

# **GATWICK AIRPORT LIMITED**

**SECTION 106 LEGAL AGREEMENT ANNUAL MONITORING REPORT 2020**

**FINAL REPORT including verification statements**

Date of issue: 7 October 2021

# GATWICK AIRPORT SECTION 106 ANNUAL MONITORING REPORT 2020

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# SECTION A

## ABOUT THIS REPORT

In 2001, Gatwick Airport Limited (GAL) signed a Section 106 (S106) Legal Agreement with West Sussex County Council and Crawley Borough Council following consultation with seven other local authorities in the area. The S106 Legal Agreement reflected a shared desire to see the airport grow, with measures in place to minimise as far as possible its short- and long-term impacts.

The original S106 Legal Agreement was renewed for a further 7 years in 2008 and in December 2015 it was extended again until the end of 2018. In April 2019 it was extended for a further three years until the end of 2021.

The S106 Legal Agreement underpins the important relationship between the airport operator and its local authorities with responsibility for planning, environmental management, and highways.

The S106 Legal Agreement includes an Obligation for the Airport and the two lead Local Authorities to report on their respective progress in meeting the Obligations in the Agreement (the Annual Monitoring Report (AMR)); and for independent verification of a selection of the Airport's Obligations and additional Commitments to be undertaken annually. The verification findings are incorporated into the AMR.

The reporting organisations are the signatories to the Section 106 Legal Agreement (hereafter S106). These being:

- Gatwick Airport Limited (GAL) – the Airport Operator
- West Sussex County Council (WSSCC) – the Local Highway Authority
- Crawley Borough Council – the Local Planning Authority.

As the reporting organisations, GAL works closely with WSSCC and CBC regarding the activities specified within the S106 and on the AMR and its verification.

WSSCC and CBC also represent the interests of the neighbouring authorities via the Joint Local Authorities and Gatwick Officers Group (GOG) and the Joint Local Authorities (JLA). Air quality issues are managed in partnership with Reigate and Banstead Borough Council (RBBC), which takes the lead on these issues on behalf of the other local authorities.

## REPORTING FORMAT USED IN THIS DOCUMENT

**Obligation Number** (with embedded link to the text of the Obligation in Annex Three)

### **GAL STATUS**

**Performance status reported by GAL for 2020 which is described as below:**

**ON TRACK** – The obligation specifies annual or ongoing activity which has been maintained in 2020; or the obligation requires periodic non-annual activity which did not fall due in 2020.

**PARTIALLY ON TRACK** – The obligation specifies annual or ongoing activity which has been slowed or reduced in 2020 due to COVID-19.

**NOT ON TRACK** – The obligation specifies activity due in 2020 that has been paused due to COVID-19.

### **2020 Progress update**

A summary of GAL actions taken in 2020.

### **Verification findings (if selected for Verification)**

This section details the findings of the verification process (if the item has been selected for verification).

### **Verification Recommendations and Commentary**

This section details any recommendations and commentary suggestions made by the External Consultant, including required amendments or additions to the reported progress.

### **GAL Response**

The GAL response to the verification commentary will also be included.

## VERIFICATION APPROACH AND METHODOLOGY

The S106 legal agreement requires the Environmental Consultant to select a sample of ten of GAL's obligations and commitments for verification.

The selection for the annual verification must include at least two relating to each of surface access, aircraft noise and air quality and in any two-year period at least one relating to each of the following:

- Climate change and utility management
- Community and economy
- Land use development and biodiversity
- Water quality and drainage
- Waste management

In reviewing and reporting on the selected elements of the AMR , the Environment Consultant is required to:

- Verify the accuracy of the information included in the monitoring report
- Comment on the adequacy of the work undertaken including any proposed remedial action.

For the verification of GAL's 2020 AMR, Ricardo was commissioned by GAL, CBC and WSCC to undertake a light touch monitoring review and verification, keeping the impacts of Covid-19 on GAL and the aviation and tourism industry in mind. In its 2020 Annual Monitoring Report, GAL reported on its Obligations in the S106 Legal Agreement during the year ended 31 December 2020; but not on the additional voluntary commitments as activity on some of those had been paused or reduced during the Covid-19 pandemic. Accordingly, Ricardo has reporting on its verification of the GAL obligations selected for verification. The approach followed by Ricardo is as follows:

### **Step 1: Report review and selection of Obligations for verification**

Ricardo reviewed the draft AMR to select the 10 Obligations for verification. The selection process considered:

- Those Obligations that had not been verified recently;
- Obligations which required or specified action by 31 December 2020; and
- The results of previous verifications.

### **Step 2: Selection of Obligations for verification**

Ricardo communicated the Obligations for verification to GAL, WSCC and CBC via email and finalised the selection during a teleconference on 6 July 2021. Further details of the selection are included in Appendix 1.

### **Step 3: Evidence gathering and analysis**

Ricardo produced an evidence log detailing the information to be provided by GAL for the Obligations selected for verification. This was provided to GAL for the relevant GAL staff to populate and provide the evidence. Ricardo then reviewed this data and provided an updated evidence log with comments / questions to GAL, for GAL to then respond to. Ricardo then reviewed these responses. Additional responses or targeted Q&A sessions were not required following this as all Ricardo questions were addressed.

The aim of this was to review the quality of evidence and statements made to assure that the information collection process is robust, to review information transposition/manipulation and to check internal assurance and audit processes.

### **Step 4: Draft Verification Report**

Following the evidence log exchange Ricardo produced a draft Verification Report including the Verification Statement, any recommended changes to the draft AMR, general feedback on the verification process, and our specific findings and recommendations in relation to each of the 10 selected Obligations.

### **Step 5: Review report with Gatwick, WSCC and CBC**

The draft verification report was shared with GAL, WSCC and CBC and discussed at a meeting. Following their review, Ricardo finalised the verification report incorporating any written comments that had been raised.

For consistency with the previous AMR verification, each of the 10 items verified is rated using the RAG (Red, Amber, and Green) rating:



The Obligation is **on track**



The Obligation is **partially on track**



The Obligation is **not on track**

## OBLIGATIONS SELECTED FOR 2020 AMR VERIFICATION

The Obligations selected by Ricardo are as follows:

- Air Quality Obligation 3.2 – Air quality management and action plan
- Air Quality Obligation 3.3 – Financial support to RBBC
- Noise Obligation 4.1 – Noise impact of departing aircraft
- Noise Obligation 4.3 – Managing air noise
- Noise Obligation 4.5 – Annual programme of engagement
- Surface Access Obligation 5.4 – Assisting railway station redevelopment
- Surface Access Obligation 5.5 – Povey cross entrance / exit and car park passes
- Surface Access Obligation 5.7 – Local Highway Authorities engagement
- Development Obligation 6.2 – Visual impacts
- Community and Economy Obligation 7.2 – Greenspace Partnership support

## VERIFICATION CONCLUSIONS

The verification status for each of the 10 items verified is rated using the RAG (Red, Amber, and Green) rating.

**Ten** out of ten Obligations verified were found to be **on track** (i.e. **GREEN**).

**No** Obligations were found to be **partially on track** (i.e. **AMBER**).

**No** Obligations were found to be **not on track** (i.e. **RED**).

No issues were identified during the review of the ten obligations and therefore no recommendations were made.

### Assumptions and exclusions

The verification was limited to actions that took place during 2020. Historic years and future planned actions were outside the scope of this verification. The verification included GAL's reported progress in the draft AMR. The alignment of any figures quoted, and their sources, were checked. This verification focuses on the actions undertaken by GAL and if they meet the Obligation with which they are associated. The authenticity of the evidence provided by GAL for these actions is reviewed and tested.

### Verification

This section of the report provides a concise summary of the evidence reviewed for each Obligation, drawing from the evidence log that has been collected and collated by Ricardo. It also provides a summary of whether the activity is adequate and on track, using the Red/Amber/Green rating system explained in previous sections.

## SECTION B

### GAL REPORTED PROGRESS

#### INTRODUCTION

During 2020, the COVID-19 pandemic had a very significant impact on Gatwick and the aviation and tourism industry, as it has done across the UK and the world. At Gatwick, the impact was experienced in several ways and amounted to exceptional circumstances. Initially in March 2020 there was a gradual reduction in traffic which then fell significantly and persistently through the second quarter with Gatwick experiencing near nil air traffic levels as the UK and most of Europe were in national lockdowns. Traffic volumes increased marginally over the summer but decreased again due to further government restrictions both in the UK and in destination countries as successive waves of the virus have flared up during autumn and winter 2020.

Throughout 2020, Gatwick's top priority remained the health and safety of passengers and airport employees. This focus, together with communication with stakeholders and Government, and careful action to manage resources, absorbed most of GAL's attention during 2020. Nevertheless, throughout 2020 GAL continued to implement the S106 Obligations; and also maintained core noise, air quality, water quality and biodiversity monitoring, COVID-safe waste handling and recycling, coordination with surface access stakeholders, and comprehensive stakeholder engagement. Due to COVID-19, only essential capital works and asset replacement continued in 2020, with other projects paused.

Accordingly, in this 2020 Annual Monitoring Report we report on GAL's Obligations in the S106 Legal Agreement during the year ended 31 December 2020; but not on the additional voluntary Commitments as activity on those has been paused or reduced until the COVID-19 pandemic is over.

This section provides GAL's report on fulfilment during 2020 of the S106 Obligations on Climate Change; Air Quality; Aircraft Noise; Surface Access to the Airport; Development; Community and the Economy; and on Action Planning, Monitoring and Reporting.

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### CLIMATE CHANGE

#### **Obligation 2**

#### **GAL STATUS: On track**

#### **2020 Progress Update**

GAL is participating in Defra's third round of Climate Change Adaptation reporting, through which reports are due by the end of 2021. During 2020 we focused on developing the structure for our report and further understanding the UKCP18 climate projections compared to the UKCP09 projections used in our previous reports.

In February 2020, GAL's CEO signed the UK Sustainable Aviation coalition commitment to Net Zero carbon emissions from UK aviation (i.e. flights) by 2050. During 2020 we continued our active participation in the SA coalition's work on net zero carbon, in particular the policy reforms needed to enable UK Sustainable Aviation Fuels production. This includes participation in the Department for Transport's Jet Zero SAF delivery group, established in November 2020.

