Gatwick Airport Northern Runway Project

Environmental Statement
Appendix 5.2.4: Waste Management Signposting Document

Book 5

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1 Introduction

1.1 Introduction

1.1.1 In response to the Examining Authority's (ExA's) request for a further information set out under R17b.2 of the Rule 17 Letter [PD-018] issued on 9 May 2024, the Applicant prepared and submitted the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070] at Deadline 5 of the examination process on 6 June 2024.

1.1.2 The purpose of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070] was to provide further information and demonstrate compliance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) with regard to the assessment of construction and operational waste in the Environmental Statement (ES).

1.1.3 Paragraph 2.1.1 of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070] stated the following with respect to the assessment of waste:

"A detailed sign-posting document to the various areas of the Environmental Statement will be submitted at Deadline 6 to provide the ExA with an extra level of detail on this point".

1.1.4 Paragraph 2.1.8 of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070] stated the following with respect to construction waste:

"The Applicant confirms that the impacts of construction waste have been assessed in the EIA process. A signposting document will be prepared for Deadline 6 to provide further details of how potential impacts from construction waste have been included in the assessments of environmental topics within the ES and the conclusion of the assessments in relation to waste".

1.1.5 Paragraph 2.1.14 of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070] stated the following with respect to operational waste:

"The Applicant confirms that the impacts of operational waste from the Project have been assessed in the EIA process. A signposting document will be prepared for Deadline 6 to provide further details of how potential impacts from operational waste have been included in the assessments of environmental topics within the ES and updated assessments submitted in response to design change, together with the conclusion of the assessments in relation to waste".

1.1.6 Therefore, this **ES Appendix 5.2.4 Waste Management Signposting Document** has been prepared and submitted at Deadline 6 of the examination process, to identify how and where construction and operational waste has been considered within the existing ES documentation submitted in support of the Development Consent Order (DCO) application for the Northern Runway Project (the Project).

2 Consideration of Waste in the Environmental Statement

2.1 Construction Waste

2.1.1 In response to the commitment made in Paragraphs 2.1.1 and 2.1.8 of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070], **Table 2.1** below sets out how and where the impacts of waste generated during construction of the Project has been considered in accordance with the EIA Regulations within existing ES documentation (by topic).

2.1.2 Whilst construction waste may not fall directly within the scope of assessment for some topic chapters of the ES (i.e. they do not explicitly refer to waste), the potential effects of construction waste (e.g. production, storage and transport etc) have been considered in the assessment, where appropriate.

Table 2.1: Consideration of Construction Waste in the Environmental Statement

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
ES Chapter 7: Historic Environment [APP-032]	The effects of relevance to construction waste reported in **ES Chapter 7: Historic Environment** [APP-032] comprise: ▪ Construction noise; ▪ Construction traffic noise; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 7: Historic Environment** [APP-032] have been reviewed and are not considered relevant to construction waste.	**Environmental assessment** The potential effects of construction waste on the historic environment has been considered indirectly in Section 7.4 Scope of the Assessment of **ES Chapter 7: Historic Environment** [APP-032], which can be summarised as follows: ▪ Construction noise: The effects of noise associated with onsite construction waste management activities (e.g. crushing concrete) on the setting of heritage assets; ▪ Construction traffic noise: The effects of construction traffic noise associated with onsite construction waste management activities (e.g. transportation of waste) on the setting of heritage assets; ▪ Spoil: The visual effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on the setting of heritage assets and buried archaeological resource; and ▪ Waste storage: The visual effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on the setting of heritage assets. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on the historic environment have been considered indirectly as part of **ES Chapter 7: Historic Environment** [APP-032], where relevant.
ES Chapter 8: Landscape, Townscape and Visual	The effects of relevance to construction waste reported in **ES Chapter 8: Landscape, Townscape**	**Environmental assessment** The potential effects of construction waste on landscape, townscape and visual resources has been considered indirectly in Section 8.4 Scope of the Assessment of **ES Chapter 8:**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
Resources [APP-033]	**and Visual Resources** [APP-033] comprise: ▪ Construction noise; ▪ Construction traffic noise; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033] have been reviewed and are not considered relevant to construction waste.	**Landscape, Townscape and Visual Resources** [APP-033], which can be summarised as follows: ▪ Construction noise: The effects of noise associated with onsite construction waste management activities (e.g. crushing concrete) on the tranquillity of the surrounding area; ▪ Construction traffic noise: The effects of construction traffic noise associated with onsite construction waste management activities (e.g. transportation of waste) on the tranquillity of the surrounding area; ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on landscape and townscape character and visual receptors; and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on landscape and townscape character and visual receptors. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on landscape, townscape and visual resources have been considered indirectly as part of **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033], where relevant.
ES Chapter 9: Ecology and Nature Conservation [APP-034]	The effects of relevance to construction waste reported in **ES Chapter 9: Ecology and Nature Conservation** [APP-034] comprise: ▪ Construction noise; ▪ Construction traffic noise; ▪ Construction dust;	**Environmental assessment** The potential effects of construction waste on ecology and nature conservation has been considered indirectly in Section 9.4 Scope of the Assessment of **ES Chapter 9: Ecology and Nature Conservation** [APP-034], which can be summarised as follows:

