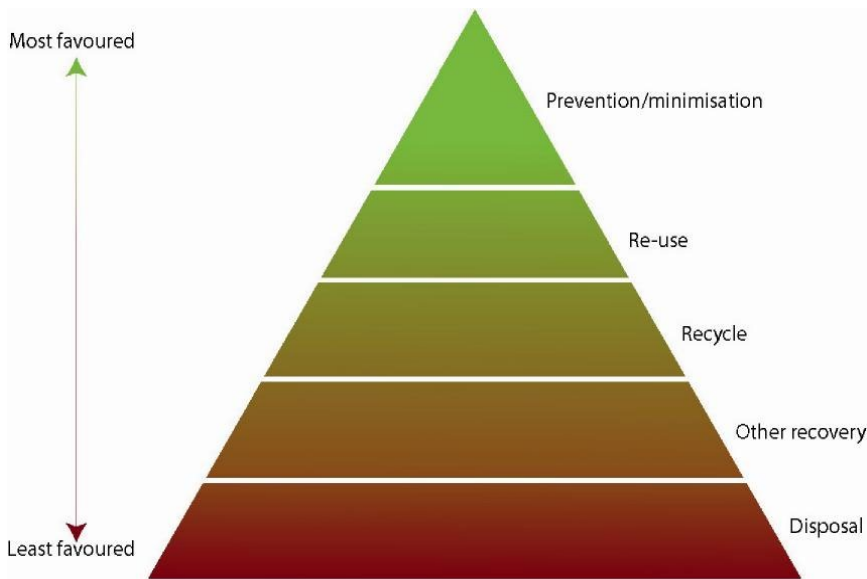
and recorded: the waste streams would be classified in line with technical guidance.

2.4.3 Requirements for transferring waste and registered waste carriers are set out in Part 8 and 9 of the Waste (England and Wales) Regulations 2011. The waste would only be transferred to facilities that have the benefit of a registered waste exemption, or an environmental permit and appropriate planning consent. Due diligence of planning consent and environmental permits would be undertaken before waste from the Project is taken to waste facilities.

2.4.4 Details of appointed waste carriers, brokers and contractors shall be included in the Operational Waste Management Plan approved under DCO Requirement, including copies of appropriate waste carrier licences and registrations. The register of waste carriers, brokers and dealers would be checked using the Environment Agency's Public Registers. The relevant planning authority would be notified of any changes to the appointed waste carriers, brokers or contractors.

## 2.5. Waste Hierarchy

2.5.1 The waste hierarchy ranks waste management options according to what is best for the environment. It gives top place to waste prevention. When waste has been generated, priority is given to preparing it for re-use, then recycling, then recovery, and last of all disposal (for example, landfill). The waste hierarchy is a key element of sustainable waste management. The Waste (England and Wales) Regulations 2011 (as amended) require those undertaking waste management activities such as the import, production, collection, transportation, recovery and/or disposal of waste take all reasonable measures to apply the waste hierarchy as shown in Figure 2.1.



**Figure 2.1: Waste hierarchy**

2.5.2 Defra has published guidance on how the waste hierarchy should be applied to a range of common wastes (Guidance on applying the Waste Hierarchy, Defra, 2011). It summarises the findings of current scientific research on the environmental impacts of various waste management options for a range of materials and products. The guidance states that for most materials the waste hierarchy ranking applies. However, the evidence suggests that for some materials, the preferred waste management option (i.e. with the lowest environmental impact) does not follow the waste hierarchy order. This is true for lower grades of wood, where energy recovery options are more suitable than recycling.

2.5.3 All operational waste generated by the Airport would be managed in accordance with the waste hierarchy unless it can be demonstrated that an alternative option lower down the hierarchy is the best overall environmental outcome (for example, waste wood is often used for biomass heat recovery rather than being recycled). Waste transfer notes or consignment notes will include a declaration that the waste hierarchy has been applied.

## 2.6. [Gatwick Airport Sustainability Strategy](#)

2.6.1 Gatwick Airport's Sustainability Strategy (Second Decade of Change to 2030) was published in June 2021 (and updated in March 2023). The Second Decade of Change builds on the commitments made in GAL's previous Sustainability Strategy (launched in 2010). The Sustainability Strategy focuses on 10 issues



covering both social and environmental subjects, including the management of waste.

- 2.6.2 The Operational Waste Management Plan will take into account the Second Decade of Change and the initiatives to achieve sustainable waste management.

### 3 Baseline Operational Waste Arisings and Management

#### 3.1. Introduction

3.1.1 This section of the Operational Waste Management Strategy sets out the baseline types and quantities of operational waste generated during the operation of the Airport and the management option.

#### 3.2. Existing operational waste arisings

3.2.1 During 2023, approximately 11,780 tonnes of operational waste were collected from the Airport. This compared to 13,493 tonnes of waste in 2019. The data from 2019 has been included in this Operational Waste Management Strategy as it represents the last year of data pre-COVID and provides a useful comparison against 2023 data (see Table 3.1).

