



## Planning Act 2008 – Section 91

### Application by Gatwick Airport Limited for an Order Granting Development Consent for the Gatwick Airport Northern Runway Project

#### Agenda for Issue Specific Hearing 9: Environmental Matters (ISH9)

<b>Date:</b>	Tuesday 30 July 2024, Wednesday 31 July 2024 and Thursday 1 August 2024
<b>Time:</b>	2.00pm Room opens 1.30pm/ Virtual registration from 1.30pm
<b>Venue:</b>	Virtual event (Microsoft Teams)  and  Sandman Signature London Gatwick Hotel, 18-23 Tinsley Lane South, Three Bridges, Crawley, West Sussex, RH10 8XH
<b>Access and parking:</b>	Limited free on-site parking
<b>Background information:</b>	Please see <b>Annex A</b>

## AGENDA

### 1. Welcome, introductions and arrangements for the Hearing

1.1 The Examining Authority (ExA) will welcome participants, lead introductions, and address housekeeping matters.

### 2. Purpose of the Hearing

2.1 The ExA will explain the purpose of the Hearing.

### 3. The Case for the Proposed Development

3.1 The Applicant and Joint Local Authorities (JLAs) will be asked about any controls of potential environmental effects between the 2019 baseline and the Future Baseline.

3.2 The Applicant and JLAs will be asked about outstanding differences relating to Forecasting & Need and Capacity & Operations as outlined in the respective Statements of Common Ground [REP7-070], [REP7-069] and Appendix B to the JLA's response to the Applicant's Deadline 6 submissions [REP7-104].



## 4. Mitigation

- 4.1 The Applicant and Joint Local Authorities will be asked about the draft Requirements in Schedule 2 of the dDCO [REP7-005] and the potential changes identified at **Annex B**.
- 4.2 The Applicant and Joint Local Authorities will be asked about outstanding matters in respect of the draft section 106 Agreement [REP6-063].
- 4.3 The Applicant and Joint Local Authorities will be asked about the scope of, and agreement about, control documents.
- 4.4 The Applicant and Joint Local Authorities will be asked about specific articles and schedules of the dDCO (excluding Schedule 2) where agreement is unlikely to be reached by the close of the Examination.

## 5. Socio-economics (including Health and Wellbeing)

***This agenda item will not start before the morning of Thursday 1 August 2024***

- 5.1 Noting the responses to ExQ2 SE.2.12, the Applicant and Joint Local Authorities will be asked to provide comment on compliance with paragraph 4.5 of the Airports National Policy Statement.
- 5.2 Noting their response to ExQ2 SE.2.12, the Joint Local Authorities will be asked to provide detail and justification on what, if any, additional controls are necessary in terms of addressing socio-economic effects.
- 5.3 The Applicant and Joint Local Authorities will be asked to provide an update in terms of on-going discussions regarding the proposed Employment, Skills and Business Strategy.
- 5.4 The Applicant and Joint Local Authorities will be asked about the need for and practicalities of the provision of temporary housing options.
- 5.5 The Applicant and Joint Local Authorities will be asked to provide an update in respect of on-going discussions in relation to the need to present a worst-case scenario in terms of employment benefit.
- 5.6 Noting the submission of the 'Explanatory Note on Catalytic Employment' into the Examination, the Joint Local Authorities will be asked to confirm whether this alleviates their concerns regarding the methodology used to assess catalytic employment benefits.
- 5.7 Noting the Joint Local Authorities' answer to ExQ2 HW.2.8, the Applicant will be asked to expand on how effects on vulnerable groups would be monitored and what engagement with such groups would occur during the lifetime of the Proposed Development.



5.8 The ExA will ask the Applicant to provide further detail in respect of the proposed Hardship Fund. Questions will include, but will not be limited to, the level of funding and how this would be distributed.

5.9 The ExA may also ask questions of the Joint Local Authorities, other relevant bodies, and the Applicant about matters arising from written and oral submissions relating to both socioeconomic and health and wellbeing matters.