## AIR QUALITY

### **Obligation 3.1**

#### **GAL STATUS: On track**

##### 2020 Progress Update

GAL provides Fixed Electrical Ground Power (FEGP) supply to all new and refurbished aircraft stands; and FEGP is presently available on all stands at Gatwick. There are a small number of stands which can be used by two narrow-bodied aircraft at the same time; these do not have two FEGP units due to space constraints.

During 2020, no new or refurbished aircraft stands were introduced to service. The relevant Gatwick Airport Directives on the use of FEGP and on restricted use of Ground Power Units (GPU) remained in place throughout 2020. These procedures are incorporated in daily aircraft turnaround audits conducted by GAL's Airside Compliance team which, among other matters, monitor FEGP and GPU compliance; and in regular stand safety audits which include thrice-monthly randomised spot-checks on GPU usage (along with APU usage).

In July 2020, an additional Gatwick Airport Notice was issued to conform with European Aviation Safety Agency advice that exceptional APU usage should be permitted during summer operations to run aircraft air-conditioning units at full power as part of COVID-safety measures.

Due to COVID-19 some stands were withdrawn from operational use. For example, with the temporary closure of South Terminal for the winter months, FEGP units on Piers 1 and 2 were isolated and stood down from service from early November 2020 until 31 March 2021.

### **Obligation 3.2**

#### **GAL STATUS: On track**

##### 2020 Progress Update

During 2020, GAL maintained dialogue on air quality monitoring with Reigate and Banstead Borough Council (RBBC) – the lead authority for local air quality, and with Crawley Borough Council (CBC), by email and telephone.

In May 2020, we provided the ratified LGW3 data set for 2019 (having shared provisional data at the Annual Local Air Quality meeting held in December 2019). In June 2020, we provided input on the Joint RBBC-GAL Report to GATCOM Steering Group on Local Air Quality monitoring in 2019. This report also included RBBC's preliminary assessment of local air quality during the first national COVID-19 lockdown.

In the second half of 2020, we liaised with RBBC on the additional EV charging unit RBBC has installed in Horley with funding support from GAL; and on the specifications for the replacement of the RG1 air quality monitoring equipment in Horley (Obligation 3.3 refers).

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has demonstrated engagement during 2020 on air quality monitoring data (via email and telephone) with Reigate and Banstead Borough Council (RBBC), and with Crawley Borough Council (CBC), and demonstrated that the relevant air quality and monitoring data standards continued to be met.

This has been evidenced through GAL's timely provision of the validated 2019 LGW3 data sets for NO, NO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> to RBBC and CBC, and input in June 2020 on the Joint RBBC-GAL Report to GATCOM Steering Group on Local Air Quality monitoring (which uses the 2019 data). Due to COVID-related resource constraints, RBBC asked GAL to review the draft Joint Report within a few days and GAL agreed to do so.

GAL participated in the annual Gatwick AQ Local Authorities meeting in December 2020 and provided an update on Air quality monitoring and actions that were maintained during 2020 despite the severe impact of COVID-19 on resources.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

### Ricardo's required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- LGW3 dataset for 2019: Ricardo AEA summary 2019 data PDF; Hourly averages Fully Ratified Excel sheet; Passive BTEX revised Excel sheet).
- Emails GAL/RBBC and CBC of 1 May and 18 May 2020, providing the 2019 data.
- Emails RBBC/GAL on 2019 Joint AQ report to Gatcom Steering Group
- Joint AQ report on 2019 to GATCOM Steering Group is available here <http://www.gatcom.org.uk/key-issues/local-air-quality/>
- Agenda for Annual Gatwick AQ Local Authorities meeting, December 2020; and Gatwick presentation.

### Ricardo's commentary and recommendations

No recommendations made.

### GAL Response

No comments.

## **Obligation 3.3**

**GAL STATUS: On track**

### 2020 Progress Update

GAL's purchase order for the annual funding contribution was raised in March 2020 and following submission of RBBC's invoice the payment was made by GAL. In July 2020, GAL and RBBC

commenced discussion on the specification and programme for the replacement of the RG1 air quality monitoring system, with GAL purchase orders raised in October and November 2020.

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has provided the required financial support and demonstrated engagement with RBBC to discuss progress on air quality monitoring. Notably:

- GAL raised the 2020 purchase order to RBBC amounting to £68,000.
- RBBC provided GAL with an approximate cost breakdown of the planned replacement costs for the RG1 monitoring station, amounting to £67,000. While this exceeds the funding specified in the S106, which is £60,000, RBBC confirmed in a letter that given the current financial situation as a result of the pandemic, the council is prepared to cover the estimated £7,000 shortfall in this instance.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.

 The Obligation **on track**

### Ricardo's required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- GAL emails with RBBC between July and December 2020, on RG1 replacement costs.
- Letter from RBBC to GAL with the requested RG1 replacement specifications.
- GAL Purchase Orders, RBBC invoices and GAL payments screenshots.

### Ricardo's Commentary and Recommendations

No recommendations made.

### GAL Response

We note the s106 Obligation estimates up to £60,000 for RG1 replacement and the £67,000 is RBBC's subsequent indicative estimate to be evidenced once the RG1 works are completed.

## **Obligation 3.4**

### **GAL STATUS: On track**

#### 2020 Progress Update

No activity was required in 2020 as the next modelling study year in the five-year programme is due to use 2020 monitoring data. Work on that would normally be expected to commence in the latter part of 2021 once ratified 2020 data is available. In light of COVID-19, we are reflecting on the utility of 2020 as a modelling study year.

In addition, GAL plans to supplement the previous modelling study conducted by ARUP in 2017-2018 (using 2015 monitoring data) with additional work on the aircraft methodology to ensure comparability with the 2010 and 2005 modelling done previously by Ricardo Energy & Environment. This would be a joint piece of work by Ricardo and ARUP.

## NOISE

### **Obligation 4.1**

#### **GAL STATUS: On track**

#### 2020 Progress Update

Gatwick Airport is a designated airport for the purposes of the Civil Aviation Act of 1982 and 2006 and as such these Acts grant the Government, delegated to the Department for Transport, powers to introduce noise control measures to limit or mitigate the effect of noise and vibration connected with taking off or landing aircraft at the airport.

During 2020, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department for Transport.

The airport's extant END Noise Action Plan covers the period 2019-2024 and contains a number of action plan actions that continue to incentivise airlines to reduce the noise impact of departing aircraft.

#### Ricardo Verification Result

##### **Ricardo Verification Summary**

GAL is a designated airport under the Civil Aviation Act of 1982 and 2006, which permits the DfT to introduce noise control measures that limit noise vibration associated with the LTO cycle, if deemed necessary. Departure noise limits remain in place however, during 2020, there were no departure noise infringements recorded for the day or night periods, and no new requirements were issued by the DfT regarding measuring departure noise.

GAL incentivises airlines to reduce the noise impact of departing aircraft through the END Noise Action Plan which covers the period 2019-2024, thus demonstrating its contribution to this obligation.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

##### **Ricardo's required amendments to GAL AMR before publication**

None.

##### **Evidence Reviewed**

- Departure noise infringements – day.
- Departure noise infringements – night.
- Supplement for departure noise infringements.
- Departure Noise Limits draft report (2.2).

##### **Ricardo's Commentary and Recommendations**

No recommendations made.

##### **GAL Response**

No comments.

## **Obligation 4.2**

### **GAL STATUS: On track**

#### 2020 Progress Update

GAL continues to maintain differentials in aeronautical charges to incentivise the use of quieter aircraft at Gatwick Airport. During 2020, no new requirements regarding the measurement of noise by aircraft on departure from Gatwick Airport were implemented by the Department of Transport.

During the period January to March 2020, the 2019/2020 Charging Schedule was in place.

The 2020/2021 aeronautical charges came into effect on 1 April 2020 and are promulgated in the Gatwick Airport Conditions of Use<sup>1</sup> document.

From 2020 onwards, 60% of the noise aspect of aeronautical charges at Gatwick Airport will result from air traffic movements that take place at night, and this figure will increase to 65% by 2021 when the current charging structure expires.

## **Obligation 4.3**

### **GAL STATUS: On track**

#### 2020 Progress Update

During 2020, GAL continued to engage with airlines, NATS, Air Navigation Solutions (ATC provider at Gatwick) among others through the Flight Operations, Performance and Safety Committee.

Meetings of FLOPSC took place on:

29 January 2020 (face to face)

7 July 2020 (virtually)

30 September 2020 (virtually)

25 November 2020 (virtually)

Due to the disruption caused by the COVID-19 Pandemic, the meetings scheduled for March and May did not take place.

At all meetings of FLOPSC there was an update from the Airspace and Noise Office detailing airline performance with key noise abatement metrics including departure track-keeping, Continuous Descent Operations and operations at night.

Other aircraft noise issues discussed during the year included the Airline Noise Performance Table and its anticipated introduction in 2021.

Due to COVID-19, no bilateral meetings with airlines took place during the year.

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<sup>1</sup> [https://www.gatwickairport.com/globalassets/publicationfiles/business\\_and\\_community/all\\_public\\_publications/2020/2020-21-conditions-of-use---final---28jan20.pdf](https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/2020/2020-21-conditions-of-use---final---28jan20.pdf)

## Ricardo Verification Result

### Ricardo Verification Summary

During 2020, GAL has continued to engage with airlines, ANS, NATS, and other relevant parties via meetings of FLOPSC that have taken place. These meetings have been recorded and evidenced through meeting agendas and minutes that have been shared with Ricardo. The meetings have covered airline performance, with key noise abatement metrics including departure track-keeping, Continuous Descent Operations and operations at night.

Meetings that have not been able to take place have been clearly highlighted to be as a result of Covid-19.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.

 The Obligation is **on track**

### Ricardo's required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- FLOPSC Airspace & Noise Performance Dashboards, agendas and meeting minutes for January, July (re-align meeting after the end of the first UK COVID-19 Pandemic lockdown), September and November 2020.

### Ricardo's Commentary and Recommendations

No recommendations made.

### GAL Response

No comments.

## **Obligation 4.4**

### **GAL STATUS: On track**

#### 2020 Progress Update

Aircraft engine testing is subject to strict controls as promulgated to the Gatwick Airport Community in by means of Gatwick Airport Directives.

The monthly 'rolling average' of aircraft engine tests that were undertaken at Gatwick Airport, as of the end of December 2020 and included in GAL's reporting to the February 2022 NaTMAG meeting, was 18 (*rolling average for 12 months; or 17 for the 6 months to end of December 2020*) with the six-month total figure recorded of 128.