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	▪ Construction vehicle emissions; ▪ Construction vehicle movements; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 9: Ecology and Nature Conservation** [APP-034] have been reviewed and are not considered relevant to construction waste.	▪ Construction noise: The effects of noise associated with onsite construction waste management activities (e.g. crushing concrete) on habitats and species as a result of disturbance; ▪ Construction traffic noise: The effects of construction traffic noise associated with onsite construction waste management activities (e.g. transportation of waste) on habitats and species as a result of disturbance; ▪ Construction dust: the effects of construction dust associated with onsite construction waste management activities (e.g. crushing concrete, transportation of waste) on habitats and species as a result of disturbance; ▪ Construction vehicle emissions: the effects of construction vehicle emissions (e.g. gaseous Nitrogen Oxides (NO_x) and Ammonia (NH_3) and subsequent nitrogen deposition , including non-road mobile machinery associated with construction waste management activities (e.g. transportation of waste) on habitats and species as a result of changes to air quality; ▪ Construction vehicle movements: the effects of onsite construction vehicle movements associated with construction waste activities (e.g. transportation of waste) on species as a result of direct killing/injuring; and ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on habitats and species as a result of habitat severance/loss, loss of ecological connectivity and direct killing/injury; and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on habitats and species as a result of habitat severance/loss, loss of ecological connectivity and direct killing/injury.

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		In addition, as set out in Section 9.8 of **ES Chapter 9: Ecology and Nature Conservation** [APP-034], food waste has also been considered in **ES Appendix 5.3.2: Code of Construction Practice** [REP4-007], which includes the commitment to dispose of any food waste generated during construction of the Project in appropriate bins (or be removed from site at the end of each day) to avoid attracting badgers. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on ecology and nature conservation have been considered indirectly as part of **ES Chapter 9: Ecology and Nature Conservation** [APP-034], where relevant.
ES Chapter 10: Geology and Ground Conditions [APP-035]	The effects of relevance to construction waste reported in **ES Chapter 10: Geology and Ground Conditions** [APP-035] comprise: ▪ Runoff; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 9: Ecology and Nature Conservation** [APP-034] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on geology and ground conditions has been considered indirectly in Section 10.4 Scope of the Assessment of **ES Chapter 10: Geology and Ground Conditions** [APP-035], which can be summarised as follows: ▪ Runoff: The effects of runoff originating from areas required for the temporary storage of construction waste (e.g. spoil, crushed concrete) on groundwater and public water supplies; ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field as a result of contamination risk to workers and members of the public; and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on as a result of contamination risk to workers and members of the public.

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		In addition, as described in Section 10.8 of **ES Chapter 10: Geology and Ground Conditions** [APP-035], **Annex 5 – Construction Resources and Waste Management Plan** [REP4-009] provides details on likely waste disposal volumes and the capacity of existing infrastructure, including Materials Management Plan (MMP). The MMP includes a risk assessment procedure to demonstrate the soils do not present a risk to human health or the environment. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on geology and ground conditions have been considered indirectly as part of **ES Chapter 10: Geology and Ground Conditions** [APP-035], where relevant.
ES Chapter 11: Water Environment [APP-036]	The effects of relevance to construction waste reported in **ES Chapter 11: Water Environment** [APP-036] comprise: ▪ Runoff; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 11: Water Environment** [APP-036] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on the water environment has been considered indirectly in Section 11.4 Scope of the Assessment of **ES Chapter 11: Water Environment** [APP-036], which can be summarised as follows: ▪ Runoff: The effects of runoff originating from areas required for the temporary storage of construction waste (e.g. spoil, crushed concrete) on surface water quality; ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on the volume of the floodplain and subsequent flood risk; and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on the volume of the floodplain and subsequent flood risk.

