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London Luton Airport Expansion

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8.13 Statement of Common Ground between London Luton Airport Limited and Luton Borough Council

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.13

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**London Luton Airport Expansion Development Consent
Order 202x**

**8.13 Statement of Common Ground between London Luton Airport
Limited (trading as Luton Rising) and Luton Borough Council**

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) London Luton Airport Limited (trading as Luton Rising) and (2) the Luton Borough Council.

Signed on Behalf of LONDON LUTON AIRPORT LIMITED (TRADING AS LUTON RISING)

Signature:

Name:

Position:

Date:

Signed on Behalf of LUTON BOROUGH COUNCIL

Signature:

Name:

Position:

Date:

Contents

	Page	
1	Introduction and purpose	1
1.1	Purpose of Statement of Common Ground	1
1.2	Parties to this SoCG	1
1.3	Proposed Development description	2
2	Engagement with Luton Borough Council	4
2.1	Summary of engagement	4
3	Matters agreed, ongoing, or not agreed	5
3.1	Summary of matters with Luton Borough Council (LBC)	5

Appendix 1	133
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Tables

Table 3-1: Summary of 'consultation' matters with LBC

Table 3-2: Summary of 'planning' matters with LBC

Table 3-3: Summary of 'need case' matters with LBC

Table 3-4: Summary of 'surface access' matters LBC

Table 3-5: Summary of 'environment' matters with LBC

Table 3-6: Summary of 'flightpath' matters with LBC

Table 3-7: Summary of 'Green Controlled Growth' matters with LBC

Table 3-8: Summary of 'employment and training' matters with LBC

Table 3-9: Engagement between the Applicant and LBC

1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).

1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).

1.1.3 This SoCG has been prepared by the Applicant and Luton Borough Council in respect of the Proposed Development. In particular, this SoCG focuses on:

- a. Need Case;
- b. Surface access, including public transport, car parks, and modelling;
- c. Environment, including air quality, noise, soils and geology, and biodiversity; and
- d. Green Controlled Growth.

1.1.4 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:

“A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”

1.1.5 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). However, LBC is also a host local authority under Section 42(a) of the Act and is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms

and Procedure) Regulations 2009. LBC's involvement in this SoCG is from the perspective of a host local authority. The airport is managed and operated by London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.

- 1.2.2 The Applicant and LBC are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

- 1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity from 18 mppa to 32 mppa¹. In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.

- 1.3.2 Key elements of the Proposed Development include:

- a. extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- b. new passenger terminal building and boarding piers (Terminal 2);
- c. earthworks to create an extension to the current airfield platform; the vast majority of materials for these earthworks would be generated on site;
- d. airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- e. landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- f. enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;

¹ On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. Since then, the application was called-in and referred to the Secretary of State for determination instead of being dealt with by the local planning authority. The inquiry to consider the called-in application opened on Tuesday 27 September 2022, and closed on Friday 18 November 2022. At the time of submission of the application for development consent the outcome of the inquiry was still unknown and, therefore, all of the assessment work to date has been undertaken using a "baseline" of 18 mppa. Nonetheless, in anticipation of LLAOL's 19 mppa planning application, the Applicant's environmental assessments included sensitivity analysis of the implications of the permitted cap increasing. As a result, the Applicant believes that the environmental assessments are sufficiently representative of the likely significant effects of expansion, whether the baseline is 18 mppa or 19 mppa. Where the change of the baseline does affect an assessment topic, in most cases it means that the "core" assessments (using an 18 mppa baseline) report a marginally greater change than would be the case with a 19 mppa baseline. The findings of the assessment are presented in the Environmental Statement submitted with the application for development consent.

- g. extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- h. landscape and ecological improvements, including the replacement of existing open space; and
- i. further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040², with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

² This is a Government target, for which the precise definition will be subject to further consultation following the *Jet Zero Strategy*, and which will require further mitigations beyond those secured under the DCO.

2 ENGAGEMENT WITH LUTON BOROUGH COUNCIL

2.1 Summary of engagement

- 2.1.1 The pre-application statutory consultation carried out by the Applicant, and the way in which it has informed the application for development consent, is set out in full in the **Consultation Report [AS-048]**. As a statutory consultee, LBC was consulted on the proposals in accordance with Section 42 of the Act, and submitted a formal response to the statutory consultations carried out by the Applicant in 2019 and 2022.
- 2.1.2 The parties continue to be in direct communication in respect of the Proposed Development.
- 2.1.3 This SoCG between the parties is based on an extensive programme of consultation and ongoing engagement which is summarised in **Appendix 1**. This sets out the meetings and substantive correspondence that took place and the topics discussed.
- 2.1.4 The matters under discussion are set out in section 3.

3 MATTERS AGREED, ONGOING, OR NOT AGREED

3.1 Summary of matters with Luton Borough Council (LBC)

Table 3-1: Summary of 'consultation' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
CONSULTATION					
Approach to consultation and engagement					
LBC1	Adequacy of statutory consultation	The Applicant acknowledges the joint and individual statutory consultation responses submitted by the Host Authorities and has had regard to these when finalising the Proposed Development.	LBC agrees that consultation to date has been robust and meaningful.	Joint and individual responses to Statutory Consultation in 2019 and 2022 and LBC's adequacy of consultation response submitted on 13 March 2023	Agreed
LBC2	Adequacy of non-statutory consultation	The Applicant will continue to engage with LBC post submission of the application for development consent.	LBC has been engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular	Regular POCG and topic specific meetings since	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			Planning Officers Coordination Group (POCG), and topic specific Technical Working Groups (TWG).	2018 – see Appendix 1	

Table 3-2: Summary of 'planning' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
PLANNING					
Planning policy					
LBC3	Green Belt very special circumstances	The Applicant considers that very special circumstances have been demonstrated for locating the Surface Movement Radar (SMR) and associated works (access track and fencing), and the identified harm to the Green Belt is clearly outweighed by the benefits it would deliver. This is in accordance with the Airports	Works within the Luton Green Belt were discussed with LBC at the Planning Policy Compliance workshop on 21/12/2022. LBC confirmed in its Local Impact Report (LIR) that LBC is satisfied that the need for a Green Belt location for the SMR and associated infrastructure has been appropriately demonstrated. LBC is also	LIR	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>National Policy Statement (ANPS), National Planning Policy Guidance (NPPF) and Policy LLP4 of the Luton Local Plan.</p> <p>The Design and Access Statement [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [AS-122] includes a Green Belt Assessment in Appendix B.</p>	<p>satisfied that the SMR is essential to operation of the Proposed Development and, therefore, that the SMR is inherently tethered to the VSC associated with the Proposed Development.</p>		
LBC4	Compliance of the Proposed Development with relevant planning policy	<p>The Applicant seeks clarity from LBC with regards to its position on the compliance of the Proposed Development with relevant national and local planning policy (including the Luton Local Plan 2011-2031), so as to be able to better understand, and respond to, that position.</p>	<p>LBC have stated in paragraph 4.1.20 and 4.1.21 of their Local Impact Report that the Applicant's Planning Statement agrees with the LPA's position in respect of national aviation policy and, through the assessments provided throughout the various chapters of the ES, demonstrates compliance with the requirements of Policy LLP6 of the Local Plan.</p>		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			It is noted the draft DCO envisages, however, that the Proposed Development would extend beyond the current plan period to 2031 and, therefore, the Examining Authority will need to take this into account when determining what weight should be attached to specific policies within the Local Plan.		
LBC5	Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation	The Applicant has consulted with LBC in accordance with ANPS paragraph 5.10 which states: <i>"The Applicant should assess the implications of airport expansion on surface access network capacity using the WebTAG methodology stipulated in the Department for Transport guidance, or any successor to such methodology. The applicant should consult Highways England, Network Rail and highway and transport authorities, as appropriate, on the assessment and proposed mitigation measures. The assessment should distinguish</i>	LBC to agree that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<i>between the construction and operational project stages for the development comprised in the application."</i>			
LBC6	Consultation undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11	<p>The Applicant has consulted with LBC in accordance with ANPS paragraph 5.11 which states:</p> <p><i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both of third-party schemes on which the preferred scheme depends, and others which interact with it, all of which may be subject to their own planning, funding and approval processes, must be understood in</i></p>	LBC agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<i>terms of implications of the timings for the applicant's own surface access proposals.</i>			
LBC7	Pre-application engagement undertaken in relation to land use	<p>The Applicant has undertaken pre-application discussions with LBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>"During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted."</i></p> <p>This has included discussion on development within the Green</p>	LBC to agree that pre-application engagement was undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		Belt and replacement open space.			
LBC8	Engagement undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155	<p>Engagement with the Lead Local Flood Authorities and highway authorities has been undertaken by the Applicant in accordance with ANPS paragraph 5.155 which states:</p> <p><i>“Where the preferred scheme may be affected by, or may add to, flood risk, the Applicant is advised to seek early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. These discussions can be used to identify the likelihood and possible extent and nature of the flood risk, help scope the flood risk assessment, and identify the information that may be required by the Secretary of</i></p>	LBC to agree that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>State to reach a decision on the application."</i></p> <p>Subsequently, the supporting Flood Risk Assessment has been completed in line with the requirements outlined in this policy and is provided in Appendix 20.1 of the ES [AS-046].</p>			
LBC9	Engagement undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.	Engagement between the Applicant, and LBC and other relevant stakeholders on the LVIA is set out in Section 18.4 of Chapter 14 Landscape and Visual [AS-079] of the ES. Matters regarding the scope and methodology of the assessment are set out in Sections 18.3 and 18.5 respectively. Accordingly, the Applicant considers that the requirements for the assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.	LBC agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.	Agreed with LBC, HCC, NHDC and CBC at the LVIA Open Space TWG on 7 June 2022	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC10	Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	<p>The Applicant has consulted with LBC in accordance with National Networks National Policy Statement (NNNPS) paragraph 5.204 which states that:</p> <p><i>"Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts."</i></p>	LBC to agree that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.		Ongoing
LBC11	Consultation undertaken in relation to design, in accordance with NPPF paragraph 132.	<p>The Applicant has undertaken engagement regarding the design of the Proposed Development, including with LBC. This is set out in full in the Design and Access Statement [AS-049]. This accords with NPPF paragraph 132 which states:</p> <p><i>"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is</i></p>	LBC to agree that consultation was undertaken in relation to design, in accordance with NPPF paragraph 132.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."</i></p>			

Table 3-3: Summary of 'need case' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
NEED CASE					
Aviation Policy					
LBC12	Compliance with National Aviation Policy	The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125] .	The Applicant's Planning Statement agrees with LBC's position in respect of national aviation policy and, through the assessments provided throughout the various chapters of the ES, demonstrates compliance with the requirements of Policy LLP6 of the Local Plan. The Planning Statement is, therefore, considered to be adequate in respect of the principle of development. However, discussions are ongoing regarding forecasting.	Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
Growth and demand forecasts					
LBC13	Methodology for preparing Passenger Demand Forecasts	The Applicant considers that its passenger demand forecasts, as set out in the Need Case [AS-125] , are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables. These forecasts, including the Faster and Slower Growth cases set out a reasonable range for the growth and timescale attainable at the airport and are appropriate as the basis for assessing the environmental and other implications, including the benefits, of	LBC to confirm its position on the variables and methodology for preparing the demand forecasts as set in the Need Case [AS-125] , including the appropriateness of the sensitivity tests including the use of the Faster and Slower Growth Cases alongside the Core Planning Case as the basis for the assessment of effects.	Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		the proposed development.			
LBC14	Position on Passenger Demand Forecasts	The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125] , are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that these forecasts are an appropriate basis for assessing the environmental and other	LBC to confirm its position on the demand forecasts.	Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		implications of the Proposed Development.			
Night quota period					
LBC15	Appropriateness and realistic profile of flights over day and night	The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125] , including the assumption that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft movements above those currently permitted to operate within that period, and that this profile of demand forms an appropriate basis for the assessment of surface access and noise	LBC to confirm its position on the appropriateness of the demand profile as the basis for the assessment of surface access and noise implications of the proposed development	Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		implications of the proposed development.			

Table 3-4: Summary of 'surface access' matters LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
LBC16	Future monitoring of the highway network around the airport	<p>The approach to monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the Surface Access Strategy [AS-131] and the Framework Travel Plan [AS-131]. The Transport Assessment [APP-203, AS-123, APP-205, APP-206] sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required.</p> <p>A 'Transport Related Impacts Monitoring and Mitigation Approach' (TRIMMA) will be developed. It will be a means of identifying when proposed highway mitigation should be delivered; it will also be a mechanism of</p>	<p>Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		agreeing on the final form of this mitigation, and of supporting the delivery of other mitigation required as a result of the Proposed Development.			
	Assessment				
LBC17	Scope of the traffic and transport assessment	The traffic and transport assessment, as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] , is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	LBC to confirm its position on the scope of the traffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC18	Assessment years used within the traffic and transport assessment Transport Assessment	The assessment in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] has been undertaken for three Assessment Phases for the assessment years of 2027, 2039 and 2043. The Assessment Phases used within the traffic and transport assessment have also informed other environmental topics	LBC to confirm its position on the assessment years used within the traffic and transport assessment, and that they are consistent with the air quality assessments.	This was discussed at a meeting on 27.07.2023 and 03.08.2023	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		including the air quality assessments.			
	Mitigation				
LBC19	Capacity improvements and network solutions	The Applicant will continue to engage with National Highways post submission of the application for development consent.	LBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	Host Authorities' joint 2022 Statutory Consultation response	Agreed
LBC20	Measures in relation to the impacts of airport expansion on surface access network capacity	The Applicant has proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity. The mitigation measures are detailed in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] Section 8.	LBC to confirm its position on the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
	Public / sustainable transport impacts				
LBC21	Transport connectivity in the region	The Applicant notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region and the	The region lacks good public transport from east to west and vice versa, both by road and rail. The Proposed Development does	This was discussed at a meeting on the	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.</p> <p>However, significant modelling and assessment work has been performed around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the Proposed Development. This is summarised in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. The Surface Access Strategy [APP-228] and Framework Travel Plan [AS-131] set out how the Applicant and Airport Operator will work with each other to ensure that sustainable access opportunities to the Airport are maximised which could include improvements to</p>	<p>not appear to address this issue. No additional public transport measures are proposed for east to west travel to Luton, other than by rail and existing public transport.</p>	<p>27.07.2023 and 03.08.2023</p>	