An absolute total of 212 aircraft engine tests were completed during the year; the total durations of which were for 3713 minutes at Ground Idle thrust, 1720 minutes at Flight Idle thrust and 2641 minutes at thrust levels in excess of Flight Idle.

This figure is below that set out in the S106 Legal Agreement therefore the activities as set out in the sub-clauses are not applicable for implementation. Statistics relating to the number of aircraft engine tests undertaken on the airfield at Gatwick Airport are provided in the Ground Noise

Summary and Commentary to the quarterly meetings of the Noise and Track Monitoring Advisory Group (NaTMAG).<sup>2</sup>

NaTMAG met on 6 February 2020, 6 August 2020 and 5 November 2020. The May meeting did not take place due to the impact of the COVID-19 Pandemic.

At all meetings, the Ground Noise Summary and Commentary (includes the number of aircraft engine tests) was provided to members in advance and any issues to be discussed in the full meeting are discussed, where appropriate, under 'Matters Arising'. Minutes from NATMAG are available for public viewing on the Gatwick Airport Noise and Airspace Webpages.<sup>3</sup>

## **Obligation 4.5**

### **GAL STATUS: On track**

#### 2020 Progress Update

During 2020, GAL engaged with local authority officers, GATCOM members and other stakeholders via the Gatwick Noise Monitoring Group, the Noise and Track Monitoring Advisory Group, the GATCOM Steering Group, the Gatwick Airport Consultative Committee, the Noise Management Board Community Forum and the Noise Management Board Executive Committee.

Meetings of all the groups mentioned above became virtual meetings from March 2020 onwards. The 2020 annual NMB and GAL Noise Public Meeting event took place on Thursday 3rd December 2020 as a virtual event. In addition, GAL supported the transition of the Noise Management Board to its second phase. During the year, a number of 'surgery' events took place with the newly appointed NMB Chairpersons and inaugural meetings of the NMB Community Forum and the NMB Executive Committee took place during 2020.

#### Ricardo Verification Result

##### **Ricardo Verification Summary**

GAL has demonstrated its annual programme of engagement by conducting three quarterly NaTMAG meetings, held in February, August, and November 2020 (note that the quarterly meeting scheduled for May was cancelled as a result of Covid-19). Participants of these meetings included GAL, EHO's, GATCOM members, DfT, ANS and NATS.

GAL has confirmed that its annual NMB GAL Noise Public meeting was held on the 3<sup>rd</sup> December 2020. A meeting agenda has been provided as evidence, which was circulated to meeting members and members of the public prior to the meeting.

GAL supported the transition of the Noise Management Board to its second phase and participated in two NMB surgery events, which invited members of CNG's to discuss areas of interest with the Chairs of the NMB as well as attended the inaugural meeting of the NMB Executive Committee.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

<sup>2</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/gatcom--natmag/>

<sup>3</sup> <https://www.gatwickairport.com/business-community/aircraft-noise-airspace/engagement/gatcom--natmag/>

<p><b>Ricardo's required amendments to GAL AMR before publication</b></p> <p>None.</p>
<p><b>Evidence Reviewed</b></p> <ul style="list-style-type: none"> <li>• Evidence of engagement with NaTMAG - provided 2020 meeting minutes for February, August and November NaTMAG meetings.</li> <li>• Evidence of NMB and GAL public meeting held on 3rd December 2020 - invitation and programme agenda.</li> <li>• Evidence of the NMB surgery schedules for the January and August meetings.</li> <li>• Evidence of the NMB Community Forum Meeting Minutes which reference the NMB surgeries taking place.</li> <li>• Link to GATCOM webpage which has minutes and agendas of meetings.</li> </ul>
<p><b>Ricardo's Commentary and Recommendations</b></p> <p>No recommendations made.</p>
<p><b>GAL Response</b></p> <p>No comments.</p>

## SURFACE ACCESS TO THE AIRPORT

### **Obligation 5.1**

**GAL STATUS: On track**

#### 2020 Progress Update

Due to COVID-19, the annual Transport Forum was conducted as a smaller-scale online event on 9 October 2020. Approximately 50 people tuned into the event which was hosted by GAL's new Chief Commercial Officer Jonathan Pollard. The event focused on four main topics: an airport business from GAL CEO Stewart Wingate; an update from Jonathan Pollard on GAL's recently announced plans to introduce forecourt charging; an update from Chief Planning Officer Tim Norwood on Gatwick's Decade of Change initiatives, and an overview on surface access initiatives from Emma Rees.

The Transport Forum Steering Group continued its quarterly meetings with sessions held at the airport in March, and online in June, October and December 2020.

### **Obligation 5.2**

**GAL STATUS: On track**

#### 2020 Progress Update

As reported in the 2019 AMR, a review of the Airport Surface Access Strategy was conducted in consultation with the Transport Forum Steering Group and other stakeholders during 2019, alongside the publication of our Master Plan.

### **Obligation 5.3**

#### **GAL STATUS: On track**

##### 2020 Progress Update

During 2020, there was a temporary reduction in Sustainable Transport Fund (STF) contributions to local bus services in line with the reduction in service levels due to COVID-19. Some services have now been reinstated and the contributions are kept under review on an ongoing basis.

The STF provided £200,000 to Great Western Railway in December 2020 to help fund works on the North Downs Line. This work will allow an additional hourly train service between Gatwick and Reading, expected to be introduced following the Gatwick Station Project. This will double the frequency and make the rail connections to the west more appealing.

In October 2020, Gatwick announced plans to introduce a drop-off charge on its passenger forecourts. This is intended to reduce the proportion of kiss and fly passengers and to generate revenues for Gatwick following the impact of COVID-19. We intend to set aside 1.8% of income raised from forecourt charges for the STF. This will be administered in the same way as the existing fund.

The annual Sustainable Transport Fund statement for 2019 was provided to CBC and WSCC prior to 30 June 2020, in accordance with Obligation 5.3.3.3.

In view of the impact of COVID-19 on airport operations, GAL and CBC agreed that the annual assessment of the number of public car park spaces be based on public car parking spaces available for use as counted on 30 September 2020. This reflects the fact that since March 2020, Gatwick has operated from one terminal, with several public car parks removed from operation. The September 2020 assessment showed 11,142 spaces available for use (MSCP NT: 2,099 spaces; MSCP ST: 2,764 spaces; NT Long Stay: 6,279 spaces).

For airport staff car parks, the number of staff passes on issue valid for entry in 2020 was similar to previous years, albeit at much reduced levels of use, e.g. in September 2020, 7,518 staff parking passes were used.

### **Obligation 5.4**

#### **GAL STATUS: On track**

##### 2020 Progress Update

Construction works on the Gatwick Railway Station redevelopment commenced on schedule with set-up by the contractors of the works preparation site in March 2020 and project works commencing in July 2020. Working methods were adapted for social distancing, including introducing individual welfare cabins and socially distanced briefings. Some work has been able to be accelerated due to lower passenger numbers at the airport and on trains, which enabled Phase 2 to start earlier than planned in November 2020. Platform 7 has returned to service, while platforms 5 and 6 are closed. A tower crane is also on site to enable construction of the new station concourse.

In addition, further work has been undertaken to improve power resilience to the station following the power cuts last Christmas. Major engineering works are planned for Christmas 2020, but the station will continue to be served.

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has demonstrated progress in working with Network Rail on the Gatwick Railway Station redevelopment. Preparation of the site was set up by contractors in March 2020, with the project works having commenced in July 2020. The project overview provided by GAL shows that the project team have made sufficient progress throughout the year, with construction work being accelerated as a result of lower passenger numbers in the airport and on the trains.

In the GRG partnership's review of 2020, one aspect of the works (bomb blast specifications for key materials) has been noted as a challenge. However, GAL have advised that this work is ongoing (i.e., not scheduled for completion within 2020) and therefore can be deemed on track. Ricardo agrees with this statement.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

### Ricardo's required amendments to GAL AMR before publication

We suggest adding a sentence to the AMR Reported Progress regarding the use of STF funds.

### Evidence Reviewed

- Gatwick Rail Partnership "Look back at 2020" overview of Gatwick Rail Station project development works in 2020.

### Ricardo's Commentary and Recommendations

No recommendations made.

### GAL Response

We will add a new sentence into the AMR reported progress: *The public/ private partnership to invest in upgrading the Gatwick Airport train station was announced by the Government in 2019. The works are being managed by Network Rail, in partnership with the Department for Transport. Paragraph 5.3.3 of the S106 Agreement allows no more than 75% of the Sustainable Transport Fund to be spent in that year on the Gatwick Airport Railway Station. Allocation from the STF commenced in April 2020, with £370,000 allocated for 2020.*

## **Obligation 5.5**

### **GAL STATUS: On track**

#### 2020 Progress Update

GAL continued to restrict access via Povey Cross in line with the terms set out in this Obligation. In 2020, the number of permitted staff car park holders with access through Povey Cross was 233 while a further 755 airport ID holders may access Povey Cross when required for operational or emergency reasons only.

Periodically the barriers at Povey Cross may be raised exceptionally to ease congestion on local roads arising from planned highways works or from road safety or roadside utilities incidents. In such situations GAL liaises closely with the highway authorities, utilities companies and local

councils. During 2020, it was necessary to open the Povey Cross barriers in February due to a roadside gas leak on the A23; in May due to emergency overnight works to the A23 southbound; and on two occasions in November, the first being due to resurfacing of the A23 northbound and the second due to essential airport shuttle maintenance which required closure of the A23 southbound.

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has continued to restrict the use of the Airport entrance/exit at Povey Cross. During 2020, there were 988 Airport staff with a pass enabled to access the Povey Cross barrier. This included 755 airport operations or control vehicles, permitted as “emergency services and airport operational users access”. The remaining 233 were Airport staff who required access through the Povey Cross barrier, in order to get to their company office or work site. This figure is within the 350 staff car park holder limit outlined in the obligation.

The Povey Cross barrier was also lifted during exceptional circumstances, to ease congestion on local roads due to planned highways works or from road safety or utility accidents. GAL has provided evidence of engagement with local authorities in late January to February, May and November 2020, which detailed rationale for lifting the barriers e.g. roadside gas leak.

This evidence was found to be sufficient to substantiate GAL’s reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

### Ricardo’s required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- Note and table on Povey Cross authorised users 2020.
- GAL Car Parks Excel datasheet from which above summary table taken.
- GAL emails to local authorities in late January-February; May and November 2020.