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		Conclusion As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on geology and ground conditions have been considered indirectly as part of **ES Chapter 11: Water Environment** [APP-036], where relevant.
ES Chapter 12: Traffic and Transport [REP3-016]	The effects of relevance to construction waste reported in **ES Chapter 12: Traffic and Transport** [REP3-016] comprise: ▪ Construction traffic. Other effects reported in **ES Chapter 12: Traffic and Transport** [REP3-016] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on traffic and transport has been considered indirectly in Section 12.4 Scope of the Assessment of **ES Chapter 12: Traffic and Transport** [REP3-016], which can be summarised as follows: ▪ Construction traffic: the effects of traffic generated and percentage change for the local highway network as a result of construction, which takes into account construction materials and waste, and subsequent effects with respect to severance, delay, accidents and safety and hazardous loads. In addition, as set out in Section 12.8 of **ES Chapter 12: Traffic and Transport** [REP3-016], construction waste has been considered in **ES Appendix 5.3.2 CoCP Annex 3 – Outline Construction Traffic Management Plan** [REP5-020], which includes measures to ensure the transport of construction materials and waste is managed as sustainably as possible. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on traffic and transport have been considered indirectly as part of **ES Chapter 12: Traffic and Transport** [REP3-016], where relevant.

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
ES Chapter 13: Air Quality [REP3-018]	The effects of relevance to construction waste reported in **ES Chapter 13: Air Quality** [REP3-018] comprise: ▪ Construction dust; and ▪ Construction vehicle emissions. Other effects reported in **ES Chapter 13: Air Quality** [REP3-018] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on air quality has been considered indirectly in Section 13.4 Scope of the Assessment of **ES Chapter 13: Air Quality** [REP3-018], which can be summarised as follows: ▪ Construction dust: the effects of construction dust associated with onsite construction waste management activities (e.g. crushing concrete, transportation of waste) as a result of dust soiling or human health effects; and ▪ Construction vehicle emissions: the effects of construction vehicle emissions (e.g. NO_2, PM_{10} and $PM_{2.5}$), including non-road mobile machinery associated with construction waste management activities (e.g. transportation of waste) on human receptors. In addition, as set out in Section 13.5 of **ES Chapter 13: Air Quality** [REP3-018], it is not anticipated that any odorous materials will be excavated or used during the construction period. Large amounts of putrescible waste are not present on the Project site that would give rise to significant odour issues. Where any potential sources of odour are identified during the works, suitable mitigation would be implemented via the **ES Appendix 5.3.2: Code of Construction Practice** [REP4-007]. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on air quality have been considered indirectly as part of **ES Chapter 13: Air Quality** [REP3-018], where relevant.
ES Chapter 14: Noise and	The effects of relevance to construction waste reported in **ES**	**Environmental Assessment**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
Vibration [APP-039]	**Chapter 14: Noise and Vibration** [APP-039] comprise: ▪ Construction noise and vibration; and ▪ Construction traffic noise. Other effects reported in **ES Chapter 14: Noise and Vibration** [APP-039] have been reviewed and are not considered relevant to construction waste.	The potential effects of construction waste on noise and vibration has been considered indirectly in Section 14.4 Scope of the Assessment of **ES Chapter 14: Noise and Vibration** [APP-039], which can be summarised as follows: ▪ Construction noise and vibration: the effects on residential and non-residential receptors (e.g. community facilities and commercial properties) as a result of construction noise and vibration associated with construction waste management activities (e.g. crushing concrete); and ▪ Construction traffic noise: the effects on residential and non-residential receptors (e.g. community facilities and commercial properties) as a result of construction traffic noise, including non-road mobile machinery associated with construction waste management activities (e.g. transportation of waste). **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on noise and vibration have been considered indirectly as part of **ES Chapter 14: Noise and Vibration** [APP-039], where relevant.
ES Chapter 15: Climate Change [APP-040]	The effects of relevance to construction waste reported in **ES Chapter 15: Climate Change** [APP-040] comprise: ▪ Runoff; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 15: Climate Change** [APP-040] have	**Environmental Assessment** The potential effects of construction waste on climate change has been considered indirectly in Section 15.4 Scope of the Assessment of **ES Chapter 15: Climate Change** [APP-040], which can be summarised as follows: ▪ Runoff: The effects of runoff originating from areas required for the temporary storage of construction waste (e.g. spoil, crushed concrete) as result of extreme weather events (e.g. intense rainfall); ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on the