**Table 3.1: Types of non-hazardous operational waste generated in 2019 and 2023**

Waste group	Tonnes (2019)	Tonnes (2023)
Food	3,579.34	2,370.34
Metal	285.35	291.23
Textiles	2.34	14.45
Wood	2,324.49	2,173.78
Cardboard	955.78	746.32
General	4,030.51	4,903.63
Glass	711.23	536.26
Mixed	478.38	2.64
Oil	151.64	137.26
Paper	506.03	55.27
Plastics	400.45	66.39
Rubber	2.17	2.97
WEEE	39.30	37.83
WEEE-13-GDL		0.47
Sweepings		270.55
Hazardous	285.84	172.67

3.2.2 One of the waste categories collected at the Airport is food waste from international flights (also known as international catering waste (ICW)). ICW is a high risk category 1 waste (hereafter referred to as CAT 1 waste) due to the potential presence of animal by-products. Any materials that have been mixed

with CAT 1 wastes cannot be recycled (further information on the management of CAT 1 wastes is provided in paragraphs 3.4.10 to 3.4.15).

3.2.3 The main types of hazardous wastes generated at the Airport are listed in Table 3.2.

**Table 3.2: Types of hazardous operational waste in 2023**

<b>Waste type</b>
Aerosols
AFFF
Cannisters/Extinguishers
Concrete
Contaminated bio hazard
Contaminated rags
Crushed oil cans
Crushed paint tins
Dri-rite cannisters
Empty oil drums
Empty oil packaging
Engine oil
Flammables
Fuel filters
Gas bottles
Grease cartridges
Grease containers
Household batteries
Jet fuel
Lighter
Lubricants
Mineral based oil
Nickel-cadmium batteries
Oil and spill absorbent
Oil cans
Oil contaminated waste
Oil filters
Resin
Contaminated packaging

Waste type
Paint
Paint thinners
Paint tins
Sealant
Waste containing oil

### 3.3. Management of operational waste

3.3.1 In 2023, the average reuse/recycling rate for operational waste was approximately 59% and approximately 40% was recovered for energy. The reuse/recycling rate fluctuated during 2023 with the lowest reuse/recycling rate recorded in February 2023 (55.17%) and the highest recycling rates recorded in November 2023 (62.19%).

3.3.2 The options used to manage non-hazardous operational wastes is presented in Table 3.3.

**Table 3.3: Management of non-hazardous operational wastes in 2023**

Waste group	Quantity of waste managed by waste option (tonnes)			
	Reused	Recycled	Recovered for Energy	Disposal
Food		925.09	1,445.22	0.03
Metal	190.04	91.84	9.35	
Textiles		8.37	6.08	
Wood	2,028.13	145.65		
Cardboard		746.32		
General		1,637.52	3,263.08	3.03
Glass		536.26		
Mixed	0.68	0.04	1.91	
Oil		137.18	0.08	
Paper		43.52	10.13	
Plastics	0.03	66.37		
Rubber		0.22	2.76	
WEEE		33.38	3.15	1.29
WEEE-13-GDL		0.46		0.01

Waste group	Quantity of waste managed by waste option (tonnes)			
	Reused	Recycled	Recovered for Energy	Disposal
Sweepings		246.20	24.35	
Hazardous	5.68	109.67	56.66	0.32

3.3.3 The options used to manage hazardous operational wastes are presented in Table 3.4

**Table 3.4: Management of hazardous operational wastes in 2023**

Waste management option	Quantity of waste (tonnes)
Reused	5.68
Recycled	109.67
Recovered for Energy	56.66
Disposal	0.32

### 3.4. Management of Operational Waste from the Airport

#### Existing waste management facilities

3.4.1 Operational waste from Gatwick Airport (both airside and landside) is currently taken to the existing CARE facility, which is located to the north of Taxiway Juliet. In 2023, the existing CARE facility serviced 120 commercial partners and around 40.9 million passengers per annum (mppa). Facilities include the existing waste processing building (including a biomass boiler), compound area extending to 2,600 m<sup>2</sup>, materials recovery facility (MRF) and bin store covering a further 2,500 m<sup>2</sup>.

3.4.2 The CARE facility is operated by DHL Supply Chain Limited under permit reference EPR/EB3001HN. The permit was first authorised in 2010 (for Grondon Waste Management Limited) and the most recent variation was determined in November 2017. In accordance with the condition of the permit, the facility is licensed to accept up to 15,000 tonnes of waste per year. Under the permit, the CARE facility is licensed to accept the wastes listed in Annex 1. The permitted activities are as follows:

- The transfer loading of non-hazardous wastes within a building.
- The sorting and storage of recyclable materials from the waste.
- The baling of recyclable materials (e.g. cardboard).
- Sorting and separation of the confiscated wastes, including a bottle crusher.

- Storage of waste oils and contaminated materials (e.g. from the vehicle maintenance facility).
- Fluorescent tube storage area.
- Fridges and Waste Electronic and Electrical Equipment (WEEE) storage.
- Battery segregation and storage.

