

London Gatwick Airport

Sustainable Development: Our Obligations and Commitments



www.gatwickairport.com

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Foreword and introduction

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Gatwick Airport Limited has signed a legal agreement with West Sussex County Council and Crawley Borough Council. The agreement outlines how the airport's operation, growth and environmental impacts will be managed responsibly. It underpins the important relationship between the airport owner and its local authorities with responsibility for planning, environmental management and highways.

The new legal agreement, reached after a process of consultation and discussion with a wide range of stakeholders, contains far-reaching objectives and obligations. We are grateful to West Sussex County Council and Crawley Borough Council, in whose areas the airport lies, for their efforts in co-ordinating the inputs from seven other adjoining councils.

I believe this new agreement builds on the original ground-breaking agreement and will bring significant benefits to the airport and the community it serves and affects. It demonstrates a

desire for all those involved to see the airport grow to 40 million passengers per year and to delivering new capacity for the south east, whilst balancing our environmental impacts. This legal agreement continues to define Gatwick Airport's future and the role it will play in the local, regional and national economy.

The purpose of this document is to be a single point of reference that contains the entire hierarchy of our objectives, obligations and commitments. Other documentation on our website provides detailed information about the ways in which the operation and development of Gatwick Airport addresses sustainable issues – delivering economic and social benefits and managing or mitigating the airport's environmental impacts.



**Andy Flower, Managing Director,
London Gatwick Airport**

Gatwick Airport is the world's busiest single runway operation airport, second only to Heathrow in the UK. With its single runway having the potential to serve at least 40 million passengers a year – a figure that is forecast to be reached around 2018.

Gatwick Airport is a major contributor to the local and wider UK economy. As the airport's owner, we recognise the importance of ensuring that the airport operates and grows in a responsible manner. This document outlines our approach to managing the airport's activities today and in the future, and introduces the measures we will take to mitigate our environmental impact. It complements the information contained in our interim master plan of October 2006.

We are working with the airlines to identify development and other priorities for the airport in a process termed 'constructive engagement'. This process will enable the Civil Aviation Authority (CAA), the airport's economic regulator, to set future airport charges at appropriate levels. The CAA's most recent report, relating to the five years to 31 March 2013, identified a need for an £874 million capital investment programme at 2008 prices.

The new agreement and Gatwick Airport's interim master plan supersede the Gatwick Airport Sustainable Development Strategy, which was published in July 2000 and contained a wide variety of environmental and other commitments, some of which were restated as obligations in a legal agreement in February 2001. That agreement – between Gatwick Airport Limited, Crawley Borough Council and West Sussex County Council – covered the period to 31 March 2009, and in December 2008 was superseded by this new agreement, which is valid until 31 December 2015. A process of consultation and discussion with various stakeholders and an earlier review of our sustainable development commitments helped in the preparation of the legal agreement.

This new agreement sets out our objectives on a range of issues, such as environmental impact and surface access. We have also detailed the commitments and legal obligations that will enable us to achieve these objectives.

The principal objectives which are contained in the legal agreement are stated as follows:

- The desire to see the Airport continue to grow within the timeframe of this Agreement to the annual throughput of 40 million passengers forecast in the Interim Master Plan on a one runway two terminal configuration:
- The need to ensure that, as the Airport grows, measures are in place to minimise so far as possible its short and longer term environmental impacts:
- The importance of maintaining and enhancing the ways in which the parties to this Agreement share information and work together and with other stakeholders to bring significant benefits to the Airport and the communities it serves and affects.

This document has been created to serve as a single point of reference that contains the entire hierarchy of our objectives, obligations and commitments.

Our obligations and commitments are focused on activities that are wholly or substantially within our control, or where we can influence the activity of a third party¹. The results will predominantly be felt within Gatwick Airport itself and within local communities, but we also recognise the importance of playing our part in addressing the national and international issue of climate change.

Our obligations and commitments are outlined in more detail in the rest of this document and focus on the following key issues:

- Climate change
- Air quality
- Noise
- Surface access
- Land use, development and biodiversity
- Community and the economy
- Water quality and drainage
- Waste management
- Utility management
- Action planning
- Monitoring and reporting

¹ It is of note that BAA and the principal UK airlines operating at Gatwick are among the signatories to the 'Sustainable Aviation' initiative, as are other airport operators, aerospace manufacturers and air navigation service providers. Launched in 2005, it is a comprehensive strategy for the

long-term sustainability of the UK aviation industry. The Strategy sets out the industry's vision for a sustainable future through a series of eight goals and 34 commitments, relating to economic, environmental and social aspects of aviation. Specifically, these include:

- limiting climate change impact by improving fuel efficiency and CO2 emissions by 50% per seat kilometre by 2020 compared with 2000 levels;
- improving air quality by reducing nitrogen oxide (NOx) emissions by 80% over the same period;

- lowering the perceived external noise of new aircraft by 50% by 2020 compared with their 2000 equivalents; and
- pressing for aviation's inclusion in the EU emissions trading scheme at the earliest possible date.