## **6 Action points arising from the Hearing**

## **7 Any other business**

## **8 Close of Hearing**

### **Attendees**

All Interested Parties are welcome to attend the Hearing but should note that the Hearing is primarily to hear oral representations on the agenda items. With this in mind, please refer to **Annex A** for further information including how to register to participate. The ExA specifically invites representatives from the following parties to attend because the ExA considers their oral representations on the agenda items will assist in progressing the Examination:

- The Applicant.
- Relevant local authorities.
- National Highways.
- Network Rail.
- Communities Against Gatwick Noise and Emissions (CAGNE)
- Gatwick Area Conservation Campaign (GACC)



### Background information

**The purpose of this Hearing is to focus on issues which the Examining Authority (ExA) wishes to address primarily to the Applicant. In accordance with Section 91 of the Planning Act 2008, the ExA is holding this Hearing to consider oral representations on the issues on the agenda.**

All Interested Parties (IP) may participate in the hearing in person or virtually via Microsoft Teams, but to assist with their management you have been requested to register by completing the **Event Participation Form**. The deadline to register for the ISH was Monday 15 July 2024. IPs who have not registered by this date should contact the Case Team as soon as possible: [GatwickAirport@planninginspectorate.gov.uk](mailto:GatwickAirport@planninginspectorate.gov.uk).

Full instructions on how to join online will be provided in advance to those who have pre-registered. If you are joining a Hearing online as an active participant, please connect to the Hearing in good time. In common with traditional Hearings, the event will start on time irrespective of any late arrivals, for whom access may not be possible.

The event will also be livestreamed and a link for watching the livestream will be posted on the project webpage of the National Infrastructure Planning website closer to the event date.

To enable a prompt start, the Hearing venue will be open for participants to take their seats prior to the start time of each Hearing. Please refer to the individual agenda for confirmation of room opening times.

The Planning Act 2008 and the Infrastructure Planning (Examination Procedure) Rules 2010 provide that the ExA will probe, test and assess the evidence at Hearings through direct questioning of persons making oral representations. Questioning will therefore be led by the ExA. Cross-questioning of the person giving evidence by another person will **only** be permitted if the ExA decides it is necessary to ensure representations are adequately tested or that a person has had a fair chance to put their case. Parties wishing to make a representation will be invited to do so at the ExA's discretion.

The ExA will begin the Hearing with opening comments and introductions, then will run through housekeeping matters and explain how the Hearing will be conducted.

The agenda is for guidance only. It is not designed to be exclusive or exhaustive. The ExA may add other issues for consideration, may alter the order in which issues are considered and will seek to allocate sufficient time to each issue to allow proper consideration of them. The Hearing will finish as soon as the ExA deems that all matters have been covered. Any lack of discussion of a particular issue at a Hearing does not preclude further examination of the issue, including the asking of further written questions.

All IPs and APs are welcome to attend the Hearing and are entitled to make oral representations. However, this is subject to the power of the ExA to control the conduct and management of the Hearing in the interests of the efficient use of time.



Every effort will be made to ensure that the issues will be discussed on the day that they are scheduled for. If there are additional matters to be dealt with or submissions that take a considerable amount of time, there may be a need to continue the session for longer on the day. Alternatively, it may be necessary to prioritise matters and defer others to written questions.

Each Hearing is held at the discretion of the ExA to consider matters that it considers to be important and relevant to the effective and robust examination of the application. Consequently, the business of the Hearing will be limited to the matters identified in the agenda or otherwise raised by the ExA.

Active participation is at the invitation and discretion of the ExA. Oral submissions must address the matters and questions identified on the Hearing agenda or raised by the ExA at the Hearing. Oral submissions on other subject matters or from persons who have not been invited to speak by the ExA may only be heard at the discretion of the ExA, who may decide that such matters are not heard in the interests of relevance, efficiency or fairness.

Participants may be legally represented if they wish, but the Hearing will be conducted to ensure that legal representation is not required.

A recording and transcript of each Hearing will be published by the Planning Inspectorate on the project webpage and any IP may make a written submission on the specific matters either included in the agendas or arising at the Hearing by **Deadline 8 (Wednesday 7 August 2024)**.

**Application by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project  
The Examining Authority's Draft Requirements – Schedule 2 of the Draft Development Control Document  
Issued on Monday 22 July 2024**

The following table sets out the Examining Authority's (ExA) potential amendments to Schedule 2 (Requirements) of the Applicant's draft Development Consent Order (DCO) that was submitted at Deadline (D) 7 [REP7-005].

Regardless of the ExA's recommendation to the Secretary of State for Transport a recommended DCO will need to accompany the Recommendation Report. As a result, the production of this document is on a without prejudice basis and should not be taken as an indication of the ExA's final recommendation.