#### Existing CARE facility

- 3.4.3 The existing CARE facility is permitted to operate 24 hours a day. The main purpose of the CARE facility is to separate commingled waste streams into recyclable materials to be transported off-site for recycling. The sorting is undertaken in the processing building where waste is fed along a conveyor belt and is hand sorted into separate recyclable materials. Providing the MRF on site reduces the pressure on the capacity of existing waste management infrastructure in the local area.
- 3.4.4 General waste from around the Airport (including retail units and passenger waste (non-CAT 1 waste)) is collected and is either sent to the CARE facility for sorting (into categories below) or the waste is compacted in the refuse collection vehicle and taken off site for sorting, processing and recovery. The onsite/offsite split for managing general waste is part of the CARE's operating model and provides capacity resilience to the facility.
- 3.4.5 At the CARE facility, the waste is separated into the following key materials:
- glass,
  - plastics,
  - paper,
  - cardboard; and
  - metals.
- 3.4.6 Waste is also sorted to remove hazardous materials such as lighters, needles and batteries. Hazardous materials are stored in separate secure containers, which are appropriate for the waste they contain, for example aerosols are stored in a vented box.
- 3.4.7 In some cases, the waste has already been separated at source and is bulked together at the CARE facility before being sent for recycling off site. For example, cardboard, oily rags from the vehicle maintenance areas and cooking oil from the restaurants. Used cooking oil is taken off-site for heating, cleaning and filtering before it is recycled into biodiesel. Other wastes (e.g. paper cups) are securely stored at the CARE facility to consolidate the waste and minimise the number of collections required. The management option used for each waste stream is set out in Table 3.3 and Table 3.4

3.4.8 Prior to 2020, food waste from the terminal restaurants and domestic flights was hand sorted to remove metal fragments, before it was shredded and processed in the biomass boiler (see paragraph 3.4.9 ). Since 2020, however, food waste from the airport has been segregated and sent for offsite to an anaerobic digestion plant for recycling.

#### Biomass Boiler

3.4.9 Prior to 2020, the shredded organic waste was dried over a 15-hour period and then passed through a trommel to remove any oversized or plastic waste. Water from the drier was reused in the process. The cooled organic material was used as a fuel in the biomass boiler. The heat from the boiler was fed back into the drier and boiler as required, with the excess heat used to provide heating for the CARE centre. Diesel was used as a fuel for the initial start-up of the boiler and during operation. The ash from the boiler was taken off-site for re-use in concrete manufacture. The biomass boiler has not been in use since 2019: the fall in passenger numbers during the COVID-19 pandemic resulted in lower volumes of food waste being generated. As a consequence of insufficient organic waste for the biomass boiler to operate, the boiler was switched off.

#### CAT 1 waste

3.4.10 CAT 1 waste has to be managed separately from other waste streams and is treated under strict safety standards set by Defra. CAT 1 waste is collected at the Central Recycling Point (airside) and is taken offsite for energy recovery. Before the waste is transported it is compacted in one of the CARE facility's three compactors. The compactors each have a capacity of five tonnes and are run as required during the day. The use of the compactors also ensures that there is capacity to store the waste on site if needed.

3.4.11 Due to the nature of CAT 1 waste it must be treated in high temperature incinerators; there are a limited number of facilities within the vicinity of the Airport that can provide this kind of treatment. The waste is typically transported daily to the following energy recovery facilities:

- Newhaven (Mondays to Saturdays)
- Chineham (Sundays).

3.4.12 Chineham provides a back-up facility on weekdays and Saturday. The back-up facility for Sundays is located in Portsmouth.

3.4.13 The selection of waste management facilities is reviewed annually, however, there are limited options available for managing CAT 1 waste. Where possible, the closest waste management facilities are selected.

- 3.4.14 In 2023, the amount of CAT 1 waste generated was approximately 1,445 tonnes. On average, this equates to one vehicle transporting CAT1 waste a day, during the peak of summer there may be up to three vehicles a day.
- 3.4.15 The existing CARE facility has an environmental permit to process CAT 1 waste through the biomass boiler. Prior to 2019, under this process CAT 1 waste was visually inspected and where plastic/metal contamination was less than approximately 15%, the waste was dried and turned into fuel for the biomass boiler. Where plastic/metal contamination exceeded 15%, CAT 1 waste was sent off site for energy recovery and Newham and Chineham. The boiler was switched off in 2019 and all CAT 1 waste has been sent off site for energy recovery at Newhaven and Chineham. Since the boiler was switched off the environmental permit for the biomass boiler is being surrendered.



## 4 Future Waste Arisings

### 4.1. Introduction

1.1.1 This section presents the future baseline waste arisings from the Airport and the estimated quantities of waste generated with the Project. The forecast waste arisings are based on the predicted passenger numbers. The estimates will be reviewed, updated and monitored as appropriate; the updates will be incorporated into the Operational Waste Management Plan.