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Climate change

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02 Climate change

Our goal in relation to climate change is framed by the growing international debate on the need to reduce the world's greenhouse gas emissions. Aviation's impact and how it can be managed both on the ground and in the air is a matter requiring global, inter-governmental attention. Airport operators, airlines and aviation businesses all have a part to play.

Our overarching approach to the issue is set out in the following objectives and obligations, with the second objective being repeated in the water quality and drainage section of this document, along with the relevant commitments.

Our utility management objective and commitments, meanwhile, provide more detail on how we aim to control the CO₂ emissions attributable to the use of energy. Various other measures to manage emissions, although primarily addressing air quality, will also have the effect of reducing airport related CO₂ emissions.

Climate change objectives

To reduce the Company's climate impact and help to reduce the impacts of the aviation industry as a whole.

To manage the Company's assets and activities to mitigate the Airport's impact on the water environment.

Climate change obligations

The company will:

by 30th June 2009 prepare and publish a report on the Airport and climate change; and

thereafter continue an ongoing dialogue on climate change initiatives with local authorities and other key stakeholders; and

update the report not less frequently than every 3 years

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Air quality

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03 Air quality

Gatwick Airport's normal operation creates a variety of emissions which affect local air quality. We are committed not just to staying within statutory limits relating to air quality, but to managing and developing the airport in such a way that reduces these emissions to lower levels than would otherwise occur.

Some pollutants are potentially harmful to health if they become significant in the atmosphere, and the European Union (EU) Air Quality Framework Directive requires member states to stay within set limits for these pollutants. The UK Government has also implemented a National Air Quality Strategy (NAQS) which contains objectives to reduce health impacts and meet the requirements of the EU Directive.

At Gatwick Airport, aircraft engines are the principal source of emissions. Other contributors are vehicles driving to, from and within the airport and emissions from boilers. Nitrogen dioxide (NO₂) and fine particles (PM₁₀) have been identified as the two significant components of airport emissions. The levels of PM₁₀ are not at risk of breaching the government limits but the combination of NO_x emissions from airport and non-airport sources means there is a risk that, if the emissions are not managed, the EU limit value for NO₂ might be exceeded in a small part of Horley. Given this risk, Reigate and Banstead Borough Council has designated that locality as an Air Quality Management Area.

Our air quality objective, obligations and commitments are set out together with a more detailed Action Plan, demonstrating our clear intentions in relation to managing emissions and improving the air quality around Gatwick Airport.

Air quality objective

In operating and growing the Airport, to take reasonable steps to manage emissions to air from airport activities, driving compliance with prevailing air quality standards and seeking where practicable to improve on those standards.

Air quality obligations

To provide a Fixed Electrical Ground Power supply to any new Aircraft Stand.

Not to allow the use of Ground Power Units at any Aircraft Stand unless:

- there is no Fixed Electrical Ground Power installed at the Aircraft Stand;
- the Fixed Electrical Ground Power which has been installed at the Aircraft Stand is temporarily out of service; or
- the relevant aircraft is incapable of utilising Fixed Electrical Ground Power by reason of its design or a technical malfunction or the power so supplied is insufficient for the aircraft.

To undertake the Company's fire training exercises in a manner that uses a greater quantity of liquid petroleum gas than kerosene and use reasonable endeavours to undertake as few fire training exercises using kerosene as possible.

To participate actively with the County Council, the Borough Council and the Adjoining Authorities:

- to avoid breaching the EU Limit value for NO₂;
- to ensure that all other relevant air quality standards continue to be met; and
- to develop and implement any Local Air Quality Management Area action plan that may be required to address air quality in the vicinity of the Airport where that air quality is materially affected by airport derived emissions, including those from airport operations fixed plant and surface access.



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03 Air quality

The Company will during the period of this Agreement provide Reigate and Banstead with the following financial support for their activities relating to air quality in the vicinity of the Airport:

- A payment of Sixty five thousand pounds (£65,000) on or before 30 April in each calendar year 2009 to 2015 inclusive.
- Purchasing in accordance with a specification and programme set by Reigate & Banstead and thereafter leasing to Reigate & Banstead at a nominal cost (say £1 per site per year), such equipment as is needed to be replaced in order to maintain the current programme of air quality monitoring on three permanent sites, the cost and periodic replacement of the existing equipment being anticipated as:
 - £46,000 in 2010 for site RG1
 - £21,000 in 2010 for site RG2
 - £40,000 in 2015 for site RG3.
- The Company will also arrange twice-yearly meetings the first to be held in January 2009 with Reigate and Banstead to discuss progress with air quality monitoring the results thereof and any further initiatives that may be deemed appropriate as well as the Company's progress with implementing its Air Quality Action Plan.