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	been reviewed and are not considered relevant to construction waste.	volume of the floodplain and resilience to flood risk during extreme weather events (e.g. intense rainfall); and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on the volume of the floodplain and resilience to flood risk during extreme weather events (e.g. intense rainfall). **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on climate change have been considered indirectly as part of **ES Chapter 15: Climate Change** [APP-040], where relevant.
ES Chapter 16: Greenhouse Gases [REP4-005]	The effects of relevance to construction waste reported in **ES Chapter 16: Greenhouse Gases** [REP4-005] comprise: ▪ Transport and disposal of waste. Other effects reported in **ES Chapter 16: Greenhouse Gases** [REP4-005] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on Greenhouse Gases (GHGs) has been considered directly in Section 13.4 Scope of the Assessment of **ES Chapter 16: Greenhouse Gases** [REP4-005], which can be summarised as follows: ▪ Transport and disposal of waste: The effects of GHGs arising from the transport and disposal of construction waste. **Conclusion** As demonstrated above, the potential effects of construction waste on GHGs have been considered directly as part of **ES Chapter 16: Greenhouse Gases** [REP4-005], where relevant.
ES Chapter 17: Socio-	The effects of relevance to construction waste reported in **ES**	**Environmental Assessment**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
economic [APP-042]	**Chapter 17: Socio-economic** [APP-042] comprise: ▪ Construction noise; ▪ Construction traffic noise; ▪ Construction dust; ▪ Construction traffic; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 17: Socio-economic** [APP-042] have been reviewed and are not considered relevant to construction waste.	The potential effects of construction waste on socio-economics has been considered indirectly in Section 17.4 Scope of the Assessment of **ES Chapter 17: Socio-economic** [APP-042], which can be summarised as follows: ▪ Construction noise: The effects of noise associated with onsite construction waste management activities (e.g. crushing concrete) on businesses as a result of disruption; ▪ Construction traffic noise: The effects of construction traffic noise associated with onsite construction waste management activities (e.g. transportation of waste) on businesses as a result of disruption; ▪ Construction dust: the effects of construction dust associated with onsite construction waste management activities (e.g. crushing concrete, transportation of waste) on businesses as a result of disruption; ▪ Construction traffic: the effects of traffic generated as a result of construction, which takes into account construction materials and waste, on businesses and residents as result of disruption (severance) and displacement (access, parking, land); ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on businesses and residents as result of disruption (severance) and displacement (access, parking, land); and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on businesses and residents as result of disruption (severance) and displacement (access, parking, land); In addition, as set out Section 17.8 of **ES Chapter 17: Socio-economic** [APP-042], measures included as part of **Appendix 5.3.2 CoCP Annex 3 – Outline Construction Management Plan** [REP5-020] would ensure the transport of construction materials and waste is managed as sustainably as possible. **Conclusion**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on climate change have been considered indirectly as part of **ES Chapter 17: Socio-economic** [APP-042], where relevant.
ES Chapter 18: Health and Wellbeing [APP-043]	The effects of relevance to construction waste reported in **ES Chapter 18: Health and Wellbeing** [APP-043] comprise: ▪ Construction noise; ▪ Construction traffic noise; ▪ Construction dust; ▪ Construction vehicle emissions; ▪ Construction traffic; ▪ Spoil; and ▪ Waste storage. Other effects reported in **ES Chapter 18: Health and Wellbeing** [APP-043] have been reviewed and are not considered relevant to construction waste.	**Environmental Assessment** The potential effects of construction waste on health and wellbeing has been considered indirectly in Section 18.4 Scope of the Assessment of **ES Chapter 18: Health and Wellbeing** [APP-043], which can be summarised as follows: ▪ Construction noise: The effects of noise associated with onsite construction waste management activities (e.g. crushing concrete) on population health as a result of noise exposure; ▪ Construction traffic noise: The effects of construction traffic noise associated with onsite construction waste management activities (e.g. transportation of waste) on population health as a result of noise exposure; ▪ Construction dust: the effects of construction dust associated with onsite construction waste management activities (e.g. crushing concrete, transportation of waste) on population health as a result of changes in air quality; ▪ Construction vehicle emissions: the effects of construction vehicle emissions (e.g. NO_2, PM_{10} and $PM_{2.5}$), including non-road mobile machinery associated with construction waste management activities (e.g. transportation of waste) on population health as a result of changes in air quality; ▪ Construction traffic: the effects of traffic generated as a result of construction, which takes into account construction materials and waste, on population health as result of changes to transport (e.g. severance, pedestrian/cyclist amenity, risk of accident and injury) and lifestyle (e.g. access to open space, barriers o physical activity). ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		population health as result of changes to transport (e.g. severance, pedestrian/cyclist amenity, risk of accident and injury) and lifestyle (e.g. access to open space, barriers o physical activity); and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on population health as result of changes to transport (e.g. severance, pedestrian/cyclist amenity, risk of accident and injury) and lifestyle (e.g. access to open space, barriers o physical activity). In addition, as set out in Paragraph 18.8.646 of **ES Chapter 18: Health and Wellbeing** [APP-043], **ES Appendix 5.3.2: Code of Construction Practice** [REP4-006] considers the effects of food waste and provides measures to ensure putrescible waste (e.g. food waste) is stored appropriately and regularly collected, and effective preventative pest control measures are implemented. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on climate change have been considered indirectly as part of **ES Chapter 18: Health and Wellbeing** [APP-043], where relevant.
ES Chapter 19: Agricultural Land Use and Recreation [APP-044]	The effects of relevance to construction waste reported in **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044] comprise: ▪ Spoil; and ▪ Waste storage.	**Environmental Assessment** The potential effects of construction waste on agricultural land use and recreation has been considered indirectly in Section 19.4 Scope of the Assessment of **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044], which can be summarised as follows: ▪ Spoil: The effects of spoil (i.e. waste material generated during excavation works), including the placement and subsequent landscaping work at Pentagon field on