### 4.2. Future baseline

#### Future baseline waste arisings

1.1.2 In the future baseline, operational waste is expected to increase in proportion to passenger numbers, The estimated future baseline waste arisings are presented below in Table 4.1 and have been extrapolated using the expected passenger numbers in 2047 without the Project (i.e. 67.2 million passengers per annum (mppa)). Waste figures for 2019 have been used to estimate the waste arisings to remain consistent with other analysis and forecasts by GAL.

**Table 4.1: Future baseline operational waste arisings**

Waste Group	Tonnes of waste in 2019	Estimated tonnes of waste in 2047 without the Project
Cardboard	955.78	1,234.18
Food – Terminals Category 3	1,738.42	2,244.78
Food – CAT 1	1,840.92	2,377.14
General	4,030.51	5,204.50
Glass	711.23	918.40
Hazardous	285.84	369.10
Metal	285.35	368.46
Mixed	478.38	617.72
Oil	151.64	195.81
Paper	506.03	653.42
Plastic	400.45	517.10
Rubber	2.17	2.80
Sweepings	2.34	
Textiles	39.30	3.02

Waste Group	Tonnes of waste in 2019	Estimated tonnes of waste in 2047 without the Project
WEEE	2,324.49	50.75
WEEE-13-GDL		
Wood		3,001.56

#### Future baseline - Proposed changes to existing CARE facility

4.2.1 Under planned changes to the existing CARE facility, the dryer and biomass boiler (and the flue) are being removed in April 2024. Aircraft cabin waste (i.e. dry recyclable materials) will be collected separately from CAT 1 waste and will be sorted in the CARE facility for recycling or reuse rather than energy recovery. Appropriate processes will be in place to manage any CAT 1 contamination within the cabin waste. CAT 1 waste will be processed off site at the energy recovery facilities (see paragraph 3.4.11).

#### 4.3. Estimated Operational Waste with the Project

4.3.1 Operational waste is expected to increase in proportion to passenger numbers as a result of the Project. The estimated operational waste quantities are set out in Table 4.2.

4.3.2 The estimated quantities of each waste types have been extrapolated for 2047 using the expected passenger numbers in 2047 with the Project (i.e. 80.2 million passengers per annum (mppa)). Waste figures for 2019 have been used to estimate the waste arisings to remain consistent with other analysis and forecasts by GAL.

**Table 4.2: Estimated operational arisings with the Project**

Waste Group	Tonnes of waste in 2019	Estimated tonnes of waste in 2047 (with Project)
Cardboard	955.78	1,726.42
Food – Terminals Category 3	1,738.42	3,140.09
Food – CAT 1	1,840.92	3,325.24
General	4,030.51	7,280.27
Glass	711.23	1,284.69

<b>Waste Group</b>	<b>Tonnes of waste in 2019</b>	<b>Estimated tonnes of waste in 2047 (with Project)</b>
Hazardous	285.84	516.31
Metal	285.35	515.42
Mixed	478.38	864.09
Oil	151.64	273.91
Paper	506.03	914.03
Plastic	400.45	723.34
Rubber	2.17	3.91
Textiles	2.34	4.23
WEEE	39.30	70.99
Wood	2,324.49	4,198.71

## 5 Management of Operational Waste

### 5.1. Overview

5.1.1 This section of the Operational Waste Management Strategy describes the likely waste management measures and procedures to be implemented at Gatwick Airport during the operation of the Project. Detailed information will be provided in the Operational Waste Management Plan.

5.1.2 All waste management methods to be implemented to manage operational waste from the Airport will be in accordance with the waste hierarchy and the principles set out in this Strategy. The waste management facilities that are used to manage the operational waste from the Airport will continue to be reviewed on a regular basis to take into account the proximity of the available waste management infrastructure.

### 5.2. Replacement CARE Facility

5.2.1 Operational waste from the Project will be principally managed at the replacement CARE facility at Gatwick Airport, as proposed by the Project. The proposed replacement CARE facility will be located to the north west of Pier 7, as secured under Works Nos. 8 and 9 of Schedule 1 of the **Draft DCO** (Doc Ref. 2.1) and identified on the **Works Plans** (Doc Ref. 4.5). The facility will process the majority of operational waste generated by the Airport (with the exception of CAT 1 waste). The existing CARE facility will remain in operation until the new CARE facility has been commissioned. The proposed replacement CARE facility will provide:

- a MRF to allow sorting of waste
- a compound area for unloading and storage of materials,
- card baling facilities
- a vehicle weigh in/weigh out platform (weighbridge)
- hardstanding for bulk storage
- a quarantine area
- manoeuvring area for collection vehicles
- office and accommodation facilities.

5.2.2 The building at the CARE facility would occupy an area of approximately 17,550 m<sup>2</sup>, it would be up to 15 metres above ground level and there would be elements up to 5 metres below ground level.

### 5.3. Collection of operational waste

- 5.3.1 The operator's facilities management team will be responsible for transferring waste from the point of generation to the replacement CARE facility where it will be processed within the MRF. The frequency of waste collection will depend upon the volume of waste generated during operation.
- 5.3.2 The replacement CARE facility will be designed to incorporate the movement of Large Refuse Vehicles, with a maximum length of 11.22m and a maximum width of 2.53m.
- 5.3.3 The risk of infestation by pests or vermin on site will be minimised by making appropriate arrangement for the disposal of wastes in particular food waste. The environmental permit for the CARE facility includes prescribed processes for reducing the risk of pests, vermin and dust which include general housekeeping measures and specific pest control measures such as bait boxes.