The Company will undertake a programme of studies of NO_x/NO₂, PM₁₀ and PM_{2.5}: attributable to activity at the Airport as detailed in the Air Quality Action Plan.

Air quality commitments

The Company's approach and priorities in mitigating and managing the Airport's air quality impacts will be described in an Air Quality Action Plan, produced and reviewed in accordance with the Action Planning Obligation and informed by information obtained, and progress, in preceding years. The Company's annual monitoring report will review the delivery of the action plan and other air quality management activities, including collaborative work with other parties.

The Company will continue to track the Airport's air quality impact through the use of continuous monitoring at site LGW3 and ad-hoc monitoring of carbon monoxide, PM₁₀, NO_x, NO₂, and grab samples of benzene, 1,3 butadiene and other hydrocarbons.

The Company will monitor and report on the procedural requirements of the Airport that are aimed at mitigating air quality impacts of airport activities. (This will include compliance with MDIs which will help manage air quality.)

The Company's Air Quality Action Plan will include the following studies of NO_x/NO₂, PM₁₀ and PM_{2.5} attributable to activity at the Airport:

- the production of a predictive emissions inventory for 2010 (by 31/12/2008);
- atmospheric dispersion modelling for 2010 (by 31/12/2008);
- the production of a predictive emissions inventory for 2015 (by 31/03/2010);
- atmospheric dispersion modelling for 2015 (by 31/12/2010); and
- the review in 2011 of the predicted emissions inventory for 2010 against actual emissions data for 2010 and, if there are significant differences, an estimate of the likely effect on the accuracy of the modelled air quality for 2010 will be made using an appropriate method.

The Company will work with its business partners and others to manage on-airport emissions and drive compliance with all relevant air quality legislation.

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Noise

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04 Noise

As a busy international airport, our normal activities generate noise levels that can intrude on the enjoyment of daily life. The principal source of noise is aircraft taking off and landing, but noise is also created on the ground by taxiing aircraft, aircraft auxiliary power units (APUs) and the occasional testing of aircraft engines following maintenance work. This ground noise is potentially audible within a limited radius of the airport boundary, particularly at night.

Our clear goal is to work with airline operators to minimise noise impact and to make sure we are operating within the Government's policies relating to aircraft noise and flight paths. In the case of Gatwick Airport, the Department for Transport decides the location of Noise Preferential Routes (NPRs) for aircraft departures from the airport, and sets the departure noise limits, night movements limit and night noise quotas, as well as publishing each summer's actual noise contours. Our various activities and policies in relation to noise are outlined here.

Noise objective

To employ all reasonably practicable means of minimising the aircraft noise impacts associated with maximum use of Gatwick Airport's runway capacity, within the framework established by Government.

Noise obligations

With the aim of providing a continuing incentive to airline operators to reduce the noise impact of departing aircraft at the Fixed Noise Monitoring Locations and subject to any requirements imposed by the Company's appropriate regulator to give due consideration when preparing and reviewing the Noise Action Plan to the retention and possible increase of the Noise Supplements payable by such operators on account of infringement by their aircraft of noise thresholds on departure.

Maintain differentials in the charges on aircraft movements at the Airport, subject to any requirements of the Company's appropriate regulator so as to encourage airlines to use quieter and cleaner aircraft types.

With the aim of managing the impact of air noise and restricting as far as is reasonably practicable the extent of the air noise contours associated with full use of the Airport's runway to engage with airlines NATS and other relevant parties through the Flight Operations Performance Committee and/or by other appropriate means and use all reasonable endeavours to secure the benefits to be derived from existing or future regulations procedures and codes of practice applicable to aircraft in flight.



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With the aim of mitigating the possible impact of future growth in aircraft engine testing at the Airport:

- If the annual number of ground run engine tests occurring within any rolling 6 month period reaches 250 and remains at or in excess of that number for six successive months or if such a situation is forecast in consequence of confirmed airline plans to undertake additional aircraft maintenance at the Airport the Company shall within the following nine months undertake and conclude a process of discussion and consultation with the Councils with the objective of:
 - assessing the impact of such testing on local communities;
 - evaluating the feasibility and benefits of alternative means of managing or mitigating any material impact including:
 - increased restrictions on the times of day when tests would be permitted;
 - changes to the locations favoured for engine tests;
 - the construction and operation of a ground run pen; and
 - identifying the preferred means of managing or mitigating any material impact.
- The Company will subsequently and if reasonably practicable within six months in accordance with a programme to be agreed with the Councils introduce such measures as may be agreed with the Councils as appropriate to manage or mitigate the impact of ground noise arising from engine testing saving that;
- In the event of the construction of a ground run pen being the agreed means of mitigation the Company will within six months of agreeing the mitigation programme with the Councils seek and following permission implement the planning permission for a ground run pen as soon as is reasonably practicable and thereafter maintain it in use.