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	Other effects reported in **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044] have been reviewed and are not considered relevant to construction waste.	▪ agricultural land use (loss of best and most versatile soil, loss/severance from farm holdings) and recreation (alignment of Public Rights of Way and cycle routes); and ▪ Waste storage: The effects of materials stored within the temporary contractor compounds, including construction waste (e.g. crushed concrete) on agricultural land use (loss of best and most versatile soil, loss/severance from farm holdings) and recreation (alignment of Public Rights of Way and cycle routes). **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of construction waste on agricultural land use and recreation have been considered indirectly as part of **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044], where relevant.
ES Chapter 20: Cumulative Effects and Inter-Relationships [APP-045]	As demonstrated above, construction waste has been considered (either directly or indirectly) within each topic chapter of the ES. As such, construction waste has also been taken into account, where relevant, in the assessment of cumulative effects and inter-relationships reported in **ES Chapter 20: Cumulative Effects and Inter-Relationships** [APP-045].	

2.2 Operational Waste

2.2.1 In response to the commitment made in Paragraphs 2.1.1 and 2.1.8 of the **Response to Rule 17 Letter – Waste Management Assessment** [REP5-070], **Table 2.2** below sets out how and where the impacts of waste generated during operation of the Project has been considered in accordance with the EIA Regulations within existing ES documentation.

2.2.2 Whilst operational waste may not fall directly within the scope of assessment for some topic chapters of the ES (i.e. they do not explicitly refer to waste), the potential effects of activities associated with operational waste (e.g. production, storage and transport etc) have been considered in the assessment, where appropriate.