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		east-west bus and coach connections.			
LBC22	Distributional assessment of passenger and employee demand	<p>As part of the Proposed Development, the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG (GCG Framework [APP-218]) in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Mode share Limits are clearly set out in GCG (GCG Framework [APP-218]), and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of future Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. If</p>	<p>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail and bus/coach. The distributional assessment of passenger and employee demand is not clear.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>deemed suitable through the 5-yearly Travel Plan monitoring detailed design for the coach station could be developed at the appropriate time, following grant of development consent.</p> <p>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>The Transport Assessment [APP-203, 205, 206 and AS-123] has therefore considered the number of people - both passengers and staff - who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand. In summary, the Transport Assessment [APP-203, 205, 206 and AS-123] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Proposed Development. It is expected that existing commercial bus and coach operators would increase the frequency of services to support the demand where necessary.</p> <p>Whilst Covid-19 has impacted on the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, 205, 206 and AS-123].</p>			
LBC23	Measures for further improving sustainable transport within the area	<p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</p> <p>The Framework Travel Plan [AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and</p>	<p>There is significant emphasis on increased public transport services but there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for bus and coach operators. The toolbox approach, underpinned by the monitoring and stakeholder feedback, enables the Applicant to work with stakeholders and operators to develop measures which are effective in responding to demand. As set out in the toolbox, this can include, for example, subsidies for bus enhancements.</p> <p>Improvements to the public transport network are not entirely within the gift of the Applicant and require discussion and negotiation with third parties. The completion of DART has made access by rail more attractive and the Applicant and airport operator will work with</p>	<p>at Luton Parkway will be achieved.</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the future, the airport operator will work closely with rail and bus service operators through the Airport Transport Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.			
LBC24	Providing funding for public transport improvements, particularly local bus services	The Framework Travel Plan [AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties whilst achieving sustainable mode share Targets. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the Surface Access Strategy [APP-228] and changing circumstances which will be recognised through the results of ongoing monitoring and	The Applicant should be more ambitious in relation to setting out how the Travel Plan is to be delivered and for providing funding for public transport improvements, particularly local bus services.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		<p>stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the Framework Travel Plan [AS-131] will have ambitious Targets that are over and above those set out in the GCG Framework [APP-218], set in consultation with stakeholders. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The airport operator is committed to funding these, as they have done in the recent past. Ultimately, each one of the future Travel Plans would be subject to approval by the relevant planning authority under the process to discharge the requirements of the DCO, the decision for which would include consideration of the appropriateness of the Targets set out and the corresponding measures proposed to meet them. The approach to future monitoring and undertaking of surveys is set</p>			

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		out in the Framework Travel Plan [AS-131] .			
Public / sustainable transport targets					
LBC25	Adequacy of public transport links to the airport	The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] , Surface Access Strategy [APP-228] and the Framework Travel Plan [AS-131] . The Covid-19 pandemic has seen a drop-off in sustainable transport however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and	The existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, Luton airport has one of the lowest levels of public transport use. We welcome the recognition of this inadequacy and the wish to address it, but LBC does not feel the Proposed Development goes far enough to delivering this. LBC considers that there are significant challenges which need to be addressed to achieve that stated modal shift.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		<p>Targets.</p> <p>The Framework Travel Plan [AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p>			
LBC26	Evidence of modal shift to non-car modes	<p>The GCG Framework [APP-218] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] (APFP 5(2)(q)) and the Framework Travel Plan [AS-131] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. Future Travel Plans will set Targets for passenger and staff mode share. The Surface Access Strategy [APP-228] and</p>	<p>LBC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels. Would welcome further discussions on this target.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

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		<p>Framework Travel Plan [AS-131] are focused on ensuring that the targets are ambitious and aim to directly influence the increase in sustainable surface access modes to and from the airport in the longer term. Therefore, it is proposed that the newly set targets are more ambitious towards sustainable behaviours compared to those achieved in a preceding Travel Plan cycle and the GCG Limits. The level of ambition when setting the percentage change for targets will be informed by (where applicable):</p> <ul style="list-style-type: none"> a. Striving to go beyond the Limits for passenger and staff mode share. Responding to modelling forecasts in the Transport Assessment [APP-203 to APP-206] b. Due regard for recent five-year CAA / staff surveys and trends over the duration of the previous Airport Surface Access Strategy/Travel Plan 			

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		<p>c. A lookahead to delivery of transport infrastructure delivery in the next five-year period Engagement with the Airport Transport Forum and other bodies involved in the governance of the Travel Plans.</p> <p>d. The airport operator will also set targets for other surface access-related indicators. The diversification of Targets will allow for the collection, analysis and ongoing review of more granular data and an improved understanding of how interventions and measures are performing.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [AS-131] contains the provisional</p>			

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		<p>targets for the first future Travel Plan, alongside the headline targets for passenger and staff mode share targets.</p> <p>The Applicant is committed to working with the local highway authorities and supporting measures for further improving sustainable transport within the area.</p>			
LBC27	Sustainable passenger mode share	<p>The GCG Framework [APP-218] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the Airport. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel</p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

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		<p>Plan [AS-131] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years.</p>			
	Car parks				
LBC28	Parking demands	<p>The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. The potential impact of the increase in passenger numbers all arriving by car would be significant, as such there are Limits and measures in place to maximise access to the airport by public transport.</p> <p>Any future third-party proposals for off-site car parking would require a separate planning application to</p>	<p>LBC raise concerns that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the additional parking demand would be generated at off-site locations. There may be increased pressure for long term parking provisions in the surrounding areas, and the implications of this need to be considered as part of the application for development consent.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

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		<p>the relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application assumes that there will be some growth in off-site parking, proportionate with the on-site parking growth, though a proportionate split will be maintained.</p>			
LBC29	Implications of parking restraint and pricing policies	<p>The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure</p>	<p>The Proposed Development, in combination with proposed parking restraint and pricing policies may result in increased demand for off-site parking (both formalised and opportunistic). As such there may be a need to implement parking control areas in areas surrounding the airport.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Agreed

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		that inappropriate parking is managed.			
LBC30	Impacts on third-party operated car parks	The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets. The Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228] set out the monitoring and mitigation measures proposed. The Applicant will be discussing the details of the TRIMMA process prior to Deadline 3.	Impacts on third-party operated car parks would need to be monitored and managed through the local authorities. Adverse impacts on localised areas would also need careful monitoring and management.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
Framework Travel Plan					

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC31	Funding of toolbox of travel plan measure	The mode share Limits included in GCG will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan [AS-131] toolbox that are necessary to stay within the Limits. Failure to stay within the GCG Limits would result in limitations being placed on airport growth; therefore the GCG Limits provide sufficient incentive to the operator to stay within the mode share Limits to ensure that the toolbox of measures will be utilised appropriately.	It is not clear how the “toolbox of travel plan measure” would be funded and who takes responsibility for them. There is a heavy reliance on third-party schemes/interventions coming forward and third-party buy-in to measures.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC32	Funding, incentivisation, market and monitoring of lift-sharing programmes for airport staff	The Framework Travel Plan [AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. It includes a commitment to on-going approach to monitoring which will be important in the success of the Travel Plan. It also sets out the governance structure to support delivery of these programmes and measures, and the GCG mode	Query how the Applicant will fund, incentivise, market and monitor lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		share Limits provide the necessary incentive to ensure that the operator will deliver measures necessary to stay within the GCG Limits. Please also refer to the Applicant response in HA028.			
LBC33	The scope of the Framework Travel Plan	The Framework Travel Plan [AS-131] establishes the format and content of future Travel Plans that are to be produced five-yearly.	LBC to confirm its position on the scope of the Framework Travel Plan.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
	Modelling				
LBC34	Model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	The Applicant has discussed the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log with LBC, who have agreed it.	LBC have confirmed the detail on model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Agreed
LBC35	The approach to the	The approach to the modelling scenarios was agreed with National Highways in advance of	LBC understands from this comment that a scenario in which additional capacity on the M1 is	This was discussed at a meeting on the	Agreed

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	modelling scenarios	<p>undertaking the model testing. This included an acknowledgement that, due to existing capacity constraints on the M1 corridor between Junction 9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</p> <p>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works</p>	<p>not provided has been modelled by the airport, and notes that the airport has concluded that the mitigations it was proposing for the scenario in which additional capacity is provided, still work. LBC requests sight of this modelling work undertaken to confirm there are no material negative knock on effects on its own highway network as a consequence.</p>	27.07.2023 and 03.08.2023	

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		proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.			
LBC36	Assumptions for infrastructure measures	The assumptions for these infrastructure measures have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.	As the designs within the East Luton highway study are only at outline design stage, the junction capacities may change when the junction designs are further developed. The assumed highway capacity at these locations in the 2027 case therefore includes some inherent uncertainty. Noted that some locations are likely to require further modification as a result of airport growth.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC37	Adequacy of engagement on development, calibration and	The details of calibration and validation of models are set out in the modelling Local Model Validation Report (LMVR) reports which have been agreed by both	LBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Agreed

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	validation of the models.	National Highways and the relevant highway authorities.	assumptions around the development/transport and highway scheme uncertainty log.		
LBC38	Funding for delivery of improvements	The Applicant understands that LBC remains committed to the delivery of the East Luton project. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 Vauxhall Way will have been implemented. LBC does not consider that these improvements can be delivered before 2028.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC39	Committed developments and transport infrastructure schemes	All known committed developments and transport infrastructure schemes have been incorporated into the models in accordance with WebTAG guidance and best practice. A Local Transport Plan sensitivity scenario has also been produced. This has included reviewing all planned development against a certainty log and incorporating developments in the relevant scenario. The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and	There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing: Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		<p>officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</p>			
	Local impact fund				
LBC40	General local highway network fund	<p>The Applicant, as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228], proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation such as airport related traffic on less suitable roads The Applicant will be discussing the details of the TRIMMA process prior to Deadline 3. The Applicant will work with the local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the</p>	<p>There remains a case for a general local highway network fund to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023</p>	Ongoing

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		Proposed Development; arrangements will be agreed with highway authorities.	interventions given the environmental benefits that would result.		
LBC41	The Extent of the highway network is included in the CBLTM-LTN model.	The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model.	LBC agree with the extent of the highway network included in the CBLTM-LTN model.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Agreed
LBC42	Principle of the Travel Plans and that liftshare.com and the cycle to work scheme	For lift-sharing programmes and other sustainable travel initiatives the Framework Travel Plan (FTP) [AS-131] sets out the longlist of interventions and measures that the operator could draw upon when the Travel Plan Coordinator (TPC) is developing a new Travel Plan. The longlist, or toolbox, will be deployed flexibly to respond to changing circumstances and the results of ongoing monitoring and stakeholder feedback, to ensure that the Targets are achieved and will have the greatest impact on travel behaviour and mode choice. It is not an exhaustive list, and other interventions will be	LBC have agreed the principle of the Travel Plans and that liftshare.com and the cycle to work scheme could be introduced as a means to encourage sustainable transport (Table 4.1).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		<p>considered where required, but it represents those considered most appropriate by the Applicant at the point of submission of the application for development consent. The development of the Travel Plans will be managed by the TPC, who will be appointed by the Operator. The future Travel Plan document when developed will clearly set out the roles and responsibilities, delivery approach, and potential partners for each intervention / measure as requested.</p> <p>The Applicant and Operator are currently agreeing on the responsible party and the identified funding source for sustainable transport measures set out within the Framework Travel Plan [AS-131] Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be</p>			

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		provided in due course, prior to examination.			
LBC43	Growing rail passenger numbers	The Applicant is in discussion with LBC regarding interventions to support the growth of rail passenger numbers. The extent of these will depend on the monitoring and evaluation carried out as part of the future Travel Plans and linked to GCG.	More detail is required on how the Applicant intends to work with Network Rail and train operator companies to grow rail passenger numbers. Will this be achieved through capacity/line speed or promotional material? (Section 6.2.5)	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC44	Increasing the number of journeys made by car sharing	Following the submission of the application for development consent, the Applicant has been developing proposals for a Sustainable Transport Fund (STF), to be used to fund measures identified within the Framework Travel Plan [AS-131] . The Applicant will consider the most appropriate measures to bring forward from the toolbox of measures identified in the FTP. This can consider improvements to 'car sharing' in discussion with the airport operator.	More detail is required on how the airport intends to increase the number of journeys made by car sharing, clarification is required regarding what is meant by 'improvements' to the car sharing platform (Section 6.3.9).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Agreed

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LBC45	On-demand bus services set out in the framework travel plan	Demand-responsive buses are a possible intervention proposed in the Framework Travel Plan [AS-131] which may be included in future travel plans, and are therefore not guaranteed to be implemented. Future Travel Plans, that will be produced five-yearly, may pick up this intervention if it is deemed an appropriate tool at the time for increasing sustainable mode share for employees and for improving access to the airport. In this case, further detail will be given in the relevant Travel Plan on how this service may be provided, in terms of routes, geographic coverage, frequency, and other characteristics of the service. Annual Monitoring Reports, which will be produced annually to give insights into how passengers and staff are travelling to the airport, would inform this, to ensure the service would be of greatest effectiveness and efficiency.	LBC would like more detailed proposals regarding the on-demand bus services set out in the framework travel plan (Section 6.4.5).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC46	Employee cycle parking	The use of employee cycle parking would be reviewed as part of	LBC would like to see employee cycle parking at parkway station	This was discussed at a	Ongoing

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	at parkway station	monitoring Travel Plan. Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	coupled with free or subsidised use of DART for those employees that travel by cycle (Section 6.5.3).	meeting on the 27.07.2023 and 03.08.2023	
LBC47	Updating the Travel Plan	The FTP states: Targets within each TP must be reviewed and updated where considered necessary in following circumstances: a. every five years, when there is a requirement for the production of a new TP; b. where Targets are set with deadlines of less than five years, when that shorter deadline has been reached; and c. when Targets have been achieved based on the evidence from (annual) monitoring, the Targets must be reviewed and new Targets set where further progress is considered achievable within the remaining period of the TP. The FTP proposes to increase the frequency of staff travel surveys, moving to annual surveys rather than the current frequency of every two years. The TP frequency	The travel plan should be a fluid document updated as and when required, at a minimum frequency of once per year (Table 8.1).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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		of every five years aligns with the ASAS frequency (as set out in the APF as every five years to match with the previous LTP cycle).			
LBC48	Annual Monitoring Report	An Annual Monitoring Report will be produced to report on trips to and from the Airport. This information can be used to inform progress towards the targets set out in the Travel Plan. It is proposed to update targets every five years to allow the measures that have been introduced to start to affect travel behaviour. This also aligns with the Airport's commitment that the Travel Plan will serve as the ASAS.	LBC recommends that travel plans and review of targets (4.2.1) should be produced and/or updated annually (Section 1.1.3 / 1.2.3).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC49	Adopting a travel plan	The airport operator does not have the controls to influence the travel behaviour of airport-based companies. However, monitoring of airport related trips will be agreed and confirmed within the Travel Plan and TRIMMA (Transport Related Impacts Monitoring and Mitigation Approach).	LBC believe there should be a reasonable endeavour to get all airport-based companies to adopt a travel plan (monitoring should not exclusively be reserved for those that are participating in travel planning). For consistency, travel plan monitoring should use Modeshift Stars. (Table 4.1).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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LBC50	Travel Plan period	It is considered that the monitoring periods set out in the FTP are sufficient to ensure meaningful and measurable change has occurred. As such, one year is deemed too short a time period but annual monitoring will take place and report on progress towards those targets.	The travel plan period (five years) is too long to address problems in a timely manner. There should be, at least, annual reviews to ensure targets are being met. (Section 4.3.4).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC51	Use of DART	Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	LBC would like to see free use of DART for all airport employees (Table 5.1).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC52	Off peak rail services	The Applicant will monitor rail services as part of the Travel Plan. If deemed appropriate improvements can be discussed with Train Operating Companies and Network Rail.	With respect to developing off-peak rail services and maximising opportunities associated with East West Rail, more specific actions should identify how this will be achieved, e.g. developing a business case that appraises the benefits.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC53	Planning permission for a park and ride	The Applicant understands that LBC is pursuing planning permission for a park and ride /	LBC is pursuing planning permission for a park and ride / mobility hub at Butterfield	This was discussed at a meeting on the	Ongoing

