

Communities Against Gatwick Noise Emissions (CAGNE)
Gatwick Airport Northern Runway project DCO application
PINS Reference Number: TR020005

CAGNE APPENDIX 2 – PROPOSED REQUIREMENTS
DEADLINE 2 (26 March 2024)

1. Without prejudice to CAGNE’s case that the Application should be refused, this document sets out CAGNE’s initial suggestions on the Requirements to be incorporated in Schedule 2 of the Development Consent Order. Further suggestions may be made in response to submissions by the Applicant and others.

Construction

2. Suggested new requirement:

Construction community engagement plan

X.—(1) No part of the authorised development is to commence until a construction community engagement plan has been submitted to and approved in writing by the relevant local authority (after consultation with local residents). This should make provision for regular meetings with residents, both before and during the construction phase, to update communities on concerns and progress.

(2) With respect to requirements which require construction details or plans to be submitted to a local authority for approval under this Schedule, the details submitted must be accompanied by a summary report enclosing the consultation undertaken by the undertaker through the community engagement plan and summarising the outcome of the consultation. The undertaker must provide a copy of the summary report to the relevant community consultees.

(3) The construction works must be carried out in accordance with the construction community engagement plan referred to in sub-paragraph (1).

Noise

3. CAGNE does not agree that the CAA should be the independent noise reviewer. As is reflected in regulation 4(1) of the Airports (Noise-related Operating Restrictions) (England and Wales) Regulations 2018, the local planning authority is the competent authority under the Planning Act 2008. We suggest all references within the requirements to “independent noise reviewer” be replaced with “relevant local planning authority” (or some other formulation which refers to the requisite local planning authority).

4. Amend requirement 15 “**Air noise envelope**” to include the following sub-paragraph:

(X) Dual runway operations shall not commence until new noise envelope limits based on updated data have been submitted to and approved by CBC (in consultation with SCC, WSCC and KCC).

5. Amend requirement 16 “**Air noise envelope reviews**” to include the following sub-paragraph:

(X) The undertaker shall be required to submit a noise envelope review document to the CBC for approval (in consultation with SCC, WSCC and KCC) in the event of any proposed changes to the flight paths in place at the date of this Order.

Carbon

6. Suggested new requirement:

Carbon cap scheme

(X)(1).—Dual runway operations shall not commence until a scheme setting out maximum annual carbon emissions from airport operations and flights has been submitted and approved in writing by CBC, (in consultation with RBBC, NVDC, TDC, HDC, SCC, WSCC and KCC).

(2) The undertaker shall be required to submit an annual monitoring report of carbon emissions to CBC (in consultation with RBBC, NVDC, TDC, HDC, SCC, WSCC and KCC), setting out whether the annual emissions caps provided by way of sub-paragraph (1) have been met.

(3) The undertaker shall not be permitted to declare any further capacity for commercial air transport movements from the airport where two consecutive annual reports identify that the carbon cap limit has been exceeded during the previous 24 months of the operation of the airport until an annual monitoring report has been approved by CBC (in consultation with RBBC, NVDC, TDC,

HDC, SCC, WSCC and KCC) which confirms compliance with the carbon cap limit identified to have not been complied with during the previous 24 months of the operation of the airport or forecast to not be complied with (as is relevant in the circumstances).

Airport operations

7. Amend requirement 19 “Airport operations” by deleting sub-sections (1) and (2) and replacing with the following new sub-sections:

(1) The airport may not be used for more than 285,000 commercial air transport movements per annum until the modernisation of airspace (in accordance with Future Airspace Strategy Implementation South) is completed and implemented.

(2) Both the northern runway (Work No.1) and the southern runway (being the airport’s main runway at the date this Order is made) must not be routinely used between the hours of 23:00 – 06:00.

(3) Air transport movements shall be capped between the hours of 06:00 - 07:00 on weekdays and 06:00 – 08:00 on weekends in accordance with a scheme to be approved by the local authority prior to commencement of dual runway operations.

(4) From the date of the commencement of dual runway operations, the airport may not be used by more than 46.6 million passengers per annum until the modernisation of airspace (in accordance with Future Airspace Strategy Implementation South) is completed and implemented.

Surface transport

8. Suggested new requirements:

Travel Plan

X.—(1) No part of the authorised development is to commence until a travel plan has been submitted to and approved in writing by CBC (in consultation with SCC, WSCC, ESCC, HDC, after consultation with local residents). This should include:

- a. a scheme to increase the proportion of passengers using public transport, including:
 - i. the provision of free public transport to and from the airport for workers; and
 - ii. improvement of local cycle routes, including cycle route 21; and
- b. provision for measures to prevent parking by passengers on residential roads; and
- c. provision to limit daily movements to and from the waste sorting site and prevent vehicles leaving or entering the site between 22:00 – 06:00.

(2) The authorised development must be constructed in accordance with the travel plan referred to in sub-paragraph (1).

Freight Operations Management Plan

X.—(1) No part of the authorised development is to commence until a freight operations management plan has been submitted to and approved in writing by CBC (in consultation with SCC, WSCC, ESCC, HDC, after consultation with local residents). This should include:

- a. access management and routing for both HGV and light freight vehicles requiring use of main routes around the airport; and
- b. tracking and recording of both HGV and light freight vehicles.

(2) The authorised development must be constructed in accordance with the management plan referred to in sub-paragraph (1).

Permitted Development Rights

9. Suggested new requirement:

Permitted Development Rights

X. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development as specified in Part 8 Class F shall be carried out within the site without express planning permission first being obtained from the local planning authority.

26 March 2024