The purpose of this document is to highlight potential changes to Schedule 2 of the draft DCO. Amendments are set out in the same order that they appear in the DCO as currently drafted. Column 2 of the table indicates the current drafting as suggested by the Applicant; column 3 provides either the ExA's preferred drafting with the potential changes shown underlined where the ExA consider something may need to be inserted or struck through where it may need to be removed. An explanation for the change or insertion is provided in column 4.

Please note that this document does not necessarily include every change which the ExA considers may be necessary and further changes may arise as discussions between the Applicant and other Interested Parties evolve during the remainder of the Examination. Additionally, as set out in the Examination Timetable [PD-011 Annex A] the ExA will publish proposed changes to the draft DCO which will comprise the entire draft DCO and not only Schedule 2. This will be published on Wednesday 14 August 2024.

The document will be discussed as part of item 4.1 at ISH9 beginning on Tuesday 30 July 2024. Detailed responses to this document are due at **Deadline 8, Wednesday 7 August 2024**.

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
1		<p><b>Interpretation</b></p> <ul style="list-style-type: none"> <li>• “average summer day” shall mean 0700-2300 in average operating mode between 16 June until 15 September inclusive;</li> <li>• “average summer night” shall mean the period 2300-0700 in average operating mode between 16 June until 15 September inclusive;</li> <li>• “Eligible premises” shall mean buildings at least partly used for permanent residency, education, healthcare, study and reading, worship, and community activity where, following the commencement of dual runway operations, air noise, ground noise or combined air and ground noise is predicted to exceed <math>L_{Aeq, 16\text{ hr}}</math> 54 dB on an average summer day, and buildings at least partly used for permanent residency where, following the commencement of dual runway operations, air</li> </ul>	<p>Terms used in alternative requirements.</p> <p>‘Eligible premises’ is intended to identify those premises where receptor-based mitigation may be necessary to achieve an internal environment, consistent with relevant standards/ guidance having accounted for other noise controls.</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>noise, ground noise or combined air and ground noise is predicted to exceed <math>L_{Aeq, 8 \text{ hr}}</math> 48 dB, on an average summer night;</p>	
8	<p><b>Landscape and ecology management plan</b></p> <p>Subparagraph 3 currently reads:</p> <p>3) Each landscape and ecology management plan submitted pursuant to sub-paragraph (1) must be substantially in accordance with the outline landscape and ecology management plan and must include a timetable for the implementation of the landscaping works it contains.</p>	<p>Recommended amendment to subparagraph 3:</p> <p>3) Each landscape and ecology management plan submitted pursuant to sub-paragraph (1) must be substantially in accordance with the outline landscape and ecology management plan and <u>the tree planting proposals in the tree survey report and arboricultural impact assessment. Each landscape and ecology management plan</u> must include a timetable for the implementation of the landscaping works it contains.</p>	<p><b>Reason</b></p> <p>To ensure that each LEMP submitted for approval is in accordance with the tree planting proposals set out in <i>ES Appendix 8.10.1 – Tree Survey Report and Arboricultural Impact Assessment</i> which sets out how the proposed tree planting will comply with CBC policy CH6.</p>
15,16	<p><b>Air noise envelope, Air noise envelope reviews</b></p> <p>Text to be replaced by wording in next column.</p>	<p><b>Air noise limits</b></p> <p>(1) From the commencement of dual runway operations, the operation of the airport shall be planned to achieve a predicted air noise level <math>L_{Aeq}</math> that:</p>	<p><b>Reason</b></p> <p>For example, ANPS 5.60 <i>“The benefits of future technological improvements should be shared between the applicant and its local communities, hence helping to achieve a balance between growth and noise reduction”</i> and</p>



Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>for an average summer day is at least 0.5 dB less than the value calculated for an average summer day in 2019;</p> <p>and</p> <p>for an average summer night is at least 0.5 dB less than the value calculated for an average summer night in 2019.</p> <p>(2) Five years after the commencement of dual runway operations, and every fifth year thereafter until 2049, the operation of the airport shall be planned to achieve a predicted air noise level LAeq that:</p> <p>for an average summer day reduces by at least a further 0.5 dB;</p> <p>and</p>	<p><i>“include clear noise performance targets”</i></p> <p><b>Informative</b></p> <p>The ExA has based this draft operational noise requirement on scenario 3 of ICAO’s ‘Global trends in Aircraft Noise’ <i>‘technology improvements of 0.2 EPNdB per annum for all aircraft entering the fleet from 2024 to 2050.’</i></p> <p>It is intended to provide a clear expression of benefits sharing for all those likely to be adversely affected by aircraft noise, time for the Applicant to develop any necessary supporting processes, and an incentive for the aviation industry, which it can respond to.</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>for an average summer night reduces by at least a further 0.5 dB.</p> <p>(3) Before the commencement of dual runway operations, and annually thereafter, the undertaker shall have submitted to the independent air noise reviewer and have had approved by the independent air noise reviewer an operating plan ahead of the following summer operating season that shows that the noise limits set out in (1) and (2) shall be achieved.</p> <p>(4) As soon as reasonably practicable after the end of each summer operating season, after the commencement of dual runway operations, the undertaker shall publish their report to the independent air noise reviewer showing the calculated noise performance of the airport informed by actual noise measurements, compared with the noise limits set out in (1) and (2) with an explanation of any exceedances.</p>	

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>(5) If the independent air noise reviewer, in consultation with the host authorities, considers that any exceedances reported in (4) are caused by factors within the control of the undertaker, the undertaker shall modify its approach to the development of its operating plan for the following year to meet the noise limits set out in (1) and (2).</p>	
18	<p><b>Noise insulation scheme</b></p> <p>Text to be replaced by wording in next column.</p>	<p><b>Receptor based mitigation</b></p> <p>(1) Within not more than 3 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker shall submit for approval by the relevant local planning authority a forecast list of premises forecast to be eligible premises at the commencement of dual runway operations.</p> <p>(2) Within not more than 6 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker must take appropriate steps, having consulted with the relevant local planning authority, to</p>	<p><b>Reason:</b></p> <p>For example, ANPS 5.68 <i>'Development consent should not be granted unless the Secretary of State is satisfied that the proposals will meet the following aims for the effective management and control of noise, within the context of Government policy on sustainable development:</i></p> <ul style="list-style-type: none"> <li>• <i>Avoid significant adverse impacts on health and quality of life from noise;</i></li> <li>• <i>Mitigate and minimise adverse impacts on health and quality of life from noise; and</i></li> </ul>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>notify the owners and occupiers of all premises on the approved list (1) that the premises has been approved for the design, installation, and maintenance of a package of measures that may include ventilation, noise insulation and methods to reduce solar gain to achieve an internal noise environment consistent with guidance.</p> <p>(3) Within not more than 12 months following the commencement of any of Work Nos. 1 – 7 (inclusive) the undertaker must, subject to access being granted to the premises, carry out a survey of all the premises on the approved list and submit, for approval by the relevant local planning authority, proposed designs for all premises on the approved list.</p> <p>(4) The designs submitted by the undertaker and the consideration of them by the relevant local planning authority must have due regard for</p>	<p>• <i>Where possible, contribute to improvements to health and quality of life.'</i></p> <p><b>Informative</b></p> <p>It is considered that local planning authorities should play a role in the design of receptor based mitigation, particularly on behalf of local communities. Designs proposed may affect the appearance of the local built environment and may involve features that would normally require consent, including listed building consent. The take up of such schemes may also be improved through the involvement of the local planning authorities by providing assurance to owners and occupiers that due process has been followed and the designs offered have been appropriately scrutinised against relevant standards.</p>

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		<p>guidance including Sound Insulation and Noise Reduction for Buildings BS 8233 British Standards Institution (2014), Methods for rating and assessing industrial and commercial sound BS 4142 British Standards Institution (2014), Acoustic design of schools: performance standards BB93 Department for Education (2015) and Acoustics— Technical Design Manual 4032 Department for Health (2011) as relevant.</p> <p>(5) Subject to agreement by the owner of the premises and access being granted to the premises, the design approved by the relevant local planning authority shall be installed and commissioned before the commencement of dual runway operations.</p>	
20	<p><b>Surface access</b></p> <p>20. From the date on which the authorised development begins the operation of the airport must be carried out in accordance</p>	<p><b>Surface access</b></p> <p>20 (1) From the date on which the authorised development begins the operation of the airport must be carried out in accordance with the</p>	<p>To ensure that the impacts of the development as described in the Transport Assessment and the consequential effects set out in the Environmental Statement are not</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
	<p>with the surface access commitments unless otherwise agreed in writing with CBC and National Highways (in consultation with Surrey County Council and West Sussex County Council).</p>	<p>surface access commitments unless otherwise agreed in writing with CBC and National Highways (in consultation with Surrey County Council and West Sussex County Council).</p> <p>(2) <u>First use of the following airport facilities shall not be permitted until the mode shares set out below have been demonstrated to have been achieved in the Annual Monitoring Report unless otherwise permitted by CBC.</u></p> <p>a) <u>At least 54% of passengers travelling to the airport used public transport in the monitored year. Should this public transport mode share not be achieved then the Undertaker shall not use the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Simultaneous operational use of the northern runway:</u></li> <li><u>and</u></li> <li>• <u>Pier 7 and associated stands.</u></li> </ul> <p>b) <u>At least 55% of passengers travelling to the airport used public</u></p>	<p>greater than those assessed within the Application.</p>

