

Principal Areas of Disagreement Summary Statement (PADSS) from Buckinghamshire Council (BC)			Version Number: 2 Submitted at: 12/09/2023	
Principal Issue in Question		Concern held	What needs to change/be amended/be included in order to satisfactorily address the concern	Likelihood of concern being addressed during Examination
2.1 Climate Change and Greenhouse Gases				
2.1.1	Insufficient sensitivity testing of JZS scenarios	Need to reflect the uncertainty and variables around delivering and achieving the Government's JZS for decarbonising aviation by 2050 within the GHG assessment.	Sensitivity testing for Faster Growth and Next Generation Aircraft scenarios to be undertaken; GHG emissions to be assessed on a quantitative basis; and the cumulative emissions assessed accordingly.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.1.2	ESG membership and remit	Need to ensure the independence of the ESG and address potential conflict of interest in LBC's role as owner and enforcer.	<p>BC to have a seat on the ESG and to have a position for a suitably qualified and experienced technical officer within the four Technical Panels relating to Air Quality, GHG, Noise and Surface Access.</p> <p>ESG to have a right of appeal to the Secretary of State.</p> <p>See point 2.10.5 in this PADSS regarding a change to the dDCO Paragraph 20.</p>	
2.1.3	Addressing decommissioning	Ensuring that impacts from future decommissioning are	A requirement added to the DCO to ensure that a separate assessment is required for future de-commissioning.	

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		taken into consideration as appropriate.		
2.2. Transport and Highways				
2.2.1	Strategic Traffic Model, Local Model Validation Report (LMVR)	BC does not consider that the validation and calibration of the strategic model is of an adequate standard within Buckinghamshire to provide certainty of the traffic impacts within the County.	Journey time data and calibration and validation data required to confirm the model's appropriateness for the purposes of assessing development proposals within Buckinghamshire.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
			Confirmation that long-stay survey data was included in the CAA trip rate data.	
			A Forecasting Model Report that confirms how growth has been calculated and applied within the model to ensure that growth within Buckinghamshire has been taken into account appropriately.	
			An updated Local Model Validation Report (LMVR) that addresses the above points.	

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2.2.2	Robustness of traffic assessment data re: A41/B489/B488 route by the Applicant.	Concerns regarding the level of confidence that can be applied to the assessment of the A41/B489/B488 route by the Applicant.	Details of the link flows for the base year and future years with and without development for the B489, B488 and A41.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
			Select link analysis of development traffic only for the B498, B488 and A41	
			Reassessment of the A41/B489/B488 route using the updated and validated traffic model.	
			Mitigation and/or enhancement at the B488/B489 junction and other parts of the principal airport access route through Buckinghamshire.	
2.2.3	Lack of public transport services connecting Buckinghamshire and London Luton Airport	BC is concerned that the level of public transport provision is inadequate. As such, BC is concerned that the provision will not support BC's requirements for sustainable transport	Engage with BC to develop public transport offering for direct bus and/or coach services.  The provision of a high speed, high quality, high frequency bus service between Aylesbury and the airport.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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		<p>and modal shift and reduced traffic derived air pollution. (For reference see 7.12 Surface Access Strategy – 6.4 Bus and Coach; 6.4.2; 7.12 Surface Access Strategy – 6.4 Bus and Coach; 6.4.4; 7.13 Framework Travel Plan – 5.2 Interventions and measures, table 5.1 Luton DART and Rail, 7.13 Framework Travel Plan – 5.2 Interventions and measures, table 5.2 Bus and Coach)</p>	<p>Require restoration of a local bus route (61) connecting Luton and Aylesbury on at least an hourly service frequency.</p> <p>Certainty of an appropriate Sustainable Transport Fund (STF), supported by detail of how the STF will be calculated.</p> <p>Certainty of mode shift, linked to specific targets and hold points and embedded in the STF.</p> <p>Update to the Framework Travel Plan (FTP ((APP-229, superseded by AS-131) to provide certainty of governance of the STF.</p>	
2.2.4	Clarification of construction traffic impacts and controls in Buckinghamshire	Uncertainty of the full extent of the impacts of construction traffic and activities from the Scheme on the Buckinghamshire highway network.	Consultation on the further development of the CTMP, which should incorporate specific targets for each mode to expand on the current division between sustainable and unsustainable modes.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the

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		<p>'Unsustainable' modes should be disaggregated into types, with associated data.</p> <p>Consultation on freight routing and suitable controls to be included within the CTMP. This needs to be informed by trip generation information to identify the source, route and type of construction HGV movements</p> <p>The Outline Construction Workers Travel Plan (APP-131) to be updated to show how the Buckinghamshire highway network is to be affected; with subsequent testing within the updated traffic modelling.</p> <p>BC to be included within the Airport Transport Forum as a Highway Authority.</p> <p>The draft DCO Schedule 2 Part 3, paragraph 24 should set out the maximum timescales for delivery of any actions.</p> <p>Highlight which bodies are responsible for monitoring the</p>	Examination timeframe.

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			findings of the Framework Travel Plan data collection and authorising changes to the strategy to address any failure to meet the targets set.	
2.2.5	Clarification of the operational HGV movements in Buckinghamshire	For post-build movements, BC note that the increase in HGVs (rising from 133 currently to a projected 2043 figure of 268) is unlikely to impact upon local roads in Buckinghamshire. A large proportion of the projected HGV flows appear to serve the extended passenger terminal facilities – these do not identify Buckinghamshire as being a generator of these movements, but BC would welcome clarification of this.	Further information to identify the generation of operational HGV movements – routeing and quantum required.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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2.2.6	Impacts of glint and glare upon highway safety	It is noted that in their letter dated 13 June 2023, the Examining Authority has asked the applicant to undertake a Glint and Glare Assessment in relation to the PV panels proposed on the roof of the proposed buildings and constructed on canopies in surface car parks. BC will await the receipt of this assessment to understand if there are any likely impacts upon highway safety as a result of glint and glare.	Glint and Glare Assessment prepared.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.3 Noise and Vibration				

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2.3.1	Noise envelope review process and integration of targets in the GCG Framework	The ANPS requires that suitable Noise Envelope review periods should be set. These are currently five years. BC is concerned that there could be a disconnect between the NEDG and the operator should the envelope prove ineffective in the short term. In order to ensure the correct application and efficacy of the Noise Envelope, BC is seeking reassurance that the Noise Envelope will be subject to timely review at such time as changes in airspace are proposed (i.e. through FASI-S).	The NEDG should be a separate entity from the ESG, tasked with reviewing the Noise Envelope after one year of operation and then more frequently than the five years currently proposed within the terms of reference.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
			Highlight which bodies are responsible for monitoring the findings of the Green Controlled Growth Framework's data collection and authorising changes to the strategy to address any failure to meet the targets set	
2.3.2	Noise impacts on Chilterns AONB	BC will resist further noise disturbance to the Chilterns AONB.	Overflight of the Chilterns AONB to be included within the terms of reference of the NEDG in respect of future development of the Noise Envelope.	BC is willing to engage positively with the Applicant with a view to addressing its



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			concerns within the Examination timeframe.	
2.3.3	Noise limits	The need to secure binding noise limits.	Work towards compliance with WHO Environmental Noise Guidelines 2018 for the European Region.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
			BC asks that the NEDG guarantees that the Noise Envelope and review process provides certainty that the noise impact from any airspace changes under the FASI-S will be no greater than that relied on should the DCO be granted.	
2.3.4	Governance of ESG	Concern about the independence of the Environmental Scrutiny Group due to the independent chair initially being nominated by the airport operator, following consultation with the London Luton Airport operator.	BC to have a seat on the ESG, with particular involvement in the Green Controlled Growth Framework and governance of the Noise Envelope.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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2.3.5	Noise controls within CTMP	Confirmation of the noise impacts of Scheme construction on receptors within Buckinghamshire.	BC is seeking additional clarity on the controls that will be incorporated within the CTMP as it is developed.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.4 Air Quality				
2.4.1	Suitability of traffic modelling underpinning air quality assessment within Buckinghamshire	Lack of confidence in the air quality assessment conclusions relating to the air quality impacts on Aylesbury, including to the three AQMAs, due to the concerns regarding suitability of the traffic modelling outputs used.	Updated traffic modelling, in accordance with the requirements of BC's Transport and Highways officers.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
			Updated CTMP, in accordance with the requirements of BC's Transport and Highways officers.	
2.4.2	Confidence in the air quality assessment of the preferential airport access	Need to review the potential air quality impacts on sensitive receptors along the preferential access route to the airport –	Updated air quality assessment, on a quantitative basis, for Aylesbury and sensitive receptors along the A41, B488, B489. Also, confirmation of any	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the

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	route through Buckinghamshire	A41, B488, B489 – due to the concerns regarding suitability of the traffic modelling outputs used.	additional locations on the Buckinghamshire transport network where changes in traffic flows significantly affect air quality.	Examination timeframe.
2.4.3	Securing modal shift to enhance air quality	Desirability of enhanced public transport provision to connect Buckinghamshire residents to the airport both for leisure and commuting, to support modal shift in the interests of reduced traffic derived air pollution.	<p>Delivery of an express public transport service between Aylesbury and the Airport, in accordance with the requirements of BC's Transport and Highways officers.</p> <p>Reinstatement of bus service 61, in accordance with the requirements of BC's Highways and Transport officers.</p>	<p>BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.</p>
2.4.3	Monitoring data for PM10 and PM2.5 (particulate matter) in 2023	It is noted in the exceedance summary monitoring data for PM10 and PM2.5 (particulate matter) in 2023 there is limited data and what data is available is at very low capture rates (between 10 and 60%). It is therefore	Inspection of the automatic monitoring station and an explanation provided for the low capture rates in 2023 of PM10 and PM2.5.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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		recommended that the automatic monitor is inspected to understand why this pollutant is no longer being measured as the data could prove to be very important to understand the impact the proposed development may have on the local air quality.		
2.5 Economy, Tourism and Employment				
2.5.1	Securing sustainable modes to access employment opportunities	Need to provide accessibility to employment opportunities at Luton Airport via sustainable modes.	Delivery of an express public transport service between Aylesbury and the Airport, in accordance with the requirements of BC's Transport and Highways officers.  Reinstatement of bus service 61, in accordance with the requirements of BC's Highways and Transport officers.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.5.2	Supply chain readiness and legacy	The need to maximise benefits to the supply chain, including	BC wishes to partner with appropriate organisations, such as Bucks Business First, to work with the Applicant on supply	BC is willing to engage positively with the Applicant with a view to

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		securing a legacy of transferable skills.	chain readiness and accessibility of local businesses to suitable supply chain opportunities. BC is keen to work with the Applicant to develop specific initiatives to support local procurement for inclusion in the further development of the ETS.	addressing its concerns within the Examination timeframe.
2.5.3	Securing local employment and training opportunities linked to job opportunities	Need to develop and maintain skills within the local economy and tackle out-migration of skilled workers from Buckinghamshire, particularly young people.	BC to be involved in the Local Economic Development Working Group, in order to be able to be part of the coordination of employment, training and skills strategies covering the ETS Study area. In particular, BC will look to promote opportunities to young people within the county. BC is also keen that the ETS targets the ten priority wards listed in the 'Opportunity Bucks' programme	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.6 Landscape and Visual				
2.6.1	Impact on the Chilterns AONB - tranquillity	The tranquillity of the AONB is not adequately assessed in the ES. The ES is ambiguous as to the potential effects on	The applicant should demonstrate that noise impact upon the AONB is better than Air Navigation Guidance and	BC is willing to engage positively with the Applicant with a view to addressing its

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		<p>the Chilterns AONB and locations such as Ivinghoe Beacon regarding impacts on tranquillity. Whilst the Applicant has identified significant adverse effects on the AONB it is not clear from the submitted information as to the extent of the area affected. BC request that this is addressed.</p>	<p>Civil Aviation Authority recommendations.</p> <p>To protect the tranquillity of the AONB the applicant should update the ES and accompanying information to demonstrate how impacts upon the tranquillity of the AONB has been addressed and remove ambiguity around this matter. The applicant should be specific as to the extent of the AONB adversely affected.</p>	<p>concerns within the Examination timeframe.</p>
2.6.2	Impact on the Chilterns AONB - location	<p>Clarification of the nature and extent of the impacts resulting in reported significant adverse effects on the Chilterns AONB as a result of 'a noticeable deterioration to the aesthetic and perceptual characteristics of the</p>	<p>The ES needs to be clear whether identified significant adverse effects to the AONB extend beyond the Study Area and into Buckinghamshire, taking into account flight height and LCAs. BC requires additional detail on these matters for inclusion in the ES.</p>	<p>BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.</p>

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		AONB' during both the construction and operation, as a result of increased aircraft movements.		
2.6.3	Landscape impacts of CTMP	Potential for additional landscape impacts to be identified following further development of the CTMP	Construction landscape and visual impact should be scoped into further consideration in the ES (particularly in the AONB).	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.7 Heritage				
2.7.1	Impacts on Heritage Assets	Lack of clarity regarding the impact of the scheme on heritage assets.	Update traffic modelling, in accordance with the requirements of BC's Transport and Highways officers.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
		BC has some doubt over the accuracy of the noise assessments submitted with the	Update noise modelling and consequential analysis of the data from the perspective of the heritage topic.	

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		DCO, as well as, the construction impact, with traffic routes undefined. Due to this ambiguity BC reserves its final position in respect of adverse noise impacts to heritage assets.	Update CTMP, in accordance with the requirements of BC's Transport and Highways officers Confirmation of the heritage impacts of the Scheme, following the above requested updates.
2.8 Health and Community			
2.8.1	Reflecting revised traffic modelling in downstream health analysis	Concerns regarding the lack of confidence in the application of strategic traffic modelling to the Buckinghamshire highway network and its consequential implications for the robustness of conclusions drawn from downstream analysis that informs the health and community assessment. Analysis to also reflect precedent for qualitative	Update traffic modelling, in accordance with the requirements of BC's Transport and Highways officers. Update CTMP and Surface Access Strategy, in accordance with BC's Transport and Highways officers. Information to be used to identify potentially sensitive health receptors in Buckinghamshire. Use of the traffic modelling for updated air quality assessment and noise assessment for receptors in Buckinghamshire. Qualitative assessment of the

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		assessment of the impacts of small changes in air quality and noise (as determinants of health) on human health.	health implications of changes in noise and particulates, specifically in the context of impacts on human health.	
2.8.2	Assessment of health impacts of construction traffic and activities	Impact of severance, noise, air quality and reduction of amenity caused by construction traffic, in-particular associated HGV movement within Buckinghamshire. Particular focus required on the Aylesbury AQMAs and receptors along the preferential access route to the Airport (A41, B488, B489).	Expansion of the study area for traffic related health and community impacts to include Buckinghamshire County highway network, following application of traffic modelling for the Buckinghamshire County highway network, in accordance with the requirements presented in the Transport and Highways sub-section  Use of updated traffic modelling to enable a greater confidence to be assigned to downstream topic analysis, particularly noise and air quality assessment, in accordance with the requirements presented in the relevant sub-sections of this document.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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			Review of suitable mitigation to address significant effects that may be identified following the updated analysis; including any relevant environmental appraisal of interventions that might be proposed (e.g. Off-Site highways works at Ivinghoe).	
2.8.3	Securing sustainable rural accessibility	Need to support Buckinghamshire rural communities' accessibility and connecting people with limited access to private vehicles to key services and employment.	BC seek involvement in the LEDWG to ensure health and community impacts of Buckinghamshire residents are included in the consideration of economic development strategy and policy for the Scheme.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.8.4	Impacts on tranquillity and areas of high environmental quality	Impacts from increased noise (construction and operational traffic and aircraft) on areas valued for tranquillity and/or environmental quality: contributing to effects on tranquillity, reduced amenity, environmental quality and neighbourhood	Development of suitable delivery mechanisms and assurances for the delivery of mitigation, in collaboration with BC through inclusion in relevant working groups and direct Applicant engagement.  Mechanism for the consideration of impacts from FASI-S on noise impacts to then	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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		characteristics, and mental health and well-being.	be duly considered in the health assessment.	
			Updated downstream topic analysis, using modelling as appropriate, to ensure that receptor sensitivity and impact magnitude is updated and the analysis of significance of effects is robust for Buckinghamshire health and community receptors	
2.9 Cumulative Effects Assessment				
2.9.1	Cumulative aircraft noise	There is no consideration of the potential cumulative impacts of aircraft noise for residents under Heathrow, Stansted and Luton flight paths.	Address the gap in the assessment relating to cumulative interactions from the potential reconfiguration of airspace on residents in Buckinghamshire, including cumulative aircraft noise for residents variously beneath flight paths for Heathrow, Stansted and Luton.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.9.2	Means to include forthcoming airspace changes	BC raises concerns surrounding the change required to allocate	Explanation of how the Applicant intends to integrate	BC is willing to engage positively with the Applicant

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	within cumulative assessment	more airspace for safe departures and arrivals across the south-east of England airports to allow expansion.	the CAA's CAP1616 and expansion whilst mitigating noise impacts. Consideration of how airspace change will impact local communities, including with possible implications for the area's heritage assets.	with a view to addressing its concerns within the Examination timeframe.
2.9.2	Cumulative impacts of major infrastructure projects	Buckinghamshire communities are already experiencing issues associated with groundworks and spoil destinations linked to HS2 and EWR.	Further analysis of the potential cumulative impacts of construction activities with EWR and HS2.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.9.3	Robustness of ecological cumulative assessment	Ecology has not been assessed in the in-combination effects assessment as interactions of different aspect effects upon these receptors (interactions between	Assess Ecology in relation to in-combination effects assessment with different receptors, such as Air Quality and Noise.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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		AQ, noise upon ecological receptors).		
2.9.4	Currency of the list of other developments considered in the cumulative assessment	Emphasis on the need to ensure that the scope of the CEA is revisited to ensure that information relating to other developments is updated as close to decision making as practicable; and to capture any changes that the Applicant proposes to the Scheme that introduce new areas of works (e.g. at Ivinghoe).	The Applicant should review and update the list of other developments considered in the cumulative assessment and provide time for these to be confirmed with the host and neighbouring authorities.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.9.5	Airspace change	Change is needed to allocate more airspace for safe departures and arrivals across the southeast airports to allow expansion. It is	Explanation of how the Applicant intends to integrate the CAA's CAP1616 and expansion whilst mitigating noise impacts. Consideration of how airspace change will impact	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the

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		acknowledged that this will be subject to a separate regulatory process to the DCO, however, there is a degree of uncertainty over how these changes will impact residents. Change to airspace and in combination effects with Heathrow should be reflected in the DCO.	local communities with possible implications for the area's heritage assets.	Examination timeframe.
<b>2.10 Draft Development Consent Order</b>				
2.10.1	Absence of Buckinghamshire Council as a Relevant Planning / Highway Authority.	The current definitions of Relevant Planning Authority and Relevant Highway Authority detailed within the dDCO do not provide sufficient breadth to cover all circumstances i.e. where impacts and effects are to be experienced outside of the host authority boundaries.	Amend the definitions for both Relevant Highway Authority and Relevant Planning Authority to include the following: "any given provision of the Order, part of the development or relevant effects of the development to which it relates." This will allow for Buckinghamshire Council Planning Authority/ Highway Authority to be consulted on relevant matters, if required.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.

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		This would have implications for the following elements of the dDCO as a minimum: Article 2(1); paragraph 2 of Part 1 of Schedule 2; paragraphs 8, 14 and 15 of Part 2 of Schedule 2; paragraphs 29, 30, 31, 32 and 33 of Part 4 of Schedule 2.		
2.10.2	Absence of an implementation trigger in relation to paragraphs 8, 9 and 10 of Part 2 of Schedule 2; and paragraph 29 of Part 4 of Schedule 2 of the dDCO.	Absence of an implementation mechanism to ensure that the proposed mitigation is in place at the right time.	Relevant paragraphs of the dDCO to be amended to ensure that the effects of the proposed development are reduced to an acceptable level at the right time, through the inclusion of an implementation trigger.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.10.3	Extent of consultation in relation to potential amendments to	When considering the implications of paragraph 36 (3) of Part 5 of Schedule 2 of the draft DCO on	Amendments to the referenced article/paragraphs/requirements to include a requirement to consult with key external consultees including BC, where	BC is willing to engage positively with the Applicant with a view to addressing its

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<p>the Limits of Works and the discharge of DCO Requirements</p> <p>(For reference see the following elements of the draft DCO: Article 6(3); paragraphs 2(1) and 2(4) of Part 1 of Schedule 2; paragraph 6 of Part 2 of Schedule 2; paragraph 10 of Part 2 of Schedule 2; paragraphs 31-33 of Part 4 of Schedule 2 and paragraph 36(3) of Part 5)</p>	<p>consultation, as part of the requirement discharge process, BC would emphasise the need to ensure that relevant consultees are stated within the wording of requirements, where considered necessary and appropriate. As currently written the draft DCO allows for the agreement of the aforementioned DCO requirements, as well as for works outside of the limit of works established by Article 6, without the need to consult outside of the relevant planning authority. Due to the uncertainty of the nature of any future changes BC has concerns that key consultee input could</p>	<p>relevant. In the absence of details regarding any proposed future change it is not possible to rule out the need for external consultee input into the decision-making process.</p>	<p>concerns within the Examination timeframe.</p>



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		be absent from the decision-making process.		
2.10.4	Absence of a minimum consultation period	Absence of a minimum consultation period for applications made under Requirements.	BC would expect paragraph 35, of Part 5, of Schedule 2 of the dDCO to make provision for a minimum consultation period for applications made under requirements, akin to the 21 days "consultation period" defined in Paragraph 18, of Part 3, of Schedule 2 of the dDCO. The Applicant should also ensure that an appropriate mechanism is included within the dDCO for extending this consultation period should further issues arise or if insufficient information is made available to the consultee.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.10.5	Absence of Buckinghamshire Council from membership of the Environmental Scrutiny Group	Given the remit of the Environmental Scrutiny Group (ESG), particularly in relation to any approved increase in the Night quota cap	Amending of Requirement 20 of the draft DCO to include Buckinghamshire Council as a member of the ESG.  Amending the Terms of Reference for the Technical	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the

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	and its associated Technical Panels	(requirement/paragraph 27 of Part 4 of Schedule 2 of the draft DCO) and when considering the current uncertainty regarding the submitted traffic data, BC would request its inclusion in the ESG and its associated Technical Panels moving forward, in order to allow it to represent its communities' best interests effectively.	Panels to include Buckinghamshire Council as part of the Technical Panel additional members.	Examination timeframe.
2.10.6	Independence of the ESG	Given the remit of the ESG and the need for it remain an independent body BC has concerns regarding the 'representation from an airline industry body' where this does not exclude the airport owner / Luton Rising.	Amending the Terms of Reference for the ESG to ensure that any representation from an airline industry body comes from outside of the airport owner / Luton Rising.	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.10.7	Absence of a timetable for	Without a defined time period for implementing	Amend paragraph 24(7) of Part 3 of Schedule 2 of the dDCO to	BC is willing to engage positively

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	implementation for mitigation plans addressing the exceedance of limits.	an agreed mitigation plan there is no certainty regarding the addressing of impacts associated with the exceedance of limits	include a specified time period for the implementation of an approved mitigation plan.	with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.10.8	Insufficient review periods associated with the implementation of the Green Controlled Growth Framework and Travel Plans	The Council is concerned that the 5-year review period for the requirements pertaining to the implementation of the Green Controlled Framework and the approved Travel Plans are insufficient and could lead to negative impacts being felt by local communities for extended periods of time.	Amend paragraph 25(1) of Part 3 of Schedule 2 of the dDCO to "every 12 months following the initial review".  Amend paragraph 30(3) of Part 4 of Schedule 2 of the dDCO to "Every 12 months following the date a travel plan was submitted".	BC is willing to engage positively with the Applicant with a view to addressing its concerns within the Examination timeframe.
2.10.9	Absence of Buckinghamshire Council as a specified local authority	BC is concerned that it is unable to represent the best interests of its local communities and make representations	Amend paragraph 39(4) to include Buckinghamshire Council in the definition of specified local authority.	BC is willing to engage positively with the Applicant with a view to addressing its

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		relating to enforcement action whilst it is excluded from the list of specified local authorities in paragraph 39(4) of part 6 of Schedule 2 of the dDCO.		concerns within the Examination timeframe.