### Ricardo’s Commentary and Recommendations

No recommendations made.

### GAL Response

No comments.

## **Obligation 5.6**

### **GAL STATUS: On track**

#### 2020 Progress Update

During 2020, the airport’s car parking space utilisation and public transport mode share have both fallen to historic lows due to COVID-19. Nevertheless, CBC’s annual assessment of public car parking spaces in September 2020 showed that there were 11,142 car parking spaces available for use, which is equivalent to around 45% of the total air passengers at Gatwick on a given

September 2020 day. For airport staff car parks, the number of staff passes on issue valid for entry in 2020 was similar to previous years, albeit at much reduced levels of use, e.g. in September 2020, 7,518 staff parking passes were used. In turn, that is broadly 30% of normal overall airport staff numbers.

## **Obligation 5.7**

### **GAL STATUS: On track**

#### 2020 Progress Update

GAL has engaged with the M23 project team and local authority stakeholders throughout the project to ensure a coordinated approach to road closures. The M23 project is largely complete, with only minor snagging issues remaining. The M23 opened to 4 lanes in the spring and returned to 70mph in September.

GAL's submission to Highways England (HE) for designated funding for signalisation of North Terminal and South Terminal roundabouts is with HE for review. Due to COVID-19's impact on passenger numbers this project is likely to be pushed back a number of years. No funding from local authorities is required and further consultation will take place once the scheme is revived.

During this year, GAL responded to Surrey County Council's consultation on highways lane rental. GAL is supportive of the proposals and welcomes all efforts to minimise the disruption caused by roadworks.

#### **Ricardo Verification Result**

##### **Ricardo Verification Summary**

The M23 is mostly complete and has been successful in terms of engagement between Gatwick and the project team and local authority stakeholders. Road users are now able to use four lanes in each direction on the M23, back to 70mph.

GAL has submitted a designated funding report to Highways England (HE) for signalisation of North and South Terminal roundabouts, which describes the works completed to date and sets out the basis for works improvements. GAL's submission was with HE for review during 2020 and the project timelines are being adapted so engagement will continue in 2021.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

##### **Ricardo's required amendments to GAL AMR before publication**

None.

##### **Evidence Reviewed**

- Screenshots of examples of GAL-HE meetings in Q1 2020.
- HE email on completion of M23 project, and GAL response.
- GAL email to HE on collaboration process and benefits.
- GAL's October 2019 Submission to HE ("Designated Funds Summary Report").

**Ricardo's Commentary and Recommendations**

No recommendations made.

**GAL Response**

No comments.

## DEVELOPMENT

### **Obligation 6**

#### **GAL STATUS: On track**

##### 2020 Progress Update

During 2020, GAL continued to ensure that all planning applications submitted have conformed with the Town & Country Planning Act and MHCLG's National Planning Policy Framework (February 2019).

GAL submissions under the airport's permitted development rights have fully conformed to national planning legislation under Class F of Part 8 of Schedule 2 of the Town & Country Planning (General Permitted Development (England) Order 2015 ("GPDO"). All planning submission made by GAL are consistent with the requirements set out in the Local Plans of planning authorities which surround the airport.

As a result of COVID-19 and due to the airports capital investment programme being paused, only a very limited number of submissions were lodged with the relevant planning authority by GAL or by airport tenants:

- easyJet Hangar Extension (GAL / easyJet airline Co. Ltd)
- Variation of condition 3 at Hampton by Hilton Hotel (GAL / Sankara Hotels)

GAL consistently follows Best Planning Practice when considering developments within the Airport boundary. When preparing development proposals and applications the GAL Planning Team considers visual, landscape and environmental matters such as impacts biodiversity, noise nuisance, air quality, water quality and flooding risk.

GAL proactively engages with the local planning authorities and undertakes pre application discussions to ensure collaborative working in order to bring forward sustainable forms of airport related development.

GAL participates positively in local planning processes to shape local planning policy to facilitate both economic development and environmental mitigation. The required planning elements are also incorporated in GAL internal project systems.

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has continued to attend to the visual impact of the Airport and follow best practice when considering developments within the airport boundary. However, during 2020, capital investment was paused due to Covid-19, which meant that a limited number of applications were made. Namely:

- easyJet Hangar Extension (GAL / easyJet airline Co. Ltd)
- Variation of condition 3 at Hampton by Hilton Hotel (GAL / Sankara Hotels)

Both of the planning applications, and corresponding evidence (i.e. planning consultation statement) conform with the Town & Country Planning Act and MHCLG's National Planning Policy Framework.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.



The Obligation is **on track**

### Ricardo's required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- Explanatory notes on 2020 planning and visual impact aspects.
- CBC screening opinion January 2020.
- GDO Consultation for Easy Jet Hanger 9 Consultation Statement Jan 2020.
- HbH Decision Notice.

### Ricardo's Commentary and Recommendations

No recommendations made.

### GAL Response

No comments

## COMMUNITY AND THE ECONOMY

### Obligation 7.1

#### **GAL STATUS: On track**

#### 2020 Progress Update

During 2020, Julie Ayres and Liz McDermid continued their appointments as GAL's representatives on the Board of Trustees of the Gatwick Airport Community Trust. GAL appreciates their commitment.

GAL's contribution to the Trust for 2020 was £230,000 which was paid before 31 March 2020. The Trust received no money in 2020 through noise fines as no noise infringements occurred.

## Ricardo Verification Result

### Ricardo Verification Summary

GAL has continued to demonstrate support to the Gatwick Greenspace Partnership. During 2020/21, GAL contributed £3,850 in s106 funding, which is 20% of the support provided by the local authorities. This has been clearly evidenced through invoices and summarised in email correspondence provided by GAL.

This evidence was found to be sufficient to substantiate GAL's reported progress and the actions taken are sufficient to meet the Obligation.

 The Obligation is **on track**

### Ricardo's required amendments to GAL AMR before publication

None.

### Evidence Reviewed

- SWT invoice (Aug 2019, for 2020/21) for £3,850.00.
- SWT invoice (Aug 2020) for 2020/21 funding of People & Wildlife Officer (£29,930.00).
- GAL Finance screenshot showing the above amounts paid in one sum in Sept 2020.
- GGP Budget 2020-2021.

### Ricardo's Commentary and Recommendations

No recommendations made.

### GAL Response

No comments

## **Obligation 7.2**

### **GAL STATUS: On track**

#### 2020 Progress Update

GAL's contribution to the Gatwick Greenspace Partnership for 2020-21 amounted to £3,850 which is 20% of the support provided by the local authorities. In addition to the s106 funding, GAL continued to provide in-kind support to the Gatwick Greenspace Partnership by supplying a vehicle and funding the associated running costs.

GAL's extended financial support of the People and Wildlife Officer on a full-time basis has also continued, which delivers significant benefits to the airport and the local community.

## ACTION PLANNING

### **Obligation 8**

**GAL STATUS: On track**

#### 2020 Progress Update

The action plans listed in Obligation 8 were extended in May 2019 and published on the GAL website.<sup>4</sup> The Action Plans were extended without material alteration. Accordingly, it was not necessary to undertake a fit for purpose review. In March 2019, GAL selected 15 Commitments from its extended Action Plans and provided these to CBC and WSCC for feedback.

## MONITORING AND REPORTING

### **Obligation 9**

**GAL STATUS: On track**

#### 2020 Progress Update

On 3 April 2020, our draft Annual Monitoring Report (AMR) for 2019 incorporating reporting on the Obligations and the selected Commitments was provided to the Borough and County Councils, and the Environment Consultant, in accordance with the timelines set in the agreement.

The 2019 draft AMR provided GAL's report on progress with Obligations and Commitments, and the environment indicators were included prior to finalisation and publication of the AMR.

The verification of GAL's 2019 AMR reporting took place in accordance with Obligation 9 during April-June 2020. Following completion, the verification report was incorporated into the 2019 AMR.

The County Council and the Borough Council reporting for 2019 on their Obligations was provided to GAL on 28 August 2020. This was also incorporated into the 2019 AMR.

The finalised 2019 AMR was provided to CBC and WSCC on 6 September 2020 and posted on the Gatwick Airport website.<sup>5</sup>

The cost of the Environmental Consultant for the 2019 AMR verification, conducted in April-June 2020, was paid by GAL and re-charged back to WSCC and CBC accordingly.

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<sup>44</sup> [https://www.gatwickairport.com/globalassets/publicationfiles/business\\_and\\_community/all\\_public\\_publications/sustainability/s106/gal-action-plans-consolidated-set.pdf](https://www.gatwickairport.com/globalassets/publicationfiles/business_and_community/all_public_publications/sustainability/s106/gal-action-plans-consolidated-set.pdf)

<sup>5</sup> <https://www.gatwickairport.com/business-community/community-sustainability/sustainability/s106-agreement-and-action-plans/>

## SECTION C

### CRAWLEY BOROUGH COUNCIL AND WEST SUSSEX COUNTY COUNCIL REPORTED PROGRESS

#### CRAWLEY BOROUGH COUNCIL

##### Obligation 10.1

**CBC STATUS: On track**

##### 2020 Progress Update

A number of meetings took place in 2020 to discuss long term airport parking. The Gatwick Parking Survey was undertaken 11 September 2020, and a post-survey meeting to discuss the survey was held 15 December 2020. This was attended by GAL and the Gatwick Local Authorities.

CBC liaised individually with the Gatwick Local Authorities and GAL in preparing for the survey and writing up results, and presented updates to GOG and the Transport Forum Steering Group.

##### Obligation 10.2

**CBC STATUS: On track**

##### 2020 Progress Update

The Borough Council met with GAL on three occasions in 2020 (3 November 2020, 8 December 2020, 14 January 2021) in relation to the Legal Agreement and issues raised through GOG/GJLAM.

##### Obligation 10.3

**CBC STATUS: On track**

##### 2020 Progress Update

The Gatwick Officers Group (GOG) met on two occasions in 2020/21 (electronic update circulated 20 July 2020 and meeting 20 January 2021). The Gatwick Joint Local Authorities took place by way of an electronic update circulated 12 August 2020. Only one GJLA meeting was held as member level discussions had been taking place through Leader and Chief Executives meetings.

It should be noted that work on the Gatwick DCO was paused as a result of the COVID-19 pandemic. As a result, it has not been necessary for the Local Authorities to meet as regularly as would be the case for a normal year.