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	/ mobility hub at Butterfield Business Park	mobility hub at Butterfield Business Park. The Applicant cannot consider changes to the transport network that have not yet been given planning permission. However, if and when the mobility hub is approved, measures to ensure integration between this and surface access to Luton Airport may be covered in future Travel Plans, which provide more detail around how sustainable transport accessibility and mode share can be improved. This may include working with public transport operators to explore how routes and timetables can be optimised and integrated between the Airport and the Business Park.	Business Park to coincide with highway improvements along Vauxhall Way. The council would like to see more acknowledgement of its proposals within the airport's submissions, and consideration given to how this scheme could integrate with surface access policy and future travel plans increase modal shift for those accessing the airport.	27.07.2023 and 03.08.2023	
LBC54	Improving local and regional bus services	Further detail on public transport interventions will be provided in subsequent Travel Plans. As these interventions are developed, they will consider how the Applicant will work with the Enhanced Partnership Board.	With respect to improving local and regional bus services, there should be much clearer proposals on how you intend to work with Luton Council's Enhanced Partnership Board, a decision making body comprising local bus operators and Luton Council that make strategic decisions to	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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			improve bus provision and customer satisfaction (Table 5.2)		
LBC55	Strengthening bus services	Consideration of strengthening the feasibility of investing in pilot bus services to the airport will be informed by the baseline surveys that will be undertaken post-consent.	The council support the interventions relating to strengthening bus services that serve the airport, the airport should commit to a feasibility study to identify new routes and develop a ring-fenced pot of money to invest in pilot bus services (Table 5.2)	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC56	Funding the design and construction of cycle route J in the council's LCWIP	A Travel Plan will be produced upon notification of consent. Following baseline surveys the most appropriate measures will be put forward as part of the Travel Plan. As set out in the Framework Travel Plan this will include working with LBC to deliver elements of the LCWIP.	Where it reads "identify suitable commuter cycling corridors and routes to be improved", LBC considers that the Airport should agree to making a contribution to assisting the delivery of cycle route J in the council's LCWIP. This strategic cycle link identifies a series of improvements within the vicinity of Wigmores Lane, Eaton Green Road and Airport Way. Further, a firm commitment should be made to invest in cycling infrastructure and facilities	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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			within the site boundary to support active travel trips to the airport and surrounding businesses. (Table 5.3)		
LBC57	Travel Plan content	The Applicant can confirm the Framework Travel Plan [AS-131] and associated documents have been developed in collaboration with the Airport operator.	LBC is content that the Framework Travel Plan has been discussed with the existing airport travel plan coordinator.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Agreed
LBC58	Cycling and walking enhancements	A Travel Plan will be produced upon notification of consent. Following baseline surveys the most appropriate measures will be put forward as part of the Travel Plan. As set out in the Framework Travel Plan this will include working with LBC to deliver elements of the LCWIP. A number of the improvements to crossings that are required as part of the identified LCWIP route will be delivered as part of the Vauxhall Way.	In addition to cycling and walking enhancements identified for inclusion along Vauxhall Way (route L of the LCWIP) in LBC's work, the airport should contribute towards the delivery of cycle route J in the council's Local Cycling and Walking Infrastructure Plan (Part 2 of 4: Section 5.4.14).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC59	Background growth (do-	The Applicant considers that congestion and delay have been	LBC note that a number of locations are identified for	This was discussed at a	Ongoing

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	minimum) and/or airport expansion (do-something)	set out in detail in the submitted Transport Assessment [APP-203, AS-123, APP-205, APP-206] . The flows used as part of the do-something modelling are robust and over-estimate the impacts of the Airport given that Century Park (New Horizons Park) was not included in the do-minimum scenarios and also given that all of the demand is constrained within the model (ie, there is no potential leakage of demand from re-routing). Nevertheless, as part of the detailed design, the modelling can be refined to address the conditions at the time.	improvement on Luton's highway network. These respond to background growth (do-minimum) and/or airport expansion (do-something). It should be noted that the actual factors that influence congestion and delay may still not be fully reflected in the proposals put forward as a result of other potential transport enhancements and future uncertainty. Consequently, detailed designs will need to be informed by a comprehensive assessment of local network issues when they are brought forward and approved by LBC for roads within its area (Appendices Part 1 of 3).	meeting on the 27.07.2023 and 03.08.2023	
LBC60	Site constraints and changes in land-use	Surface Access improvements will be subject to monitoring and evaluation carried out through the Travel Plan. More information will be provided in the future Travel Plans and TRIMMA.	LBC agrees that the point in time at which improvements are set to be made needs a proportionate degree of flexibility. This is because potential site constraints and changes in land-use, not anticipated and outside the influence of LBC or the airport, could necessitate an earlier or	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing

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			later delivery date (Appendices Part 1 of 3).		
LBC61	Highway mitigation drawings	The Applicant will provide a detailed design of highway mitigations at Detailed Design phase.	LBC recognise that highway mitigation drawings reflect early-stage 'outline' design. Further discussions will need to take place to develop detailed designs. Detailed design will be consistent with national/local policy and consider how the needs of all road users have been taken into account (Appendices Part 1 of 3)	This was discussed at a meeting on the 27.07.2023 and 03.08.2023	Ongoing
LBC62	S106 highway funding	Following the submission of the application for development consent, the Applicant has been developing proposals for a Sustainable Transport Fund (STF), to be used to fund measures identified within the Framework Travel Plan [AS-131] . The Applicant will continue to engage with the LBC as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF	LBC recommend that an explicit S106 'pot' (or equivalent) should be established that aligns with the Council's 5 year Highways Works Plans. LBC intend to utilise existing governance arrangements, such as LBC's Transport Board to determine the development stages of scheme delivery and report on progress achieved (Appendices Part 1 of 3)	Discussed with LBC during meetings on the 27.07.23, 27.08.23 and ongoing discussions	Ongoing

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		and the legal mechanisms for securing the fund.			
LBC63	Traffic data	Whilst it is noted that the traffic data used is from 2016/2017, it is also recognised that the ability to update the baseline forecasts has not been possible given the continued uncertainty on traffic flows over time. As such, and in common with other transport models, reliance has been made of the best available data. It should be noted that as part of the Rule 9 response [AS-064] , work will be undertaken to understand the how traffic flows have changed since 2016/2017 from available data sources.	LBC notes the ExA's request to update the traffic modelling work in line with recent guidance on how to model the effects of Covid-19. LBC looks forward to seeing the outcome of that work.	Discussed with LBC during meetings on the 27.07.23, 27.08.23 and ongoing discussions	Ongoing
LBC64	Surface Access Strategy and mitigation measures	The Surface Access Strategy [APP-228] presents the Applicant's vision and objectives for surface access and the priority areas and interventions that form the Applicant's approach to achieving this vision. It summarises how the implementation of the SAS and progress against its objectives,	Measures to mitigate the impacts of the development upon the health and wellbeing of the local communities surrounding the airport need to be identified	Discussed with LBC during meetings on the 27.07.23, 27.08.23 and ongoing discussions	Ongoing

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		<p>including mode share Limits and surface access Targets, will be monitored in the future through the Green Controlled Growth (GCG) Framework [APP-218] and the FTP [AS-131] respectively. The legally-binding GCG Framework contains a series of clearly specified 'Limits' for the environmental effects of the expanding, expanded, and lifetime operation of the airport. By enshrining these Limits within the DCO, the GCG Framework ensures that the actual effects of the Proposed Development, as they manifest over time, are monitored and timely measures are taken to ensure that those Limits are not exceeded. The assessment of performance against the Limits for the four environmental areas, including surface access, will be undertaken annually, with defined monitoring and reporting requirements set out as part of the framework and secured through the DCO. In this way, the GCG Framework [APP-218] serves to ensure that the 'reasonable worst</p>			

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		<p>case' environmental effects are not exceeded. If they were to be exceeded, growth at the airport would have to stop, and mitigation would be implemented in accordance with the processes mandated by the GCG Framework.</p>			

Table 3-5: Summary of 'environment' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
ENVIRONMENT					
Air quality					
LBC65	Baseline data collection	The Applicant considers that the baseline data collection and future baseline information, as detailed in Appendix 7.2 of Chapter 7 Air Quality [APP-062] of the ES, are robust. These were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14 June 2023	Agreed
LBC66	Air Quality study area	The Applicant considers that the study area, as detailed in Sections 7.3.5 to 7.3.9 in Chapter 7 Air Quality [AS-076] of the ES, is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the study area.	EIA Scoping Meeting 12 April 2018 Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14 June 2023	Agreed

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LBC67	Construction dust assessment methodology and findings	<p>The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the code of construction practice follows best practice. The construction dust assessment methodology is detailed in section 2 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]. The construction dust results are detailed in section 2.2 in Appendix 7.3 of Chapter 7 Air Quality of the ES [APP-063]. The construction dust mitigation included in the code of construction practice is detailed in section 8 of Chapter 4 The Proposed Development of the ES [AS-074]. These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.</p>	<p>LBC agrees with the construction dust assessment methodology and findings, including mitigation included in the code of construction practice which follows best practice.</p>	<p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with LBC 14 June 2023</p>	Agreed
LBC68	Modelling methodology including data sources	<p>The Applicant considers the modelling methodology including the data sources, model setup including use of the Atmospheric Dispersion Modelling System (ADMS), modelled receptor</p>	<p>LBC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology,</p>	<p>Air Quality TWG meetings from 2018 to 2022</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		locations, assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification methodology to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] . The modelling methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	model parameters, spatial modelling aspects, and verification methodology.	SoCG meeting with LBC 14 June 2023	
LBC69	Air Quality significance criteria	The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] , to be appropriate and robust. The significance criteria used in the assessment was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14 June 2023	Agreed
LBC70	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of Chapter 7 Air Quality of the ES	LBC agrees with the odour impact methodology and results and requests additional	Air Quality TWG meetings from 2018 to 2022	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		[AS-028] , to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	information on odour report methodology.	SoCG meeting with LBC 14 June 2023	
LBC71	Air quality assessment results for construction and operational phases	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases are detailed in 7.9 of Chapter 7 Air Quality of the ES [AS-076] and Appendix 7.3 of Chapter 7 Air Quality of the ES [APP-063] . The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the air quality assessment results for construction and operational phases.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14 June 2023	Agreed
LBC72	Good practice mitigation identified for the operational phase	The Applicant considers the good practice mitigation identified for the operational phase, as detailed in Appendix 7.5 of Chapter 7 Air Quality of the ES [APP-065] , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG	LBC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14 June 2023	Agreed

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		meetings and the SoCG meeting with LBC.			
	Noise policy, legislation and guidance				
LBC73	Appropriate policy, legislation and guidance	The list of policy, legislation and guidance as set out in Table 16.1 to 16.4 of Chapter 16 of the Environmental Statement [APP-080] (plus Building Bulletin 93: Acoustic Design of Schools which was mistakenly omitted from Table 16.4) is appropriate to inform the assessment, at the time of writing the submission documents.	LBC agrees these documents to be appropriate.	Relevant Representation	Agreed
LBC74	Compliance with aviation noise policy	The Planning Statement [AS-122] sets out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework "to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry".	CBC has received this paper and it is being reviewed.	Relevant Representation	Ongoing

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		<p>The Government's current Overarching aviation noise policy statement was published after the DCO application and is therefore not referenced in the application documents. The Proposed Development's compliance with the new policy statement has been set out in Commentary on the Overarching Aviation Noise Policy Statement [REP1-012].</p>			
	Noise assessment methodology – modelling assessment and criteria				
LBC75	Methodology for the construction noise and vibration assessment	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <p>LOAELs, SOAELs and UAELs (for defined day, evening and night time periods) used by the Applicant for the construction noise and vibration assessments</p>	LBC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed

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		are set out in Table 16.11 and Table 16.12 of Chapter 16 of the Environmental Statement [AS-080] .			
LBC76	Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods	<p>The Applicant has employed a robust methodology for the air noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Noise modelling has been undertaken using Aviation Environmental Design Tool (AEDT) software.</p> <p>The primary assessment metrics are the 92-day summer $L_{Aeq,16h}$ and $L_{Aeq,8h}$ sound levels.</p> <p>The LOAELs, SOAELs and UAELs (day and night) used by the Applicant for the air noise assessments are set out in Table 16.13 of Chapter 16 of the Environmental Statement [APP-080].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of</p>	LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed

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		the Environmental Statement [APP-080].			
LBC77	Validation of AEDT aircraft noise contour model	The Applicant has undertaken a robust validation exercise of the AEDT aircraft noise model using radar track data and noise monitoring terminal measurements	LBC are content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed
LBC78	Ground noise prediction and assessment methodology	<p>The Applicant has employed a robust methodology for the ground noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Modelling of ground noise has been undertaken in accordance with ISO 9613 and that the assumptions on stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the Environmental Statement [APP-080] and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the</p>	LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed

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		Environmental Statement [APP-080].			
LBC79	LOAELs SOAELs for the surface access noise assessment	<p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL,SOAEL and UAEL values have been set out in Table 16.16 of Chapter 16 of the Environmental Statement [APP-080].</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the Environmental Statement [APP-080].</p>	<p>LBC agrees with the use of CRTN methodology.</p> <p>LBC agrees with the road selection within the noise assessment.</p> <p>LBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>LBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>LBC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed
LBC80	Justification for the setting of surface	The Applicant has applied an appropriate UAEL for the surface access noise assessment:	Further information document is being reviewed by LBC.	Suono response on behalf of Host	Ongoing

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	access noise UAELs	<p>UAEL: Daytime 74 dB $L_{Ae1,16hr}$ and night time 66 dB $L_{Aeq,8hr}$. (Table 16.16 of Chapter 16 of the Environmental Statement [APP-080]).</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, and has been accepted as appropriate in the DCO decision for the A14 Cambridge to Huntingdon Improvement Scheme.</p> <p>Further information has been provided in "Surface Access Noise Modelling – Additional Information" [TR020001/APP/8.41]</p>		Authorities dated 16 January 2023	
LBC81	Validation of the surface access noise model	The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and	Further information document is being reviewed by LBC.	Relevant representations	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>a robust quality assurance procedure for checking the model input data. Differences between the model outputs and spot check measurements are explained in paragraph 16.7.14 of Chapter 16 of the ES [APP-080]. It is not best practice to adjust the CRTN model to match spot measurements. This is because the CRTN model outputs are based on annual average data over an 18 hour period, which cannot be directly compared to short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information has been provided in a document "Surface Access Noise Modelling – Additional Information" [TR020001/APP/8.41].</p>			