### 5.4. Setting targets to divert waste from landfill

- 5.4.1 The Project will apply the target from the Airport National Policy Statement (June 2018) to prepare for re-use or recycle a minimum of 50% of municipal waste generated from the operation of the Project. The Project will seek to exceed this target by aiming for exemplar performance in waste management, to align with the principles of the EU Action Plan for the Circular Economy.

### 5.5. Other waste management initiatives

- 1.1.3 It is important to note that the forecasts for the future baseline and with the Project present a worst-case scenario as they do not take into account the predicted reduction in waste quantities likely to occur from the implementation of the Waste Roadmap. GAL has prepared a series of roadmaps setting out its implementation plan for delivering its sustainability goals under the Second Decade of Change. Under the Waste Roadmap, the priority is to manage waste higher up the waste hierarchy with a focus on minimising waste through implementing circular practices across the Airport. A number of initiatives are being implemented to support the Waste Roadmap; these initiatives include:
- Implement reuse services for passengers where practicable (e.g. water bottles, coffee containers)
  - Promote food waste minimisation actions in retail – portion sizes, what they do with food waste, and complete segregation
  - Implement more sustainable contracts to drive circular outcomes
  - Engagement with third parties on enhanced waste segregation and avoidance (including airlines and concessionaires).

## 5.6. Reporting and auditing

- 5.6.1 A record will be maintained of all waste removed from the CARE facility in accordance with the duty of care requirements. 'Spot checks' on the completeness of any waste transfer notes or consignment notes may be undertaken by the operator or its representatives.
- 5.6.2 The operator will undertake periodic audits to confirm that the waste is being transferred to the waste facility stated on the waste transfer note. Any irregularities will be investigated immediately.

## 6 Glossary and Abbreviations

<b>Key Term</b>	<b>Definition</b>
CAT1 waste	Category 1 waste is a high risk material that includes international catering waste
Duty of care	Legal responsibility to prevent waste from being mismanaged by any person who holds it and from escaping their control.
Duty of care checks	Checks to ensure that only authorised persons transfer waste, and that the waste is managed legitimately, including checks on: <ul style="list-style-type: none"> <li>a.the waste carrier’s registration certificate;</li> <li>b.the waste broker’s registration certificate (if used); and,</li> <li>c.the environmental permits for waste management facilities or proof of permit exemption.</li> </ul>
International catering waste (ICW)	International catering waste includes all food waste from planes, vehicles or ships travelling internationally. Food waste from planes, vehicles or ships is classified as domestic catering waste when operating in the UL, Channel Islands and Isle of Man, or travelling from Northern Island to Great Britain.
European Waste Catalogue	A six digit number used to classify a particular waste stream
Hazardous waste	Waste with hazardous properties.
Registered carrier	A person who holds a registration certificate from the Environment Agency to transport waste

<b>Abbreviation</b>	<b>Definition</b>
CARE	Central Area Recycling Enclosure
GAL	Gatwick Airport Limited
mppa	Million passengers per annum
MRF	Materials Recycling Facility
NRP	Northern Runway Project
WEEE	Waste Electronic and Electrical Equipment

## Annex 1 – Permitted wastes at the existing CARE Facility



Code	Waste Type
02 02	Wastes from the preparation and processing or meat, fish and other foods of animal origin
02 02 02	Animal-tissue waste
02 02 03	Materials unsuitable for consumption or processing
02 03	Wastes from fruit, vegetables, cereals, edible oils, cocoa, coffee, tea and tobacco preparation and processing; conserve production; yeast and yeast extract production
02 03 04	Materials unsuitable for consumption or processing
02 06	Wastes from the baking and confectionery industry
02 06 01	Materials unsuitable for consumption or processing
02 06 02	Wastes from preserving agents
06 01	Wastes from the manufacture, formulation, supply and use (MFSU) of acids
06 01 01*	Sulphuric acid and sulphurous acid
06 01 02*	Hydrochloric acid
06 01 03*	Hydrofluoric acid
06 01 04*	Phosphoric and phosphorous acid

Code	Waste Type
06 01 05*	Nitric acid and nitrous acid
06 01 06*	Other acids
06 02	Wastes from the MFSU of bases
06 02 01*	Calcium hydroxide
06 02 03*	Ammonium hydroxide
06 02 04*	Sodium and potassium hydroxide
06 02 05	Other bases
06 13	Wastes from inorganic chemical processes not otherwise specified
06 13 02*	Spent activated carbon (except 06 07 02)
07 01	Wastes from the manufacture, formulation, supply and use (MFSU) of basic organic acids
07 01 01*	
07 01 03*	Organic halogenated solvents, washing liquids and mother liquors
07 01 04*	Other organic solvents, washing liquids and mother liquors
07 02	Wastes from the MFSU of plastics, synthetic rubber and man-made fibres
07 02 01*	Aqueous washing liquids and mother liquors
07 02 03*	Organic halogenated solvents, washing liquids and mother liquors