Table 2.2: Consideration of Operational Waste in the Environmental Statement

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
ES Chapter 7: Historic Environment [APP-032]	The are no effects of relevance to operational waste reported in **ES Chapter 7: Historic Environment** [APP-032].	Operational waste did not fall within the scope of assessment reported in **ES Chapter 7: Historic Environment** [APP-032]. In addition, there are no activities associated with operational waste of relevance to the assessment reported in **ES Chapter 7: Historic Environment** [APP-032]. As such, operational waste has not been considered in **ES Chapter 7: Historic Environment** [APP-032].
ES Chapter 8: Landscape, Townscape and Visual Resources [APP-033]	The effects of relevance to operational waste reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033] comprise: ▪ Plumes (associated with operation of the Central Area Recycling Enclosure facility). Other effects reported in **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on landscape, townscape and visual resources has been considered indirectly in Section 8.4 Scope of the Assessment of **ES Chapter 8: Landscape, Townscape and Visual Resources** [APP-033], which can be summarised as follows: ▪ Plumes: The effects of visible plumes associated with operation of the Central Area Recycling Enclosure (CARE) facility, which is responsible for recycling waste generated during operation of Gatwick, on landscape, townscape and visual resources. However, as a consequence of **Change Request 1 - Change Application Report** [AS-139], and subsequent changes to the design of the CARE facility (i.e. removal of the biomass boilers), the potential effects of visible plumes are no longer relevant to the assessment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on landscape, townscape and visual resources have been considered indirectly as part of **ES Chapter 8: Landscape, Townscape and**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		Visual Resources [APP-033] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 9: Ecology and Nature Conservation [APP-034]	The effects of relevance to operational waste reported in **ES Chapter 9: Ecology and Nature Conservation** [APP-034] comprise: ▪ Operational noise (associated with operation of the CARE facility); and ▪ Emissions (associated with operation of the CARE facility). Other effects reported in **ES Chapter 9: Ecology and Nature Conservation** [APP-034] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on traffic and transport has been considered indirectly in Section 9.4 Scope of the Assessment of **ES Chapter 9: Ecology and Nature Conservation** [APP-034], which can be summarised as follows: ▪ Operational noise: The effects of noise associated with operational of the airport, including the CARE facility on habitats and species as a result of disturbance; and ▪ Emissions: the effects of emissions generated during operation of the CARE facility (e.g. Sulphur Dioxide (SO_2), Volatile Organic Compounds (VOCs) and Carbon Monoxide (CO), on habitats and species as a result of changes in air quality. However, as a consequence of **Change Request 1 - Change Application Report** [AS-139], and subsequent changes to the design of the CARE facility (i.e. removal of the biomass boilers), the potential effects of emissions generated during operation of the CARE facility are no longer relevant to the assessment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on ecology and nature conservation have been considered indirectly as part of **ES Chapter 9: Ecology and Nature Conservation** [APP-034] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 10: Geology and Ground	The effects of relevance to operational waste reported in **ES Chapter 10:**	**Environmental Assessment**

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
Conditions [APP-035]	**Geology and Ground Conditions** [APP-035] comprise: ▪ Spillages and leaks of chemicals. Other effects reported in **ES Chapter 10: Geology and Ground Conditions** [APP-035] have been reviewed and are not considered relevant to operational waste.	The potential effects of operational waste on geology and ground conditions has been considered indirectly in Section 10.4 Scope of the Assessment of **EES Chapter 10: Geology and Ground Conditions** [APP-035], which can be summarised as follows: ▪ Spillages and leaks of chemicals: the effects of spillages and leaks of chemicals during operation of the airport, including the CARE facility and subsequent contamination risk to public and local water supply. In addition, as stated in Section 10.8 of **ES Chapter 10: Geology and Ground Conditions** [APP-035], the potential contamination risk from spillages during re-fuelling operations, fuel storage leakage and spills would be mitigated through existing legislative regimes, which require secure storage facilities and spillage control procedures. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on traffic and transport have been considered indirectly as part of **ES Chapter 10: Geology and Ground Conditions** [APP-035], where relevant.
ES Chapter 11: Water Environment [APP-036]	The effects of relevance to operational waste reported in **ES Chapter 11: Water Environment** [APP-036] comprise: ▪ Runoff; and ▪ Wastewater. Other effects reported in **ES Chapter 11: Water Environment** [APP-036]	**Environmental Assessment** The potential effects of operational waste on the water environment has been considered indirectly in Section 11.4 Scope of the Assessment of **ES Chapter 11: Water Environment** [APP-036], which can be summarised as follows: ▪ Runoff: the effects of runoff associated with reconfiguration of existing airport facilities, including the CARE facility and subsequent changes to geomorphology

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	have been reviewed and are not considered relevant to operational waste.	(sediment dynamics), water quality (sediment and pollutant loading) and flood risk (additional impermeable areas, changes in drainage strategy); and ▪ Wastewater: the effects of operation of the airport, including the CARE facility as a result of additional staff numbers and increased discharges on the existing wastewater system and subsequent changes to surface water quality and flood risk. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on the water environment have been considered indirectly as part of **ES Chapter 11: Water Environment** [APP-036], where relevant.
ES Chapter 12: Traffic and Transport [REP3-016]	The effects of relevance to operational waste reported in **ES Chapter 12: Traffic and Transport** [REP3-016] comprise: ▪ Operational traffic (associated with operation of the CARE facility). Other effects reported in **ES Chapter 12: Traffic and Transport** [REP3-016] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on traffic and transport has been considered indirectly in Section 12.4 Scope of the Assessment of **ES Chapter 12: Traffic and Transport** [REP3-016], which can be summarised as follows: ▪ Operational traffic: the effects of traffic generated and percentage change for the local highway network as a result of operation of the Airport, including the CARE facility and subsequent effects with respect to severance, delay, accidents and safety and hazardous loads. In addition, the change in purpose of the CARE facility (i.e. to become a waste sorting facility only) as a result of Project Change 2 and subsequent changes in operational vehicle movements associated with the transport and disposal of operational waste is considered in Table 4 of **Change Request 1 - Change Application Report** [AS-139]. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on traffic and transport have been considered