##### Obligation 10.4

**CBC STATUS: On track**

##### 2020 Progress Update

Local Authorities are consulted on planning applications. Major development proposals are discussed at GOG/GJLAM.

### **Obligation 10.5**

**CBC STATUS: On track**

#### 2020 Progress Update

There are currently no proposals for road user charging.

### **Obligation 10.6**

**CBC STATUS: On track**

#### 2020 Progress Update

The Gatwick Joint Authorities Air Quality meeting took place on 17 December 2020 by way of a virtual meeting.

### **Obligation 10.7**

**CBC STATUS: On track**

#### 2020 Progress Update

The Borough Council has been kept informed of the Company's progress on redevelopment of the rail station, including through the Transport Forum Steering Group.

### **Obligation 10.8**

**CBC STATUS: On track**

#### 2020 Progress Update

The Borough Council continues to liaise with the Company regarding its investment plans through the Company's Planning Manager. GAL hosted a meeting relating to Gatwick forecourt charging on 2 February 2020.

### **Obligation 10.9**

**CBC STATUS: On track**

#### 2020 Progress Update

The Borough Council provided information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2019 AMR. AMR meetings were held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment on 20 April 2020 and 29 July 2020.

### **Obligation 10.10**

**CBC STATUS: On track**

#### 2020 Progress Update

The Borough Council has paid its contribution to the costs of the Environmental Consultant for the verification of the 2019 AMR.

## WEST SUSSEX COUNTY COUNCIL

### **Obligation 11.1**

**WSCC STATUS: On track**

#### 2020 Progress Update

The County Council met with GAL on a number of occasions in 2020 (8 December 2020, 14 January 2021) in relation to the Legal Agreement and issues raised through GOG/GJLAM. The Transport Forum Steering Group has also met quarterly to discuss surface access issues and related obligations.

### **Obligation 11.2**

**WSCC STATUS: On track**

#### 2020 Progress Update

There are currently no proposals for road user charging.

### **Obligation 11.3**

**WSCC STATUS: On track**

#### 2020 Progress Update

Since October 2018, GAL has paid the money direct to Metrobus.

### **Obligation 11.4**

**WSCC STATUS: On track**

#### 2020 Progress Update

The County Council is being kept informed of the redevelopment of the rail station through the Transport Forum Steering Group meetings.

### **Obligation 11.5**

**WSCC STATUS: On track**

#### 2020 Progress Update

The County Council continues to liaise with the Company's CPO regarding its investment plans.

### **Obligation 11.6**

**WSCC STATUS: On track**

#### 2020 Progress Update

The County Council provided information on compliance with its obligations at the S106 management meetings and contributed to the preparation of the 2019 AMR. AMR meetings were held between GAL/CBC/WSCC and the independent consultants Ricardo Energy and Environment on 20 April 2020 and 29 July 2020.

### **Obligation 11.7**

**WSCC STATUS: On track**

#### 2020 Progress Update

The County Council paid its contribution to the costs of the Environmental Consultant for the verification of the 2019 AMR.

# SECTION D - ANNEXES TO THE SECTION 106 ANNUAL MONITORING REPORT 2020

## ANNEX ONE - RICARDO VERIFICATION STATEMENTS

### Verification Statement

The intended users of this verification statement are Gatwick Airport Limited (GAL), West Sussex County Council (WSCC), Crawley Borough Council (CBC) and associated stakeholders.

### Responsibilities

The information and presentation of data within the 2020 Annual Monitoring Report (AMR) is the responsibility of GAL, WSCC and CBC. This statement is the responsibility of Ricardo and represents our independent opinion and is intended to be read in its entirety by readers of the GAL 2020 AMR.

### Reporting Organisations

The reporting organisations are the signatories to the Section 106 (hereafter S106) legal agreement. These being:

- GAL – the Airport Operator at Gatwick;
- WSCC – the Local Highway Authority; and
- CBC – the Local Authority.

Whilst WSCC and CBC are the reporting organisations, they also represent the interests of the neighbouring authorities as part of the Gatwick Joint Local Authorities Group and Gatwick Officers Group.

### Scope of the Verification

As part of the S106 legal agreement, GAL and the other signatories of the agreement (WSCC and CBC) are required to appoint an Environmental Consultant to review and verify their AMR. Ricardo was commissioned to review the 2020 AMR.

Under the S106 agreement the Environmental Consultant is required to:

- Select a sample of ten of GAL's Obligations in line with the S106 agreement.
- In selecting the Obligations, the annual verification must include at least two Obligations relating to each of surface access, aircraft noise and air quality, and in any two years at least one relating to each of the following:
  - Climate change and utility management;
  - Community and economy;
  - Land use development and biodiversity;
  - Water quality and drainage; and

- Waste management.

The Environment Consultant's role is to review and report on the selected Obligations, to:

- Verify the accuracy of the information included in the monitoring report; and
- Comment on the adequacy of the work undertaken including any proposed remedial action.

## **Methodology**

Items for verification were selected from Obligations taking into consideration:

- The requirements of the S106 legal agreement;
- Principles of the AA1000 Accountability Principles Standards (2008);
- Global Reporting Initiative Reporting Guidelines;
- Obligations that have not recently been verified;
- Obligations which required completing by 31 December 2020; and
- Results of previous verifications.

The verification was undertaken in July / August and was conducted via the exchange of an evidence log populated by the relevant AMR Obligations and GAL Action Plan owners. During the verification, evidence of progress was provided in the form of quantitative and qualitative data. These documents were reviewed to verify the accuracy of the information included in the 2020 AMR.

For each selected Obligation, Ricardo established if the progress stated in the AMR was accurate, if the Obligation was on track and if the 2020 actions were adequate. The findings are provided for each Obligation selected in the main body of the AMR Verification report and are summarised within this verification statement.

## **Findings and Conclusions**

### **Inclusivity, Materiality and Responsiveness**

The S106 legal agreement defines what GAL, WSCC and CBC have to report against in the AMR. GAL, CBC and WSCC meet regularly during the year to discuss S106 reporting and monitoring matters.

### **Verification Findings**

The verification status for each of the 10 items verified is rated using the RAG (Red, Amber, and Green) rating.

**Ten** out of ten Obligations verified were found to be **on track** (i.e. **GREEN**).

**No** Obligations were found to be **partially on track** (i.e. **AMBER**).

**No** Obligations were found to be **not on track** (i.e. **RED**).

## ANNEX TWO - GATWICK AIRPORT ENVIRONMENTAL DATA TABLES

The following data is provided in line with S106 obligation 9.2.3. GAL reports additional data in its annual Sustainability Reports and on the Gatwick Airport Airspace & Noise portal.

[www.gatwickairport.com/sustainabilityreport](http://www.gatwickairport.com/sustainabilityreport)

<https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-reports/>

### AIR QUALITY INDICATORS

AIR QUALITY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>Nitrogen Dioxide:</b> NO <sub>2</sub> annual average (µg m <sup>-3</sup> ) Legal standard: 40											
Residential Site RG1	28.9	21.1	22.7	21.7	21.8	21.1	20.3	20.4	18.8	19.1	13.1
Residential Site RG2 (RG6 since 2017)	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7	24.9	24.2	14.6
Residential Site RG3	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9	15.5	15.1	9.7
Airport Site LGW3	36.8	32.3	33.4	32.0	30.6	28.0	30.0	29.5	29.8	29.0	16.6
<b>Particulate Matter:</b> PM <sub>10</sub> annual average (µg m <sup>-3</sup> ), VCM corrected Legal standard: 40											
Residential Site RG1	19.7	21.7	19.4	20.1	18.7	19.2	16.5	16.2	17.1	15.9	16.7
Airport Site LGW3	22.0	24.0	22.0	23.0	23.6	22.0	20.0	18.5	19.0	14.4	13.6
<b>Benzene:</b> annual average concentration (µg m <sup>-3</sup> ) Legal standard: 5											
Residential Site RB11	1.8	1.4	1.0	1.0	1.9	1.0	1.2	0.9	0.9	0.7	0.7
Airport Site LGW3	--	0.51	0.4	0.7	0.5	0.46	0.51	0.6	0.6	0.7	0.5

These Air Quality monitoring sites are located Off Airport (RG1, 2, 3) and On Airport (LGW3).

RG1 and RG2 are located in Horley Gardens Estate (NE of the Airport), RG3 is located in Poles Lane, Crawley (SW of the Airport). At the beginning of 2017, RG2 moved 44m southeast of original position becoming RG6.

LGW3 maintenance and data validation is provided by Ricardo Energy & Environment's Air Quality team. Data for RG1, RG2 and RG3 is from RBBC's annual reports to GATCOM Steering Group. <http://www.gatcom.org.uk/key-issues/local-air-quality/>

## ANNUAL SUMMARY 2020 AIRCRAFT ENGINE TESTING AND FEGP AVAILABILITY

<b>Air Traffic Movements 2020</b>				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
51,183	971	18,425	8,731	79,310
<b>Aircraft Engine Tests 2020</b>				
Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
37	47	77	51	212
All took place within the defined hours, as specified in the Gatwick Airport Directive.				
The total number of aircraft engine tests remains below the Legal Agreement limit.				
<b>Fixed Electrical Ground Power (FEGP) Availability During Core Hours</b>				
FEGP availability is measured between the following agreed core hours 00:00-11:00 and 19:00-00:00.				
Target measure is 99%. This measure forms part of the Gatwick Airport Ltd Core Service Standards. Core Service Standards measures are defined and targets set in agreement with the airlines and endorsed by the Civil Aviation Authority (CAA).				
2020 annual	Quarter 1	Quarter 2	Quarter 3	Quarter 4
99.92%	99.69%	100%	99.99%	99.99%
<b>2020 FEGP availability (monthly by Terminal)</b>				
2020	North Terminal		South Terminal	
99.92%	99.98%		99.86%	
<b>% Runway Direction in Use 2020</b>				
Westerly (RWY 26) – 83%				
Easterly (RWY 08) – 17%				

## GROUND NOISE COMPLIANCE INDICATORS

Month	Number of Engine Tests	Engine Tests (6 month rolling average)	Engine Tests (6 month totals)	APU non-compliances <sup>1</sup>	Operations Duty Team audits <sup>2</sup>	Operations Duty Team non-compliances	FEGP <sup>3</sup> Availability NT	FEGP Availability ST	GPU dispensations <sup>4</sup>	GPU Used Without Dispensation
Jan-20	10	16	96	0	121	0	99.99%	98.50%	3	0
Feb-20	19	15	91	3	115	0	99.80%	99.90%	1	0
Mar-20	8	14	83	1	104	0	100.00%	99.95%	4	0
Apr-20	8	13	77	0	26	0	100.00%	100.00%	0	0
May-20	9	11	66	0	20	0	100.00%	100.00%	0	0
Jun-20	30	14	84	0	18	0	100.00%	100.00%	1	0
Jul-20	32	18	106	0	31	0	100.00%	100.00%	0	0
Aug-20	23	18	110	0	55	1	99.99%	100.00%	2	0
Sep-20	22	21	124	0	45	0	100.00%	100.00%	0	0
Oct-20	19	23	135	0	31	0	100.00%	100.00%	3	0
Nov-20	15	24	141	0	26	0	100.00%	100.00%	0	0
Dec-20	17	21	128	0	28	0	99.92%	100.00%	2	0

1 The operation of aircraft Auxiliary Power Units (APU) is restricted and their operation permitted only in certain circumstances.