Code	Waste Type
07 02 04*	Other organic solvents, washing liquids and mother liquors
07 06	Wastes from the MFSU of fats, grease, soaps, detergents, disinfectants and cosmetics
07 06 01*	Aqueous washing liquids and mother liquors
08 01	Waste from the MFSU and removal of paint and varnish
08 01 11*	Waste paint and varnish containing organic solvents or other dangerous substances
08 01 12	Waste paint and varnish other than those mentioned in 08 01 11
08 01 17*	Waste paint and varnish removal containing organic solvents or other dangerous substances
08 01 18	Waste paint and varnish removal other than those mentioned in 08 01 17
08 01 19*	Aqueous substances containing paint or varnish containing organic solvents or other dangerous substances
08 01 20	Aqueous substances containing paint or varnish other than those mentioned in 08 01 19
08 01 21*	Waste paint or varnish remover

Code	Waste Type
08 02	Wastes from MFSU of other coatings (including ceramic materials)
08 02 01	Waste coating powders
08 03	Wastes from MFSU of printing inks
08 03 12*	Waste ink containing dangerous substances
08 03 13	Waste ink other than those mentioned in 08 03 12
08 03 17*	Waste printing toner cartridges containing dangerous substances
08 03 18	Waste printing toner cartridges other than those mentioned in 08 03 17
08 04	Wastes from MFSU of adhesives and sealants (including waterproofing products)
08 04 09*	Waste adhesives and sealants containing organic solvents or other dangerous substances
08 04 10	Waste adhesives and sealants other than those mentioned in 08 04 09
09 01	Wastes from the photographic industry
09 01 07	Photographic film and paper containing silver or silver compounds

Code	Waste Type
09 01 08	Photographic film and paper free of silver or silver compounds
09 01 10	Single-use cameras without batteries
09 01 11*	Single use cameras including batteries included in 16 06 01, 16 06 02 or 16 06 03
09 01 12	Single use cameras including batteries other than those mentioned in 09 01 11
10 01	Wastes from power stations and other combustion plants (except 19)
10 01 02	Coal fly ash
12 01	Wastes from shaping and physical and mechanical surface treatment of metals and plastics
12 01 01	Ferrous metals filings and turnings
12 01 02	Ferrous metal dust and particles
12 01 03	Non-ferrous metal filings and turnings
12 01 04	Non-ferrous metal dust and particles
12 01 05	Plastics shavings and turnings
12 01 06*	Mineral-based machining oils containing halogens (except emulsions and solutions)
12 01 07*	Mineral-based machining oils free of halogens (except emulsions and solutions)

Code	Waste Type
12 01 08*	Machining emulsions and solutions containing halogens
12 01 09*	Machining emulsions and solutions free of halogens
12 01 10*	Synthetic machining oils
12 01 12*	Spent waxes and fats
12 01 13	Welding wastes
12 01 14*	Machining sludges containing dangerous substances
12 01 15	Machining sludges other than those mentioned in 12 01 14
12 01 16*	Waste blasting material containing dangerous substances
12 01 17	Waste blasting material other than those mentioned in 12 01 16
12 01 20*	Spent grinding bodies and grinding materials containing dangerous substances
12 01 21	Spent grinding bodies and grinding materials other than those mentioned in 12 01 20
13 01	Waste hydraulic oils
13 01 01*	Hydraulic oils, containing PCBs
13 01 04*	Chlorinated emulsions

Code	Waste Type
13 01 05*	Non-chlorinated emulsions
13 01 09*	Mineral-based chlorinated hydraulic oils
13 01 10*	Mineral-based non-chlorinated hydraulic oils
13 01 11*	Synthetic hydraulic oils
13 01 12*	Readily biodegradable hydraulic oils
13 01 13*	Other hydraulic oils
13 02	Waste engine, gear and lubricating oils
13 02 04*	Mineral-based chlorinated engine, gear and lubricating oils
13 02 05*	Mineral-based non-chlorinated engine, gear and lubricating oils
13 02 06*	Synthetic engine, gear and lubricating oils
13 02 07*	Readily biodegradable engine, gear and lubricating oils
13 02 08*	Other engine, gear and lubricating oils
13 03	Waste insulating and heat transmission oils
13 03 01*	Insulating or heat transmission oils containing PCBs
13 03 06*	Mineral-based chlorinated insulating and heat transmission oils other than those mentioned in 13 03 01

Code	Waste Type
13 03 07*	Mineral-based non-chlorinated insulating and heat transmission oils
13 03 08*	Synthetic insulating and heat transmission oils
13 03 09*	Readily biodegradable insulating and heat transmission oils
13 03 10*	Other insulating and heat transmission oils
13 05	Oil/water separator contents
13 05 01*	Solids from grit chambers and oil/water separators
13 05 02*	Sludges from oil/water separators
13 05 03*	Interceptor sludges
13 05 06*	Oil from oil/water separators
13 05 07*	Oily water from oil/water separators
13 05 08*	Mixtures of wastes from grit chambers and oil/water separators
13 07	Wastes of liquids fuels
13 07 01	Fuel oil and diesel
13 07 02	Petrol
13 07 03	Other fuels (including mixture)
13 08	Oil wastes not otherwise specified
13 08 01*	Desalter sludges or emulsions
13 -08 02*	Other emulsions

Code	Waste Type
14 06	Waste organic solvents, refrigerants and foam/aerosol propellants
14 06 01*	Chlorofluorocarbons, HCFC, HFC
14 06 02*	Other halogenated solvents and solvent mixtures
14 06 03*	Other solvents and solvent mixtures
14 06 04*	Sludges or solid wastes containing halogenated solvents
14 06 05*	Sludges or solid wastes containing other solvents
15 01	Packaging (including separately collected municipal packaging waste)
15 01 01	Paper and cardboard packaging
15 01 02	Plastic packaging
15 01 03	Wooden packaging
15 01 04	Metallic packaging
15 01 05	Composite packaging
15 01 06	Mixed packaging
15 01 07	Glass packaging
15 01 09	Textile packaging
15 01 10*	Packaging containing residues of or contaminated by hazardous substances

Code	Waste Type
15 02	Absorbents, filter materials, wiping cloths and protective clothing
15 02 02*	Absorbents, filter materials, wiping cloths, protective clothing contaminated by hazardous substances
15 02 03	Absorbents, filter materials, wiping cloths, protective clothing other than those mentioned in 15 02 02
16 01	End-of-life vehicles from different means of transport (including off-road machinery) and wastes from dismantling of end-of-life vehicles and vehicle maintenance (except 13, 14, 16 06 and 16 08)
16 01 03	End-of-life tyres
16 01 07*	Oil filters
16 01 08*	Components containing mercury
16 01 09*	Components containing PCBs
16 01 11*	Brake pads containing asbestos
16 01 12	Brake pads other than those mentioned in 16 01 11
16 01 13*	Brake fluids

Code	Waste Type
16 01 14*	Antifreeze fluids containing dangerous substances
16 01 15	Antifreeze fluids other than those mentioned in 16 01 14
16 01 16	Tanks for liquified gas
16 01 17	Ferrous metals
16 01 18	Non-ferrous metal
16 01 19	Plastic
16 01 20	Glass
16 01 21*	Hazardous components other than those mentioned in 16 01 07 to 16 01 11 and 16 01 13 and 16 01 14
16 01 22	Components not otherwise specified
16 02	Waste from electrical and electronic equipment
16 02 09*	Transformers and capacitors containing PCBs
16 02 10*	Discarded equipment containing or contaminated by PCBs other than those mentioned in 16 02 09
16 02 11*	Discarded equipment containing chlorofluorocarbons, HCFC, HFC
16 02 12*	Discarded equipment containing free asbestos

Code	Waste Type
16 02 13*	Discarded equipment containing hazardous components other than those mentioned in 16 02 09 to 16 02 12
16 02 14	Discarded equipment other than those mentioned in 16 02 09 to 16 02 13
16 02 15*	Hazardous components removed from discarded equipment
16 02 16	Components removed from the discarded equipment other than those mentioned in 16 02 15
16 03	Off-specification batches and unused products
16 03 03*	Inorganic wastes containing dangerous substances
16 03 04	Inorganic wastes other than those mentioned in 16 03 03
16 03 05*	Organic wastes containing dangerous substances
16 03 06	Organic wastes other than those mentioned in 16 03 05
16 05	Gases in pressure containers and discarded chemicals

Code	Waste Type
16 05 04*	Gases in pressure containers (including halons) containing dangerous substances
16 05 05	Gases in pressure containers other than those mentioned in 16 05 04
16 05 06*	Laboratory chemicals, consisting of or containing dangerous substances, including mixtures of laboratory chemicals
16 05 07*	Discarded inorganic chemicals consisting of or containing dangerous substances
16 05 08*	Discarded organic chemicals consisting of or containing dangerous substances
16 05 09	Discarded chemicals other than those mentioned in 16 05 06, 16 05 07 or 16 05 08
16 06	Batteries and accumulators
16 06 01*	Lead batteries
16 06 02*	Ni-Cd batteries
16 06 03*	Mercury-containing batteries
16 06 04	Alkaline batteries (except 16 06 03)
16 06 05	Other batteries and accumulators
16 07	Waste from transport tank, storage tank and barrel cleaning (except 05 and 13)
16 07 08*	Wastes containing oil