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Noise assessment methodology – determining significance					
LBC82	2019 Actuals baseline	<p>Forecast noise exposure with the development is compared to the future baseline and also to the 'current baseline' which is considered to be the actual noise levels in 2019, in line with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as "a description of the relevant aspects of the current state of the environment" in Schedule 4, paragraph 3).</p> <p>However, a sensitivity test using a '2019 Consented' baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to reach a modelled noise impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16 Noise and Vibration of the ES [APP-080].</p> <p>An assessment against both the 2019 Actuals and 2019</p>	LBC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead.	Suono response on behalf of Host Authorities dated 16 January 2023	Not agreed

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		Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.			
LBC83	The use of a future baseline	<p>The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and therefore demonstrates a scenario where the airport is operating within its consented noise limits.</p> <p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <ul style="list-style-type: none"> • Daytime 57 dB L_{Aeq,16h} noise contour – 19.4 km². • Night-time 48 dB L_{Aeq,8h} noise contour – 37.2 km². <p>Long-term limits for 18mppa to be achieved by 2028:</p>	LBC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<ul style="list-style-type: none"> Daytime 57 dB L_{Aeq,16h} noise contour – 15.2 km². Night-time 48 dB L_{Aeq,8h} noise contour – 31.6 km². 			
LBC84	Noise monitoring data	<p>Chapter 16 sets of the Environmental Statement [APP-080] sets out the two types of noise monitoring that have been used in the assessment. At the request of the Examining Authority, further information has been provided in Ambient noise monitoring data and survey sheets [AS-120]. These documents note that the assessment baseline is calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.</p>	LBC have queried whether noise monitoring data is sufficient to fully characterise the existing noise environment	Relevant representations	Ongoing
	Noise mitigation				
LBC85	Appropriateness of the noise insulation scheme	The proposed Noise Insulation Scheme has been set out by the applicant in Draft Compensation	LBC agrees with the of the night-time SOAEL eligibility criteria and accepts the appropriateness	Relevant representations	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		Policies Measures and Community First [AS-128].	of the noise insulation scheme in principle.		
LBC86	The night time quota period	The extant movement Limit of 9,650 in the night quota period (23:30 – 06:00) will be secured through Requirement 27 of the Draft Development Consent Order [AS-067].	LBC agrees with the night time quota period movement limit being retained.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed
LBC87	Night time quota period QC cap	The principal noise control secured in the DCO is the Green Controlled Growth Framework [APP-218] and the Noise Envelope that sits within it. The operation of the Noise Envelope and its compliance with policy is further elaborated in Appendix 16.2 Operation Noise Management (Explanatory Note) of the Environmental Statement [APP-111] . In essence, the Noise Envelope defines the noise environmental outcomes to be achieved, or bettered, rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes. As a result, many of the individual and specific	LBC disagrees with the night time quota count limit being removed.	LBC comments on draft SoCG, 4 September 2023	Not agreed

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		<p>mitigation mechanisms secured in the current planning permission noise conditions (such as quota count limits) would be replaced by the overall Limits and control mechanisms in the Noise Envelope.</p> <p>Given that the airport expansion is planned over an extended period of time, this approach provides appropriate flexibility for the airport operator to identify and implement the optimum mitigation at the time it may become required and draw on future technology improvement whilst also providing certainty of the outcomes that will result even in the reasonable worst-case scenario.</p>			
LBC88	Noise contour area Limits.	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dB _L Aeq16h and 48dB _L Aeq,8h noise contour areas).	LBC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC89	Single noise indicator in the Noise Envelope	There are many different indicators/metrics and methods of measuring and reporting noise. To have a clear and unambiguous measure of compliance with the GCG Noise Envelope, it is necessary to use a single metric for daytime and night-time to compare against the Limit. Other metrics can be usefully used to communicate airport noise to different audiences, provide a wider indication of noise performance indicators and hence provide noise management targets but these do not form GCG Limits. The primary indicators used for day and night-time Limits are in line with CAA guidance.	LBC disagree with the use of a single noise indicator in the Noise Envelope	NEDG Final Report	Not agreed
LBC90	Formal review period of five years embedded in the Noise Envelope	<p>The Applicant has proposed a formal review period of five years embedded in the Noise Envelope.</p> <p>The proposed Noise Envelope has been updated to clarify that a 'material change' (either the ICAO publishing a new 'noise chapter' or the approval of an Airspace</p>	LBC supports the proposal that the formal review period should be every five years, aligning with the Airport's obligation to update its Noise Action Plan following the five yearly Noise Mapping required under the	NEDG Final Report	Agreed

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		Change Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying whether noise Limits can be reduced and noise benefits can be shared with the community.	Environmental Noise (England) Regulations 2006 (as amended). LBC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations such as the publication of a new ICAO noise chapter or the anticipated modernisation of airspace.		
LBC91	Controlling breaches of a noise Limit	Appendix 16.2 of the Environmental Statement [APP-111] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls document [AS-121] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls, such as independent scrutiny and	LBC is not satisfied that the Noise Envelope would be effective in controlling breaches of a noise Limit.	Relevant representations	Ongoing

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		<p>oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (see Green Controlled Growth Explanatory Note [APP-217]) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring. Appendix 16.2 Operational Noise Management (Explanatory Note) of the Environmental Statement [APP-111] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls document [AS-121] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls</p>			

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		<p>that are designed to prevent breaches before they occur, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [TR020001/APP/8.36].</p>			
LBC92	Status of the current planning permission noise conditions	<p>As set out in the Comparison of consented and proposed operational noise controls [AS-121], the current planning permission noise conditions would be replaced with noise controls secured through the DCO.</p> <p>The principal noise controls secured in the DCO are the Noise Envelope that sits within the</p>	LBC are concerned that all the current planning conditions are not carried forward within the DCO and therefore there is less certainty for the surrounding communities that they will not be exposed to increases in noise.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Green Controlled Growth Framework [APP-218] and the Fixed Plant Noise Management Plan [APP-112]. In essence, these noise commitments define the noise environmental outcomes to be achieved, or bettered, rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes. As a result, many of the individual and specific mitigation mechanisms secured in the current planning permission noise conditions would be replaced by the overall Limits and control mechanisms in the Noise Envelope and the Fixed Plant Noise Management Plan.</p> <p>Given that the airport expansion is planned over an extended period of time, this approach provides appropriate flexibility for the airport operator to identify and implement the optimum mitigation at the time it may become required and draw on future technology improvement whilst also providing certainty of the outcomes that will result even in</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		the reasonable worst-case scenario.			
Landscape and Visual Impacts					
LBC93	Methodology used to carry out the LVIA.	The Applicant has set out and explained the methodology used to carry out the Landscape and Visual Impact Assessment (LVIA). Chapter 14 of the ES [AS-079] provides an overview of the methodology used. A detailed description of the methodology used is provided in Appendix 14.1 of the ES [AS-036] . The methodology used for the LVIA was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees with the methodology used to carry out the LVIA.	Landscape and Visual Impact Assessment TWG meetings on 3 March 2020, 20 April 2020, 7 October 2020, 9 December 2020, 24 March 2021, 16 September 2021, 7 June 2022 and topic specific meeting with LBC on 13 June 2023	Agreed
LBC94	LVIA TWG meetings	The Applicant has engaged sufficiently with LBC during Landscape and Visual Impact Assessment TWG meetings on 3 March 2020, 20 April 2020, 7 October 2020, 9 December 2020,	LBC is satisfied that it has been sufficiently engaged with regarding the LVIA, via the LVIA TWG meetings.	Topic specific meeting with LBC on 13 June 2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		24 March 2021, 16 September 2021 and 7 June 2022.			
LBC95	Likely significant landscape and visual impacts	The Applicant has identified the likely significant landscape and visual impacts of the proposed development together with appropriate mitigation measures. These are reported in Chapter 14, Appendix 14.4 of the ES [AS-086] and Appendix 14.5 of the ES [AS-087] .	LBC agrees with the Applicant's position that the LVIA identifies any significant landscape and visual impacts and proposed appropriate mitigation measures for these	LVIA TWG meetings on 3 March 2020, 20 April 2020, 7 October 2020, 9 December 2020, 24 March 2021, 16 September 2021, 7 June 2022 and topic specific meeting with LBC on 13 June 2023	Agreed
LBC96	Assessment phases considered in the LVIA	The Applicant has set out the project phases considered in the LVIA.	LBC agrees with the assessment phases considered in the LVIA.	LVIA TWG meeting on 20 April 2020, 7 October 2020, 16 September 2021 and topic specific meeting with LBC on 13 June 2023	Agreed
LBC97	Tranquillity with regards	The Applicant has set out and explained the approach to	LBC agrees with the approach to considering tranquillity with	LVIA TWG meetings on 20	Agreed

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	to landscape and visual effects	considering tranquillity with regards to landscape and visual effects. The approach was discussed and shared with LBC throughout the pre-application phase of the project.	regards to landscape and visual effects.	April 2020 and 9 December 2020	
LBC98	Methodology and residential properties considered within the RVAA	The Applicant has presented the methodology and residential properties considered within the Residential Visual Amenity Assessment (RVAA). The RVAA is provided at Appendix 14.8 of the ES [APP-106] .	LBC agrees with the methodology and residential properties considered within the RVAA.	LVIA TWG meeting on 3 March 20 and topic specific meeting with LBC on 13 June 2023	Agreed
LBC99	Assessment Viewpoints and the Representative Viewpoints identified for the LVIA	The Applicant has presented sufficient information in relation to the Assessment Viewpoints (provided at Appendix 14.6 of the ES [AS-088 – AS-095]) and Representative Viewpoints (Appendix 14.7 of the ES [AS-037 – AS-041]).	LBC agrees with the Assessment Viewpoints and the Representative Viewpoints identified for the LVIA.	LVIA TWG meetings on 3 March 2020, 7 October 2020 and topic specific meeting with LBC on 13 June 2023	Agreed
LBC100	Growth rates for proposed planting	The Applicant has set out a range of growth rates for proposed planting. These have been discussed and agreed with the HCC Countryside and Rights of	LBC agrees with the growth rates for proposed planting as set out in Chapter 14 of the ES [AS-079] .	LVIA working group meetings	Agreed

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		Way Officer and LVIA TWG and are set in Chapter 14 of the ES [AS-079] .			
LBC101	Study area for the cumulative assessment	The Applicant has provided a cumulative landscape and visual impact assessment (CLVIA) within Chapter 21 of the ES [AS-032] .	LBC to confirm its position on the study area for the cumulative assessment.		Ongoing
LBC102	Strategic Landscape Masterplan (SLMP)	The Applicant shared the Strategic Landscape Masterplan (SLMP) with LBC in December 2022.	The current proposals within the Strategic Landscape Masterplan (SLMP) are considered to be constructive in providing a positive impact on the local environment with regards to biodiversity.	Agreed via email on 30 January 2023	Agreed
LBC103	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029] is consistent with the SLMP and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	The Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029] should also be consistent with the aims of Biodiversity Net Gain (BNG) delivery within the BNG Report in Appendix 8.5 of the ES [APP-067] , as well as the SLMP. There is no reason why this cannot be achieved.		Ongoing

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LBC104	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with LBC as the open space and landscape proposals evolve over the course of examination and detailed design stage, following approval of the DCO, if approved.	LBC advises that discussions about the long-term stewardship of the public open space and landscape need to take place at the earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan and management strategies.		Ongoing
	Open Space				
LBC105	Changes to the layout of the revised Wigmore Valley Park	It is the Applicant's intention that the new park be placed into the control of a new Community Trust which would include as Trustees local community representation and other key stakeholders. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future. Further detail on the future management of Wigmore Valley Park, along with details of how the habitats will be created and managed, is included within the Outline Landscape and	LBC welcomes the changes to the layout of the revised Wigmore Valley Park, but request more clarity on the future management and funding of future management on the replacement open space, and detail on how the proposed structures on Wigmore Valley Park fit within the SLMP.	Topic specific meeting with LBC on 13 June 2023	Ongoing

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		<p>Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029].</p> <p>The Applicant will continue to engage with LBC as the open space and landscape proposals evolve over the course of examination and detailed design stage, following approval of the DCO, if approved.</p>			
LBC106	Planning permission to provide enhanced facilities	<p>The Applicant has secured planning permission to provide enhanced facilities, and has considered how the proposals link with the layout and design of the wider strategic landscape masterplan areas during the development of the Strategic Landscape Masterplan (SLMP) [APP-172], which was discussed with LBC during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape proposals, both consented as part of the Green Horizons Park (formerly New Century Park) application and the wider proposals associated with the DCO.</p>	<p>Regarding NCP PP (21/02300/FUL), LBC welcomes that the Applicant has secured planning permission to provide enhanced facilities, and requests that consideration is given to how these proposals link with the layout and design of the wider strategic landscape masterplan area. Obligations should be picked up in the DCO, with conditions being captured within the requirements and within the Section 106 agreement.</p>		Ongoing

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Local communities					
LBC107	Quantitative assessment of health outcomes associated with aircraft noise	<p>The Applicant considers that the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078], is robust and has been undertaken applying an appropriate methodology and assumptions. This is based on the latest guidance and best practice from Department for the Environment, Food, and Rural Affairs and the World Health Organisation (WHO).</p> <p>The methodology for the assessment is set out in Appendix 13.4 Methodology for Health and Community Assessment of the ES [APP-086].</p>	LBC to confirm its position following outcomes of discussions with LBC's noise specialist as the methodology should align with LBC's noise specialist, utilising the appropriate baseline in which to consider the effects of aircraft noise. LBC expect that the number of people affected by aircraft noise should not increase, given the assessment findings of significant moderate adverse impact.	Discussed at topic specific meeting on 25 July 2023	Ongoing
LBC108	Future baseline	The future baseline considered for health and community was agreed through engagement with LBC.	LBC agrees with the future baseline considered for health and community.	Agreed at community workshop on 9 July 2019	Agreed