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		indirectly as part of **ES Chapter 12: Traffic and Transport** [REP3-016] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 13: Air Quality [REP3-018]	The effects of relevance to operational waste reported in **ES Chapter 13: Air Quality** [REP3-018] comprise: ▪ Emissions (associated with operation of the CARE facility). Other effects reported in **ES Chapter 13: Air Quality** [REP3-018] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on air quality has been considered indirectly in Section 13.4 Scope of the Assessment of **ES Chapter 13: Air Quality** [REP3-018], which can be summarised as follows: ▪ Emissions: the effects of emissions generated during operation of the CARE facility (e.g. SO_2, VOCs and CO), including odour on air quality and human receptors. However, as a consequence of **Change Request 1 - Change Application Report** [AS-139], and subsequent changes to the design of the CARE facility (i.e. removal of the biomass boilers), the potential effects of emissions generated during operation of the CARE facility are no longer relevant to the assessment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on air quality have been considered indirectly as part of **ES Chapter 13: Air Quality** [REP3-018] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 14: Noise and Vibration [APP-039]	The effects of relevance to operational waste reported in **ES Chapter 14: Noise and Vibration** [APP-039] comprise: ▪ Operational noise (associated with operation of the CARE facility).	**Environmental Assessment** The potential effects of operational waste on noise and vibration has been considered indirectly in Section 14.4 Scope of the Assessment of **ES Chapter 14: Noise and Vibration** [APP-039], which can be summarised as follows:

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	Other effects reported in **ES Chapter 14: Noise and Vibration** [APP-039] have been reviewed and are not considered relevant to operational waste.	▪ Operational noise: the effects of noise generated during operation of the Airport, including the CARE facility and subsequent effects on residential and non-residential properties. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on noise and vibration have been considered indirectly as part of **ES Chapter 14: Noise and Vibration** [APP-039], where relevant.
ES Chapter 15: Climate Change [APP-040]	The effects of relevance to operational waste reported in **ES Chapter 15: Climate Change** [APP-040] comprise: ▪ Runoff. Other effects reported in **ES Chapter 15: Climate Change** [APP-040] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on climate change has been considered indirectly in Section 15.4 Scope of the Assessment of **ES Chapter 15: Climate Change** [APP-040], which can be summarised as follows: ▪ Runoff: The effects of runoff originating from areas required for the CARE facility as result of extreme weather events (e.g. intense rainfall) and subsequent changes to flood risk. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on climate change have been considered indirectly as part of **ES Chapter 15: Climate Change** [APP-040], where relevant.
ES Chapter 16: Greenhouse Gases [REP4-005]	The effects of relevance to operational waste reported in **ES Chapter 16: Greenhouse Gases** [REP4-005] comprise:	**Environmental Assessment** The potential effects of operational waste on Greenhouse Gases (GHGs) has been considered directly in Section 16.4 Scope of the Assessment of in **ES Chapter 16: Greenhouse Gases** [REP4-005], which can be summarised as follows:

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
	▪ Operational waste disposal and treatment. Other effects reported in **ES Chapter 16: Greenhouse Gases** [REP4-005] have been reviewed and are not considered relevant to construction waste.	▪ Operational waste disposal and treatment: The effects of GHGs arising from the disposal and treatment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on health and wellbeing have been considered indirectly as part of **ES Chapter 16: Greenhouse Gases** [REP4-005], where relevant.
ES Chapter 17: Socio-economic [APP-042]	The effects of relevance to operational waste reported in **ES Chapter 17: Socio-economic** [APP-042] comprise: ▪ Operational noise (associated with operation of the CARE facility); ▪ Operational traffic (associated with operation of the CARE facility); and ▪ Emissions (associated with operation of the CARE facility). Other effects reported in **ES Chapter 17: Socio-economic** [APP-042] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on socio-economics has been considered indirectly in Section 17.4 Scope of the Assessment of **ES Chapter 17: Socio-economic** [APP-042], which can be summarised as follows: ▪ Operational noise: the effects of noise generated during operation of the airport, including the CARE facility and subsequent effects on businesses and residents as result of disruption; ▪ Operational traffic: the effects of traffic generated as a result of operation of the airport, including the CARE facility, on businesses and residents as result of disruption. In addition, the change in purpose of the CARE facility (i.e. to become a waste sorting facility only) as a result of Project Change 2 and subsequent changes in operational vehicle movements associated with the transport and disposal of operational waste is considered in Table 4 of **Change Request 1 - Change Application Report** [AS-139]; and ▪ Emissions: the effects of emissions generated during operation of the CARE facility (e.g. SO_2, VOCs and CO), including odour on businesses and residents as result of disruption. However, as a consequence of **Change Request 1 - Change Application Report** [AS-139], and subsequent changes to the design of the CARE