2 This includes monitoring of aircraft auxiliary power unit usage.

3 FEGP – Fixed Electrical Ground Power (power supplied to aircraft from the electrical grid).

4 The operation of Ground Power Units (GPU) is only permitted in certain circumstances.

## SURFACE ACCESS INDICATORS

NB. CAA data not available for 2020 due to COVID-19 impact on CAA survey activity.

<b>PUBLIC TRANSPORT USE</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Non-transfer pax.</b>	28,269,476	30,509,571	31,466,589	32,401,235	35,246,397	37,084,484
<b>Passenger public transport use (%) (combined rail, bus/coach use)</b>	40.0	42.2	43.6	42.8	41.4	44
<b>Private car (%)</b>	43.8	42.4	39.9	40.2	40.8	38.3
<b>Rail</b>	33.5	35.5	35.8	35.7	35.0	38.4
<b>Bus/ Coach</b>	6.5	6.7	7.8	7.1	6.4	5.6
<b>Hire car</b>	1.6	1.8	1.7	1.8	1.2	1.2
<b>Taxi/ Minicab</b>	13.2	13.3	14.5	14.6	15.6	15.1
<b>Other</b>	0.3	0.3	0.3	0.3	0.3	0.3

<b>PUBLIC TRANSPORT USE</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Non-transfer passengers</b>	38,940,710	41,207,473	41,574,396	40,841,028	
<b>Passenger public transport use (%) (combined rail, bus/coach use)</b>	44	44	44	47.4	
<b>Private car (%)</b>	38.5	37.9	36.8	33.7	
<b>Rail</b>	37.5	38.0	38.0	41.3	
<b>Bus/ Coach</b>	6.0	5.7	5.8	6.1	
<b>Hire car</b>	1.3	1.1	1.8	1.7	
<b>Taxi/ Minicab/Uber</b>	15.5	16.2	16.6	16.0	
<b>Other</b>	0.3	0.2	0.3	0.4	

Source: Civil Aviation Authority (CAA) data from Origins and Departures surveys. CAA data for 2019 was provided in March 2020. Non-transfer figures for 2010, 2014-2016 have changed due to CAA definition of T&C (Terminate & Connect). Annual totals typically add up to c.99% as the CAA surveys may not record mode for all participants.

## ENERGY, WASTE and WATER QUALITY INDICATORS

ENERGY USAGE*	2010	2011	2012	2013	2014	2015 **	2016	2017	2018	2019	2020
<b>Total energy consumption (kWh)</b>	237,955,708	220,443,201	221,459,900	217,423,082	199,885,353	200,140,933	208,579,781	209,284,365	215,392,240	211,906,999	137,190,187
<b>Total energy consumption by user</b>											
<b>Total GAL usage ***</b>	177,303,302	163,146,169	166,700,587	161,887,777	142,383,499	145,448,117	152,656,677	154,058,267	157,015,858	152,363,338	101,864,471
<b>Total 3<sup>rd</sup> party usage</b>	60,652,406	57,297,032	54,759,313	55,535,305	57,501,854	54,692,816	55,923,104	55,226,098	58,376,382	59,543,661	35,325,716
<b>Total energy consumption by fuel</b>											
<b>Gas - consumption (kWh)</b>	75,333,903	59,208,775	62,661,214	64,488,858	50,278,095	55,290,305	59,186,586	57,810,912	61,179,865	61,018,238	40,276,941
<b>Electricity – consumption (kWh)</b>	162,621,805	161,234,426	158,798,686	152,934,224	149,607,258	144,850,628	149,393,195	151,473,453	154,212,375	150,888,761	96,913,246

\* Total consumption is Airport consumption.

\*\* 2015 figures were restated in 2016 to rectify omission of 2,264 kWh of electricity consumption.

\*\*\* Energy used to run GAL operations including terminals, offices, airfield and operational systems.

<b>WATER QUALITY MANAGEMENT</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>River Mole – Biological Monitoring</b>											
<b>Upstream yearly average BOD (mg/l)</b>	2.75	3.42	3.99	2.94	5.22	2.48	2.81	3.06	3.75	2.94	2.76
<b>Downstream yearly average BOD (mg/l)</b>	3.39	2.69	4.01	4.95	2.61	2.44	3.19	4.15	9.19	3.25	3.41
<b>D Pond outlet yearly average BOD (mg/l)</b>	61.52	3.96	64.91	45.01	25.99	17.91	8.97	9.09	14.26	5.68	5.62
<b>Days per year when 10mg/l exceeded</b>	16	2	77	63	9	2	9	33	3	3	1
<b>D pond discharge - days per year of non-compliance with EA consents</b>	None										

<b>MATERIALS MANAGEMENT</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Total operational &amp; commercial waste collected (tonnes)</b>	9,685	9,206	8,803	9,315	9,803	10,494	11,827	13,118	13,722	13,493	3,781
<b>Operational &amp; commercial waste recycled/reused* (%)</b>	41%	54.6%	40%	38.7%	40%	49.0%	52%	58%	64%	70.9%	67%
<b>Operational &amp; commercial waste recovered for energy (%)</b>	not known	15%	50%	52%	39.6%	46.6%	48.0%	42.0%	36%	29.1%	33%
<b>Operational &amp; commercial untreated waste sent to landfill (%) **</b>	not known	30.4%	10%	9.3%	20.4%	4.3%	0.0%	0.0%	0.0%	0%	0%
<b>Operational &amp; commercial waste per passenger (kg)</b>	0.31	0.27	0.26	0.26	0.26	0.26	0.27	0.29	0.3%	0.29%	0.37

## ANNEX THREE - GLOSSARY OF TERMS

### ACI EUROPE

ACI EUROPE is the European region of Airports Council International. ACI is the only worldwide professional association of airport operators. ACI EUROPE represents over 450 airports in 44 countries. Member airports handle 90% of commercial air traffic in Europe, welcoming over 1.5 billion passengers each year.

**AMR** Annual Monitoring Report that is completed annually by Gatwick Airport Ltd., Crawley Borough council and West Sussex County Council that details the performance against the S1096 Obligations and Commitments.

**ANS** Air Navigation Solutions Ltd, the provider of air navigation services at London Gatwick Airport.

**AQMA** Air Quality Management Area.

**ASAS** Airport Surface Access Strategy

**APU** Auxiliary Power Unit. A small engine located on an aircraft that provides power for essential aircraft systems while the aircraft is parked on the ground or when an aircraft is in the arrival or departure stage.

**CAA** Civil Aviation Authority.

**CAEP** The Committee on Aviation Environmental Protection (CAEP) is a technical committee of the ICAO Council established in 1983. CAEP assists the Council in formulating new policies and adopting new Standards and Recommended Practices (SARPs) related to aircraft noise and emissions, and more generally to aviation environmental impact.

**CBC** Crawley Borough Council, the local planning authority for London Gatwick Airport.

**CCAR** Climate Change Adaptation Reporting. The Climate Change Act 2008 allows Government to ask certain organisations to produce reports on the current and future predicted effects of climate change on their organisation and their proposals for adapting to climate change.

### DEFRA

Department for Environment Food and Rural Affairs (UK Government).

**DfT** Department for Transport (UK Government).

**DHL** DHL Supply Chain is the partner to Gatwick Airport Ltd in managing the waste process.

**FEGP** Fixed Electrical Ground Power. This allows aircraft parked on a stand to be connected to the airports power network thus removing the need for aircraft to keep their on-board Auxiliary Power Units operating.

### FLOPSC

Flight Operations Performance and Safety Committee, a committee comprising of representatives from airlines, air traffic control, Gatwick Airport Ltd, and the Civil Aviation Authority. This committee focusses on airside operations, safety, runway performance and noise issues.

**FOPP** Fuel Over Pressure Protector. Overpressure protectors are located in the vent surge, outer and inner wing tanks, and between the centre tank and the left inner tank. An overpressure burst disk ruptures if the internal and external pressure differential exceeds a

predetermined level. This causes a tonal effect to be experienced on the ground during certain stages of landing and a retrofit to eliminate this has been introduced.

**GACT** Gatwick Airport Community Trust, the Trust is an independent charity run by a board of nine volunteer trustees. It awards grants annually to local community schemes which benefit parts of East and West Sussex, Surrey and Kent. Gatwick Airport Ltd funds the trust on an annual basis and in addition, fines levied against aircraft operators that breach the departure noise limits are also forwarded to the Trust.

**GAD** Gatwick Airport Directive. These are issued on behalf of the airport's chief operating officer and provide information and guidance on airport procedures

**GAL** Gatwick Airport Ltd, the owner and operator of London Gatwick Airport.

#### **GATCOM**

Gatwick Airport Consultative Committee. This is constituted to meet the requirements of Section 35 of the Civil Aviation Act 1982 for an airport "to provide adequate facilities for consultation with respect to any matter concerning the management or administration of the airport which affects the interests of users of the airport, local authorities and any other organisation representing the interests of persons concerned with the locality in which the airport is situated".

**GDPO** General Permitted Development Order. The Town and Country Planning (General Permitted Development) (England) Order 2015 (the "GPDO 2015") is a statutory instrument, applying in England, that grants planning permission for certain types of development (such development is then referred to as permitted development).