Noise commitments

The Company's approach and priorities in mitigating and managing the Airport's noise impacts will be described in a Noise Action Plan, produced and reviewed in accordance with the Action Planning Obligation and informed by information obtained, and progress, in preceding years. The Company's annual monitoring report will review the delivery of the action plan and other noise management activities, including collaborative work with other parties.

The Company will continue to monitor and report aircraft performance against the requirements of the UK AIP, Night Restrictions and other rules and regulations through the use of permanent and mobile noise monitors, a noise and track monitoring system and other appropriate databases.

The Company will monitor and report on the procedural requirements of the airport that are aimed at mitigating noise impacts of Airport activities. (This will include compliance with MDIs which will help manage noise.)

The Company will conduct and report on five-yearly background noise monitoring of the airport ground noise by the end of 2010 and 2015.

The Company will produce five-yearly forecast contours to investigate the potential impact of the airport on the surrounding community. Models will be run for 2015 and 2020 by the end of 2010, and 2015 respectively.

The Company will conduct five-yearly noise modelling of airport ground noise by the end of 2010 and 2015.

The Company will establish a Noise Insulation Scheme and complete work on all eligible applications by the end of 2013.

The Company will work with its business partners and local authorities and others to manage noise in a manner which will drive towards compliance of all relevant noise legislation and codes of practice.



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Surface access to the airport

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05 Surface access to the airport

With around 35 million passengers travelling through Gatwick Airport each year, we are responsible for a high proportion of the surface travel that takes place in the local area, particularly on the M23 motorway. We are also home to the busiest airport rail station in the UK with 11.9 million rail users (in 2007).

Our surface access strategy, published in October 2007, looks at ways of managing this impact and contains a number of key targets that are carried through into the obligations and commitments given here. They include a target for 40% of all non-transfer passengers to use public transport for travel to and from Gatwick Airport when annual passenger throughput reaches 40 million, an appreciable increase on the 2008 figure of around 35%. We also have targets relating to staff travel and to the number of airport-related road trips. We are also actively working together with transport providers and local authority partners to influence passenger and staff journey choices.

Surface access objective

To ensure that the Airport's passengers and employees have access to a range of travel options that meet their particular needs and in so doing to:

- reduce the rate of growth of trips by private car and taxi to and from the airport by encouraging greater use of public transport;
- ease congestion by better traffic management and implementing strategic road improvements; and
- manage on-site traffic emissions.

Surface access obligations

Hold an annual meeting of the Gatwick Area Transport Forum and meetings of the Transport Forum Steering Group at quarterly intervals unless agreed otherwise.

To maintain an Airport Surface Access Strategy and:

- by 31 December 2008 to publish the Supplemental Report on Commitments referred to in the Airport Surface Access Strategy; and
- review update and publish the Strategy by 31 December 2012 or to coincide with and support any material review of the Interim Master Plan, if that is sooner.

The Company will support initiatives (such initiatives to be the subject of consultation with the Gatwick Area Transport Forum the County Council and the Borough Council) which promote in accordance with the Airport Surface Access Strategy the use by passengers and staff travelling overland to and from the Airport of modes of transport other than the private car and with regard to staff travel the encouragement and promotion of car sharing.



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05 Surface access to the airport

The funds provided for such initiatives in each calendar year from 2009 to 2015 will be based on the sum of:

- a monthly charge amounting to £10 per annum for each pass validated for entry to a staff car park operated by or on behalf of the Company
- a levy on the total supply of spaces in public car parks operated or available for operation by or on behalf of the Company on 30 September in the preceding year at the rate per space of:
 - £23.50 in 2009
 - £24.25 in 2010
 - £25.00 in 2011
 - £25.75 in 2012
 - £26.50 in 2013
 - £27.25 in 2014
 - £28.00 in 2015

Unless otherwise agreed with the County Council and the Borough Council the Company shall:

- each year invest in the chosen initiatives no less than 50% of the funds provided that year and of those carried over from the preceding year; and
- by the end of the period of seven years have used no less than 50% of total funds to support the introduction or operation or use of bus services that promise to facilitate a material increase in the proportion of airport staff or air passengers choosing to use public transport for their surface journeys between the Airport and neighbouring communities.
- To work with Network Rail and other stakeholders to assist the planning and implementation of a project to redevelop the railway station serving the Airport in a manner which is in conjunction with the Company's proposals for South Terminal and its landside infrastructure including that serving Fastway and other local bus services provides the Airport with an efficient transport interchange suiting the needs of all users.

In the event of Network Rail not committing to funding the development of a new railway station and concourse in accordance with the infrastructure investment plan agreed with the Office of Rail Regulator (ORR) as part of Network Rail's outputs for the Control Period 4 (2009 – 2014) the Company whilst engaging with airlines shall devise and by March 2013 implement appropriate plans to enhance the South Terminal's forecourt area with particular emphasis on:

- its interface with the South Terminal;
- the provision of waiting facilities for coach passengers; and
- the accessibility of facilities serving local buses.