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LBC109	Methodology within the health chapter of the ES	The Applicant confirms that the methodology within the health chapter of the ES was akin to a standalone Health Impact Assessment.	LBC Public Health are satisfied that a health chapter in the EIA was an acceptable approach to health assessment as long as the methodology was akin to that used in a stand-alone Health Impact Assessment (HIA).	Health working group meeting on 15 July 2021	Agreed
LBC110	Mechanism to mitigate the effect on Prospect House Day Nursery	The Applicant considers that an appropriate mechanism to mitigate the effect on Prospect House Day Nursery and to ensure alternative facilities to meet demand will be provided and has been included within the application for development consent and will be included in the accompanying section 106 agreement, as described in paragraph 13.10.6 of Chapter 13 Health and Community of the ES [AS-078] . Prospect House Day Nursery is not anticipated to be demolished until assessment Phase 2a, therefore after 2032. A potential alternative property has been identified and the Applicant has committed to ensure that alternative facilities are provided, and agreements are in place, with	LBC accepts the proposed mitigation subject to it being captured in the section 106 agreement.	Discussed at topic specific meeting on 25 July 2023	Ongoing

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		adequate prior notice, to accommodate these services prior to the existing building being required for the Proposed Development. A further assessment to confirm replacement capacity requirements will be conducted closer to the time of closure. This commitment will be secured via a section 106 agreement as described in Paragraph 6.8 of the Planning Statement [AS-122] , submitted as part of the application for development consent. The residual mitigated effects on the nursery have been identified as minor adverse and not significant.			
LBC111	Embedded mitigation to address significant moderate adverse effect on mental wellbeing	The health assessment identifies a significant moderate adverse effect on mental wellbeing due to public concern and uncertainty during the planning and construction stages of the Proposed Development. The Applicant considers that the embedded mitigation proposed to	LBC accepts the proposed embedded mitigation.	Agreed at topic specific meeting on 25 July 2023	Agreed

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		<p>respond to this effect is appropriate and sufficient.</p> <p>The embedded mitigation includes a commitment by the lead contractor to prepare a construction-specific community engagement plan for the construction operations of the Proposed Development, as detailed in Appendix 4.2 Code of Construction Practice [APP-049] of the ES. The plan will provide the overall approach to community engagement and a detailed guide to the enquiries and complaints procedure. The residual effects section of the health and community chapter highlights that people's mental wellbeing within the affected communities is likely to continue to be impacted adversely by concerns related to the Proposed Development, however ongoing engagement would provide information which may help to reduce uncertainty and stress relating to the potential effects of the Proposed Development.</p>			

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LBC112	Impact on housing	<p>The Applicant considers that impacts on housing should be scoped out. This is because the assessment assumes that approx. 48% of construction workers would be home based and live within commuting distance (60-minute drive), so would not require local accommodation. Some demand would also be met by other types of accommodation such as Bed and Breakfast. On this basis impacts on housing demand are considered to be low and overall effects minor adverse (not significant).</p>	<p>LBC has concerns about the impact on housing as the introduction of a temporary construction workforce may increase demand within the local housing rental market and hotel market, potentially affecting prices and reducing access to affordable housing for local people. This has been identified as a minor, adverse impact across the study area, but sensitivity may be higher in the Luton area for the following reasons:</p> <ul style="list-style-type: none"> LBC's hotel market has been significantly skewed by the Home Office accommodating asylum seekers impacting price and availability and causing huge budget pressures for LBC. Therefore, depending on the scale and timing of the incoming workforce, this could be an important factor for LBC. 	<p>Discussed at topic specific meeting on 25 July 2023</p> <p>To be discussed further with LBC Housing Team.</p>	Ongoing

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			<ul style="list-style-type: none"> LBC has seen huge demand for our homeless service with around 500 requests for homelessness per month. This is having a huge impact on LBC's temporary accommodation and LBC sometimes struggle to find hotel places for households who need temporary accommodation in the borough. <p>In addition, LBC would want to ensure that construction employees staying in private rentals and HMOs were aware of the local licensing and enforcement arrangements and didn't get caught out by poor landlords.</p>		
LBC113	Measures to mitigate the impacts of the development	The Applicant has identified appropriate measures to mitigate the impacts of the Proposed Development on the health and wellbeing of the local communities surrounding the airport. This	LBC to confirm its position on the measures to mitigate the impacts of the development upon the health and wellbeing of	Discussed at topic specific meeting on 25 July 2023	Ongoing

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		includes embedded and good practice mitigation (see Section 13.8 of Chapter 13 Health and Community [AS-078] of the ES) and additional mitigation (see Section 13.10 of Chapter 13 Health and Community [AS-078] of the ES).	the local communities surrounding the airport.		
	Soils and geology				
LBC114	Magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts	<p>The Applicant considers the magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts have been suitably assessed in accordance with guidance and these are reported in the assessment text in Section 17.9 of Chapter 17 Soils and Geology [APP-043] of the ES.</p> <p>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB) Guidance, which has since been superseded by new National Highways guidance.</p>	LBC to confirm agreement to the EIA methodology, specifically the magnitude, probability, duration, reversibility and significance of impacts included in the assessment text within the ES.		Ongoing

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LBC115	Study area and (Zone of Influence) ZOI for the soils and geology assessment	The Applicant amended the study area for the ES, in line with the Planning Inspectorate's comments on the Scoping Report 2019. This was acknowledged and accepted by LBC at the Soils and geology TWG meeting on 26 July 2021. The study area and ZOI are reported in Section 17.3 of Chapter 17 Soils and Geology of the ES [APP-043].	LBC agrees with the study area and ZOI for the soils and geology assessment.	Soils and Geology TWG meeting on 26 July 2021	Agreed
LBC116	Outline Remediation Strategy	The Applicant considers the Outline Remediation Strategy (ORS), provided as Appendix 17.5 to Chapter 17 of the ES [APP-125], to be comprehensive and addresses the potential and relevant pollutant linkages as identified in the conceptual site model which might be formed from construction works on the former Eaton Green Landfill. The document has been completed to current guidance on addressing risks from land contamination.	LBC to confirm its position on the Outline Remediation Strategy, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125]	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC117	Inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.	<p>In response to the planning inspectorates Scoping Opinion Report 2019 the Applicant has included a watching brief for the potential features of geological interest relating to the excavation of chalk to the east of the airport in Section 17.3 and Section 17.8 of Chapter 17 Soils and Geology [APP-043] of the ES. This is also included in the Code of Construction Practice (CoCP) in Appendix 4.2 of the ES [APP-049]. The CoCP is secured by Requirement 8 of the draft DCO.</p> <p>The Applicant does not consider it appropriate to include groundwater flood risk and monitoring of water related features in the geological watching brief. The information on groundwater flood risk and monitoring of water related features is contained within Chapter 20 Water Resources of the ES [AS-031], the Code of Construction Practice Appendix 4.2 of the ES [APP-049], and</p>	LBC to confirm its position on the inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.	To be discussed at topic specific meeting	Ongoing

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		Drainage Design Statement, Appendix 20.4 of the ES [APP-137].			
LBC118	Gas monitoring frequency	The Applicant considers feasible options to control the potential for off-site gas migration have been identified and described in the ES Chapter 17 and accompanying appendices. The options and the timing of their installation are described in the ORS, Appendix 17.5 of Chapter 17 of the ES [APP-125] and in Section 17.8 embedded mitigation section of Chapter 17 Soils and Geology of the ES . Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of the gas control will be determined as part of the Detailed Remediation Strategy to be produced by the lead contractor post DCO. This is secured by requirement 17 of the draft DCO. The remediation strategy is to be approved by the Local Planning	LBC request feasible options with regards to gas mitigation measures in regard to potential for off-site mitigation, and request details covering the means to secure these and when they will be incorporated into construction. Also query whether the gas monitoring frequency is sufficient due to the character of the landfill changing quickly once construction commences.	To be discussed at topic specific meeting	Ongoing

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		<p>Authority after consultation with the Environment Agency.</p> <p>The Applicant acknowledges the character of the landfill will change once construction commences. The gas monitoring programme for pre, during and post construction phases will be developed by the lead contractor post DCO to address this issue. The frequency of the monitoring is expected to reflect the potential for the gas regime in the landfill to be subject to rapid change as a result of construction works. This proposal is described in the ORS Appendix 17.5 of Chapter 17 of the ES [APP-125].</p> <p>Consultation with the Environment Agency for the Environmental Permit will also require agreement on the monitoring programme which will form part of the permit conditions. This will secure an appropriate monitoring frequency.</p> <p>The Applicant considers the gas monitoring programme developed post DCO and secured as described will address the likely</p>			

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		changes in the gas regime due to construction works and ensure appropriate control measures are in place.			
LBC119	Independent monitoring role	<p>The Applicant does not intend to appoint an independent monitoring role. The documentation submitted with the DCO application describes robust management, controls and monitoring which would ensure protection of the environment and human health. The management and controls are described in:</p> <p>CoCP, Appendix 4.2 of Chapter 4 of the ES [APP-049], Secured by Requirement 8 of the draft DCO.</p> <p>The Outline Remediation Strategy, Appendix 17.5 of the ES [APP-125] which would be the basis for the detailed remediation strategy prepared by the lead contractor and secured by Requirement 17 of the draft DCO. This document would be approved by the Local Planning</p>	Engagement to continue between LBC and the Applicant on this matter.		Ongoing

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		<p>Authority after consultation with the Environment Agency.</p> <p>In addition the contractor will be required to:</p> <ul style="list-style-type: none"> e. meet health and safety requirements under the Construction (Design and Management) Regulations (CDM) and relevant guidance. f. meet the terms of the environmental permit for the works on the landfill regulated by the Environment Agency which will require strict monitoring and controls and works undertaken by appropriately qualified and experienced persons. 			
LBC120	Monitoring strategy for groundwater, vapour, leachate and ground gas	Substantial baseline monitoring of groundwater, vapour, leachate and ground gas has been completed over a 12-month programme of monitoring. An Outline Strategy Report for Groundwater, Ground Gas and Leachate Monitoring has been prepared by the Applicant to obtain additional baseline data whilst the application for	LBC agrees with the monitoring strategy for groundwater, vapour, leachate and ground gas.	This monitoring strategy has been discussed and agreed with LBC Environmental Health Officers at a meeting on 9 February 2022.	Agreed

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		<p>development consent is being progressed, which is provided as Appendix 17.7 of Chapter 17 of the ES [APP-127].</p> <p>The first round of monitoring has now been completed with a second round to be completed in September 2023.</p>			
	Biodiversity				
LBC121	Baseline data presented in the application for biodiversity	The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. Chapter 8 Biodiversity of the ES [AS-027] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions. The scope and results of the baseline survey work was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	Pre-application meetings and topic specific meeting with LBC 13.06.2023	Agreed

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LBC122	10% BNG	<p>Whilst it is still not mandatory for NSIPs such as the Proposed Development, the Applicant has set a voluntary ambition of achieving at least 10% BNG which is consistent with the ultimate intention of the Environment Act 2021.</p> <p>This is detailed within the BNG Report in Appendix 8.5 of the ES [APP-067]. BNG will be secured through the extensive landscaping and habitat creation proposals incorporated within the Proposed Development, details of how these habitats will be created and managed are set out in the Outline LBMP in Appendix 8.2 of the ES [AS-029]. Version 3.1 of the Defra Biodiversity Metric has been used to calculate the amount of habitat creation that needs to be included within the Proposed Development to mitigate the loss of habitats. The Defra metric takes account of the biodiversity value of those habitats lost to the Proposed Development and the time lag</p>	<p>LBC are pleased that the Applicant is working to achieve the minimum requirement.</p> <p>It was previously noted that, Luton lies within the Oxford-Cambridge Arc and shared environmental principles for protecting, restoring and enhancing the environment within the Arc have been established and agreed by Leaders. An aspiration is for developments to deliver 20% BNG for developments in the Arc.</p>	Topic specific meeting on 13.06.2023	Ongoing

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		<p>between this habitat loss and the establishment of newly created habitats to a level at which they provide an equivalent biodiversity resource. Habitat creation areas are detailed in Landscape Mitigation Plans in Figures 14.11 to 14.13 of the ES [AS-102].</p> <p>With regards to targets for BNG within the Oxford-Cambridge Arc, it is understood that an aspiration for 20% net gain has been set out in the 'Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc' document published in March 2021. However, this document states that for NSIPs a minimum of 10% should be delivered. As such, it is considered that the Applicant's ambition of achieving 10% BNG is proportionate.</p>			
LBC123	Pre-construction surveys	The Applicant reports that biodiversity survey effort for the project showed consistent results throughout the pre-application phase to inform the assessment.	LBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any	Biodiversity TWG meeting on 12 September 2022 and topic specific meeting	Agreed

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		Given the time that will elapse before construction of the project phases, and considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species.	necessary updates prior to construction.	with LBC 13.06.2023	
LBC124	Engagement with LBC on the topic of biodiversity	The Applicant's engagement with LBC on the topic of biodiversity has ensured accurate information about sites of ecological value is considered in the biodiversity assessment.	LBC agrees that the Applicant's engagement was adequate in this regard.	Topic specific meeting with LBC 13.06.2023	Agreed
LBC125	Long-term management of the public open space	The Applicant will provide LBC with details on the long-term management of the public open space provided as part of the project, including the remit and functionality of the management trust.	LBC welcomes this ongoing discussion and will review additional details as required.	Topic specific meeting on 13.06.2023 and ongoing.	Ongoing
LBC126	Adequate replacement open space and biodiversity	The Proposed Development will provide adequate replacement open space and biodiversity value to compensate for the loss of Wigmore Valley Park. The	LBC agrees with this approach and notes the outline design will be further developed once the DCO is made. LBC welcomes	Topic specific meeting on 13.06.2023	Agreed

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	value to compensate for the loss of Wigmore Valley Park	Applicant has committed to ecological monitoring throughout the creation and operational phases of the development as detailed in Appendix 8.2 to the ES [AS-029] , the Outline Landscape and Biodiversity Management Plan. This will be further developed at detailed design phase once the DCO is made. Monitoring data will then be shared with LBC and support the Applicant's BNG aspirations.	the provision of associated monitoring data.		
	Waste and Resources				
LBC127	Assessment methodology	The Applicant considers that the assessment methodology is robust. The methodology proposed in the Scoping Report and presented in the 2019 PEIR was a bespoke methodology developed in the absence of any sector specific guidance. In March 2020, IEMA published the IEMA Guide to Materials and Waste in Environmental Impact, Guidance for a Proportionate Approach (IEMA Guidance). The methodology employed in the ES	LBC agrees with the assessment methodology.	Waste TWG meeting on 27 July 2021	Agreed

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		assessment and the 2022 PEIR is now aligned to this new guidance. This is a departure from the 2019 Scoping Opinion, which has been discussed with LBC. The full methodology is outlined in Section 19.5 of Chapter 19 Waste and Resources of the ES [AS-081] .			
LBC128	Baseline data	The Applicant considers that the baseline methodology is robust. The baseline methodology is outlined in Section 19.5 (paragraphs 19.5.7-19.5.11) and the baseline is outlined in Section 19.7 of Chapter 19 Waste and Resources of the ES [AS-081] . The future baseline for landfill capacity is outlined in paragraphs 19.7.34-19.7.44 of Chapter 19 Waste and Resources of the ES [AS-081] .	LBC is satisfied with the baseline data, including a future baseline for landfill capacity.	Waste TWG meeting on 2 December 2021	Agreed
LBC129	Study area	The Applicant considers that the study areas are robust. Study Areas have been established in accordance with the IEMA Guidance. The Study Areas are defined in Table 19.6 of Chapter	LBC agrees with the reduction in study area for materials (national to regional where baseline information is available).	SoCG meeting with Shaun Askins and David Gurtler on 14 June 2023.	Agreed

