

# Contents

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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 environmental risks.

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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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 k

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# 03

## Air quality

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Gatwick Airport's normal operation creates a variety of emissions which affect local air quality. We are committed not jus



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## Noise

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### 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

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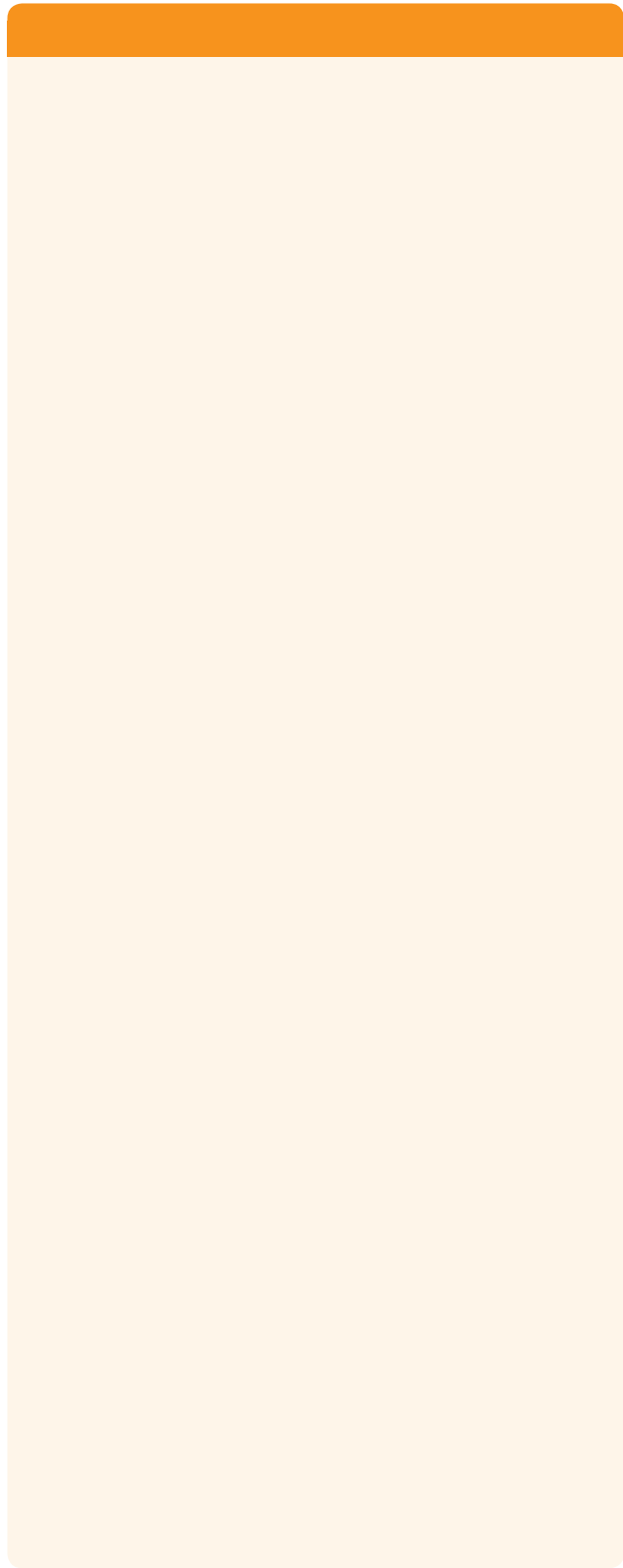
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The funds provided for such initiatives in each calendar year from 2009 to 2015 will be based on the sum of:

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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 comm

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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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# 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

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## Community and the economy

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## Community and economy commitments

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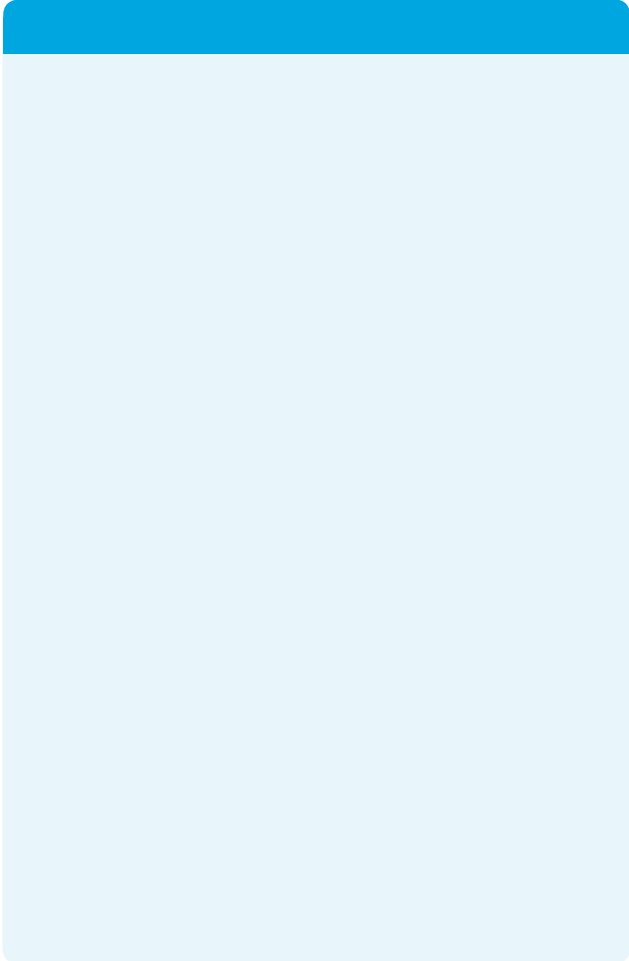
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# 08 Water quality and drainage

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 to ensure that drainage



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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 a r th! s recycling aneeyclvem; " the

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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 CO<sub>2</sub> 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 CO<sub>2</sub> 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:

- CO<sub>2</sub> 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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# 11 Action planning

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## 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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- 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 this

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