Restrict the use of the Airport entrance/exit at Povey Cross to buses, emergency service vehicles, Airport operational users and a maximum of 675 staff car park pass holders, subject to these users satisfying the criteria specified in Appendix 2* to this Agreement and to report annually on the number of passes issued to staff and readily available data on vehicular use of the entrance/exit:

Having regard to the Company's Car Parking Strategy:

Provide sufficient but no more on-Airport public car parking spaces than necessary to achieve a combined on and off airport supply that is proportionate to 40% of non-transfer passengers choosing to use public transport for their journeys to and from the airport when annual passenger numbers reach 40 million.

Provide sufficient but no more Company managed on-airport staff car parking spaces than is consistent with the mode share targets detailed in the Airport Surface Access Strategy 2007 and subject to working with stakeholders to revise the local bus target in line with agreed service enhancements.



*Appendix 2:

Povey Cross access criteria (Obligation 5.5)
(i) Up to 675 staff car park pass holders who satisfy all of the following requirements:
(a) their main place of work is located in those parts of the airport to which access is provided via the section of Perimeter Road North situated west of the Povey Cross entrance;
(b) they are entitled to park within those parts of the airport;

(c) their home residence is in postcode areas RH1 to RH6 inclusive; and
(d) there is no local bus service between their home and main place of work at times consistently aligned with their working hours
(e) excepting operational duties (as in (ii) (a) below) their use of their pass is for travel between their home and place of work only

(ii) Airport operational users which comprise:
(a) the Company's operational staff and its contractors and/or agents while on duty;
(b) H.M. Customs;
(c) H.M. Immigration;
(d) Port Health;
(e) National Air Traffic Service; and
(f) the Police;
(iii) existing local public service bus vehicles
Fastway and any new local public bus service as shall first be approved by the

County Council (following consultation with Surrey County Council);
(iv) emergency service vehicles on duty;
(v) other vehicles in exceptional circumstances; and
(vi) such other user(s) including the operators of courtesy bus services as the Company may approve following prior consultation with Surrey, Mole Valley, the County Council and the Borough Council.

05 Surface access to the airport

The Company will actively engage with the Local Highway Authorities with the objective that by 30 September 2009 they will have:

- reached agreement on the location and characteristics of such improvements to the highway access to the Airport as may be justified by growth in the volume of Airport related traffic since 2001 and on the anticipated timeframe for their implementation; and
- subject to there being reliable estimates of the costs of the said improvements, have agreed the financial contributions that the Company is to make towards the cost of the agreed works.

The Company agrees that prior to the commencement of the calendar year in which the works are to be carried out it will use reasonable endeavours to enter into appropriate agreements with the relevant Local Highway Authority for the works concerned.

Surface access commitments

The Company's annual monitoring report will review the delivery of the action plan produced and reviewed in accordance with The Action Planning Obligation.

Maintain and promote an Airport Wide Staff Travel Plan (ATP); this shall include:

- producing an action plan to facilitate and promote sustainable travel to/from work, also for business travel, modes including car sharing, public transport options, and cycling and walking;
- securing the active participation of other airport companies in the promotion of the ATP to their employees; and
- carrying out regular monitoring to determine the effectiveness of the various initiatives that comprise the ATP, including periodic staff surveys at intervals no greater than every five years.

Work with Transport Forum partners to maintain and improve local bus accessibility to, from and within the airport, including possible extensions to the Fastway network.

Work with Transport Forum partners to:

- develop the cycling and pedestrian network linking Gatwick Airport to the surrounding area;
- maintain and develop the network within the airport; and
- market the cycling and walking options to airport staff.

Work with bus and coach and train operators to maintain current and develop further initiatives to encourage the greater use of bus, coach and rail services for journeys to and from the airport by airport staff.



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05 Surface access to the airport

Provide no more Gatwick Airport managed on-airport staff car parking spaces than is consistent with achievement of the following travel to work mode share targets:

- 20% of staff living in Crawley/Horley to use Fastway by 2008 and to work towards a revised local bus target that reflects improvements in the local route network;
- 45% of staff living in South London (Croydon, Bromley and Merton) to travel by public transport by 2015; and
- 30% of staff living in Brighton and along the South Coast to use alternatives to single use private car by 2015.

Develop an action plan and review it no less frequently than every three years to improve the onward travel offer for air passengers, including way finding, provision of information, and development of the Company's website.

Work with Rail and Coach operators to:

- identify and implement marketing strategies and campaigns aimed at increasing air passenger use of rail and coach services to and from the Airport; and
- where appropriate identify opportunities for potential new/complementary routes and/or extended hours of operation to facilitate this.

To restrict and discourage "kiss-and-fly" and "meet-and-greet" traffic on the forecourt through a combination of:

- proactive traffic management of the forecourts;
- working with transport operators and other stakeholders to promote public transport choices;
- offering a range of quality, value-for-money on-airport parking products;
- investigating the feasibility of implementing a road access charging scheme for the Airport; and
- exploring with stakeholders the feasibility of "strategic park-and-ride" at one or more off-airport locations.

To provide a safe and efficient landside roads and forecourts network that aims, in the context of security requirements, to minimise congestion and, where practical, affords priority to users of public transport.

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Land use, development and biodiversity

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06 Land use, development and biodiversity

We have a clear plan for the future growth of Gatwick Airport that is focused on making the best use of our land while reducing visual and environmental impacts. This is set out in the interim master plan and describes our thinking on the likely scale and character of land use at Gatwick Airport in 2015 as a single runway, two-terminal airport.

All proposed developments, except for those allowed under the General Permitted Development Order, will require planning permission from Crawley Borough Council. As the local planning authority, the Council will consider all applications and consultations relating to on-airport development in the context of their policies in the Local Development Framework Core Strategy and in the Supplementary Planning Document which specifically relates to Gatwick Airport.

Land use, development and biodiversity objective

To develop the Airport in a manner that achieves efficiencies in the use of land and resources whilst seeking to minimise adverse visual and environmental impacts.

Land use, development and biodiversity obligation

In devising and bringing forward proposals for Airport development, the Company will:

- have due regard to relevant national and local planning policies and guidance;
- attend to the visual impact of the development in terms of its urban design, landscaping and relationship with its surroundings;
- support its proposals with information about the management of any particularly significant ongoing impacts that would be attributable to the development in question, e.g. ground noise, light pollution, flood risk, energy consumption; and
- replace or otherwise compensate for any loss of trees as a consequence of the development.

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Land use, development and biodiversity commitments

Contain, within the airport boundary defined in the Crawley Borough Local Development Framework, the development necessary to support the full utilisation of capacity available from the Airport's single runway operation, with the disposition of principal land uses and activities, including major landscaped areas, being in general accord with that described in the airport master plan.

To review and, if appropriate, update the Airport Landscape Strategy in conjunction with the first formal review of the Interim Master Plan.

Maintain, implement and monitor the outcomes of biodiversity enhancement and management plans for:

- on-airport water courses – the River Mole, Mans Brook and Crawter's Brook (in conjunction with the Environment Agency);
- the Company's undeveloped land east of the railway; and
- Brockley Wood.

And keep under review the possibility of securing the Wildlife Trust's Biodiversity Benchmark Award.

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Community and the economy

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07 Community and the economy

The presence of major businesses in a community can have both positive and negative impacts. On the positive side, Gatwick Airport creates significant economic benefits by creating jobs and attracting other businesses into the area and region. Its importance is recognised in the name of the sub-region – The Gatwick Diamond. We are committed to work with partners to enhance the economic importance of the sub region, for the benefit of society as a whole. Our objectives for improving the quality of local life and the local economy are set out in the section. The negative impacts, which largely relate to environmental issues, are dealt with in other obligations and commitments in this document.

Community and economy objective

To make a positive contribution to the economy and quality of life in and beyond the Gatwick Diamond area.

Community and economy obligations

To nominate (in accordance with the terms of the Gatwick Community trust deed) two persons to be considered for appointment as trustees by the board of the Community Trust;

To pay to the Community Trust all revenue received by the Company as a result of infringements by aircraft of departure noise thresholds imposed by the Government.

To pay to the Community Trust no later than 30 April in the year 2009 and no later than 31 January in the years 2010 to 2015 inclusive:

- £130,000 in 2009
- £170,000 in 2010
- £176,000 in 2011
- £182,000 in 2012
- £188,000 in 2013
- £194,000 in 2014
- £200,000 in 2015.

In each calendar year up to and including 2015 to support the Greenspace Partnership either financially or in value terms to a figure that is the lesser of:

- 20% of the total sums paid to the said Partnership for the purposes of its activities in the twelve months ending 31 March in the year in question by local authorities; and
- Twelve thousand five hundred pounds (£12,500)
- SAVE that this Obligation shall determine absolutely if annual local authority support should reduce to a sum less than Twenty five thousand pounds (£25,000).

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Community and economy commitments

To maintain a proactive approach to engaging key local authority stakeholders in programmed discussions about matters of mutual interest, with particular emphasis on the Airport's current operation and future prospects.

Work in partnership with key stakeholders to develop and agree a planned programme of work which delivers environmental and educational activities that contribute to the quality of life of the local area and maximises the Airport's positive impact on its community.

Work with relevant partners in the local and regional economy in order to improve understanding of the airport's economic role, and inform opportunities to maximise its economic benefits in the region.