Code	Waste Type
16 07 09*	Wastes containing other dangerous substances
16 10	Aqueous liquid wastes destined for off-site treatment
16 10 01*	Aqueous liquid wastes containing dangerous substances
17	Construction and DEMOLITION Wastes (including excavated soil from contaminated sites)
	<b>See Error! Reference source not found.</b>
18 01	Wastes from natal care, diagnosis, treatment or prevention of disease in humans
18 01 01	Sharps (except 18 01 03)
18 01 04	Wastes whose collection and disposal is not subject to special requirements in order to prevent infection (for example, dressings, plaster casts, linen, disposal clothing, diapers)
18 01 06*	Chemicals consisting of dangerous substances
18 01 07	Chemicals other than those mentioned in 18 01 06
18 01 08*	Cytotoxic and cytostatic medicines

Code	Waste Type
18 01 09	Medicines other than those mentioned in 18 01 08
18 01 10*	Amalgam waste from dental care
18 02	Wastes from research, diagnosis, treatment or prevention of disease involving animals
18 02 01	Sharps (except 18 02 02)
18 02 03	Wastes whose collection and disposal is not subject to special requirements in order to prevent infection
18 02 05*	Chemicals consisting of or containing dangerous substances
18 02 06	Chemicals other than those mentioned in 18 02 05
18 02 07*	Cytotoxic and cytostatic medicines
18 02 08	Medicines other than those mentioned in 18 02 07
19 10	Wastes from shredding of metal-contained waste
19 10 01	Iron and steel waste
19 10 02	Non-ferrous waste
19 10 03*	Fluff-light fraction and dust containing dangerous substances

Code	Waste Type
19 10 04	Fluff-light fraction and dust other than those mentioned in 19 10 03
19 10 05*	Other fractions containing dangerous substances
19 10 06	Other fractions other than those mentioned in 19 10 05
19 12	Waste from the mechanical treatment of waste (for example, sorting, crushing, compacting, pelletising) not otherwise specified
19 12 01	Paper and cardboard
19 12 02	Ferrous metal
19 12 03	Non-ferrous metal
19 12 04	Plastic and rubber
19 12 05	Glass
19 12 06*	Wood containing dangerous substances
19 12 07	Wood other than mentioned in 19 12 06
19 12 08	Textiles
19 12 09	Minerals (for example, sand, stones)
19 12 10	Combustible waste (refuse derived fuel)
19 12 11*	Other wastes (including mixtures of materials) from mechanical treatment of waste containing dangerous substances



Code	Waste Type
19 12 12	Other wastes (including mixtures of materials) from mechanical treatment of waste other than those mentioned in 19 12 11
19 13	Wastes from soil and groundwater remediation
19 13 01*	Solid wastes from soil remediation containing dangerous substances
19 13 02	Solid wastes from soil remediation other than those mentioned in 19 13 01
19 13 03*	Sludges from soil remediation containing dangerous substances
19 13 04	Sludges from soil remediation other than those mentioned in 19 13 03
19 13 05*	Sludges from groundwater remediation containing dangerous substances
19 13 06	Sludges from groundwater remediation other than those mentioned in 19 13 05
20 01	Municipal wastes (household waste and similar commercial, industrial and institutional wastes) – separately collected fractions
20 01 01	Paper and cardboard
20 01 02	Glass
20 01 08	Biodegradable kitchen and canteen waste

Code	Waste Type
20 01 10	Clothes
20 01 11	Textiles
20 01 13*	Solvents
20 01 14*	Acids
20 01 15*	Alkalines
20 01 17*	Photochemicals
20 01 19*	Pesticides
20 01 21*	Fluorescent tubes and other mercury-containing waste
20 01 23*	Discarded equipment containing chlorofluorocarbons
20 01 25	Edible oil and fat
20 01 26*	Oil and fat other than those mentioned in 20 01 25
20 01 27*	Paints, inks adhesives and resins containing dangerous substances
20 01 28	Paints, inks adhesives and resins other than those mentioned in 20 01 27
20 01 29*	Detergents containing dangerous substances
20 01 30	Detergents other than those mentioned in 20 01 28
20 01 31*	Cytotoxic and cytostatic medicines

Code	Waste Type
20 01 32	Medicines other than those mentioned in 20 01 31
20 01 33*	Batteries and accumulators included in 16 06 01, 16 06 02 or 16 06 03 and unsorted batteries and accumulators containing these batteries
20 01 34	Batteries and accumulators other than those mentioned in 20 01 33
20 01 35*	Discarded electrical and electronic equipment other than those mentioned in 20 01 21 and 20 01 23 containing hazardous components
20 01 36	Discarded electrical and electronic equipment other than those mentioned in 20 01 21, 20 01 23 and 20 01 35
20 01 37*	Wood containing dangerous substances
20 0138	Wood other than those mentioned in 20 01 37
20 01 39	Plastics
20 01 40	Metals
20 01 41	Wastes from chimney sweeping
20 01 99	Other fractions not otherwise specified (cigarette lighters)
20 02	Garden and park wastes

Code	Waste Type
20 02 01	Biodegradable waste
20 02 02	Soil and stones
20 02 03	Other non-biodegradable wastes
20 03	Other municipal waste
20 03 01	Mixed municipal waste
20 03 02	Waste from markets
20 03 03	Street cleaning residues
20 03 04	Septic tank sludge
20 03 06	Waste from sewage cleaning
20 03 07	Bulky waste