**GGP** Gatwick Greenspace Partnership, a community project that works to benefit people, wildlife and the countryside between Horsham, Crawley, Horley, Reigate and Dorking.

**GNMG** Gatwick Noise Monitoring Group. Comprises local Environmental Health Officers and oversees the airport community noise monitoring programme and commissions reports on the noise climate in locations where noise monitoring takes place.

**GOG** Gatwick Officers Group, a meeting of local authority officers that meets at least 4 times a year in advance of the Joint Local Authority member meetings to discuss major issues relating to airport planning, master-planning, commitments, action plans and surface access.

**GPU** Ground power Units, these are generators used to provide power to an aircraft while it is parked. At Gatwick Airport, these are subject to restrictions on use and are typically operated when the Fixed Electrical Ground Power is not available.

**GTR** Govia Thameslink Railway, a rail operator serving London Gatwick Airport.

**HVAC** Heating, ventilation, and air conditioning, the technology of indoor and vehicular environmental comfort. Its goal is to provide thermal comfort and acceptable indoor air quality.

**ICCAN** Independent Commission on Civil Aviation Noise. This is a non-statutory, advisory body created to provide independent, impartial advice to government, regulators and the UK aviation industry.

**JLA** Joint Local Authorities, a group of local authorities who are affected by the operation of London Gatwick Airport who are subject to a Memorandum of Understanding regarding consultation in respect of development at the airport . Crawley Borough Council administers the meetings of the Joint Local Authorities.

**LGW3** A term used to refer to the on-airport air quality monitoring station.

**LTO** Landing, take-off (stage of flight)

**MRF** Materials Recycling Facility established at London Gatwick Airport as part of the waste management process.

**NATMAG**

Noise and Track Monitoring Advisory Group. A technical group established to oversee the work of the Airspace Office and adherence to the noise abatement procedures in place at London Gatwick Airport.

**NATS** plc, an air navigation services provider that manages the 'en-route' airspace as well as providing tower services at certain airports.

**NCF** Noise Management Board Community Forum.

**NDG** Noise Management Board Delivery Group.

**NEX** Noise Management Board Executive Committee.

**NMB** Noise Management Board. Comprising of representatives from all stakeholders in the management and mitigation of aircraft noise. The membership of the board comprises representatives from various aspects of the aviation industry the Department for Transport, elected representatives of the people and local community noise action groups.

**NO<sub>2</sub>** Nitrogen Dioxide, one of a group of highly reactive gases known as oxides of nitrogen or nitrogen oxides (NO<sub>x</sub>).

**NO<sub>x</sub>** In atmospheric chemistry, NO<sub>x</sub> is a generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO<sub>x</sub> gases are usually produced from the reaction among nitrogen and oxygen during combustion of fuels, such as hydrocarbons, in air; especially at high temperatures.

**PM<sub>10</sub> / PM<sub>2.5</sub>**

PM<sub>10</sub> is particulate matter 10 micrometres or less in diameter, PM<sub>2.5</sub> is particulate matter 2.5 micrometres or less in diameter. PM<sub>2.5</sub> is generally described as fine particles.

**RBBC** Reigate and Bansted Borough Council, a neighbouring local authority that takes the lead on air quality issues on behalf of the Joint Local Authorities.

**SAF** Sustainable Aviation Fuel

**S106** Section 106 Legal Agreement. These are legal agreements between Local Authorities and developers; these are linked to planning permissions and can also be known as planning obligations.

**STF** Sustainable Transport Fund. This is funded from a levy on car parking spaces at the airport and is intended to promote modes of transport to the airport other than the private car.

**Sustainable Aviation**

A long term strategy which sets out the collective approach of UK aviation to tackling the challenge of ensuring a cleaner, quieter, smarter future for the industry.

**UFP** Ultra-fine particles, particulate matter of nanoscale size (less than 0.1 µm or 100 nm in diameter).

**WSCC** West Sussex County Council, the local highway authority for London Gatwick Airport.

# ANNEX FOUR - TEXT OF THE OBJECTIVES AND ASSOCIATED OBLIGATIONS CONTAINED WITHIN THE SECTION 106 LEGAL AGREEMENT

## OBJECTIVES AND OBLIGATIONS RELATING TO GATWICK AIRPORT LIMITED

### CLIMATE CHANGE

#### **The Company's 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.

#### **The Company's Obligation:**

##### **Obligation 2**

The Company will, by 30 June 2021, update and publish its report on the Airport and climate change; and thereafter continue an ongoing dialogue on climate change initiatives with local authorities and other key stakeholders.

### AIR QUALITY

#### **The Company's 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.

#### **The Company's Obligations:**

##### **Obligation 3.1**

- 3.1.1 The Company will provide a Fixed Electrical Ground Power supply to any new Aircraft Stand.
- 3.1.2 The Company will not allow the use of Ground Power Units at any Aircraft Stand unless:
  - 3.1.2.1 there is no Fixed Electrical Ground Power installed at the Aircraft Stand; or
  - 3.1.2.2 the Fixed Electrical Ground Power which has been installed at the Aircraft Stand is temporarily out of service; or
  - 3.1.2.3 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.

### **Obligation 3.2**

The Company will participate actively with the County Council, Borough Council and Adjoining Authorities:

- 3.2.1 to avoid breaching the EU Limit value for NO<sub>2</sub>.
- 3.2.2 to ensure that all other relevant air quality standards continue to be met.
- 3.2.3 to develop and implement any local Air Quality Management Area (AQMA) action plan that may be required to address air quality in the vicinity of the Airport where evidence demonstrates that air quality is materially affected by airport-derived emissions including those from airport operations fixed plant and surface access.
- 3.2.4 provided the necessary standards have been promulgated, to participate in a project to quantify residential exposure within the Horley AQMA to aviation derived ultrafine particles and to provide 50% of the cost of such project to Reigate and Banstead.
- 3.2.5 to attend the Annual Gatwick Air Quality Joint Authorities Meeting.

### **Obligation 3.3**

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:

- 3.3.1 a payment of sixty eight thousand pounds (£68,000) on or before 30 April in each calendar year 2019 to 2021 inclusive.
- 3.3.2 purchasing in accordance with a specification and programme set by Reigate and Banstead and thereafter leasing to Reigate and Banstead at nominal cost (say £1 per site per annum), 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 up to £60,000 in 2020 for site RG1.
- 3.3.3 the Company will arrange twice-yearly meetings 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.

### **Obligation 3.4**

The Company will undertake a programme of studies of NO<sub>x</sub>/NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> attributable to activity at the Airport as detailed in the Air Quality Action Plan.

## NOISE

### **The Company's Objective:**

The Company will 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.

### **The Company's Obligations:**

#### **Obligation 4.1**

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, the Company will 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.

#### **Obligation 4.2**

The Company will 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.

#### **Obligation 4.3**

With the aim of managing the impact of air noise and restricting (so far as is reasonably practicable) the extent of the air noise contours associated with full use of the Airport's runway, the Company will engage with airlines, ANS, NATS, and other relevant parties through the Flight Operations Performance and Safety Committee and, or by other appropriate means, 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.

#### **Obligation 4.4**

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

4.4.1 If the annual number of ground run engine tests occurring within any rolling six 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:

- 4.4.1.1 assessing the impact of such testing on local communities;
- 4.4.1.2 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
- 4.4.1.3 identifying the preferred means of managing or mitigating any material impact.
- 4.4.2 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:
- 4.4.3 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.

#### **Obligation 4.5**

- 4.5.1 The Company will undertake an annual programme of engagement including a number of localised seminars to explain and educate local authority members, members of GATCOM, and other invited guests about noise issues and airspace change at the Airport.
- 4.5.2 To fund and support the continued existence of the Noise Management Executive Board, including holding an annual meeting, unless the Chair of the Noise Management Executive Board decides to recommend to the Airport to disband the Board, for whatever reason.

### **SURFACE ACCESS TO THE AIRPORT**

#### **The Company's 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.

#### **The Company's Obligations:**

##### **Obligation 5.1**

The Company will hold an annual meeting of the Gatwick Area Transport Forum and meetings of the Transport Forum Steering Group at quarterly intervals unless agreed otherwise by the Steering Group.

##### **Obligation 5.2**

The Company will maintain an Airport Surface Access Strategy and will review the Strategy

alongside the publication of a new Master Plan.

### **Obligation 5.3**

- 5.3.1 The Company will bring forward initiatives (to be the subject of consultation with the Transport Forum Steering Group and with the Councils) that promote, in accordance with the Airport Surface Access Strategy, the use by passengers and staff travelling overland to and from the Airport by modes of transport other than the private car and, with regard to staff travel, the encouragement and promotion of car sharing.
- 5.3.2 The Company will set aside funds (to be known as the 'Sustainable Transport Fund' - STF) to be used for the initiatives referred to in paragraph 5.3.1 above in each calendar year from 2019 to 2021. Such funds will be based on the sum of:
- 5.3.2.1 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; and
- 5.3.2.2 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:
- £31.00 in 2019
  - £31.75 in 2020; and
  - £32.50 in 2021
- 5.3.2.3 any sums brought forward from previous years.
- 5.3.3 Unless otherwise agreed with the Councils, the Company will:
- 5.3.3.1 each year, invest in the chosen initiatives referred to in Paragraph 5.3.1 a substantial proportion being no less than 50% of the STF in that year or such lesser sum if the expenditure of further sums is not justified by the outcomes achieved; and
- 5.3.3.2 by the end of the period of this Agreement, have used a substantial proportion being no less than 50% of total Residual 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 or such lesser percentage if the expenditure of further sums is not justified by the outcomes achieved; and
- 5.3.3.3 by the 30 June in each year, submit to the County Council and the Borough Council a statement of the funds contributed to the STF in the previous calendar year, the details of all expenditure of the STF, and the balance remaining.

In clause 5.3.3, 'Residual Funds' shall mean the funds to be provided by the Company as calculated in accordance with clause 5.3.2 less the sums paid by the Company in the relevant year towards the funding of works at Gatwick Airport Railway Station, which shall be no more than 75% of the STF in that year. 'Works at Gatwick Airport Railway Station' includes those provided for in the agreement of 19 July 2011 and those provided for in planning application CR/2018/0273/FUL, which Crawley Borough Council resolved to permit on 11 February 2019.

#### **Obligation 5.4**

The Company will work with Network Rail and other stakeholders including the Councils to assist the planning and implementation of a project to redevelop the railway station serving the Airport including potential use of funds from the STF in a manner which, 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.

#### **Obligation 5.5**

The Company will restrict the use of the Airport entrance/exit at Povey Cross to buses, emergency service vehicles, Airport operational users and a maximum of 350 staff car park pass holders, subject to these users satisfying the criteria specified in Appendix A 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.

#### **Obligation 5.6**

Having regard to the Company's Car Parking Strategy, the Company will:

- 5.6.1 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 48% of non-transfer passengers choosing to use public transport for their journeys to and from the airport by 2022.
- 5.6.2 Provide sufficient but no more Company-managed on-airport staff car parking spaces than is consistent with achieving 42% of staff journeys to work by sustainable modes by 2022, and subject to working with stakeholders to revise the local bus target in line with agreed service enhancements.

#### **Obligation 5.7**

- 5.7.1 The Company will actively engage with the Local Highway Authorities with the objective of:
  - 5.7.1.1 reaching 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 and on the anticipated timeframe for their implementation; and
  - 5.7.1.2 subject to there being reliable estimates of the costs of the said improvements, agreeing the financial contributions that the Company is to make towards the cost of the agreed works.
- 5.7.2 Prior to the commencement of the calendar year in which the works are to be carried out, the Company will use reasonable endeavours to enter into appropriate agreements with the relevant Local Highway Authority for the works concerned.

### **DEVELOPMENT**

#### **The Company's 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

**The Company's Obligation:**

**Obligation 6**

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

- 6.1 have due regard to relevant national and local planning policies and guidance.
- 6.2 attend to the visual impact of the development in terms of its urban design, landscaping, and relationship with its surroundings.
- 6.3 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, and energy consumption.
- 6.4 replace or otherwise compensate for any loss of trees as a consequence of the development.
- 6.5 have regard to the impact of flooding, and design such development and, where necessary, include mitigation measures to avoid any harmful impact on surrounding communities.

**COMMUNITY AND THE ECONOMY**

**The Company's Objective:**

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

**The Company's Obligations:**

**Obligation 7.1**

- 7.1.1 The Company will 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.
- 7.1.2 The Company will 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.
- 7.1.3 The Company will pay to the Community Trust no later than 31 March in the years 2019 to 2021 inclusive:
  - £224,000 in 2019
  - £230,000 in 2020
  - £236,000 in 2021

**Obligation 7.2**

In each calendar year up to and including 2021, the Company will support the Gatwick Greenspace Partnership either financially or in value terms to a figure that is the lesser of:

- 7.2.1 20% of the total sums paid by local authorities to the said Partnership for the purposes of its activities in the twelve months ending 31 March in the year in question; and
- 7.2.2 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).

## **ACTION PLANNING**

### **The Company's Objectives:**

To secure the appropriate and timely compilation, scrutiny, and implementation of the Company's Action Plans.

### **The Company's Obligation:**

#### **Obligation 8**

- 8.1 The Company will, no later than 31 May 2019, extend its existing Action Plans as necessary, specifying its prioritised programme of activities to continue addressing the following issues in the period to 31 December 2021:
- Air quality.
  - Noise (for the purpose of this Agreement, the Company's Environmental Noise Directive Noise Action Plan as approved from time to time).
  - Surface Access Action Plan (being the actions described in the Airport Surface Access Strategy).
  - Water management.
  - Waste management.
  - Energy management.
- 8.2 The Company will select actions within each of these Action Plans to constitute Commitments, and will consult the County Council and the Borough Council on its selection.
- 8.3 The Environmental Consultant appointed to review the Monitoring Report referred to in Obligation 9.2 (in accordance with Obligation 9) shall, coincident with that review, separately scrutinise any materially altered Action Plan produced in the preceding calendar year in accordance with paragraphs 8.1 above but not one altered pursuant to paragraph 8.4 below, and shall submit to the Company and the Councils a report containing its views on:
- 8.3.1 whether the Action Plan is fit for purpose; and
  - 8.3.2 whether and in what manner and to what end the Company should consider revisions to the Action Plan.
- 8.4 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.
- 8.5 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

The Environmental Consultant shall be required to invoice all parties separately.

## **MONITORING AND REPORTING**

### **The Company's Objective:**

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

### **The Company's Obligation:**

#### **Obligation 9**

9.1 To monitor compliance with the Obligations of the Company contained in this Agreement and the Commitments selected from the Action Plans (identified by the Company pursuant to paragraph 8.2) and to report the results to the County Council and the Borough Council annually in accordance with the following provisions.

9.2 The report ("the Monitoring Report") shall list:

9.2.1 each Obligation and Commitment.

9.2.2 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.

9.2.3 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 and 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; and
- the energy consumption of infrastructure within the Company's control.

9.2.4 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.

9.3 The Monitoring Report shall be prepared by the Company for each calendar year 2018 to 2020 and shall be issued to the County Council the Borough Council and the Environmental Consultant by 31 March in the year next following.

9.4 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.

9.5 The Monitoring Reports shall be reviewed by the Environmental Consultant who, subject to the provisions of paragraph 9.6, will select a sample of ten of the Company's Obligations and Commitments.

9.6 In selecting those of the Company's Obligations and Commitments for review, the Environmental Consultant shall:

9.6.1 each year include no fewer than two relating to each of:

- surface access;
- aircraft noise; and
- air quality.

9.6.2 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.

9.7 In reviewing and reporting on the selected Obligations and Commitments, the Environmental Consultant shall:

9.7.1 seek to verify the accuracy of the information included in the Monitoring Report; and

9.7.2 comment on the adequacy of the work undertaken pursuant to the Obligation or Commitment and, in the case of remedial actions, the adequacy of the work that they propose.

9.8 The Company will compile into 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.

9.9 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

## **OBJECTIVES AND OBLIGATIONS RELATING TO CRAWLEY BOROUGH COUNCIL**

### **The Borough Council's Obligations:**

#### **Obligation 10.1**

To meet with the Company, the County Council and the Adjoining Authorities on at least two occasions a year, unless agreed otherwise by the Company and the Councils, in order to

discuss issues relating to long-term Airport parking both on and off-Airport in order to minimise the level of unauthorised parking.

### **Obligation 10.2**

To meet with the Company (Chief Planning Officer and / or Planning Manager) on at least two occasions a year, unless agreed otherwise, in order to provide feedback on issues being raised through the Gatwick Joint Local Authorities meetings and Gatwick Officers Group and to consider:

- any emerging planning, transport or environmental policies or issues of relevance to the operation and development of the Airport;
- employment trends and other matters bearing on the economy of the sub-region; and
- progress on the implementation of Obligations and Commitments.

### **Obligation 10.3**

To run a Gatwick Officers Group comprising officers from the Borough Council, the County Council and the Adjoining Authorities, charged with discussing and considering amongst other things:

- Implementation of the Master Plan, S106 Agreement, Action Plans referred to in this Agreement, and the Gatwick Supplementary Planning Document;
- Current and emerging issues related to the operation, growth and development of the Airport including future forecasts and topics;
- To invite the Company, as appropriate, to discuss the above;
- Preparing reports and issues to be discussed by Councillors at the Gatwick Joint Local Authorities meeting.

### **Obligation 10.4**

To maintain appropriate mechanisms to consult with the County Council and Adjoining Authorities on any proposals for development at the Airport.

### **Obligation 10.5**

To consult the Company on any future Council proposals for road user charges that would apply to staff or passengers travelling to or from the Airport and to give fair consideration to the Company's response on the appropriateness and use of such charges.

### **Obligation 10.6**

To hold an annual meeting with other relevant local authorities and the Company on issues relating to air quality impact of operations at the Airport and to exchange all relevant data/information at the time.

### **Obligation 10.7**

To use reasonable endeavours to work with Network Rail and/or the Company regarding the redevelopment of the railway station serving the Airport in order to provide the Airport with an efficient railway interchange that suits the needs of all users and, where opportunities arise, to improve the multi-modal interchangeability of the Airport.

### **Obligation 10.8**

To work with the Company on the implementation of its investment plans, in particular those directed at the enhancement of the Airport's Terminals forecourt areas.

### **Obligation 10.9**

To monitor compliance with the obligations of the Borough Council and to provide the results of that monitoring to the Company for inclusion in the Monitoring Report to be prepared by the Company in accordance with the timetable and requirements set out in Schedule 9.

### **Obligation 10.10**

To pay an equal contribution with the County Council towards the 50% cost of the Environmental Consultant to be appointed pursuant to Schedule 9.

## **OBJECTIVES AND OBLIGATIONS RELATING TO WEST SUSSEX COUNTY COUNCIL**

### **The County Council's Obligations:**

#### **Obligation 11.1**

To meet with the Company (Chief Planning Officer and/or Planning Manager) on at least two occasions a year, unless agreed otherwise, in order to provide feedback on issues being raised through the Gatwick Joint Local Authorities meetings and Gatwick Officers Group and to consider:

- any emerging planning, transport or environmental policies or issues of relevance to the operation and development of the Airport.
- employment trends and other matters bearing on the economy of the sub-region.
- progress on the implementation of Obligations and Commitments.

#### **Obligation 11.2**

To consult the Company on any future County Council proposals for road user charges that would apply to staff or passengers travelling to or from the Airport and to give fair consideration to the Company's response on the appropriateness and use of such charges.

#### **Obligation 11.3**

To use all monies received by the County Council from the Company pursuant to Obligation 5.7.2 strictly towards the cost of the transport or highway scheme in respect of which the payment or payments were made, provided that the payment to a relevant Highway Authority for such purpose will release the County Council from any further obligation in respect thereof.

#### **Obligation 11.4**

To use reasonable endeavours to work with Network Rail and/or the Company regarding the redevelopment of the railway station serving the Airport in order to provide the Airport with an efficient railway interchange which suits the needs of all users and, where opportunities arise, to improve the multi-modal interchangeability of the Airport.

**Obligation 11.5**

To work with the Company on the implementation of its investment plans, in particular those directed at the enhancement of the Airport's Terminals forecourt areas.

**Obligation 11.6**

To monitor compliance with the obligations of the County Council and to provide the results of that monitoring to the Company for inclusion in the Monitoring Report to be prepared by the Company in accordance with the timetable and requirements set out in Schedule 9.

**Obligation 11.7**

To pay an equal contribution with the Borough Council towards the 50% cost of the Environmental Consultant to be appointed pursuant to Schedule 9.

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**Issued by Gatwick Airport Limited**

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