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		<p>19 Waste and Resources of the ES [AS-081]. For construction resources the study area is national (UK or GB dependent on baseline information availability). Where baseline information is available regional data is also considered in the assessment (a smaller study area).</p>			
LBC130	Percentages in the criteria for materials in the IEMA Guidance	<p>The Applicant considers that the assessment methodology is robust. The full assessment methodology is outlined in section 19.5 of Chapter 19 Waste and Resources of the ES [AS-081]. The percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).</p>	<p>LBC agrees that the percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).</p>	<p>Waste TWG meeting on 13 June 2022</p>	<p>Agreed</p>
LBC131	Adjustment of material receptor sensitivity from low to medium	<p>The Applicant considers that the material sensitivity is robust. Material receptor sensitivity is determined as Medium. On balance, the key materials required for the construction and operation of the Proposed Development are forecast</p>	<p>LBC agrees with the adjustment of material receptor sensitivity from low to medium in light of current issues with supply e.g., concrete.</p>	<p>SoCG meeting with Shaun Askins and David Gurtler on 14 June 2023.</p>	<p>Agreed</p>

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		(through trend analysis and other information) to suffer from some potential issues regarding supply and stock and are available comprising some sustainable features and benefits compared to industry-stand materials (e.g. recycled content). Material receptor sensitivity has been changed from low to medium since the 2022 PEIR in discussion with stakeholders with knowledge of material shortages on other large other infrastructure projects within the local area (outlined in paragraph 19.7.45 of Chapter 19 Waste and Resources of the ES [AS-081]).			
LBC132	Impact by assessment phase	The Applicant considers that the assessment methodology is robust. The assessment considers impact by assessment phase and also by year within each assessment phase as outlined in Table 19.41 Estimated construction material and percentage of national consumption by year and Table 19.43 Estimated construction	LBC agrees that the assessment considers impact by assessment phase and also by year within each assessment phase.	SoCG meeting with LBC on 14 June 2023	Agreed

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		material and percentage of regional consumption by year of Chapter 19 Waste and Resources of the ES [AS-081] .			
LBC133		<p>The Applicant considers that the assessment methodology is robust. As outlined in paragraph 19.7.3-19.7.4 of Chapter 19 Waste and Resources of the ES [AS-081] assessing resources use during operation of the airport is not possible since:</p> <p>a. The exact types and quantity of resource use associated with the operation of the existing airport is currently unknown, since the airport uses a wide variety of resources, in some cases hundreds of different products.</p> <p>b. Data on resource usage is not readily available from the airport operator.</p> <p>c. There is no publicly available information on the national availability of such resources, so it is not possible to set a national</p>	LBC agrees with the wording associated with scoping out of operational resources, and agrees with the scope of assessment for maintenance resources.	Feedback provided by CBC and HCC on wording via October 2021 email correspondence with Waste TWG. Text included in PEIR 2022.	Agreed

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		<p>baseline or apply a value or sensitivity to that availability.</p> <p>Resources are used on a day-to-day basis and periodically for maintenance activities e.g., airfield maintenance. Resource use from these maintenance activities during operation is expected to be generally the same in type to that generated by the existing airport; resources would be managed using the established procedures and facilities e.g., storage areas, that are used across the airport. Larger maintenance projects e.g., if resurfacing of the airfield was required, are likely to be covered by a project specific Site Waste Management Plan (SWMP). Some data on resources required to maintain the airfield have been provided by the design team and are outlined in paragraphs 19.9.22 -19.9.24 of Chapter 19 Waste and Resources of the ES [AS-081].</p>			

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Water Resources and Flood Risk					
LBC134	Drainage design	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the draft DCO.</p> <p>Schedule 2 of the draft DCO also notes that 'no part of the authorised development is to commence until for that part written details of the surface and foul water drainage plan, including means of pollution control and monitoring have been submitted and approved in writing by the relevant planning authority.'</p>	LBC to confirm position on the drainage design following further engagement with the Applicant.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC135		<p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the draft DCO.</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the operation of the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the Water Cycle Strategy (Appendix 20.5 of the ES [APP-138])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>	LBC to confirm position on water use/re-use following further engagement with the Applicant.		Ongoing
LBC136	Groundwater assessment	The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [REP1-004] summarises the hydrogeological understanding of	LBC to confirm position on the groundwater assessment and impacts to receptors following		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>the site.</p> <p>The report has predicted maximum groundwater levels across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency's Hertfordshire Groundwater Model and monitoring network.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). This includes item DDS.017 which notes the <i>'detailed design will provide at least 1m clearance between the highest water table and the underside of buried tanks and other underground structures. The drainage design is to consider the impacts of groundwater mounding, to ensure that the infiltration tanks do no result in groundwater flooding downstream.'</i></p>	<p>further engagement with the Applicant.</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [APP-139] outlines the initial assessment of the infiltration to ground from the proposed soakaways. Engagement with the Environment Agency is ongoing regarding the risks to the Principal Aquifer from any discharges to ground. Design principle DDS.042 of the Drainage Design Statement notes that <i>'the drainage and water treatment systems will be designed so that all discharges to ground do not intentionally contain hazardous substances, as defined in WFD, and are non-polluting'</i></p>			
LBC137	Flood Risk Assessment	<p>The Flood Risk Assessment in Appendix 20.1 of the ES [AS-046] considers the potential impacts of the Proposed Development during construction and operation.</p> <p>Fluvial flood risks are low risk for the Proposed Development due to the majority of works being in Flood Zone 1. Two Off-site Highway Interventions are in proximity to the River Lee, however</p>	LBC to confirm their position on the Flood Risk Assessment following further engagement with the Applicant.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>these works are limited in scope and scale and would not affect the existing channel or floodplain storage.</p> <p>Pluvial flood risks have been identified as a potential flood risk for the Proposed Development. The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). Design principle DDS.021 notes that <i>“the detailed design of all drainage attenuation systems shall be designed for a 1 in 100 year storm period plus an increase of 40% in capacity for climate change.”</i></p> <p>The Flood Risk Assessment identifies the groundwater flood risk downstream of the site as low risk, based on the attenuation of flows.</p> <p>The relevant local authority will be consulted on the drainage design at the Main Application Site and/or Off-site Highway Interventions as</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		secured by Schedule 2 of the draft DCO.			
LBC138	Consultation on drainage design	<p>The Applicant acknowledges that the drainage design is to be further developed and has included a requirement in Schedule 2 of the draft DCO that 'no part of the authorised development is to commence until for that part written details of the surface and foul water drainage plan, including means of pollution control and monitoring have been submitted and approved in writing by the relevant planning authority.'</p> <p>The drainage strategy and design of the Off-site Highway Interventions will be specified following the application for development consent, reflecting the design principles documented within the Drainage Design Statement in Appendix 20.4 of the ES [APP-137].</p>	The Applicant must take into account Lead Local Flood Authority (LLFA) requirements in relation to the drainage strategy and design for Off-site Highway Interventions.		Ongoing
LBC139	Sustainable Urban Drainage	The Applicant did consider the use of SuDS for the drainage design, but due to airport wildlife control	Requests that the Applicant considers use of Sustainable		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	Systems (SuDS)	<p>management policies in relation to the risk of bird strike, the use of SuDS features (such as reed beds) is not possible. Pollution control and monitoring measures have been included within the Drainage Design Statement principles (Drainage Design Statement in Appendix 20.4 of the ES [APP-137]).</p> <p>There are ongoing discussions regarding the drainage design between the Applicant, the Environment Agency and Thames Water.</p>	Urban Drainage Systems (SuDS) for airside drainage.		
LBC140	Study area for the water resources assessment	<p>Chapter 20 Water Resources and Flood Risk of the ES [AS-031] outlines the spatial scope for the water resources assessment as all water resources receptors within 1km radius of the Main Application Site. This spatial scope has been extended to identify all receptors that are hydraulically linked to the Proposed Development</p>	LBC is satisfied with the study area for the water resources assessment.	Agreed at meeting with the LLFAs on 26 March 2018	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC141	HEWRAT methodology	<p>As outlined in Chapter 20 Water Resources and Flood Risk of the ES [AS-031], a screening assessment has been undertaken to determine risk posed by the proposed Airport Access Road and Off-site Highway Interventions on the local water receptors. The screening process identified 13 works which have the potential to lead to a change in pollutant loading.</p> <p>An initial HEWRAT (Highways England Water Risk Assessment Tool) assessment has been undertaken on these works to identify the potential requirement for additional surface water and pollutant management measures. These measures will be specified during the detailed design stages in consultation with the relevant local authority, as secured by the draft DCO (Schedule 2 item 13).</p>	LBC has requested the HEWRAT methodology be reshared with them, so they can confirm their position.		Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
Climate Change					
LBC142	Definitions of likelihood and severity	The Applicant outlined definitions of likelihood and severity. These are defined in Tables 9.10, 9.11 and 9.12 of Chapter 9 Climate Change Resilience of the ES [APP-035].	LBC agrees with the levels and definitions of likelihood and severity (consequence) which have been amended since the 2022 PEIR, in line with LLAOL's Climate Change Adaptation Report published after completion of the PEIR.	Climate Change and GHG working group	Agreed
LBC143	Lifecycle greenhouse gas (GHG) impact	The Applicant considers that the lifecycle greenhouse gas (GHG) impact assessment is robust in terms of its assessment of airport operations and surface access. The GHG assessment has been undertaken in line with the principles for environmental impact assessment and compliance in the Airports National Policy Statement, as presented in Chapter 12 Greenhouse Gases of the ES [APP-038]. The GHG assessment identifies GHG emissions associated with the Proposed Development, within four defined categories: aviation, airport	LBC is especially cognisant of surface access implications of the Proposed Development. Whilst Scope 3 emissions may not be directly produced by the Airport, it is possible to influence these emissions, whether through the award of contracts with incentivisation schemes, or through measures to encourage a modal shift to public transport usage.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		operations (also known as airport ground operations), surface access, and construction.			
	Cumulative Effects				
LBC144	Search area of 500m	The Applicant has used the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	LBC has no objections to the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	2022 Preliminary Environmental Information Report and Table 21.6 of Chapter 21 of the Environmental Statement [AS-032]	Agreed
	Economics and Employment				
LBC145	Methodology for assessing the effects on Economics and Employment	The Applicant considers that the estimates of the economic benefits of the proposed development, as set out in the Need Case [AS-125] and the Environmental Statement Chapter 11 [APP-037] have been robustly produced using an appropriate methodology, including the effects during construction and operation, and that the economic benefits	LBC agrees with the methodology for assessing the effects on Economics and Employment from the construction and operation of the proposed development and that the benefits would make a material contribution to levelling up in Luton.	Agreed at the Economics and Employment TWG meeting on 19 March 2019	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		are significant, specifically that the creation of employment and GVA (gross value added) will contribute significantly to 'levelling up' in Luton and regeneration of the Borough.			
LBC146	Economic benefits deriving from the additional air connectivity	The Applicant considers that the wider economic benefits deriving from the additional air connectivity delivered by the proposed development, as set out in the Need Case [AS-125] , are significant and will make a significant contribution to attracting additional high value economic activities to Luton and the surrounding area.	LBC's view on the wider economic benefits sought.	To be discussed at topic specific meeting	Ongoing
LBC147	Effects of outbound tourism	The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the ES Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.	LBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.	Agreed at Economics and Employment TWG meeting on 28 May 2019	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
Cultural Heritage					
LBC148	Position on the Cultural Heritage Management Plan (CHMP)	The Applicant acknowledges the requested changes and will update the CHMP to include the measures.	LBC to confirm its position on the Cultural Heritage Management Plan (CHMP), provided for comment on 16 January 2023. At topic specific meeting 29 June 2023, LBC Archaeology Advisor requested changes to the CHMP in relation to the reporting timescales of archaeological fieldwork reporting and publication, and provisions for archiving.	Confirmed at topic specific meeting held 29 June 2023	Agreed
LBC149	Proposal for preservation in situ of the Roman building remains in Area 3	The Applicant has amended the preservation in situ strategy to include excavation, as agreed with the CBC/LBC archaeologist, and the CHMP has been updated to reflect this agreed position.	LBC is not prepared to support the proposal for preservation in situ of the Roman building remains in Area 3 because the remains are already in a fragile state and are likely to be damaged by the proposed earthmoving to protect them.		Ongoing

Table 3-6: Summary of 'flightpath' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
FLIGHTPATHS					
Use of flightpaths in assessments					
LBC150	Position on the use of existing flightpaths in assessments	The Applicant considers that it was reasonable to base the assessment of the noise effects of the proposed development on the existing flightpaths pending any decisions regarding future changes to these flightpaths as part of the Government's Airspace Modernisation Strategy, as set out in Flightpath to the Future.	LBC to confirm its position on the use of existing flightpaths in assessments.	To be discussed at topic specific meeting	Ongoing