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		facility (i.e. removal of the biomass boilers), the potential effects of emissions generated during operation of the CARE facility are no longer relevant to the assessment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on health and wellbeing have been considered indirectly as part of **ES Chapter 17: Socio-economic** [APP-042] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 18: Health and Wellbeing [APP-043]	The effects of relevance to operational waste reported in **ES Chapter 18: Health and Wellbeing** [APP-043] comprise: ▪ Operational noise (associated with operation of the CARE facility); ▪ Operational traffic (associated with operation of the CARE facility); and ▪ Emissions (associated with operation of the CARE facility). Other effects reported in **ES Chapter 18: Health and Wellbeing** [APP-043] have been reviewed and are not considered relevant to operational waste.	**Environmental Assessment** The potential effects of operational waste on health and wellbeing has been considered indirectly in Section 18.4 Scope of the Assessment of **ES Chapter 18: Health and Wellbeing** [APP-043], which can be summarised as follows: ▪ Operational noise: the effects of noise generated during operation of the airport, including the CARE facility and subsequent effects on population health as a result of noise exposure; ▪ Operational traffic: the effects of traffic generated as a result of operation of the airport, including the CARE facility, on population health as result of changes to transport (e.g. severance, pedestrian/cyclist amenity, risk of accident and injury) and lifestyle (e.g. access to open space, barriers o physical activity). In addition, the change in purpose of the CARE facility (i.e. to become a waste sorting facility only) as a result of Project Change 2 and subsequent changes in operational vehicle movements associated with the transport and disposal of operational waste is considered in Table 4 of **Change Request 1 - Change Application Report** [AS-139]; and

ES Document	Effects of relevance to construction waste reported in the ES	How construction waste has been considered
		▪ Emissions: the effects of emissions generated during operation of the CARE facility (e.g. SO_2, VOCs and CO), including odour on population health. However, as a consequence of **Change Request 1 - Change Application Report** [AS-139], and subsequent changes to the design of the CARE facility (i.e. removal of the biomass boilers), the potential effects of emissions generated during operation of the CARE facility are no longer relevant to the assessment of operational waste. **Conclusion** As demonstrated above, although not directly within the scope of the assessment, the potential effects of operational waste on health and wellbeing have been considered indirectly as part of **ES Chapter 18: Health and Wellbeing** [APP-043] and **Change Request 1 - Change Application Report** [AS-139], where relevant.
ES Chapter 19: Agricultural Land Use and Recreation [APP-044]	The are no effects of relevance to operational waste reported in **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044].	Operational waste did not fall within the scope of assessment reported in **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044]. In addition, there are no activities associated with operational waste of relevance to the assessment reported in **ES Chapter 19: Agricultural Land Use and Recreation** [APP-044]. As such, operational waste has not been considered in **Chapter 19: Agricultural Land Use and Recreation** [APP-044].
ES Chapter 20: Cumulative Effects and Inter-Relationships [APP-045]	As demonstrated above, operational waste has been considered (either directly or indirectly) within each topic chapter of the ES. As such, operational waste has also been taken into account, where relevant, in the assessment of cumulative effects and inter-relationships reported in **ES Chapter 20: Cumulative Effects and Inter-Relationships** [APP-045].	

2.3 References

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. 2017 No. 572.

2.4 Glossary

Table 2.3: Glossary of Terms

Term	Description
CARE	Central Area Recycling Enclosure
CO	Carbon Monoxide
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ExA	Examining Authority
GHG	Greenhouse Gas
MMP	Materials Management Plan
NH_3	Ammonia
NO_x	Nitrogen Oxides
PM	Particulate Matter
SO_2	Sulphur Dioxide
VOCs	Volatile Organic Compounds