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		<p><u>transport in the monitored year. Should this public transport mode share not be achieved then the Undertaker shall not use the following:</u></p> <ul style="list-style-type: none"> <li>• <u>The South Terminal Hotel Phase 2 on the former car park H; and</u></li> <li>• <u>The use of multi storey car Park Y.</u></li> </ul> <p><u>c) Not more than 44.9% of staff travelling to the airport were car drivers in the monitored year. Should this car driver mode share be exceeded then the Undertaker shall not use the South Terminal Office (on former car park H).</u></p>	
New		<p><b>Removal of permitted development rights relating to the provision of additional car parking</b></p> <p>Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 8, Class F – Development at an</p>	<p>To ensure that the impacts of the development as described in the Transport Assessment and the consequential effects set out in the Environmental Statement are not greater than those assessed within the Application.</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		airport (or any order revoking and re-enacting that Order with or without modification), no additional car parking shall be provided at the airport unless otherwise permitted by CBC.	
21	<p><b>Carbon action plan</b></p> <p>21. From the date on which the authorised development begins, the authorised development and the operation of the airport must be carried out in accordance with the carbon action plan unless otherwise agreed in writing with the Secretary of State.</p>	<p><b>Carbon action plan</b></p> <p>21. From the date on which the authorised development begins, the authorised development and the operation of the airport must be carried out in accordance with the carbon action plan unless otherwise agreed in writing with the Secretary of State <u>(following consultation with CBC)</u>.</p>	<p>To ensure that the relevant planning authority can use its knowledge of the local area to advise the Secretary of State.</p> <p>Additionally, the CAP should be modified to make provision for CBC to be provided with the Monitoring Report and to be consulted on any Action Plan required in the event that further interventions are required and to be consulted when the CAP is reviewed.</p>
New		<p><b>Employment, skills and business implementation plan</b></p> <p>(1) No part of the authorised development may commence until an Employment Skills and Business Implementation Plan has been submitted to Crawley Borough Council for approval in writing (in consultation with WSCC, ESCC and KCC).</p>	<p>To ensure the socioeconomic benefits of the Proposed Development would be fully secured and realised.</p> <p>It should be noted that in the case of the Awel y Mor offshore windfarm the Secretary of State noted that there is a precedent for such Requirements.</p>



Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>(2) The Employment Skills and Business Implementation Plan submitted pursuant to sub-paragraph (1) must be substantially in accordance with the Employment Skills and Business Strategy and must be in the form of the Draft Employment Skills and Business Implementation Plan.</p> <p>(3) The Employment Skills and Business Implementation Plan must be implemented as approved pursuant to sub-paragraph (1).</p>	
New		<p><b>Housing Fund</b></p> <p>(1) No part of the authorised development may commence until a Housing Fund Plan, covering both the construction and operation phases, has been submitted to and approved in writing by CBC (in consultation with East Sussex County Council, Horsham District Council, Mid Sussex District Council, West Sussex County Council, Kent County Council,</p>	<p>The ExA is aware of the on-going discussions between parties in respect of the possible obligation to establish a Housing Fund to mitigate the Proposed Development's impact on housing delivery as regards affordable housing and temporary accommodation.</p> <p>Nevertheless, the ExA notes the evidence provided by the Authorities in respect of concerns regarding an existing lack of affordable, temporary</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>Surrey County Council, MVDC, RBBC and TDC)</p> <p>(2) The Housing Fund Plan must be implemented as approved pursuant to sub-paragraph (1).</p>	<p>and emergency housing. Given the increase in both construction workers and operational staff to the locality, the ExA considers it necessary to ensure, via a Housing Fund, additional pressures on affordable and temporary are fully mitigated.</p>
25	<p><b>Operational waste management plan</b></p> <p>(1) The replacement CARE facility (Work No. 9) must not be brought into routine operation until the undertaker has submitted an operational waste management plan to West Sussex County Council for approval.</p> <p>(2) The operational waste management plan submitted under sub-paragraph (1) must be substantially in accordance with the operational waste management strategy.</p> <p>(3) The airport must be operated in accordance with the operational waste management plan approved by West Sussex County Council unless</p>	<p><b>Operational waste management plan</b></p> <p>(1) <u>Works to construct</u> the replacement CARE facility (Work No. 9) must not <u>commence until an operational waste management plan has been submitted to and approved in writing by</u> West Sussex County Council.</p> <p>(2) The operational waste management plan submitted under sub-paragraph (1) must be substantially in accordance with the operational waste management strategy.</p> <p>(3) The airport must be operated in accordance with the operational waste management plan approved by West Sussex County Council unless otherwise agreed in writing with West Sussex County Council.</p>	<p>To bring forward the approval of the OWMP ahead of the construction of the replacement CARE facility. This would be to prevent a situation where the existing CARE facility has been removed and the replacement facility has been constructed but can't be brought into operation if the OWMP is not approved.</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
	otherwise agreed in writing with West Sussex County Council.		
New		<p><b>Air Quality Monitoring</b>                      In consultation with the host authorities, and prior to the commencement of dual runway operations, the undertaker shall develop an operational air quality monitoring and management plan, which shall be implemented following the commencement of dual runway operations</p>	<p><b>Reason:</b>                      For example, 5.35 to 5.41 of the ANPS regarding monitoring the effectiveness of mitigation measures included in the authorised development.</p>
New		<p><b>Odour management and monitoring plan</b>                      (1) The commencement of dual runway operations must not take place until an odour management and monitoring plan to ensure the management of aviation fuel odour and other odour emissions at the Horley Gardens Estate has been submitted to and approved in writing by CBC in consultation with RBBC.                      (2) The odour management and monitoring plan submitted under sub-paragraph (1) must be substantially in accordance with the</p>	<p>To ensure procedures are in place to monitor and manage impacts related to odour, in particular for residents of the Horley Gardens Estate.</p> <p>This new requirement is based on the JLA's suggested requirement in [REP7-108].</p> <p>It is suggested by the ExA that the Odour Reporting Process Technical Note [REP7-094] could form the basis of an outline odour management and monitoring plan referred to in sub-paragraph (2) and is expanded to</p>

Requirement	Text as set out in the draft DCO [REP7-005]	ExA's Recommended Amendment/ Insertion:	Reasons and Notes
		<p>outline odour management and monitoring plan.</p> <p>(3) The odour management and monitoring plan submitted under sub-paragraph (1) should include a two stage study to:</p> <ul style="list-style-type: none"> <li>(i) determine the ambient concentrations of an appropriate marker for aviation fuel at which fuel odours are perceived on the Horley Gardens Estate;</li> <li>(ii) if the concentrations of the marker determined in sub-paragraph (3)(i) exceed the limit of detection of a suitable field based monitor then such equipment is to be installed at a location agreed with CBC for a 1 year period to enable the examination of the distribution of events giving rise to aviation fuel odour;</li> </ul> <p>(4) The airport must be operated in accordance with the odour</p>	<p>include sections on the following matters identified by the JLA's in [REP7-108]:</p> <ul style="list-style-type: none"> <li>• procedures for recording, reviewing monitoring results and adjusting mitigation;</li> <li>• procedures for data sharing with the host authorities and reporting to the host authorities (<i>The ExA note that the reporting process referred to in [REP7-094] only refers to the reporting of complaints rather than the reporting of monitoring results</i>);</li> <li>• a complaints and resolution process (<i>The ExA note that [REP7-094] includes the complaints process. However, the process appears to end with reporting and responding to the complaint rather than a resolution process</i>);</li> <li>• a communications and engagement plan; and</li> <li>• any proposed odour mitigation measures.</li> </ul>

<b>Requirement</b>	<b>Text as set out in the draft DCO [REP7-005]</b>	<b>ExA's Recommended Amendment/ Insertion:</b>	<b>Reasons and Notes</b>
		management and monitoring plan approved by CBC unless otherwise agreed in writing with CBC.	