Table 3-7: Summary of 'Green Controlled Growth' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
Green Controlled Growth Framework					
LBC151	Principle of GCG	The Applicant considers that the Green Controlled Growth Framework [APP-218] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits.	The principle of the Green Controlled Growth Framework is supported and is considered to be a significant step forward in reassuring the communities around the airport that the airport operator will deliver on mitigation.	Host Authority Response to Second Statutory Consultation prepared by Vincent + Goring, 4 April 2022	Agreed
Thresholds and Limits					
LBC152	GCG Thresholds and Limits	The Applicant considers that the proposed approach of adopting Level 1 Thresholds, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [APP-218] , and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to	LBC to confirm its position on processes relating to Thresholds and Limits.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		managing airport growth in the context of environmental impact.			
LBC153	GCG Thresholds and Limits	The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [APP-218] with the Faster Growth sensitivity test (with the exception of Air Quality, see row LBC165, is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.	LBC supports the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case, on the basis that it will capture the worst-case scenario for the four aspects of GCG.	Draft DCO documents review comments – October 2022	Agreed
LBC154	GCG Thresholds and Limits – Air Quality	Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [APP-218] , the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within scope of GCG. As GCG Limits will be aligned to UK Air Quality Objective Levels, it is very unlikely to be the case that the airport is solely responsible for the limit being exceeded (although, if this were to be the case, it is	LBC to confirm its position on this approach, noting in-principle support in comments on draft DCO documents. LBC would like the Interim target for PM _{2.5} to be appropriately accounted for in the air quality GCG approach. LBC would like clarity on the timeframes for the monitoring result reporting and the investigation following a threshold or limit being exceeded.	AQ Meeting with LBC 21/06/2023	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>acknowledged that the airport would be solely responsible for mitigating this impact). Instead, it is likely that the airport will be responsible for a proportion of emissions at a given location but that the majority would be from unrelated sources. In that scenario, the Applicant believe it is unreasonable for growth to be constrained at the airport provided that it has made a proportional contribution (relative to its level of impact) to mitigating the identified impacts. The Applicant seeks the position of LBC on this approach.</p>			
LBC155	GCG Thresholds and Limits - GHG	<p>Scope 3 Greenhouse Gas (GHG) emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</p>	<p>LBC to confirm position, noting previous host authority comments at Statutory Consultation suggested this approach was not sufficiently ambitious, but LBC-specific comments on draft DCO documents suggested acceptance of this approach.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.			
LBC156	GCG Thresholds and Limits - GHG	The Applicant considers it appropriate to exclude emissions from aviation (LTO and CCD) from the scope of the GCG Framework as the Government has confirmed its position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy.	LBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.	To be confirmed at topic specific meeting	Ongoing
LBC157	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets	LBC to confirm its position on the proposed approach for defining both surface access Limits within the GCG Framework, and additional, more ambitious surface access Targets through future Travel Plans.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		to be set through the Framework Travel Plan [AS-131] .			
LBC158	GCG Thresholds and Limits - Review	The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [APP-218] , on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental Statement.	LBC to confirm its position on proposed review processes for GCG Framework.	To be confirmed at topic specific meeting	Ongoing
Monitoring and Reporting					
LBC159	Transition Period	The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.	LBC to confirm its position on proposed Transition Period.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC160	GCG Monitoring and Reporting - Timings	The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with international guidance and national legislation on how growth at airports is managed through the Slot Allocation Process.	LBC to confirm position on proposed timings for monitoring and reporting, and interface with the slot allocation process.	To be confirmed at topic specific meeting	Ongoing
Environmental Scrutiny Group and Technical Panels					
LBC161	ESG Membership	The Applicant considers that it is appropriate to determine local authority involvement on the Environmental Scrutiny Group (ESG) on the basis of those local authorities that experience a broad range of impacts as a result of the Proposed Development. Based on the geographical distribution of impacts forecast in the ES, the four local authorities identified in the Draft ESG Terms of Reference [APP-219] are	Local Authority involvement is likely to be required from beyond LBC to other authorities that are impacted by the airport operations.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		those that are likely to experience impacts across the various environmental topics in scope of GCG. Where a local authority is only forecast to be impacted in a single area, the Applicant believes it is more appropriate for them to be offered a role on the relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [APP-220] .			
LBC162	ESG Membership	<p>The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [APP-219] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p>	LBC to confirm position on proposed independent members of the ESG.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC163	ESG Membership	A key principle of the GCG Framework [APP-218] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development. According to this principle, the Applicant considers that local authority representatives on ESG should be planning professionals, who will have the relevant experience of considering reports from technical specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure that any decisions made by the ESG are made on an impartial, apolitical basis.	LBC wish to participate in the ESG but it is unclear why/whether it should have to be a planning officer from planning departments, it should be for the local authorities to determine an appropriate representative.	To be confirmed at topic specific meeting	Ongoing
LBC164	ESG - Funding	The Applicant proposes to fund the chair and independent specialist on aviation that sit on the ESG, as well as the independent technical experts that sit on each Technical Panel. This is to ensure that the other organisations (including LBC) can draw upon the advice of this	The airport operator should fund reasonable officer or consultant costs, which should include funding local authorities to employ suitably qualified consultants if they do not have the in-house expertise.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.			

Table 3-8: Summary of 'employment and training' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
EMPLOYMENT AND TRAINING					
Employment and Training Strategy					
LBC165	Employment and Training Strategy proposals	The Employment and Training Strategy (ETS) [APP-215] aims to use the Proposed Development to support the growth strategies of LBC. The Applicant has engaged with LBC through the Economics and Employment Technical Working Group, and LBC is satisfied with the approach and content of the ETS.	LBC is satisfied with the approach and content of the ETS.	Email received 29/06/2023	Agreed
Employment and Training Strategy Governance					
LBC166	Employment and Training Strategy Governance	The ETS will be regularly monitored as part of the governance process, with a monitoring approach to be agreed with LBC once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and	LBC is satisfied with this approach.	Email received 29/06/2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
		review progress against its own objectives, to ensure their efficiency.			

Appendix 1

Table 3-9: Engagement between the Applicant and LBC

Date	Attendees	Form of correspondence	Details
26.02.18	LBC, CBC, HCC, Environment Agency	Meeting	The purpose of this meeting was to introduce key environmental stakeholders for EIA scoping.
21.03.18	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
26.03.18	LBC, CBC, HCC	Meeting – Luton Town Hall, George Street, Luton, LU1 2BQ	Water TWG meeting - early engagement meeting with the lead local flood authorities to introduce the Proposed Development. Agenda: provide an overview of the key conclusions of the scoping report and agree principles of scoping - outline understanding of potential flood risk issues, and get agreement on the proposed scope of EIA chapter and flood risk assessment.
06.04.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Introduction to the Proposed Development and agreement on details of the proposed scope of habitat and species surveys being undertaken and methodologies used.
10.04.18	LBC, CBC, NHDC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. This meeting explained the content of the LVIA section of the Scoping Report as drafted at that time and discussed the assessment viewpoint locations that were being considered for inclusion in the

Date	Attendees	Form of correspondence	Details
			LVIA and items proposed to be scoped out.
12.07.18	LBC, HCC	Meeting	Health TWG meeting. Agenda: discuss the general approach to the health and community chapter and secure dates for second technical stakeholder meeting.
03.10.18	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Planning Officers Coordination Group (POCG) meeting. The purpose of the meeting was to review the draft Planning Performance Agreement (PPA) circulated to the host local authorities prior to the meeting and to discuss terms of reference and frequency of meetings for future engagement.
18.10.18	LBC, CBC, HCC, Thames Water	Meeting – Luton Town Hall, Luton Borough Council, George Street, Luton, LU1 2BQ	Drainage meeting. Agenda: project updates, landside drainage strategy and foul water discharge.
14.11.18	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
20.11.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion on how the design evolved through assessment of design options by environmental disciplines, sharing of the emerging 'preferred option', summary of non-statutory consultation results and survey results and an early indication of likely mitigation measures.
26.11.18	LBC, CBC, NHDC,	Meeting	Health TWG meeting - communities and health EIA scoping meeting.

Date	Attendees	Form of correspondence	Details
	Buckinghamshire Council		
12.12.18	LBC, HCC, NHDC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting. The purpose of this meeting was to develop further the working arrangements between the local authority participants and the Applicant, and to exchange information leading to the optimal development of the DCO proposals in its local context.
11.01.19	LBC, CBC, NHDC	Meeting	Air Quality TWG meeting - Air Quality EHO EIA scoping meeting.
18.01.19	LBC, CBC, HCC	Meeting	Waste Officers EIA scoping meeting. The purpose of this meeting was to provide an introduction to the Proposed Development and the waste and resources assessment.
25.01.19	LBC, NHDC, Stevenage Borough Council, DBC, Aylesbury Vale District Council	Meeting	Noise TWG - Noise EHO EIA scoping meeting. The Noise Working Group was given the opportunity to discuss the contents of the scoping report and request clarification on any topic.
01.02.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
18.02.19	LBC, HCC, Wildlife Trust, Natural England	Meeting	Biodiversity TWG.

Date	Attendees	Form of correspondence	Details
20.02.19	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
26.02.19	CBC, NHDC, HCC, LBC, Chilterns Conservation Board	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. Provided update on ongoing landscape and ecology assessment work and associated methodologies. Discussion on Preferred Option Draft Layout and engineering requirements. Discussion on non-statutory consultation feedback followed by an accompanied site visit.
14.03.19	LBC, CBC	Meeting	Major accidents and disasters meeting to introduce the Proposed Development.
18.03.19	LBC	Meeting	EqIA TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed Development and receive input from stakeholders.
03.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. A general overview of the Proposed Development was provided.
25.04.19	LBC, CBC, Thames Water, Environment Agency	Meeting – Luton Town Hall, Luton Borough Council, George Street, Luton, LU1 2BQ	Drainage strategy meeting. Agenda: drainage strategy and changes to existing drainage arrangements and discharge consents.
04.2019	LBC	Meeting	Health and community discussion regarding open space survey methodology.

Date	Attendees	Form of correspondence	Details
05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary findings and approach to employment, training and skills
07.06.19	LBC, CBC, NHDC	Meeting	Air Quality TWG to discuss the EIA Scoping Report, assessment scenarios and modelling.
24.06.19	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion about Planning Inspectorate responses to the EIA Scoping Report and proposed surveys and assessment to be contained within the ES.
28.06.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
08.07.19	LBC, CBC, HCC	Meeting	The purpose of the meeting was to inform the conservation officers and archaeologists of the progress of the heritage research and assessment.
07.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on employment estimates, best practice on employment, training and skills, wider impacts consultations update.
15.08.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the

Date	Attendees	Form of correspondence	Details
			contents of the Framework Travel Plan.
17.09.19	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport passenger profile, review of outline employment and training strategy.
07.10.19	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. Officers were informed about the forthcoming Statutory Consultation and Scoping responses were also discussed.
14.10.19	LBC, NHDC	Meeting	Noise Envelope Design Group (NEDG) meeting. The following points were discussed: the requirement to establish an NEDG, purpose and objectives of an NEDG and confirmation of the Terms of Reference.
01.11.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
08.11.19	LBC, CBC, HCC	Meeting	Surface Access meeting to discuss the strategic modelling, key modal split and rail/coach assumptions, mitigation measures and the Framework Travel Plan and the DCO progress and timetable.
04.12.19	LBC, CBC	Meeting	NEDG meeting. The following points were discussed: pros and cons of management control, NEDG review periods,

Date	Attendees	Form of correspondence	Details
			enforcement regime and Proposed Development movement forecasts.
06.12.19	LBC	Meeting	This meeting reviewed the definitive map of Public Rights of Way within Luton Borough, to ascertain the correct footpath and bridleway references, and discussed principles for the stopping up of FP38 and BW37 to facilitate construction.
07.12.19	Director Public Health, LBC	Meeting – MS Teams	Health and community assessment meeting to review the PEIR Health and Community assessment.
23.12.19	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
22.01.20	CBC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Quota System and the pros and cons of noise violation limits.
30.01.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting set out the strategy for responding to comments raised by LBC in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.

Date	Attendees	Form of correspondence	Details
05.02.20	CBC, HCC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position Paper on Noise Contours, pros and cons of noise violation limits, LAeq,T contours to be retained, 'number above' contours.
18.02.20	HCC, CBC, LBC, NHDC	Meeting	Biodiversity TWG.
03.03.20	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting agreed viewpoint and photomontage locations and, based on the layout put forward at statutory consultation, the receptors to be considered in the LVIA.
11.03.20	CBC, NHDC, LBC	Meeting	NEDG meeting. The following topics were discussed: review of noise control measures and alternative measures and enforcement of the Noise Envelope.
25.03.20	NEDG members	Meeting	NEDG meeting. The purpose of this meeting was to discuss the noise control measures.
20.04.20	LBC, CBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting to discuss a range of matters related to the LVIA proposals and assessments.
08.07.20	HCC, LBC, CBC	Meeting	NEDG meeting. Discussions covered the noise model validation, 'number above' contour banding, quota count tolerances, noise monitoring locations, modal split for testing noise contour thresholds and limits, and the

Date	Attendees	Form of correspondence	Details
			review process for noise measures.
17.09.20	HCC, LBC	Meeting	NEDG meeting. Discussions covered the contents of the draft Interim Report, noise model validation and the forward plan for the NEDG.
23.09.20	LBC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.
07.10.20	LBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its associated landscape mitigation, and review whether previously agreed points would be affected by the proposed design changes.
23.10.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide information on design changes and discuss the issues raised during previous meetings, at scoping and during statutory consultation.
10.11.20	LBC, CBC, HCC, NHDC	Meeting	Travel Plan Workshop to identify measures that could be incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets.

Date	Attendees	Form of correspondence	Details
07.12.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment.
09.12.20	LBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review context and provide a response to the identified actions in the minutes dated 20.04.20 and review content of the minutes dated 07.10.22.
14.12.20	LBC	Meeting	Surface Access meeting to discuss the air passenger forecasts and the revised dates for the assessment, and report the initial findings from the re-run of transport models.
17.12.20	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to discuss the draft engagement plan, consultation with hard-to-reach groups, engagement on the EIA methodology, and provide local authorities with a PPA update.
12.2020	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. This included an update on the Proposed Development, revised Economic impact assessment approach discussion, Employment and Training Strategy update, and discussion of the wider economic impacts.
20.01.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to provide the host local authorities with an update on the Proposed Development and to discuss the proposed governance for GCG.

Date	Attendees	Form of correspondence	Details
17.02.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: general update, EIA approach, GCG, SoCGs, Works Order 6.
03.03.21	LBC, CBC, Stevenage Borough Council, NHDC	Meeting – MS Teams	Noise TWG. Agenda: introductions and working group membership update, engagement next steps, issues from the 2019 statutory consultation, study area, baseline noise monitoring and locations, receptors, assessment methodology, health impacts, noise model validation, in combination assessment/air space changes, noise management plan, noise envelope update, operational noise monitoring proposals, and the Noise Insulation Scheme.
18.03.21	LBC, CBC, NHDC, DBC, East Herts District Council, Stevenage Borough Council, Buckinghamshire Council	Meeting – MS Teams	Climate change and GHG TWG meeting. Agenda: discussion of the design changes, EIA, consultation, Net Zero Strategy and GCG.
24.03.21	LBC, CBC, NHDC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: provide an update about the Proposed Development, agree the previous meeting minutes, review the resolution strategy for the host local authorities' statutory consultation comments to confirm agreement about the status of the comments.
21.04.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: Proposed Development review update, summary of key issues

Date	Attendees	Form of correspondence	Details
			within TWGs, GCG, PPA Works Order 6 and the POCG engagement plan.
26.04.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting. Agenda: update on changes to the Proposed Development, GCG, 2019 statutory consultation feedback, timing and engagement schedule and the key issues to be addressed.
19.05.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table, GCG engagement documents and the POCG engagement plan.
16.06.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: project team update, minutes and actions of previous meeting, key issues summary table and the approach to statutory consultation.
21.06.21	LBC	Meeting – MS Teams	Surface access TWG meeting. During this meeting an explanation of the Proposed Development status during early and mid-2021 was given, alongside the reasons for carrying out a comprehensive review.
06.07.21	LBC, NHDC, Stevenage Borough Council, St Albans City and District Council, Hertfordshire LEP, SEMLEP	Meeting – MS Teams	Economics and employment TWG meeting. Agenda: update on the Proposed Development, employment and training strategy and wider economic impacts.
13.07.21	NHDC, CBC, HCC, LBC, NATS, LADACAN,	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline

Date	Attendees	Form of correspondence	Details
	easyJet, St Albans City & District Council, DHL, Wizz Air, Independent Commission on Civil Aviation Noise, Buckinghamshire Council		passenger forecasts, model validation and GCG.
14.07.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table and POCG feedback on future agenda items, update on the approach to statutory consultation including scope, update on aviation demand forecasts, PPA spend update and engagement with WSP, and the role of TWGs in reaching agreement.
15.07.21	LBC, CBC, NHDC, HCC, UK Health Security Agency	Meeting – MS Teams	Health TWG meeting: engagement with health stakeholders on outstanding queries from the PEIR consultation including an update on the Proposed Development, methodology and approach, study area and receptors, Wigmore Valley Park, and monitoring.
26.07.21	LBC, CBC, NHDC	Meeting – MS Teams	Contaminated land TWG meeting: update on the Proposed Development design including changes and discussion of issues including the zone of influence from Proposed Development- justification for distances, assessment methodology, existing baseline conditions- clarification on area it covers, inclusion of Off-site Highway Interventions, settlement in areas of deposited material, exposure of features of geological interest when chalk is excavated,

Date	Attendees	Form of correspondence	Details
			Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid in soils and groundwater in vicinity of fire training facility, risks posed by former Eaton Green Landfill to groundwater, risks from piling former landfill- expose and mobilise contaminants leading to contamination of groundwater and public water supply, and overview of work to date and the key issues .
27.07.21	LBC, CBC, NHDC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date, current and future baseline, assessment methodology, waste disposal facilities to be used, cumulative assessment, and proposed mitigation.
05.08.21	LBC	Meeting – MS Teams	EqIA meeting. The purpose of this meeting was to understand the baseline context of the area, in particular whether there are any protected characteristic groups in the local area that may be significantly impacted by the Proposed Development. Understanding whether there are specific resources that the project team should be aware of or are near to the Proposed Development. Identifying relevant local groups that should be engaged with.
10.08.21	LBC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario.