Report annually such information on employee numbers as is readily available from the Company's databases, and to support future reviews of the airport master plan and airport surface access strategy with appropriate surveys of the size and character of the airport workforce.

Develop an airport employment strategy by 31/12/2008 and review it no less frequently than every three years. The strategy will inform and co-ordinate forward planning on employment issues between the Company and its key business partners (airport and public sector), focusing on:

- maximising the benefits of links between education to employment;
- assisting in the recruitment and retention of staff;
- establishing a culture of skills development across the airport; and
- understanding skills gaps and developing plans to address them.

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Water quality and drainage

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08 Water quality and drainage

We are committed to making sure that our activities avoid contaminating the surface water run-off at the airport or materially alter the risk of flooding. As and when the airport's developed (impermeable) area is enlarged, we will need to satisfy the Environment Agency requirements for land drainage and pollution control. This could include adding to the storage capacity of the balancing ponds at the airport.

Water quality and drainage objective

To manage the Company's assets and activities to mitigate the Airport's impact on the water environment.

Water quality and drainage commitments

The Company's approach to the management of the Airport's surface and foul water assets will be described in a Water Quality and Drainage Action Plan, produced and reviewed in accordance with the Action Planning Obligation. The Company's annual monitoring report will review the delivery of the action plan.

The Company will maintain regular dialogue with the Environment Agency, Thames Water and other key stakeholders and to ensure mutual understanding of drainage, flood risk and water quality issues occurring within, or potentially emanating from the airport.

The Company will monitor and report annually on:

- a water chemistry monitoring programme (including Biological Oxygen Demand and Chemical Oxygen Demand);
- biological monitoring;
- compliance with relevant water quality management MDIs and legislative requirements; and
- discharge rates from the Airport's main pond (Pond D).

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Waste management

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09 Waste management

Like all businesses, we have a duty to make waste management a key priority and explore ways to reduce, reuse and recover the waste our airport produces. At the heart of our action plan will be a drive to reduce the tonnage that goes into landfill each year. This commitment reflects local and national waste objectives, including those set out in the UK Government's 2005 Sustainable Development Strategy. We need to work with our many airport partners in order to achieve the best results.

Waste management objective

To manage the generation, recycling and disposal of waste from Gatwick Airport in a manner which mitigates its impact on the environment.

Waste management commitments

The Company's approach to the management of the content and quantity of third party waste which its contractors collect for disposal, and of that which arises from its own operational activities and construction sites, will be described in a Waste Management Action Plan, produced and reviewed in accordance with the Action Planning Obligation and informed by information obtained, and progress, in preceding years. Delivery of the plan, which will place particular emphasis on reducing tonnage to landfill, will be reviewed in the Company's annual monitoring report.

Gatwick Airport will monitor and report annually on:

- total waste arising (tonnes);
- waste per passenger;
- percentage recovered – recycled/energy recovery; and
- percentage disposed.

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Utility management

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10 Utility management

As a substantial user of energy and water, we have a responsibility to make sure we are operating the airport efficiently and taking action to reduce our carbon footprint. To focus our efforts, we will draw up a management plan on the efficient use of gas, water and electricity which will minimise our CO₂ emissions for existing airport facilities and in those that we develop in future years. This will supplement our carbon reducing activities in other areas such as air quality initiatives to reduce emissions from road vehicles.

Utility management objective

To manage Gatwick Airport's assets and people to drive efficiency in utility use, and thereby reduce the CO₂ emissions attributable to energy consumption at Gatwick Airport.

Utility management commitments

The Company's approach to the supply, demand and efficient use of utilities in its fixed assets will be described in a utility management action plan, produced and reviewed in accordance with the Action Planning Obligation and informed by information obtained, and progress, in preceding years. The company's annual monitoring report will review the delivery of the action plan.

Gatwick Airport will monitor and report annually on:

- CO₂ impact from energy consumption of fixed assets through its kwh consumption from gas and electricity; and
- Water consumption of its fixed assets.

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Action planning

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11 Action planning

As well as setting out plans for how we will manage and mitigate our current environmental impacts, we are also aware that we need to be responsive to changing circumstances. The obligations and commitments specify a variety of activities that we will undertake; other activities will be identified in six action plans which will be periodically updated and the subject of ongoing discussion with local authorities and other stakeholders. How these plans will be prepared and independently monitored is set out in this section.

Action planning objective

To secure the appropriate and timely compilation scrutiny and implementation of the company's proposed Action Plans.

Action planning obligation

8.1

- The Company will no less frequently than every three years and in the first instance no later than 31 December 2008 produce Action Plans specifying its prioritised programme of activities to address the following issues:
 - Air quality
 - Noise
 - Water quality and drainage
 - Waste management and
 - Utility management.

8.2

- The County Council and the Borough Council will be consulted on drafts of the Action Plans.

8.3

- The Company in consultation with the Transport Forum Steering Group will by 31 December 2009 and as and when it subsequently publishes an updated Surface Access Strategy produce a Surface Access Action Plan containing a prioritised programme of activities pursuant to such Strategy.

8.4

- The Environmental Consultant appointed to review the Monitoring Report referred to and in accordance with the Monitoring and Reporting Obligation shall coincident with that review separately scrutinise any new or materially altered Action Plan produced in the preceding calendar year in accordance with paragraphs 8.1 and 8.3 above but not one altered pursuant to paragraph 8.5 below and shall submit to the Company and the Councils a report containing its views on:
 - whether the Action Plan is fit for purpose, and
 - whether and in what manner and to what end the Company should consider revisions to the Action Plan.



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11 Action planning

8.5

- The Company shall consider the Environmental Consultant's report and consult the Councils on its intended response to the Environmental Consultant's report and shall make such changes as are reasonably appropriate.

8.6

- The cost of the Environmental Consultant shall be paid in the following proportions:
 - 50% by the Company
 - 25% by the County Council
 - 25% by the Borough Council.

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Monitoring and reporting

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12 Monitoring and reporting

Tracking and communicating progress is a vital part of making sure our own obligations and commitments and the obligations of West Sussex County Council and Crawley Borough Council are met. We will achieve this through the monitoring and reporting measures set out in this section and by an independent verification of our annual report. Together, these measures will ensure that our Company and all stakeholders are kept informed at every stage of how we are performing against our various obligations and commitments.

Monitoring and reporting objective

To ensure appropriate monitoring and reporting of the Company's activities in relation to its Obligations and Commitments.

Monitoring and reporting obligation

- To monitor compliance with the Obligations of the Company contained in this Agreement and the Commitments contained in the Commitments Document and to report the results to the County Council and the Borough Council annually in accordance with the following provisions.
- The report ("the Monitoring Report") shall list:
 - each Obligation and Commitment;
 - the Company's assessment of whether the Obligation or Commitment has been met or the progress made towards the Obligation or Commitment including any remedial action proposed in the Monitoring Report for the preceding year; and
 - as a minimum the following environmental indicators:
 - the results of both its continuous and random monitoring of the air quality impact of the operation of the Airport with regard to the levels of carbon monoxide PM₁₀, oxides of nitrogen/nitrogen dioxide and periodic monitoring of benzene, 1,3-butadiene and other hydro-carbons
 - the availability and serviceability of Fixed Electrical Ground Power
 - engine testing (including time place duration and need)
 - complaints related to the impact of ground noise
 - waste collected by the Company's contractor, the proportions recovered and disposed to landfill
 - the number of reports made by the Environment Agency on non-compliance by the Company with discharge consents.
 - the average biological oxygen demand discharged at the Outfall



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12 Monitoring and reporting

- the energy consumption of infrastructure within the Company's control
- carbon dioxide emissions attributable to that use of energy
- the proportion of LPG and kerosene used during the Company's fire training exercises; and
- any proposed remedial action where the Obligation or Commitment has not been met together with an appropriate timescale or where no remedial action is proposed the reasons why the Company considers remedial action is not appropriate.
- The Monitoring Report shall be prepared by the Company for each Calendar year 2008 to 2015 and shall be issued to the County Council the Borough Council and the Environmental Consultant by 31 March in the year next following.
- The County Council and the Borough Council shall each produce in a format similar to that of the Company a Monitoring Report relating to their Obligations.
- The Monitoring Reports shall be reviewed by the Environmental Consultant who subject to the provisions of 9.6, will select a sample of ten of the Company's Obligations and Commitments and one of the County Council's Obligations and one of the Borough Council's Obligations.

9.6

- In selecting those of the Company's Obligations and commitments for review, the Environmental Consultant shall:
 - each year include no fewer than two relating to each of:
 - surface access
 - aircraft noise and
 - air quality
 - in any two-year period include at least one relating to each of:
 - climate change and utility management
 - community and economy
 - land use development and biodiversity
 - water quality and drainage; and
 - waste management

- In reviewing and reporting on the selected Obligations and Commitments the Environmental Consultant shall:
 - seek to verify the accuracy of the information included in the Monitoring Report; and
 - comment on the adequacy of the work undertaken pursuant to the Commitment or Obligation and in the case of remedial actions the adequacy of the work that they propose.
- The Company will compile in the Monitoring Report the Environmental Consultant's recommendations and conclusions and its own response to such recommendations and issue the combined document to the County Council and the Borough Council by 31 August in the year following the year being reported.
- The cost of the Environmental Consultant shall be paid in the following proportions:
 - 50% by the Company
 - 25% by the County Council
 - 25% by the Borough Council.

If you require any further information on Our Obligations and Commitments please email gatwickcorporateresponsibility@baa.com

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