Date	Attendees	Form of correspondence	Details
18.08.21	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – opportunity for the POCG to seek any clarification/provide early feedback on the Statement of Community Consultation (SoCC), sign off Works Order 6 (PPA), update on Community First, DCO process and requirements upon the POCG.
08.09.21	LBC, CBC, NHDC, HCC, Stevenage Borough Council, St Albans City and District Council, Bedford Borough Council, SEMLEP, Hertfordshire LEP, Buckinghamshire LEP	Meeting – MS Teams	Economics and employment TWG meeting. Agenda: update regarding the employment and training strategy, EIA update, and discussion of wider economic impacts.
16.09.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: Proposed Development update, points of agreement, design changes, adjustments to agreed matters, further matters for agreement, and actions from the meeting.
22.09.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory

Date	Attendees	Form of correspondence	Details
			consultation – SoCC feedback, and NEDG update.
29.09.21	Host local authorities and neighbouring local authorities	Meeting – MS Teams	The purpose of this meeting was to provide an update to the host and neighbouring local authorities about the Proposed Development, statutory consultation, surface access, EIA and GCG.
30.09.21	LBC	Meeting	Meeting with LBC EHO to discuss ongoing and future air quality monitoring locations.
13.10.21	LBC, CBC, NHDC, HCC, National Highways	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to collect ideas and views for promoting sustainable travel at the airport.
14.10.21	LBC	Meeting	Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
15.10.21	LBC, CBC, Bedfordshire Police	Meeting – MS Teams	The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and provide information on the major accidents and disasters methodology and the preliminary assessment results.
20.10.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, statutory consultation – SoCC feedback and seldom heard strategy, EIA cumulative effects assessment, key issues summary table – POCG confirm whether they agree with updates/POCG feedback on future agenda items.

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04.11.21	LBC, CBC, NHDC, HCC, Milton Keynes Council, East Herts District Council, Buckinghamshire Council	Meeting – MS Teams	Climate change and GHG TWG meeting. The purpose of this meeting was to provide an overview of changes to the Proposed Development since the last meeting, share the preliminary results of the updated GHG and climate change resilience assessments for the 2022 PEIR, and provide an update on GCG.
07.11.21	LBC, NHDC, CBC, HCC, NATS, LADACAN, easyJet, St Albans City & District Council, WizzAir, DHL,	Meeting – MS Teams	NEDG meeting. Agenda: update from the Applicant on the Proposed Development timelines, update on passenger forecast modelling and fleet mix modelling, what has happened since the last meeting, noise footprint.
19.11.21	LBC	Meeting	Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
22.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	The purpose of this meeting was to discuss plans with the host local authorities for the approach to identifying and engaging seldom heard groups during the consultation.
24.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: introductions, minutes and actions of previous meeting, key issues summary table – POCG confirm whether they agree with the updates/POCG feedback on future agenda items, statutory consultation update, Community First update, and GCG update – approach to limits.

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02.12.21	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting. The purpose of this meeting was to share the preliminary results of the waste and resources assessment for the 2022 PEIR, and provide an update on the waste infrastructure baseline (new Environment Agency data).
07.12.21	LBC, HCC, NHDC, LADACAN, easyJet, St Albans City & District Council, DHL, CBC, WizzAir, Buckinghamshire Council	Meeting – MS Teams	NEDG meeting. Agenda: presentation of suggested metrics against the controls for the Noise Envelope, open session to debate the numbers, update on the use of noise contours as basis of limits for GCG.
16.12.21	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council,	Meeting – MS Teams	Noise TWG: discussion about the aircraft noise assessment that will be submitted in the PEIR for the 2022 statutory consultation.
16.12.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting: discussion of the PEIR air quality chapter assessments and results, including an overview of the assessment methodology, assessment results and the timing and engagement schedule.

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17.12.21	LBC	Meeting – MS Teams	Lead local flood authority engagement. The purpose of this meeting was to present the Proposed Development and the preliminary flood risk assessment.
17.12.21	LBC, CBC, HCC, NHDC, Jacobs (representing National Highways)	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss potential measures and interventions for reducing private vehicle mode share and increasing sustainable travel mode share to the airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
25.01.22	LBC	Meeting	Pre-consultation briefing for surface access.
26.01.22	Host local authorities, neighbouring local authorities, Chilterns Conservation Board	Meeting – MS Teams	Statutory consultation briefing session 1. The purpose of this meeting was to provide an update about the upcoming Statutory Consultation and provide information about document architecture and general wayfinding.
02.02.22	Host local authorities, neighbouring local authorities	Meeting – MS Teams	Statutory consultation briefing session 2. The purpose of this meeting was to provide an overview of the documents which are part of the statutory consultation, and give a tour of the virtual consultation room.
03.02.22	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St	Meeting – MS Teams	Noise TWG. Agenda: air noise assessment methodology, overview of the PEIR results, noise contours, contour areas and population exposure.

Date	Attendees	Form of correspondence	Details
	Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council		
09.02.22	Environment Agency, LBC	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the timeline for the Proposed Development, proposed ground gas monitoring strategy, proposed groundwater and leachate monitoring strategy, Perfluoroalkyl and PFAS, PFOA, summary and data sharing.
01.03.22	WSP (on behalf of the host local authorities)	Meeting – MS Teams	Interactive/informal discussion to provide WSP with a briefing and update about the consultation, and an overview of the PEIR and its contents.
18.03.22	LBC	Meeting – MS Teams	Discussion regarding the council's consultation response, covering surface access points.
04.04.22	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
11.05.22	LBC	Meeting	Discussion regarding the council's consultation response, covering surface access points.
25.05.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	POCG meeting. Agenda: programme overview, update on statutory consultation, relationship with WSP (PPA and Work Order), SoCG process overview.
07.06.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review comments provided in WSP feedback

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			following 2022 consultation, set out how the Applicant proposes to address comments raised, agree changes to approach where necessary.
07.06.22	CBC, LBC, HCC, Natural England, Herts and Middlesex Wildlife Trust, Beds, Cambs & Northants Wildlife Trust	Meeting – MS Teams	Biodiversity TWG: discussion on the validity of baseline data, study areas, BNG, and additional points raised during consultation.
10.06.22	LBC	Meeting	General update on further surface access analysis undertaken following statutory consultation.
13.06.22	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting: discussion on the feedback received to the 2022 statutory consultation.
24.06.22	LBC, CBC, HCC, National Highways	Meeting	Surface access meeting to explain the benchmarking approach to the determination of the future public transport mode share for air passengers, rail capacity assumptions, and employee public transport mode share.
29.06.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting agenda: review of actions from May POCG meeting, relationship with WSP (PPA and Work Order), SoCG process, AOB.
04.07.22	LBC, CBC, Bedfordshire, Luton & Milton Keynes Clinical Commissioning Group, Office for Health Improvement	Meeting – MS Teams	Health TWG meeting agenda: update on the Proposed Development, outstanding issues from the 2022 statutory consultation including the quantification and monetisation of health effects, community engagement, monitoring,

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	and Disparities and UK Health Security Agency		unaccompanied minors, and Covid-19.
07.07.22	LBC, CBC, HCC, Wildlife Trust, Natural England, London Luton Airport Operations Limited	Meeting – MS Teams	Biodiversity TWG meeting. Agenda: refresh of the Proposed Development and future timings, review comments provided in stakeholder feedback following the 2022 statutory consultation, set out how the Applicant proposes to address comments raised, agree changes to approach where necessary, summarise BNG calculations.
08.07.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: discuss the comments raised following the submission of the PEIR and present updates for discussion.
08.07.22	Lead local flood authorities (LBC, CBC, HCC)	Meeting – MS Teams	Water TWG: discussion of the proposals with the lead local flood authorities including statutory consultation comments.
12.07.22	NHDC, CBC, Environment Agency, LBC	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the programme, review of the 2022 statutory consultation comments and responses, gas mitigation, foundation works risk assessment, reuse of landfill waste, management of materials overview, steps to environmental

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			permit, groundwater monitoring – PFAS.
12.07.22	CBC, LBC, HCC, NHDC	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss the surface access vision, aims and objectives, and the proposed surface access GCG limits. Details were also given regarding how performance against targets will be monitored and reported, and about governance procedures.
21.07.22	CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council, DBC, Stevenage Borough Council, Buckinghamshire Council, St Albans City & District Council	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to discuss the contents of the ES which relate to noise, the noise baselines and monitoring, updated validations, aircraft movement forecasts, supplementary noise metrics, sound insulation, mitigation options, committed developments, and the Noise Envelope.
01.08.22	LBC	Meeting	General update on the further surface access analysis undertaken following statutory consultation.
03.08.22	LBC, CBC, NHDC, DBC	Meeting – MS Teams	POCG meeting. Agenda: discuss the POCG activities and scope, and discuss the SoCG template.
12.09.22	LBC, CBC, Bedford Council, Wildlife Trust	Meeting – MS Teams	Biodiversity TWG meeting. The purpose of this meeting was to provide an update of the final design that will be assessed at DCO, summarise the BNG calculations and introduce SoCGs.

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13.09.22	CBC, LBC, NHDC	Meeting	Climate Change and GHG TWG meeting. Updates to assessment since PEIR outlined, including changes to assessment criteria and UKCP18 projection. Detail provided on how consultation responses have been addressed and overview of assessment findings presented.
14.09.22	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: feedback from the statutory consultation and updates regarding GCG, and a briefing on the high-level structure and content to assist the POCG review of the documents.
14.09.22	LBC, NHDC, CBC	Meeting – MS Teams	NEDG meeting to develop the Noise Envelope and GCG proposals.
26.09.22	CBC, LBC, NHDC, HCC, DBC, Buckinghamshire Business First, Bedford Borough Council, Bedfordshire Chamber of Commerce, Buckinghamshire Local Enterprise Partnership, East Herts District Council, Hertfordshire Chamber of Commerce, Hertfordshire Local Enterprise Partnership, SEMLEP, St Albans City &	Meeting – MS Teams	Economics and Employment TWG. The purpose of this meeting was to discuss the Employment and Training Strategy and the wider economic benefits that would flow from the DCO.

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	District Council, Stevenage Borough Council		
05.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
10.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
12.10.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	GCG workshop. The purpose of this meeting was to discuss the updated GCG proposals, the ESG, technical panels and community representation, and GCG limits.
12.10.22	CBC, LBC, NHDC, East Herts District Council, Milton Keynes City Council, Welwyn Hatfield Borough Council, Buckinghamshire Council, DBC	Meeting – MS Teams	Climate Change and GHG TWG. During the meeting, information was provided on updates to the GHG assessment since the PEIR, how relevant legislation, policy and guidance has been interpreted and responses to comments received at statutory consultation.
12.10.22	LBC, NHDC, CBC	Meeting	NEDG meeting to discuss the concept of sharing the benefits in aviation noise policy, and the Noise Envelope's role in this.

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27.10.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: methodology for future backgrounds used, update from the PEIR, and the sifting criteria for the selection of GCG monitoring locations and the methodology of the GCG process for air quality.
28.10.22	LBC, NHDC	Meeting	NEDG meeting to discuss the draft GCG and Noise Envelope document.
15.11.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	POCG meeting. Agenda: summary of previous POCG actions, programme update, document review comments overview, and update on the SoCG process.
21.11.22	LBC, HCC, NHDC, CBC	Meeting	NEDG meeting to discuss the Noise Envelope Final report.
01.12.22	CBC, NHDC, LBC, HCC, DBC East Herts District Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council, Welwyn Hatfield Borough Council	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to introduce the matters included within the SoCG, and cover points raised at statutory consultation.
21.12.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	Planning Compliance meeting. Purpose of the meeting was to discuss the planning policies which will be relevant and important to

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			the determination of the application for development consent, to discuss how planning policy compliance will be covered in the application, and to discuss the extent to which the Proposed Development is compliant with planning policy.
09.01.23	LBC, NHDC, HCC	Meeting – MS Teams	Noise TWG meeting – the draft SoCG was discussed and the TWG provided preliminary feedback on this.
06.06.23	LBC	Meeting – MS Teams	Need case and planning topic specific meeting to discuss draft SoCG
12.06.23	LBC	Meeting – MS Teams	Biodiversity and landscape & visual impacts topic specific meeting to discuss draft SoCG
15.06.23	LBC	Meeting – MS Teams	Waste and resources topic specific meeting to discuss draft SoCG
19.06.23	LBC	Meeting – MS Teams	Cultural Heritage topic specific meeting to discuss draft SoCG
28.06.23	LBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SOCG
20.07.23	LBC	Meeting – MS Teams	Air quality topic specific meeting to discuss draft SoCG
20.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
25.07.23	LBC	Meeting – MS Teams	Local communities' topic specific meeting to discuss draft SoCG
26.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG

Date	Attendees	Form of correspondence	Details
27.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG
03.08.23	LBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG
04.08.23	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
08.08.23	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
17.08.23	LBC, HCC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
04.09.23	LBC, HCC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts