

September 2023

# London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

## **8.14 Statement of Common Ground between London Luton Airport Limited and Central Bedfordshire Council**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.14

**The Planning Act 2008**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

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

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**8.14 Statement of Common Ground between London Luton Airport  
Limited and Central Bedfordshire 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) Central Bedfordshire Council.**

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

Signature:

Name:

Position:

Date:

Signed on Behalf of CENTRAL BEDFORDSHIRE COUNCIL

Signature:

Name:

Position:

Date:

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# 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 Central Bedfordshire Council in respect of the Proposed Development. In particular, this SoCG focuses on:

- a. Planning
- b. Compensation
- c. Need Case
- d. Employment and training
- e. Surface access
- f. Environment
- g. Flightpath
- h. Design
- i. 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). 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 Central Bedfordshire Council is a host local authority under Section 42(a) of the Act. It is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and so has been consulted throughout the course of the development 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 mppa<sup>1</sup>. 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;

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<sup>1</sup> 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.

- 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;
- 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 2040<sup>2</sup>, 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.

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<sup>2</sup> 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 CENTRAL BEDFORDSHIRE 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]**.
- 2.1.2 As a statutory consultee, Central Bedfordshire Council 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.
- 2.1.3 The parties continue to be in direct communication in respect of the Proposed Development.
- 2.1.4 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.
- 2.1.5 The matters under discussion are set out in section 3.



### 3 MATTERS AGREED, ONGOING, OR NOT AGREED

#### 3.1 Summary of matters with Central Bedfordshire Council (CBC)

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

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
<b>Consultation</b>					
<b>Approach to consultation and engagement</b>					
<b>CBC1</b>	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.	CBC agrees that consultation to date has met the requirements of the relevant Sections of the Planning Act, but has raised concerns with regards to the lack of constructive engagement in some areas (as per the CBC adequacy of consultation representation dated 13 <sup>th</sup> March 2023)	Joint and individual responses to Statutory Consultation in 2019 and 2022	Ongoing
<b>CBC2</b>	Adequacy of engagement	The Applicant will continue to engage with CBC post submission of the application for development consent.	CBC has been engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular Planning Officers Coordination Group (POCG), and topic specific Technical Working Groups (TWG).	Regular POCG and topic specific meetings since 2018 – see <b>Appendix 1</b>	Agreed

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

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
<b>Planning</b>					
<b>Planning policy</b>					
<b>CBC3</b>	Proposed works in the Green Belt within the Borough.	<p>The <b>Design and Access Statement [AS-049]</b> demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The <b>Planning Statement [AS-122]</b> includes a Green Belt Assessment in <b>Appendix B [APP-196]</b>.</p> <p>The Applicant is happy to engage further with CBC once its concerns are clarified.</p>	CBC to confirm their position in relation to the proposed works in the Green Belt within the Borough.	To be discussed at topic specific meeting	Ongoing
<b>CBC4</b>	Compliance of the Proposed Development with relevant planning policy	The Applicant seeks clarity from the CBC with regards to its position on the compliance of the Proposed Development with relevant planning policy, so as to be able to better understand, and respond to, that position.	CBC to confirm their position on the compliance of the Proposed Development with relevant planning policy.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
<b>CBC5</b>	Consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.1	<p>The Applicant has consulted with CBC in accordance with Airports National Policy Statement (ANPS) paragraph 5.10 which states:</p> <p><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 between the construction and operational project stages for the development comprised in the application.”</i></p>	CBC agrees that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.	Agreement to be confirmed at topic specific meeting	Ongoing
<b>CBC6</b>	Consultation was undertaken in relation to third party schemes, in	<p>The Applicant has consulted with CBC in accordance with ANPS paragraph 5.11 which states:</p> <p><i>“The Applicant should also consult with Highways England, Network</i></p>	CBC agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11. CBC have raised concerns throughout the process with regards to some of the third	Agreement to be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
	accordance with ANPS paragraph 5.11	<i>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 terms of implications of the timings for the applicant's own surface access proposals.</i>	party scheme assumptions included within the model forecasting work, in particular the SMART motorways assumptions and those related to the East Luton schemes. This is considered relevant in terms of the need to understand 'planning, funding, and approvals processes' with this not yet being clear within the DCO submissions, although this has been a long standing query raised through both the statutory processes and technical meetings.		
<b>CBC7</b>	Pre-application engagement undertaken in relation to land use, particularly replacement	The Applicant has undertaken pre-application discussions with CBC in relation to land use in accordance with ANPS paragraph 5.113 which states:  <i>"During any pre-application discussions with the Applicant, the local planning authority should</i>	CBC agrees 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.	Agreement to be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
	open space and works within the Green Belt, in accordance with ANPS paragraph 5.113	<p><i>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 Belt and replacement open space.</p>			
<b>CBC8</b>	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</i></p>	CBC agrees that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.	Agreement to be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
		<p><i>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 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 <b>Appendix 20.1</b> of the <b>ES [AS-046]</b>.</p>			
<b>CBC9</b>	Engagement undertaken in relation to the scope and methodology of the LVIA, in accordance	Engagement between the Applicant, CBC and other relevant stakeholders on the Landscape and Visual Impact Assessment (LVIA) is set out in <b>Section 18.4 of Chapter 14 Landscape and Visual [AS-079]</b> of the <b>ES</b> . Matters regarding the	CBC 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	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
	with ANPS paragraphs 5.214-5.216	scope and methodology of the assessment are set out in <b>Sections 18.3</b> and <b>18.5</b> 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.		Space TWG on 7 June 2022	
<b>CBC10</b>	Consultation undertaken in accordance with the National Networks National Policy Statement	<p>The Applicant has consulted with CBC 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> <p>Full details of the engagement has been set out and signposted in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>.</p>	CBC agrees that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	Agreement to be confirmed at topic specific meeting	Ongoing
<b>CBC11</b>	Consultation undertaken in relation to	The Applicant has undertaken engagement regarding the design of the Proposed Development,	CBC agrees that consultation was undertaken in relation to design, in	Agreement to be confirmed at	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council's position	Source of agreement	Status
	design, in accordance with NPPF paragraph 132.	<p>including with CBC. This is set out in full in the <b>Design and Access Statement [AS-049] and the Consultation Report [AS-048]</b>.</p> <p>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 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>	accordance with NPPF paragraph 132.	topic specific meeting	



Table 3-3: Summary of 'compensation' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Compensation</b>					
<b>Compensation policies and Community First</b>					
<b>CBC12</b>	Compensation Policies, Measures and Community First	The level of funding for Community First was a policy decision, and the split between Luton and neighbouring authorities were policy decisions taken by the Board of Directors of the Applicant. The intended use of Community First funds is identified as tackling areas of social need, and for local decarbonisation projects in line with local and national policy, it is not intended that Community First funds should be used for other purposes.	<p>There is insufficient detail contained within Draft Compensation Policies, Measures and Community First to understand how the split between Luton and other authorities has been determined. The split is based on 60% to Luton and 40% to other authorities has been demonstrated.</p> <p>There is lack of information regarding the operation, distribution and overall effectiveness of the Community First Fund.</p>	To be discussed at topic specific meeting	Ongoing

Table 3-4: Summary of 'need case' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Need Case</b>					
<b>Aviation Policy</b>					
<b>CBC13</b>	Compliance with 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 <b>Need Case [AS-125]</b> .	CBC to confirm its position on the relevant aviation policy context for the Proposed Development as set out variables and methodology in the <b>Need Case [AS-125]</b> , and the forecasting methodology.	To be discussed at topic specific meeting	Ongoing
<b>Growth and demand forecasts</b>					
<b>CBC14</b>	Position on the variables and	The Applicant considers that its passenger demand forecasts, as set out in the <b>Need Case [AS-125]</b> , are	CBC to confirm its position on the variables and methodology for preparing the demand forecasts as	To be discussed at	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	methodology for preparing the demand forecasts	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 the Proposed Development.	set in the <b>Need Case [AS-125]</b> , 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.	topic specific meeting	
<b>CBC15</b>	Position on the 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 <b>Need Case [AS-125]</b> , 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	CBC to confirm its position on the Demand Forecasts.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		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 implications of the Proposed Development.			
	<b>Night quota period</b>				
<b>CBC16</b>	Position on the appropriateness of retaining the current restrictions on movements during the night quota period (from 23:30 to 06:00).	The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as set out in the <b>Need Case [AS-125]</b> , 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 implications of the Proposed Development.	CBC 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.	To be discussed at topic specific meeting	Ongoing

Table 3-5: Summary of 'employment and training' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Employment and Training</b>					
<b>Employment and Training Strategy Governance</b>					
<b>CBC17</b>	Employment and Training Strategy (ETS) to include regular monitoring	Any monitoring and evaluation of outcomes and initiatives outlined within the <b>Employment and Training Strategy (ETS) [APP-215]</b> will be agreed and scoped out once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and review progress against its own objectives, to ensure their efficiency.	The Employment and Training Strategy (ETS) should include regular monitoring as part of the governance process, which includes Key Performance Indicators (KPIs) to demonstrate its success.	Email received 13/07/2023	Agreed
<b>Employment and Training Strategy</b>					
<b>CBC18</b>	Approach and content of the ETS	The <b>ETS [APP-215]</b> aims to use the Proposed Development to support the growth strategies of the Host Authorities, and the Applicant has engaged with the Host Authorities	CBC is satisfied with the approach and content of the ETS.	Email received 13/07/2023	Agreed

		through the Economics and Employment TWG, and will continue to engage post submission of the application for development consent.			
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Table 3-6: Summary of 'surface access' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Surface Access</b>					
<b>Monitoring</b>					
<b>CBC19</b>	Future monitoring of the highway network	<p>The approach to monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the <b>Surface Access Strategy [APP-228]</b> and the <b>Framework Travel Plan [AS-131]</b>. The <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required.</p> <p>The emerging Transport Impacts Monitoring and Mitigation Approach (TRIMMA) will outline the monitoring methodology, which will include 1) a robust approach for the airport to monitor locations of proposed mitigation and 2) an explanation as</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>It currently remains unclear how traffic monitoring will be undertaken, particularly where more remote from the site, including determining the element of traffic growth attributable to the airport (without an extensive and</p>	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		to how monitoring of residual impacts will be facilitated. An outline of the contents of the TRIMMA are presented in the Outline Transport Impacts Monitoring and Mitigation Approach (OTRIMMA) as <b>Appendix I of the Transport Assessment [APP-202]</b> .	long term ANPR survey based methodology).  Core mitigation is however necessary that sits outside monitoring. The triggers for some are not necessarily agreed.		
	<b>Assessment</b>				
<b>CBC20</b>	Scope of the traffic and transport assessment	The traffic and transport assessment is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. Certain other specific locations are under discussion with CBC and may be incorporated into the TRIMMA for on-going monitoring.	CBC agree with the overall 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. However, further engagement is required with regards to where a more specific level of assessment is required.	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing
<b>CBC21</b>	Assessment years used within the traffic	The assessment has been undertaken for three Assessment Phases for the assessment years of 2027, 2039 and 2043. The	CBC agree with the assessment years used within the traffic and transport assessment, and that they are consistent with the air	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with	Ongoing



ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	and transport assessment	<p>Assessment Phases used within the traffic and transport assessment have also informed other environmental topics including the air quality and noise assessments.</p> <p>The uncertainty logs of development and infrastructure to be included in the Rule 9 Accounting for Covid-19 in transport modelling was shared with CBC on the 15/08/23. No comments were received.</p>	<p>quality assessments. However, further engagement is required.</p> <p>Some specific concerns around infrastructure assumptions included in the base on which they are reliant (East of Luton Study – query outstanding regarding the covid modelling and timings of all of those works, not just Vauxhall Way).</p>	ongoing meetings also planned where this can be discussed if required.	
	<b>Mitigation</b>				
<b>CBC22</b>	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	CBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	HA's joint 2022 Statutory Consultation response	Agreed
<b>CBC23</b>	Model basis used to inform mitigation measures	The approach to assessment and mitigation is set out in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> . The Applicant proposes mitigation measures in relation to the impacts of airport expansion on the surface access	CBC have raised queries over the model basis used to inform mitigation measures, including where model outputs have been applied directly to off-site junctions outside of the VISSIM modelled area. It is the view of	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>network capacity in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> and <b>Framework Travel Plan [AS-131]</b>.</p> <p>For junctions that are outside of the VISSIM modelled area, the impact in CBC has been determined using the CBLTM-LTN model as set out in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>. Output information, such as traffic demands, Select Link analysis and Volume to Capacity ratios have been provided to CBC for information on impacts, alongside additional standalone junction modelling.</p> <p>As reported in the Highway Local Model Validation Report (LMVR), Appendix E of the in the <b>Transport Assessment [APP-203 to APP-206]</b>, the validation levels on the screenlines within Central Bedfordshire; Dunstable Cordon, and Dunstable Leighton Buzzard cordon shows acceptable level of validation, and therefore this assessment is considered</p>	<p>CBC that model outputs taken directly from a strategic model may not validate well to turning movements and that modelled growth should be added to observed counts to provide a more representative assessment.</p> <p>Extent of mitigation not agreed. Some positive discussions over some specific locations but these have not concluded. Concerns over deliverability, including that no Stage 1 RSAs have been undertaken as would normally be the case.</p>		

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>appropriate to estimate the relative impact of the airport expansion.</p> <p>Discussions on mitigation are on-going and Stage 1 Road Safety Audits can be completed once the scope of mitigation is agreed.</p>			
<b>CBC24</b>	Phasing of highway mitigation works	The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.	CBC are not in agreement with some of the phasing of highways mitigation works proposed (for example the timing of the London Road South mitigation works). CBC would also wish to see scheme dependant highways projects and mitigations identified as 'Core' with fixed triggers for implementation, rather than being delivered via a monitor and manage process (as proposed within the TRIMMA).		Ongoing
	<b>Public / sustainable transport impacts</b>				
<b>CBC25</b>	Public transport from East to West	The Applicant notes that there has been a long-standing lack of strategic east-west public transport	The region lacks good public transport from East to West and vice versa, both by road and rail.		Ongoing

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		<p>connectivity in the region and the Applicant supports the need to improve such connection however these strategic connections are not solely the responsibility of the Applicant to address. However, significant assessment work has been undertaken around demand, capacity 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 forecasted. This is summarised in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>. The Applicant, through this application for development consent, is improving on-site infrastructure for bus and coach including additional capacity at the existing terminal and a new bus/coach station for the proposed terminal. The <b>Surface Access Strategy [APP-228]</b> and <b>Framework Travel Plan [AS-131]</b> name bus and coach as one of the Priority Areas, which are areas identified as priorities for improving sustainable transport to</p>	<p>The proposals do 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. At present the submission lacks detail as to how additional public transport access to and from the site for staff and passengers will be funded or delivered.</p> <p>Concerns remain around the lack of a sustainable transport fund and reliance on the public transport sector to respond positively to infrastructure delivered on site. Given the ambitious model split assumptions in the transport modelling, this remains of significant concern.</p>		

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		<p>the airport. There are multiple interventions associated with the priority areas, which comprise the Applicant's surface access toolbox. This longlist is contained in the <b>FTP [AS-131]</b>. The vision and objectives of the SAS have been identified to capture the surface access Limits and Targets that underpin the strategy. The longlist includes <i>'Engage with bus operators to improve the existing routes and create new and extended routes, better connecting the airport to more places (especially east-west) and in particular urban areas and transport hubs'</i>.</p> <p>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 <b>Framework Travel Plan [AS-131]</b>. The Applicant will continue to engage with the Council as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF</p>			

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		and the legal mechanisms for securing the fund.			
<b>CBC26</b>	Non-sustainable passenger and staff mode share	The Applicant, as a part of the Proposed Development, is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through Green Controlled Growth (GCG) 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, and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of 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. The detailed design for the coach station will be developed at the appropriate time,	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.  Approach to bus and coach travel is not supported. The Applicant was to look further into a Strategy. No further details have been received.		Ongoing

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		<p>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 <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> 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 <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed Development. It is expected that existing commercial bus and coach operators would increase the</p>			

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		<p>frequency of services to support the demand where this was 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 <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>.</p> <p>Benchmarking was presented as one component of the approach taken. The Applicant has been developing more detail around bus and coach routes to demonstrate the range of potential opportunities for improving bus and coach access to and from the airport, mapping gaps in current service provision and frequencies. These improvements are being developed in tandem with a Sustainable Transport Fund that will set the framework around how these types of improvements, alongside the others listed out within the toolbox of measures within the <b>Framework Travel Plan [AS-131]</b>, would be funded.</p>			



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		<p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>			
<b>CBC27</b>	Public transport services	<p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport opportunities.</p> <p>The <b>Framework Travel Plan [AS-131]</b> 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> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for</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 at Luton Parkway will be achieved.</p> <p>Reference to Stansted as a suitable comparator airport ignores that Stansted has a significant sustainable transport fund. There is a lack of commitment in the DCO submission to something similar – e.g. ‘this <i>can</i> include subsidies for bus enhancements’. Should the DCO be granted, there is nothing</p>		Ongoing

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		<p>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 and extension to the new terminal area should make access by rail more attractive and the Applicant and airport operator will work with 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</p>	<p>that requires the Applicant to pursue this. The more ambitious Targets referred to as being included in the Travel Plans are unrelated to the less ambitious targets in GCG for which there are penalties if they are not achieved.</p>		

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		<p>order to meet future mode share Targets.</p> <p>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 <b>Framework Travel Plan [AS-131]</b>. The Applicant will continue to engage with the CBC as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF and the legal mechanisms for securing the fund.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>			
CBC28	Providing funding for public transport improvements	The <b>Framework Travel Plan [AS-131]</b> sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties whilst seek to achieve sustainable mode share Targets. The toolbox consists	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		Ongoing

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		<p>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 <b>Surface Access Strategy [APP-228]</b> and changing circumstances which will be recognised through the results of ongoing monitoring and stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the <b>Framework Travel Plan [AS-131]</b> will have ambitious Targets that are over and above those set out in the <b>GCG Framework [APP-218]</b>, set in consultation with stakeholders through the Airport Transport Forum. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The operator is committed to funding improvements, 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 Application. This process</p>	<p>improvements, particularly local bus services.</p>		

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		<p>would allow consideration of the appropriateness of the Targets set out and the corresponding measures proposed to support the airport in meeting them. The approach to future monitoring of sustainable travel and undertaking of surveys is set out in the <b>Framework Travel Plan [AS-131]</b>.</p> <p>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 <b>Framework Travel Plan [AS-131]</b>. The Applicant will continue to engage with the Council as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF and the legal mechanisms for securing the fund.</p>			
<b>CBC29</b>	Real shifts to public transport	The <b>GCG Framework [APP-218]</b> , <b>Surface Access Strategy [APP-228]</b> and <b>Framework Travel Plan [AS-131]</b> set out the governance structure, including the future role of	In achieving real shifts to public transport as well as encouraging cycling and walking, the regular reporting and enforcing of Travel Plan targets is clearly essential		Agreed

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		<p>the existing ATF (including for local authorities) and how it will report into the operator and Environmental Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p>The <b>Framework Travel Plan [AS-131]</b> sets out the proposed governance approach around the Airport Transport Forum and the setting and monitoring of the ambitious targets in the plan. The Airport Transport Forum is an existing group and has mature mechanisms as to how surface access related issues are discussed with interested local stakeholders, including National Highways and the Host Authorities. It is planned to reinvigorate this forum, which will be organised, hosted and managed by the operator, to be effective in its engagement with local and host authorities and key stakeholders such as National Highways, to ensure that the ambition from the <b>Framework Travel Plan [AS-131]</b> is realised.</p>	<p>and the role of the Host Authorities and the proposed Airport Transport Forum (ATF) needs to be developed further, including how any ATF is constituted and funded.</p>		

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		<p>It is not intended to discuss the future Travel Plans at the Environmental Scrutiny Group, as this has a singular purpose for the review of the GCG Framework, however there could be opportunities to involve the Technical Panels as a review mechanism for the Travel Plans, which will have their own checks and balances through submission to the Local Planning Authority.</p> <p>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 <b>Framework Travel Plan [AS-131]</b>. The Applicant will continue to engage with the Council as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF and the legal mechanisms for securing the fund.</p>			
<p><b>Public / sustainable transport targets</b></p>					

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<b>CBC30</b>	Sustainable transport mode share for both passengers and staff	<p>The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206], Surface Access Strategy [APP-228]</b> and the <b>Framework Travel Plan [AS-131]</b>. 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 stringent 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 Targets.</p> <p>The <b>Framework Travel Plan [AS-131]</b> sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The</p>	<p>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 the lowest level of public transport use (some 25% of journeys). We welcome the recognition of this inadequacy and the wish to address it, but we do not feel the proposals go far enough to delivering this. We consider that there are significant challenges which need to be addressed to achieve that stated modal shift.</p>		Ongoing



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		<p>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>			
<b>CBC31</b>	Mode share Limits for staff and passengers	<p>The <b>GCG Framework [APP-218]</b> sets out mode share Limits for staff and passengers. The <b>Surface Access Strategy [APP-228]</b> and the <b>Framework Travel Plan [AS-131]</b> 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 <b>Surface Access Strategy [APP-228]</b> and <b>Framework Travel Plan [AS-131]</b> 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</p>	<p>CBC considers 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 and agreed at a meeting on the 27.07.2023 and 02.08.2023</p>	Agreed

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		<p>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"> <li>a. Striving to go beyond the Limits for passenger and staff mode share.</li> <li>b. Responding to modelling forecasts in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b></li> <li>c. Due regard for recent five-year CAA / staff surveys and trends over the duration of the previous Airport Surface Access Strategy/Travel Plan</li> <li>d. A lookahead to delivery of transport infrastructure delivery in the next five-year period</li> <li>e. Engagement with the Airport Transport Forum and other bodies involved in the governance of the Travel Plans.</li> </ul> <p>The airport operator will also set targets for other surface access-related indicators. The diversification</p>			

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		<p>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 <b>Framework Travel Plan [AS-131]</b> contains the provisional 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>			

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CBC32	Non-sustainable mode share	The <b>GCG Framework [APP-218]</b> 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 <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> . Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The <b>Framework Travel Plan [AS-131]</b> sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years.	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.	This was discussed and agreed at a meeting on the 27.07.2023 and 02.08.2023	Agreed
<b>Car parks</b>					
CBC33	Parking demands	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	CBC 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.		Ongoing

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		<p>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 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 development proposals assume that the mode share for off-site parking will remain broadly as existing; it follows that an increase in demand has been modelled.</p> <p>Fly-parking is acknowledged as an issue, but only anecdotal evidence of this practice has been offered.</p>	<p>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 concern relates to both formal 'off-site' car parking, which already provides for a large proportion of the existing Airports parking, but which has not been modelled as expanding in line with the increases in all other modes of access, and also informal 'fly-parking' in existing communities, which would be outside of the host authorities ability to control through the planning system.</p> <p>There has to be an acknowledged balance between parking demand and supply. Simply limiting parking supply will not of its own suppress demand to travel by car.</p>		

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		<p>The Applicant is committed to supporting the introduction of on-street parking controls, which are completely within the control of local highway authorities.</p> <p>The balance between parking supply and demand is acknowledged.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>			
<b>CBC34</b>	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 that inappropriate parking is managed.</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>It should not be incumbent on the Host Authorities to demonstrate problems are occurring after the event. The Applicant should be proactive, and consider undertaking baseline surveys at</p>	To be discussed at topic specific meeting	Ongoing

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		<p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>agreed locations where resurveys may identify a problem to be resolved.</p>		
<b>CBC35</b>	Monitoring and managing the impact of off-site car parks	<p>The Applicant welcomes and acknowledges the key role that the LPAs have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that an inappropriate balance of on-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.</p> <p>The <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> and <b>Surface Access Strategy [APP-228]</b> set out the monitoring and mitigation measures proposed. As part of the ongoing review process, the Applicant intends to produce monitoring programs, assess any impacts, and then intervene accordingly if any issues persist as appropriate.</p>	<p>The monitoring of third party operated car parks and impacts on localised areas, resulting from the proposed development should not be an additional burden placed upon the host authorities and would need to be funded by the application. At present the Transport Assessment and Surface Access Strategy do not set out an approach to monitoring and mitigation for this area of concern.</p>		Ongoing

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		The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.			
	<b>Framework Travel Plan</b>				
<b>CBC36</b>	Toolbox of travel plan measures	The <b>GCG Framework [APP-218]</b> includes mode share Limits that will ensure the operator delivers any sustainable travel measures from the <b>Framework Travel Plan [AS-131]</b> 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. There are ongoing discussions with regards to further clarity on the particular arrangements for funding of surface access related measures and interventions identified in the FTP.	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.		Ongoing



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		<p>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 <b>Framework Travel Plan [AS-131]</b>. The Applicant will continue to engage with the CBC as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF and the legal mechanisms for securing the fund.</p>			
<b>CBC37</b>	Funding, incentivising, marketing and monitoring lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing	<p>The <b>Framework Travel Plan [AS-131]</b> 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 an on-going approach to monitoring which will be important in the success of the future Travel Plans. It also sets out the governance structure to support delivery of these programmes and measures, and the GCG mode share Limits provide the necessary incentive to ensure that the operator will deliver measures</p>	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 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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		<p>necessary to stay within the GCG Limits. Please also refer to the Applicant response in CBC36. There are ongoing discussions with regards to further clarity on the particular arrangements for funding of surface access related measures and interventions identified in the FTP.</p>			
<b>CBC38</b>	Framework Travel Plan scope	<p>The <b>Framework Travel Plan [AS-131]</b> establishes the format and content of future Travel Plans that are to be produced five-yearly. CBC will have the opportunity to comment on future Travel Plans every 5 years.</p>	<p>CBC to confirm its position on the scope of the Framework Travel Plan.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.</p>	Ongoing
	<b>Modelling</b>				
<b>CBC39</b>	Model scope, coverage and assumptions around the development/transport and	<p>The Applicant presented the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</p>	<p>CBC are content with the model scope and coverage, but have raised consistent concerns with regards to the uncertainty log, with regards to both the development assumptions within</p>	<p>This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings</p>	Ongoing

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	highway scheme uncertainty log	The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.	the core scenario (including the M1 – A6 Link Road but excluding the associated development) and the infrastructure associated with the East Luton Project.	also planned where this can be discussed if required.	
<b>CBC40</b>	Approach to the modelling scenarios	The approach to the modelling scenarios was agreed with National Highways in advance of 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	<p>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. If the present government review comes down on the side of no further Smart motorways, a sensitivity test will be needed to demonstrate that the proposals will not cause an unacceptable impact on the Strategic Road Network.</p> <p>There is an assumption in the assessments that an enhancement scheme will be provided at the M1 between junctions 9 and 10 including hard shoulder running (or Smart Motorway) in all forecast options. If the government review concludes no further Smart Motorways, an alternate test and/or scheme may be required.</p>	This was discussed and agreed at a meeting on the 27.07.2023 and 02.08.2023	Ongoing

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		<p>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 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.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>It is understood that further modelling will be undertaken as part of the update related to COVID 19 impacts in which the 'no Smart Motorway' scenario will be treated as 'Core'. However this is yet to be formally issued or reviewed.</p>		
<b>CBC41</b>	The assumptions for East Luton highway improvement schemes	The assumptions for East Luton highway improvement schemes 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	East Luton highway improvement schemes being included in the 2027 case may provide an overestimate of traffic capacity at those locations. Noted that some locations require further modification as a result of the		Ongoing

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		<p>reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.</p> <p>It is noted that for the 'Accounting for COVID-19 in transport modelling' work, which is currently in progress, in response to the ExA's Rule 9 Procedural Decision dated 13 June 2023, Vauxhall Way is not included in the 2027 'do-minimum or do-something' models as the responsible highway authority has indicated that the works are unlikely to be completed by 2027. However, it is incorrect to say that the works have been put back to 2039.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>airport. Funding for the initial measures is not confirmed.</p> <p>This is also a disparity between scheme descriptions and content between documents in at least one case.</p> <p>Due to delays with scheme delivery, it is understood that the Vauxhall Way scheme will be put back to the 2039 assessment year, albeit still in the Do Minimum test. This is demonstrative of the lack of control that the Applicant has over these schemes and hence the concern that they are taken as a 'given' in their assessments with no mechanism to secure them via the DCO if they do not materialise.</p>		
<b>CBC42</b>	Inclusion of East Luton highway	The Applicant notes the additional comments made and is considering these further. Where appropriate	CBC remain concerned over the inclusion of East Luton schemes without a related committed to their provision being contained as		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	improvement schemes	and/or necessary, the Applicant will provide a response at Deadline 3.	a provision or requirement within the DCO itself.		
<b>CBC43</b>	Engagement in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty	<p>The details of calibration and validation of models are set out in the modelling LMVR reports which have been agreed by both National Highways and the relevant highway authorities.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p> <p>As part of the Rule 9 response letter of 27<sup>th</sup> June 2023 on accounting for Covid-19 in transport modelling the Applicant has proposed updating the land use development uncertainty log information. This was shared with CBC on 15/08/2023 and no comments were received</p>	<p>CBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log and coverage. However, queries remain with regards to the uncertainty log. In addition the comments above relate purely to the Strategic Level Modelling, with outstanding queries remaining with regards to the calibration and validation of local junction models.</p> <p>CBC is more comfortable that we are being given the opportunity to revisit this as part of the remodelling exercise that will account for Covid, but CBC must be given sufficient time to consider the outcome of this exercise</p>		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC44</b>	The CBLTM-LTN and VISSIM modelling	The Applicant understands that LBC, the relevant highway authority, remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. Confirmation required that funding for delivery of these improvements and whether this a reasonable assumption to make for 2027.		Ongoing
<b>CBC45</b>	All known committed developments and transport infrastructure schemes	<p>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.</p> <p>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the</p>	<p>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:</p> <p>Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues).</p>		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		2019 statutory consultation and no material concerns on the approach were raised at the time.			
	<b>Local impact fund</b>				
<b>CBC46</b>	General local highway network fund to cover additional improvements	As set out in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> and <b>Surface Access Strategy [APP-228]</b> , the Applicant 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 or parking in residential areas. The Applicant and the airport operator 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 Proposed Development. There are ongoing discussions with regards to further clarity on the particular arrangements for funding of surface access related measures	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 interventions given the environmental benefits that would result.		Ongoing



ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		and interventions identified in the FTP.			
	<b>Order Limits</b>				
<b>CBC47</b>	Order Limits to enable delivery of the Proposed Development	The Applicant is confident that enough land has been identified and secured within the Order Limits to enable delivery of the Proposed Development.	CBC note that the Order Limits are drawn relatively closely around some of the highways works proposed. As outstanding queries associated with the detailed modelling of the mitigation works proposed remain to be addressed, there also remains the potential that updated modelling could identify further amendments to the proposed mitigation, which could have a greater requirement in terms of land take. Where there is scope for earthworks or other supporting works, including revisions to signage, the limited flexibility allowed for within the Order Limits may constrain the extent of the works that could be secured and delivered.	To be discussed during ongoing engagement	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC48</b>	Impacts outside of the Order Limits, and a mechanism for securing any works outside of the redline	The Applicant will engage with CBC on a mechanism for securing any actions which may be required as a result of unintended consequences , outside of the Order Limits.	CBC also note that there are likely to be impacts outside of the Order Limits, and a mechanism for securing any works outside of the redline needs to be agreed.	To be discussed during ongoing engagement	Ongoing
<b>CBC49</b>	Planning assumptions	<p>The Applicant confirms that the planning assumption at the time of the modelling was as follows:</p> <ul style="list-style-type: none"> <li>• The M1-A6 link has full approval, hence was coded in the TAG-based scenario;</li> <li>• The North of Luton development has 'Reasonably Foreseeable' status.</li> </ul> <p>Therefore, the development was excluded from the development from the TAG-based scenario.</p> <p>As part of the Rule 9 response letter of 27 June 2023 on accounting for Covid-19 in transport modelling the Applicant has proposed updating the land use development uncertainty log</p>	<p>CBC are of the view that the 'Local Plan Scenario Test' is more representative of the forecast baseline development position. Whilst queries have been raised over a number of developments assumptions, the exclusion of the Luton North allocation from the Core Scenario is of particular concern (with the modelling including the M1-A6 Link Road but excluding the related development).</p> <p>The number of disparate sensitivity tests is a concern, e.g. without Smart motorway and LP scenario test. CBC is of the view that these should be combined and provide the Core scenario</p>	To be discussed during ongoing engagement	Ongoing

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		<p>information. This was shared with CBC on 15/08/2023 and no comments were received.</p> <p>The Applicant notes the additional comments made and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>against which the mitigation strategy is based.</p>		
<b>CBC50</b>	<p>Linkages between the various levels of modelling work carried out</p>	<p>The <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> includes details on the linkages between the various levels of modelling work that have been, and are being, carried out, and these are consistent with the Surface Access Emerging Transport Strategy (SAETS) published at the 2022 statutory consultation. Whilst the Strategic (CBLTM-LTN) and the VISSIM model were developed independently, both models are TAG compliant. The <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> also includes sensitivity analysis in which the forecasts traffic growth from CBLTM-LTN model is applied to the base model VISSIM.</p>	<p>CBC are of the view that further clarity is required with regards to the linkages between the various levels of modelling work carried out. In particular the relationship between the Strategic (CBLTM) and the VISSIM model, and the derivation of flows for the detailed junction models used to develop proposed mitigation schemes. CBC are also of the view that, if there has been a direct application of turning movements from the strategic or microsimulation models to individual junctions, then validation against turning movements in the base year would need to be demonstrated at an individual junction level, if</p>		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		Local junction modelling has been informed by data from the CBLTM-LTN, the applicant therefore considers this data to be valid and suitable for use, particularly when compared against the sensitivity modelling exercises – as standard practice.	there is to be sufficient confidence in the junction modelling undertaken.		
<b>CBC51</b>	Detailed junction modelling	The Applicant and CBC discussed the detailed junction modelling during meetings on the 27.07.23 and 03.08.23. Further modelling outputs can be provided if required - the Applicant requests a comprehensive list of all outputs required.	CBC have requested sight of the more detailed junction modelling undertaken on a junction-by-junction basis, using LINSIG, JUNCTIONS 9 or other specific junction modelling software, including full model inputs and outputs, to allow for an appropriate level of scrutiny and review to be undertaken and for a comparison between scenarios to be possible. In the absence of this more detailed information, it is not possible for CBC to review or fully comment upon the proposed mitigation.	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing
<b>CBC52</b>	Highways works in CBC	The Applicant acknowledges that a number of the proposed highway works fall within CBC's boundaries	A number of the highways works proposed fall within CBC, and the works in question will need to be	This was discussed at a meeting on the	Ongoing

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		and is open to having discussions regarding how CBC will continue to be engaged on this.	reviewed by, and agreed with, CBC highways agreements team, including Stage 1 Safety Audits to ensure that the mitigation necessary can be delivered within the confines of the Order limits.	27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	
<b>CBC53</b>	Junction assessment	<p>The Applicant notes that the M1 sensitivity test has only been undertaken for the TAG compliant scenario.</p> <p>Point CBC58 provides further details on additional modelling requested by the ExA as part of the Rule 9 Letter that is being undertaken.</p>	CBC would wish to see a full assessment of the junctions within CBC network based upon the M1 Smart Motorways Sensitivity test and utilising the Local Plan Test development assumptions, as this is considered to be the most representative and robust set of assumptions to apply.	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing
<b>CBC54</b>	Recently consented Newlands Park development	The Applicant acknowledges that the recently consented Newlands Park development includes works to the junction of the A1081 / Newlands Road junction, and this may need to be taken into account in the modelling. The Applicant is open to having discussions regarding this.	The recently consented Newlands Park development (22/00929/HYBEIA) includes works to the junction of the A1081 / Newlands Road junction, which the application will need to take into account, including modelling of the proposed mitigation scheme with the uplift in flows associated with the Proposed	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
			Development to determine whether additional mitigation will be required.		
<b>CBC55</b>	Phasing of highway mitigation associated with the Surface Access Strategy	<p>Whilst the delivery of different highway mitigation measures fall within the relevant assessment phases, as set out in the <b>OTRIMMA (Appendix I of the Transport Assessment [APP-203 to APP-206])</b> a monitoring approach is being developed that will allow the Applicant and operator to regularly monitor surface access movements to and from the airport to determine when best to pro-actively design and pro-actively implement relevant agreed mitigation measures.</p> <p>The concern regarding the delivery of parts of proposed packages of mitigation is acknowledged. However, each proposal is designed to mitigate airport-related traffic and the risk of unforeseen impacts such as traffic redistribution is considered low. When mitigation is re-proposed as a result of monitoring, a period of engagement will be carried out with relevant highway authorities; at this</p>	<p>The phasing of highway mitigation associated with the Surface Access Strategy has not been agreed, with some mitigation works (for example the London Road South improvement works) being held back to later phases despite earlier impacts being identified in the modelling work.</p> <p>CBC would have significant concerns over the inclusion of mitigation, particularly that related to reasonably foreseeable and identified predicted impacts, being covered within a Monitor and Manage approach, as this would react to issues rather than prevent or mitigate them. The forecast modelling also assumes packages of mitigation without which other impacts may take place at unforeseen locations on the network and which may well fall outside of any proposed monitoring process.</p>	A meeting will be arranged prior to deadline 3.	Ongoing

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		<p>time, any concerns raised will be addressed.</p> <p>The Applicant notes the comments made regarding the TRIMMA approach and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3</p>			
<b>CBC56</b>	The re-routing of trips through Caddington	<p>Details and analysis are included in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> around the re-routing of trips through Caddington and Slip End.</p> <p>The Applicant notes the comments made regarding Slip End and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>CBC are concerned over the re-routing of trips through Caddington in the 'with-development' scenario and do not consider this to be an acceptable impact of the Proposed Development. Work is ongoing in terms of proposed mitigation, but this is not yet agreed.</p> <p>Further consideration of the impact upon Slip End is also required.</p>	This was discussed at a meeting on the 27.07.2023 and 02.08.2023.	Ongoing
<b>CBC57</b>	Demands for 'fly-parking'	The Proposed Development includes proposals to increase on site car parking, although the need to encourage and promote increased sustainable transport to the airport is recognised. The car parking	CBC are concerned over the potential additional demands for 'fly-parking' in the settlements surrounding the airport, which have not been addressed within the proposals to date.	A meeting will be arranged prior to deadline 3.	Ongoing

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		<p>proposals in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> have been developed on a 'cautious' basis of mode share growth to reduce the risk of vehicles parking in local areas ('fly parking'). 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 that inappropriate parking is managed.</p> <p>It is noted that the application includes controls such as GCG which can limit the ability of the Airport to grow in the event that the Airport is not meeting the Limits set as part of the application. The Applicant and airport operator have the ambition to have sustainable</p>	<p>It should not be incumbent on the Host Authorities to demonstrate problems are occurring after the event. The Applicant should be proactive, and consider undertaking baseline surveys at agreed locations where resurveys may identify a problem to be resolved.</p> <p>With respect to GCG Limits, how will mode splits be derived? In particular, will someone parking off-site but arriving at the airport by DART, bus or third party car park shuttle bus, be considered to be a car driver or PT user?</p>		



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		<p>mode share targets which are in excess of these Limits and which should further reduce the risk of parking in local areas.</p> <p>The Applicant notes the comments made about monitoring of impacts and is considering these further. Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>			
	<b>Modelling</b>				
<b>CBC58</b>	Highway network included in the CBLTM-LTN model	The extent of the highway network included in the CBLTM-LTN model is agreed and considered appropriate to enable assessment of the wider scheme impacts.	CBC agree with the extent of the highway network included in the CBLTM-LTN model.	Agreed during meetings with CBC's Community Services December 2018, 14 March 2019 and 22 October 2019	Agreed
<b>CBC59</b>	The base mode share assumptions	The Applicant notes that whilst the public transport mode share for passengers reduced substantially as a result of the pandemic and the restrictions on social mixing, 2022 CAA data shows that there has been	The base mode share assumptions appear to be based upon public transport usage recovering to levels above the 2018 CAA mode share, in which 24% of staff used public transport,	This was discussed at a meeting on the 27.07.2023 and 02.08.2023. A further meeting	Ongoing

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		<p>a significant recovery, with 35% of passengers using public transport. This is approaching the level of public transport use in 2019, when 38% of passengers used public transport. This indicates that the baseline mode share of 40% is in fact reasonable. There is no post pandemic staff travel mode share data currently available.</p> <p>The Applicant notes that there are ongoing discussions with regards to further clarity on the particular arrangements for funding of surface access related measures and interventions identified in the FTP.</p> <p>Where appropriate and/or necessary, the Applicant will provide a response at Deadline 3.</p>	<p>but with 2020 levels recorded at 5%. Likewise, the 2018 passenger mode share was recorded as being 33%, with the 2020 survey recording combined public transport mode share of 9%. As such the baseline 2027 level of 40% passenger public transport mode share appears to be similarly optimistic. It is not considered that reliance upon commercial operators to meet demand is an appropriate strategic approach to public transport access or achieving the public transport targets relied upon within the modelling work. In the absence of evidence to substantiate demands for individual route enhancements, it is unclear how or if improvements would be brought forward. Whilst reference is made to a 'toolbox' approach, this is not currently a funded or defined process, nor is there a mechanism for the prioritisation of investment Taking the example of Stanstead – public transport improvements are partially funded by a passenger</p>	<p>will be arranged prior to deadline 3.</p>	

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
			<p>transport levy, which contributes circa £600k-£800k per annum to public transport measures. There appear to be no comparable proposals associated with the DCO.</p>		
<b>CBC60</b>	Highways works within Central Bedfordshire	The Applicant has continued to engage with stakeholders and additional information has been provided including further details relating to the modelling and will continue to engage with CBC.	<p>CBC have consistently raised concerns that the highways works within Central Bedfordshire have not been discussed in sufficient detail with the authority, with regards to either the details of the junction modelling informing the designs or the checking of the proposed mitigation schemes, which to date have not been subject to any Technical checks or Safety Audits. Whilst the applicant team have referred to Safety Audits being undertaken after the conclusion of the DCO process, this is not considered to be appropriate, with GG119 stating that 'Stage 1 RSA should include road safety matters which have a bearing upon land take, licence or easement before the draft orders are published or planning consent is applied for.' As such it is</p>	This was discussed at a meeting on the 27.07.2023 and 02.08.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
			<p>considered that the appropriate point in the process for a Stage 1 RSA to be required is prior to the full consideration of the DCO and related hearings. The proposed DCO wording provides significant powers to the applicant to deliver the highways works proposed, and therefore there is an associated requirement for the local highway authorities to be satisfied, as far as possible, that the highways works are appropriate, safe and deliverable. At present the level of detail is not considered to be sufficient to allow for this, including potential variations required due to vertical alignment constraints. As outlined above, due to concerns over some of the base modelling, and the lack of technical or safety audits or reviews of the proposed schemes, there remains the potential that the schemes in question could change, with the redline boundary drawn relatively closely to the schemes in question, raising further concerns that there is insufficient flexibility</p>		

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			within the redline to accommodate changes		
<b>CBC61</b>	Approach applied with regards to accounting for COVID 19 uncertainty	In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the COVID-19 pandemic in transport modelling. The ExA stated it "has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance. The ExA also requests that the Applicant engages with stakeholders, including National Highways and the Local Highway Authorities, at the earliest possible opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based.'. The proposed approach set forward by the Applicant considers the size and complexity of the strategic transport model and the timescale for the DCO examination though will include (1) analysis of recent local and national trends in travel demand (2) updating the	CBC are in agreement with the approach applied with regards to accounting for COVID 19 uncertainty. It is assumed the reference to retaining the Motorway widening as a 'Core' Scenario is a typo, as this would not be considered realistic or acceptable. Clarity on the Vauxhall Way Dualling, in terms of delivery by 2028 has not yet been provided.	This was discussed at a meeting on the 02.08.2023	Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>future year forecasts using the latest DfT projections case scenario (NTEM8 &amp; NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update committed developments and take growth from the strategic model as an input. For the M1 motorway and Vauxhall Way - the M1 motorway approach, considering the Governments pause of 'smart motorways' will (1) not retain the motorway widening as a core scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2a J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, LBC has advised that this is unlikely to be completed by 2027 and so the revised modelling will remove dualling from the 2027 modelling scenario.</p>			

Table 3-7: Summary of 'environment' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	<b>Environment</b>				
	<b>Air quality</b>				
<b>CBC62</b>	Baseline data collection and presentation of future baseline information	The Applicant considers that the baseline data collection and future baseline information, as detailed in Appendix 7.2 of <b>Chapter 7 Air Quality of the ES [APP-062]</b> , are robust. These were discussed and agreed during Air Quality TWG meetings.	CBC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022	Agreed
<b>CBC63</b>	Air quality study area	The Applicant considers that the study area, as detailed in sections 7.3.5 to 7.3.9 in <b>Chapter 7 Air Quality of the ES [AS-076]</b> , is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings.	CBC agrees with the study area.	EIA Scoping Meeting on 12 April 2018  Air Quality TWG meetings from 2018 to 2022	Agreed
<b>CBC64</b>	Construction dust	The Applicant considers that the construction dust methodology is	CBC agrees with the construction dust assessment methodology and	Air Quality TWG meetings	Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	assessment methodology and findings	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 <b>Chapter 7 Air Quality of the ES [AS-028]</b> . The construction dust results are detailed in section 2.2 in Appendix 7.3 of <b>Chapter 7 Air Quality of the ES [APP-063]</b> . The construction dust mitigation included in the code of construction practice is detailed in section 8 of <b>Chapter 4 The Proposed Development of the ES [AS-074]</b> . These have been discussed and agreed during Air Quality TWG meetings.	findings, including mitigation included in the code of construction practice which follows best practice.	from 2018 to 2022	
<b>CBC65</b>	Modelling methodology including data sources, model set up including use of ADMS, receptor locations selected,	The Applicant considers the modelling methodology including the data sources, model setup including use of the Atmospheric Dispersion Modelling System (ADMS), assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification	CBC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.	Air Quality TWG meetings from 2018 to 2022	Agreed



ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
	assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology	methodology to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1. of <b>Chapter 7 Air Quality of the ES [AS-028]</b> . The modelling methodology was discussed and agreed during Air Quality TWG meetings.			
<b>CBC66</b>	Significance criteria used in the assessment	The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of <b>Chapter 7 Air Quality of the ES [AS-028]</b> , to be appropriate and robust. The significance criteria used in the assessment was discussed and agreed during Air Quality TWG meetings.	CBC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022	Agreed
<b>CBC67</b>	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of <b>Chapter 7 Air Quality of the ES [AS-028]</b> , to be robust. The odour impact methodology was discussed	CBC agrees with the odour impact methodology and results.	Air Quality TWG meetings from 2018 to 2022	Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		and agreed during Air Quality TWG meetings.			
<b>CBC68</b>	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 <b>Chapter 7 Air Quality of the ES [AS-076]</b> and Appendix 7.3 of <b>Chapter 7 Air Quality of the ES [APP-063]</b> . The results were discussed and agreed during Air Quality TWG meetings.	CBC agrees with the air quality assessment results for construction and operational phases.	Air Quality TWG meetings from 2018 to 2022	Agreed
<b>CBC69</b>	The 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 <b>Chapter 7 Air Quality of the ES [AS-076]</b> and Appendix 7.3 of <b>Chapter 7 Air Quality of the ES [APP-063]</b> . The results were discussed and agreed during Air Quality TWG meetings.	CBC agrees with the air quality assessment results for construction and operational phases.	Air Quality TWG meetings from 2018 to 2022	Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC70</b>	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 <b>Chapter 7 Air Quality of the ES [APP-065]</b> , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG meetings.	CBC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022	Agreed
<b>CBC71</b>	Compliance with published and emerging government guidance	The proposals accord with published and emerging government guidance. For example the PM <sub>2.5</sub> target 10µg/m <sup>3</sup> to be achieved by 2040 is referenced in table 7.2. The assessment has been carried out against the 10µg/m <sup>3</sup> target in the <b>ES Chapter 7 Air Quality [AS-028]</b> .	CBC queries whether the proposals accord with Government policy and emerging policy.	To be discussed at topic-specific meeting	Ongoing
<b>CBC72</b>	Consultation with Natural England	The methodology to assess the air quality effects in relation to ammonia emissions has been agreed with Natural England as evidenced in the draft Statement of Comment Ground between the Applicant and Natural England.	CBC request that the Applicant confirms if Natural England have agreed to the methodology used for assessing ammonia emissions on ecological sites.	To be discussed at topic-specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC73</b>	Acid erosion impacts at cultural heritage receptors	The applicant considers that an assessment of acid deposition can be scoped out as SO <sub>2</sub> will not be a significant pollutant of concern and is not likely to cause exceedances of the relevant standards. The pollutants to be assessed were agreed with PINS and the local authorities, including CBC, at the scoping stage.	CBC note that there is no mention of acid erosion impacts at cultural heritage receptors (Luton Hoo and Someries Castle)	To be discussed at topic-specific meeting	Ongoing
<b>CBC74</b>	Predictions of air pollution in the human and ecological environment to be widely scant	The Applicant considers the modelling methodology including modelled receptor locations to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1. of <b>Chapter 7 Air Quality of the ES [AS-028]</b> . Receptors were included at Luton Hoo (C1) and Someries Castle (C2), see table 3.1 in Appendix 7.1. of <b>Chapter 7 Air Quality of the ES [AS-028]</b> . Receptor results, including receptors C1 and C2, can be found in Appendix 7.3. of <b>Chapter 7 Air Quality of the ES [APP-063]</b> . All results at receptors C1 and C2 have negligible impact, and do not	CBC have raised concerns in the Local Impact Report around discussion of predictions of air pollution in the human and ecological environment to be widely scant, stating it would be useful to include Luton Hoo and Someries Castle.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		exceed air quality standards at any phase.			
	<b>Landscape and Visual Impacts</b>				
<b>CBC75</b>	Landscape and Visual Impact Assessment methodology	The Applicant considers that the Landscape and Visual Impact Assessment methodology as detailed in Appendix 14.1 of <b>Chapter 14 of the ES [AS-036]</b> , is robust.	CBC agrees with the methodology used for the LVIA.  CBC considers that numerous clarifications are required and various inconsistencies are noted. Lack of consideration of aesthetic and perceptual qualities contributing to landscape character.	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 and 7 June 2022	Ongoing
<b>CBC76</b>	Engagement on LVIA matters	The Applicant considers that engagement during 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 and 7 June 2022 was adequate.	CBC is satisfied that they have been adequately engaged with regarding the LVIA, through the LVIA TWG meetings.	13/06/23	Agreed

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<b>CBC77</b>	Significant visual impacts and proposed appropriate mitigation measures	The Applicant considers that the LVIA identifies all significant landscape and visual effects and proposed mitigation measures for these effects.	CBC is satisfied that the LVIA identifies any significant 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 and 7 June 2022	Ongoing
<b>CBC78</b>	Considering tranquillity with regards to landscape and visual effects.	The Applicant has set out the approach to considering effects on tranquillity with regards to landscape and visual effects. The methodology included in Appendix 14.1 of <b>Chapter 14 of the ES [AS-036]</b> , is robust. The effects on tranquillity are assessed in <b>Chapter 14 of the ES [AS-079]</b> ,	CBC agrees with the approach to considering tranquillity with regards to landscape and visual effects.  CBC sought further clarification at a meeting on 13 June 2023 as to whether tranquillity has been considered in areas to the north of Luton.	LVIA TWG meetings on 20 April 2020 and 9 December 2020	Ongoing
<b>CBC79</b>	Methodology and conclusions of the RVAA	The Applicant has prepared a Residential Visual Amenity Appraisal (RVAA) at Appendix 14.8 of <b>Chapter 14 of the ES [APP-106]</b> . The RVAA concludes that no neighbouring residents would	CBC agrees with the methodology and conclusions of the RVAA.	LVIA TWG meeting on 3 March 20	Agreed

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		engage the Residential Visual Amenity Threshold.			
<b>CBC80</b>	Presentation of information on the viewpoint photograph sheets	The Applicant has identified Assessment viewpoint locations as part of the ES. These are mapped in <b>Figure 14.8</b> of the ES [ <b>AS-102</b> ] and information regarding the direction and area covered is recorded beneath each of the viewpoint photographs included in Appendix 14.6 of the ES [ <b>AS-088 – AS-095</b> ].	CBC agrees with the presentation of information on the viewpoint photograph sheets.	LVIA TWG meeting on 7 June 2022	Agreed
<b>CBC81</b>	Viewpoint locations portrayed in the photomontages	<p>The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in <b>Appendix 14.7</b> of this ES [<b>AS-037 – AS-041</b>] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development.</p> <p>The photomontages have been produced from viewpoint locations mapped on <b>Figure 14.8</b> of this ES [<b>APP-106</b>].</p>	<p>CBC agrees with the viewpoint locations portrayed in the photomontages.</p> <p>The interchangeable use of wireline and block model photomontages is a concern and a consistent approach should be adopted.</p>	LVIA TWG meetings on 3 March 2020, and 7 October 2020	Ongoing

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<b>CBC82</b>	Growth rates for proposed planting as set out Section 14.8 of the ES	<p>The Applicant has outlined a range of growth rates for proposed planting in Section 14.8 of the ES and summarised below:</p> <ul style="list-style-type: none"> <li>• Hedgerows planted with transplants (0.6-0.8m height) are assumed to be maintained at a height of at least 2.1m within 8 years.</li> <li>• Hedgerows planted using 1.5-1.8m feathered trees are assumed to be maintained at a height of 2.1m within 5 years.</li> <li>• Woodland comprising transplants (0.6-0.8m height), feathered trees (circa 1.5-2m height) and light standards (2.5-3.5m height) is assumed to achieve an estimated height of 2-3.5m after 8 years, 4-5.5m after 15 years, 6-7.5m after 20 years and at least 8-10m after 25 years.</li> <li>• Scrub vegetation planted with shrubs and transplants (0.3-0.8m height) is assumed to achieve a height of 2-3m within 5-10 years.</li> </ul>	CBC agrees with the growth rates for proposed planting as set out Section 14.8 of the ES.	LVIA working group	Agreed



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		<ul style="list-style-type: none"> <li>• Heavy standard trees (3.5-4.25m) are assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years.</li> <li>• Light standard trees (2.5-3m) are assumed to achieve heights of 5m after 8 years, 7-8m after 15 years, 9-10m after 25 years.</li> </ul>			
<b>CBC83</b>	Strategic Landscape Masterplan (SLMP)	The Applicant shared the SLMP with CBC 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
<b>CBC84</b>	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan is consistent with the SLMP and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	CBC agrees that the Outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the SLMP.	Discussed in topic specific meeting on 13/06/23	Agreed
<b>CBC85</b>	Long-term stewardship of the public open	The Applicant will continue to engage with the CBC as the open space and landscape proposals evolve over the course of	CBC strongly advise that discussions about the long-term stewardship of the public open space and landscape need to take	Discussed in topic specific	Ongoing

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	space and landscape	examination and detailed design stage, following approval of the DCO, if approved.	<p>place at the earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan and management strategies.</p> <p>Confirmed at a meeting held on 13 June 2023 with CBC that aspects relating to the open space are not applicable to CBC. It is considered that CBC83 can be removed from the SoCG.</p>	meeting on 13/06/23	
<b>CBC86</b>	Assessment of the Special Qualities of the AONB	The Applicant is currently undertaking an Assessment of the Special Qualities of the AONB, with the methodology for the assessment having been submitted to Natural England for comment.	Numerous clarifications are required and various inconsistencies are noted. Lack of consideration of aesthetic and perceptual qualities contributing to landscape character. Impacts on the AONB are not fully considered.	To be discussed at topic specific meeting	Ongoing
	<b>Local communities</b>				
<b>CBC87</b>	Quantitative assessment of health outcomes	The Applicant considers that the quantitative assessment of health outcomes associated with aircraft noise presented in <b>Chapter 13 Health and Community</b> of the <b>ES [AS-078]</b> , is robust and has been	CBCs position on this matter is confirmed in the Local Impact Report.	To be discussed at topic specific meeting	Ongoing

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	associated with aircraft noise	<p>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 <b>Appendix 13.4 Methodology for Health and Community Assessment</b> of the <b>ES [APP-086]</b>.</p>			
<b>CBC88</b>	Proposed mitigation to address the significant effect on mental wellbeing due to public concern and uncertainty during the planning and construction stages of the Proposed Development	<p>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 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</p>	CBC to confirm its position on the proposed mitigation to address the significant effect on mental wellbeing due to public concern and uncertainty during the planning and construction stages of the Proposed Development.	To be discussed at topic specific meeting	Ongoing

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		<p>Proposed Development, as detailed in the CoCP provided as Appendix 4.2 of the ES [APP-049]. 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>			
	<b>Soils and geology</b>				
<b>CBC89</b>	Land contamination assessment and engagement	<p>The Applicant acknowledges this. Additional engagement with regard to the remediation strategy was undertaken with the Host Authorities and the Environment Agency in July 2022 after statutory consultation and publication of the</p>	<p>CBC is satisfied with the land contamination assessment and engagement on this to date.</p> <p>CBCs position on this matter is confirmed in the Local Impact Report. Section 5.10.3 states:</p>	CBC's 2022 Statutory Consultation response	Agreed

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		<p>2022 PEIR. The <b>Outline Remediation Strategy</b> included in <b>Appendix 17.5 in the ES [APP-125]</b> was updated in response to the engagement.</p> <p>The lead contractor will develop a detailed remediation strategy prior to the relevant works. This is secured through Requirement in the DCO and will provide further opportunity for the Host Authorities and Environment Agency to engage on detail of the final Remediation Strategy.</p>	<p>'Due to the limited area of the application site within the administrative area of Central Bedfordshire no significant concern has been raised with regard to soils and geology'.</p>		
<b>CBC90</b>	EIA methodology, specifically the magnitude, probability, duration, 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 <b>Section 17.9 of Chapter 17 Soils and Geology</b> of the <b>ES [APP-043]</b>.</p> <p>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB) Guidance, which</p>	<p>Host Authorities 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.</p> <p>CBC have confirmed they have no issues to raise regarding the methodology as noted in Section 5.10.3 of their Local Impact Report.</p>	<p>Discussed in the Contaminated Land Technical Working Group Meetings of 26.07.2021 and 12.07.2022.</p> <p>Response by WSP on the PEIR 2022 on</p>	Agreed

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		has since been superseded by new National Highways guidance.		behalf of the Host Authorities.  CBC Local Impact Report 2023	
<b>CBC91</b>	Study area and 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 the Host Authorities at the Soils and geology TWG meeting on 26 July 2021. The study area and ZOI are reported in <b>Section 17.3 of Chapter 17 Soils and Geology</b> of the <b>ES [APP-043]</b> .	The Host Authorities agree with the study area and ZOI for the soils and geology assessment.	Soils and Geology TWG meeting on 26 July 2021	Agreed
<b>CBC92</b>	Outline Remediation Strategy	The Applicant considers the Outline Remediation Strategy (ORS), provided as <b>Appendix 17.5 to Chapter 17</b> of the <b>ES [APP-125]</b> , to be comprehensive and addresses the potential and relevant pollutant linkages as identified in the conceptual site	Host Authorities to confirm its position on the Outline Remediation Strategy, provided as <b>Appendix 17.5 to Chapter 17</b> of the <b>ES [APP-125]</b> .	CBC Local Impact Report 2023	Agreed

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		<p>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.</p>	<p>CBCs position on this matter is confirmed in the Local Impact Report. Section 5.10.3 states:</p> <p><i>'Due to the limited area of the application site within the administrative area of Central Bedfordshire no significant concern has been raised with regard to soils and geology'.</i></p>		
<b>CBC93</b>	<p>Inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport</p>	<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 <b>Chapter 17 Soils and Geology</b> of the ES [APP-043]. This is also included in the <b>Code of Construction Practice (CoCP)</b> in <b>Appendix 4.2</b> 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</p>	<p>Host Authorities to confirm its position on the inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.</p> <p>CBCs position on this matter is confirmed in the Local Impact Report. Section 5.10.3 states:</p> <p><i>'Due to the limited area of the application site within the administrative area of Central Bedfordshire no significant concern has been raised with regard to soils and geology'.</i></p>	<p>CBC Local Impact Report 2023</p>	<p>Agreed</p>

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		<p>related features in the geological watching brief. The information on groundwater flood risk and monitoring of water related features is contained within <b>Chapter 20 Water Resources</b> of the ES [AS-031], the <b>Code of Construction Practice Appendix 4.2</b> of the ES [APP-049], and <b>Drainage Design Statement, Appendix 20.4</b> of the ES [APP-137].</p>			
<b>CBC94</b>	Feasible options to control the potential for off-site gas migration	<p>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, <b>Appendix 17.5 of Chapter 17</b> of the ES [APP-125] and in Section 17.8 embedded mitigation section of <b>Chapter 17 Soils and Geology</b> of the ES [APP-043]. Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of</p>	<p>The Host Authorities 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.</p> <p>CBCs position on this matter is confirmed in the Local Impact Report. Section 5.10.3 states:</p>	CBC Local Impact Report 2023	Agreed



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		<p>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 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 <b>Appendix 17.5 of Chapter 17 of the ES [APP-125]</b>.</p> <p>Consultation with the Environment Agency for the Environmental</p>	<p><i>'Due to the limited area of the application site within the administrative area of Central Bedfordshire no significant concern has been raised with regard to soils and geology'.</i></p>		

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		<p>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 changes in the gas regime due to construction works and ensure appropriate control measures are in place.</p>			
<b>CBC95</b>	Land contamination assessment and additional engagement regarding the Outline remediation strategy	<p>The Applicant acknowledges this. Additional engagement with regard to the remediation strategy was undertaken with the Host Authorities and the Environment Agency in July 2022 after statutory consultation and publication of the 2022 PEIR. The <b>Outline Remediation Strategy</b> included in <b>Appendix 17.5</b> in the <b>ES [APP-125]</b> was updated in response to the engagement.</p> <p>The lead contractor will develop a detailed remediation strategy prior</p>	<p>CBC are satisfied with the land contamination assessment and engagement on this to date.</p> <p>CBCs position on this matter is confirmed in the Local Impact Report. Section 5.10.3 states:</p> <p><i>'Due to the limited area of the application site within the administrative area of Central Bedfordshire no significant concern has been raised with regard to soils and geology'.</i></p>	<p>CBC's 2022 Statutory Consultation response</p> <p>CBC Local Impact Report 2023</p>	Agreed

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		to the relevant works. This is secured through Requirement in the DCO and will provide further opportunity for the Host Authorities and Environment Agency to engage on detail of the final Remediation Strategy.			
	<b>Biodiversity</b>				
<b>CBC96</b>	Biodiversity survey data	The Applicant seeks agreement from CBC that the survey data is considered sufficient to inform the assessment of potential impacts to biodiversity. <b>Chapter 8 Biodiversity</b> of the <b>ES</b> sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions.	CBC agrees that the biodiversity survey data is sufficient.	13/06/23	Agreed
<b>CBC97</b>	10% BNG	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.	CBC accepts the Applicants positions and agree that the 10% BNG target for the project is acceptable.	13/06/23	Agreed

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		<p>This is detailed within the <b>BNG report in Appendix 8.5 of the ES</b>. 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 <b>Outline LBMP in Appendix 8.2 of the ES</b>. 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 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 <b>Landscape Mitigation Plans in Figures 14.11 to 14.13 of the ES [AS-102]</b>.</p> <p>With regards to targets for BNG within the Oxford-Cambridge Arc, it</p>			

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		<p>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>			
<b>CBC98</b>	Pre-construction surveys	The Applicant carried out required surveys. Pre-construction surveys would provide any necessary updates prior to construction.	CBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.	Biodiversity TWG meeting on 12 September 2022 and meeting on 13/06/23	Agreed
<b>CBC99</b>	Sites of ecological value	The Applicant believes that the engagement undertaken with CBC, to ensure accurate information about sites of ecological value was considered in the biodiversity assessment, has been adequate.	CBC agrees that the engagement undertaken with them to ensure accurate information about sites of ecological value is considered in the biodiversity assessment has been adequate.	13/06/23	Agreed

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<b>Waste and Resources</b>					
<b>CBC100</b>	Assessment methodology	<p>The Applicant considers that the impact 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 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 the Host Authorities. The full methodology is outlined in section 19.5 of Chapter</p>	CBC agrees with the assessment methodology.	Waste TWG meeting on 27 July 2021	Agreed

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		19 Waste and Resources of the ES [AS-081].			
<b>CBC101</b>	Baseline data, including a future baseline for landfill capacity	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 <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> . The future baseline for landfill capacity is outlined in paragraphs 19.7.34-19.7.44 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> .	CBC is satisfied with the baseline data, including a future baseline for landfill capacity.	Waste TWG meeting on 2 December 2021	Agreed
<b>CBC102</b>	Study area for construction materials	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 <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> . For construction resources the study area is national (UK or GB dependent on baseline information availability). Where baseline information is	The Host Authorities suggest the Applicant considers a smaller study area for construction materials.	CBC currently reviewing draft SoCG provided 06 June 2023.	Ongoing

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		available regional data is also considered in the assessment (a smaller study area).			
<b>CBC103</b>	Percentages in the criteria for materials in the IEMA Guidance	The Applicant considers that the impact assessment methodology is robust. The full assessment methodology is outlined in section 19.5 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> . The percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).	CBC agrees the percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).	Waste TWG meeting on 13 June 2022	Agreed
<b>CBC104</b>	Material sensitivity within the waste and resources assessment	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 (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	CBC to confirm position on the material sensitivity within the waste and resources assessment.	CBC currently reviewing draft SoCG provided 06 June 2023.	Ongoing



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		<p>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 area (LBC, CBC and HCC) (outlined in paragraph 19.7.45 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b>).</p>			
<b>CBC105</b>	Waste and resources assessment methodology	<p>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 material and percentage of regional consumption by year of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b>.</p>	CBC to confirm position on the waste and resources assessment methodology.	CBC currently reviewing draft SoCG provided 06 June 2023.	Ongoing

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CBC106	Scoping out of operational resources	<p>The Applicant considers that the assessment methodology is robust. As outlined in paragraph 19.7.3-19.7.4 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> 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 baseline or apply a value or sensitivity to that availability.</p> <p>Resources are used on a day-to-day basis and periodically for</p>	CBC 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>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 <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b>.</p>			
	<b>Water Resources and Flood Risk</b>				
<b>CBC107</b>	Drainage design for the airport and off-site highways	The Applicant identifies that the drainage design for the airport and off-site highways is to be further	On the basis that no part of the authorised development is to commence until the drainage plan is agreed with the relevant planning	Agreed via email (3 <sup>rd</sup> Aug 2023)	Agreed

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		<p>developed at the detailed design stage.</p> <p>The Drainage Design Statement in <b>Appendix 20.4</b> of the <b>ES [APP-137]</b> 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 <i>'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.'</i></p>	<p>authority, CBC have no further comments.</p> <p>The drainage implications for this development are noted to be a minimal impact to CBC watercourses and drainage related areas.</p>		
<b>CBC 108</b>	Drainage Design Statement	<p>The Drainage Design Statement in <b>Appendix 20.4</b> of the <b>ES [APP-137]</b> 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>CBC has no further comments on the water use/reuse on the basis that water efficiency measures are implemented to minimise any net increase in Affinity Water's supply to the terminals.</p> <p>The drainage implications for this development are noted to be a</p>	Agreed via email (3 Aug 2023)	Agreed

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		<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 (<b>Appendix 20.5</b> of the <b>ES [APP-138]</b>)</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>	<p>minimal impact to CBC watercourses and drainage related areas.</p>		
<b>CBC109</b>	Hydrogeological Characterisation Report	<p>The Hydrogeological Characterisation Report in <b>Appendix 20.3</b> of the <b>ES [APP-136]</b> summarises the hydrogeological understanding of 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</p>	<p>On the basis that no part of the authorised development is to commence until the drainage plan is agreed with the relevant planning authority and design principles are implemented as documented in the Drainage Design Statement, CBC have no further comments.</p> <p>The drainage implications for this development are noted to be a minimal impact to CBC</p>	Agreed via email (3 Aug 2023)	Agreed

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		<p>Hertfordshire Groundwater Model and monitoring network.</p> <p>The Drainage Design Statement in <b>Appendix 20.4</b> of the <b>ES [APP-137]</b> 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>The Hydrogeological Risk Assessment: Drainage in <b>Appendix 20.6</b> of the <b>ES [APP-139]</b> 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</p>	<p>watercourses and drainage related areas.</p>		

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		<p>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>			
<b>CBC110</b>	Flood Risk Assessment	<p>The Flood Risk Assessment in <b>Appendix 20.1</b> of the <b>ES [AS-046]</b> 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 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</p>	<p>On the basis that no part of the authorised development is to commence until the drainage plan is agreed with the relevant planning authority and design principles are implemented as documented in the Drainage Design Statement, CBC have no further comments.</p> <p>The drainage implications for this development are noted to be a minimal impact to CBC watercourses and drainage related areas.</p>	Agreed via email (3 Aug 2023)	Agreed

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		<p><b>Appendix 20.4</b> of the <b>ES [APP-137]</b> 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 secured by Schedule 2 of the draft DCO.</p>			
<b>CBC111</b>	Design principles to mitigate the impacts on the underlying aquifer and	<b>Chapter 20 Water Resources and Flood Risk</b> of the <b>ES [AS-031]</b> summarises the measures or design principles to mitigate the impacts on the underlying aquifer and associated receptors. These	Within CBC lies the river Lea County Wildlife Site (CWS) and concerns were previously raised over the potential hydrological impacts to the watercourse and that without appropriate mitigation,	Agreed via email (3 <sup>rd</sup> Aug 2023)	Agreed



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	associated receptors	measures are secured in the <b>CoCP</b> included as <b>Appendix 4.2</b> to the <b>ES [APP-049]</b> and the <b>Drainage Design Strategy</b> included as <b>Appendix 20.4</b> to the <b>ES</b> . With these mitigations in place, there are no significant impacts anticipated to the River Lea CWS.	<p>pollutants could have a significant effect on the watercourse. CBC are pleased that this has been considered and that mitigation has been identified such as oil and sediment separators which will capture pollutants in the surface drainage system. Soakaways at least 1m above the seasonal water table and riverbanks will also protect the river Lea from the input of pollutants from the new development. With the appropriate mitigation measures in place, CBC is satisfied that no significant impacts are anticipated to the river Lea CWS.</p> <p>The drainage implications for this development are noted to be a minimal impact to CBC watercourses and drainage related areas.</p>		
<b>CBC112</b>	Study area for the water resources assessment	<b>Chapter 20 Water Resources and Flood Risk</b> of the <b>ES [AS-031]</b> outlines the spatial scope for the water resources assessment as all water resources receptors within 1km radius of the Main Application	CBC is satisfied with the study area for the water resources assessment.	Agreed at meeting with the Lead Local Flood	Agreed

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		Site. This spatial scope has been extended to identify all receptors that are hydraulically linked to the Proposed Development		Authorities on 26 March 2018	
<b>Climate Change</b>					
<b>CBC113</b>	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 <b>Chapter 9 Climate Change Resilience</b> of the ES [APP-035]	CBC 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
<b>CBC114</b>	Objectives for reducing climate change and greenhouse gas emissions	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 <b>Chapter 12 Greenhouse Gases</b> of the ES [APP-038]. For airport operations, the GHG assessment concludes	There is concern that the Proposed Development, resulting from airport operations and surface access would impact on objectives for reducing climate change and greenhouse gas emissions	To be discussed at topic specific meeting	Ongoing

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		<p>that GHG emissions from the Proposed Development represent less than 0.003% of the total emissions in any five-year UK legally binding carbon budget during which they would arise. For surface access, the GHG assessment concludes that GHG emissions from the Proposed Development represent less than 0.08% of the total emissions in any five-year UK legally binding carbon budget during which they would arise. Therefore, it is considered that the GHG emissions impact of the Proposed Development would not have a material impact on the UK Government meeting its legally binding carbon reduction targets and there will be no significant effects.</p>			
<b>CBC115</b>	The calculations for GHG emissions	<p>This advice on the inclusion of departing flights only has been adopted by the DfT and has informed its policy on aviation and climate change. It is also used as the basis for the approach taken in the Airports National Policy</p>	<p>In the calculations for GHG emissions some of the aviation related emissions are omitted. It appears that the only air traffic movements that are included are the emissions as a result of fuel consumption during take- off and landing cycles including descent and ascent up to 3000ft. as well as</p>		Not agreed

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		<p>Statement for assessing GHG emissions from aviation.</p> <p>The advice of the Committee on Climate Change with regard to aviation and the UK carbon budgets is to consider emissions from departing flights only.</p> <p>Additionally, the United Nations Framework Convention on Climate Change recommends that for carbon accounting, airports only consider departing flights to avoid double counting with other airports.</p>	<p>emissions from aircraft fuel consumption during the climb, cruise, descent phase of flight (i.e., above 3000ft, includes aircraft departing from the airport only to avoid double counting of emissions with other airports). It is understood that inclusion of emissions from all flights full durations could lead to double counting, but the airport needs to acknowledge the wider picture that increased flights on the scale proposed will lead to increased carbon emissions beyond the calculations in the PEIR and that sustainability of this in relation to climate change on the global scale is a key issue that cannot be glossed over. As a result of this the GHG emissions are significantly under reported in the PEIR and this issue should be addressed in the ES.</p>		
	<b>Cumulative Effects</b>				
<b>CBC116</b>	Search area of 500m with regards to the	The Applicant outlined the search areas of 500m with regards to the criteria and relevant applications	CBC have no objections to the search area of 500m with regards to the criteria and relevant	To be discussed at	Ongoing

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	criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment	and allocations to be accounted for in the cumulative effects assessment.	applications and allocations to be accounted for in the cumulative effects assessment.	topic specific meeting	
<b>Economics and Employment</b>					
<b>CBC117</b>	Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development	The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the <b>Need Case [AS-125]</b> and the <b>Environmental Statement Chapter 11 [APP-037]</b> have been robustly produced using an appropriate methodology, including the effects during construction and operation, and that the economic benefits 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.	<p>CBC 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.</p> <p>CBC has since raised the following point within their PADSS: No assessment of economic effects in relation to the supply chain have been carried out. Supply chain assessment to be undertaken]</p>	Agreed at the Economics and Employment TWG meeting on 19 March 2019	Agreed

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<b>CBC118</b>	Wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development	The Applicant considers that the wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development, as set out in the <b>Need Case [AS-125]</b> , are significant and will make a significant contribution to attracting additional high value economic activities to Luton and the surrounding area.	CBC view on the wider economic benefits sought.	To be discussed at topic specific meeting	Ongoing
<b>CBC119</b>	Scoping out of the assessment on the impact of the Proposed Development on tourism deficit.	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.	The CBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.  [CBC has raised in its PADSS the question as to whether the effect of outbound tourism on local hotels and retail has been taken into account].	Agreed at Economics and Employment TWG meeting on 28 May 2019	Ongoing

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<b>Noise policy, legislation and guidance</b>					
<b>CBC120</b>	Relevant policy, legislation and guidance	The list of policy, legislation and guidance as set out in Table 16.1 to 16.4 of <b>Chapter 16 of the Environmental Statement [REP1-003]</b> (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.	CBC agrees these documents to be appropriate.	Relevant representations	Ongoing
<b>CBC121</b>	Compliance with aviation noise policy	<p>The <b>Planning Statement [AS-122]</b> 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”.</p> <p>The Government’s current Overarching aviation noise policy statement was published after the</p>	<p>CBC has received this paper and it is being reviewed.</p> <p>PADSS identifies concern that policy assessment is not compliant with aviation noise policy.</p>	Relevant representations	Ongoing

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		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 <b>Commentary on the Overarching Aviation Noise Policy Statement [REP1-012]</b> .			
<b>Noise assessment methodology – modelling assessment and criteria</b>					
<b>CBC122</b>	Approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods 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 are set out in Table 16.11 and Table 16.12 of <b>Chapter</b></p>	CBC 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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		<b>16 of the Environmental Statement [REP1-003].</b>			
<b>CBC123</b>	Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment	<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 <math>L_{Aeq,16h}</math> and <math>L_{Aeq,8h}</math> 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 <b>Chapter 16 of the Environmental Statement [REP1-003]</b>.</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 <b>Chapter 16 of the</b></p>	CBC 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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		<b>Environmental Statement [REP1-003].</b>			
<b>CBC124</b>	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	CBC 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
<b>CBC125</b>	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 <b>Chapter 16 of the Environmental Statement [REP1-003]</b> and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of</p>	CBC 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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		<b>Chapter 16 of the Environmental Statement [REP1-003].</b>			
<b>CBC126</b>	Methodology 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 <b>Chapter 16 of the Environmental Statement [REP1-003].</b></p> <p>Change criteria for surface access noise are set out in Table 16.17 of <b>Chapter 16 of the Environmental Statement [REP1-003].</b></p>	<p>CBC agrees with the use of CRTN methodology.</p> <p>CBC agrees with the road selection within the noise assessment.</p> <p>CBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>CBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>CBC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed

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<b>CBC127</b>	Justification for the setting of surface access noise UAELs	<p>The Applicant has applied an appropriate UAEL for the surface access noise assessment:</p> <p>UAEL: Daytime 74 dB LA<sub>e1,16hr</sub> and night time 66 dB LA<sub>eq,8hr</sub>. (Table 16.16 of <b>Chapter 16 of the Environmental Statement [APP-080]</b>).</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" <b>Chapter 16 of the Environmental Statement [APP-080]</b>.</p>	Further information document is being reviewed by CBC,	Suono response on behalf of Host Authorities dated 16 January 2023	Ongoing
<b>CBC128</b>	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	Further information document is being reviewed by CBC,	Relevant representations	Ongoing

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		<p>comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and 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 <b>Chapter 16 of the ES [REP1-003]</b>. 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 "Surface Access Noise Modelling – Additional Information" <b>Chapter 16 of the Environmental Statement [APP-080]</b>.</p>			

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<b>Noise assessment methodology – determining significance</b>					
<b>CBC129</b>	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 <b>Chapter 16 Noise and Vibration of the ES [REP1-003]</b>.</p> <p>An assessment against both the 2019 Actuals and 2019 Consented</p>	CBC 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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		<p>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.</p>			
<b>CBC130</b>	<p>Future baseline that is compliant with the airport's current consented long term noise limits</p>	<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"> <li>• Daytime 57 dB <math>L_{Aeq,16h}</math> noise contour – 19.4 km<sup>2</sup>.</li> <li>• Night-time 48 dB <math>L_{Aeq,8h}</math> noise contour – 37.2 km<sup>2</sup>.</li> </ul> <p>Long-term limits for 18mppa to be achieved by 2028:</p>	<p>CBC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.</p>	<p>Suono response on behalf of Host Authorities dated 16 January 2023</p>	<p>Agreed</p>

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		<ul style="list-style-type: none"> <li>Daytime 57 dB LAeq,16h noise contour – 15.2 km<sup>2</sup>.</li> <li>Night-time 48 dB LAeq,8h noise contour – 31.6 km<sup>2</sup>.</li> </ul>			
<b>CBC131</b>	Noise monitoring data	<p><b>Chapter 16 sets of the Environmental Statement [REP1-003]</b> 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 <b>Ambient noise monitoring data and survey sheets [AS-120]</b>. 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>	CBC have queried whether noise monitoring data is sufficient to fully characterise the existing noise environment.	Relevant representations	Ongoing
	<b>Noise mitigation</b>				
<b>CBC132</b>	Introduction appropriateness of the noise	The proposed Noise Insulation Scheme has been set out by the Applicant in <b>Draft Compensation</b>	CBC agrees with the introduction of the night-time SOAEL eligibility criteria and accepts the	Relevant representations	Agreed



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	insulation scheme	<b>Policies Measures and Community First [AS-128].</b>	appropriateness of the noise insulation scheme in principle.		
<b>CBC133</b>	The night time quota period movement limit	The extant movement Limit of 9,650 in the night quota period (23:30 – 06:00) will be secured through Requirement 27 of the <b>Draft Development Consent Order [AS-067].</b>	CBC agrees with the night time quota period movement limit being retained.	Suono response on behalf of Host Authorities dated 16 January 2023	Agreed
<b>CBC134</b>	Noise indicators proposed for inclusion within the Noise Envelope	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dB <sub>L<sub>Aeq</sub>16h</sub> and 48dB <sub>L<sub>Aeq</sub>8h</sub> noise contour areas).	CBC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed
<b>CBC135</b>	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	CBC disagree with the use of a single noise indicator in the Noise Envelope.	NEDG Final Report	Not agreed

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		<p>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.</p>			
<b>CBC136</b>	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 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.</p>	<p>CBC 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 Environmental Noise (England) Regulations 2006 (as amended).</p> <p>CBC 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.</p>	NEDG Final Report	Agreed
<b>CBC137</b>	Noise Envelope mechanisms	<b>Appendix 16.2 of the Environmental Statement [APP-111]</b> sets out how the proposed	CBC is not satisfied that the Noise Envelope would be effective in	Relevant representations	Ongoing

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		<p>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 <b>Comparison of consented and proposed operational noise controls document [AS-121]</b> 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 oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (<b>see Green Controlled Growth Explanatory Note [APP-217]</b>) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring. <b>Appendix 16.2 Operational Noise Management (Explanatory Note) of the</b></p>	<p>controlling breaches of a noise Limit.</p>		

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		<p><b>Environmental Statement [APP-111]</b> 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 <b>Comparison of consented and proposed operational noise controls document [AS-121]</b> 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 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</p>			

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in <b>Noise Envelope – improvements and worked example [TR020001/APP/8.36]</b> .			
<b>Cultural Heritage</b>					
<b>CBC138</b>	Cultural Heritage Management Plan (CHMP)	The Applicant acknowledges the request and confirms that this is being considered.	<p>In meeting dated 29 June 2023 CBC Archaeology Officer requested changes to the CHMP in relation to the reporting timescales of archaeological fieldwork reporting and publication, and provisions for archiving.</p> <p>CBC Conservation Officer requested that additional measures are included in the CHMP in relation to the air quality monitoring at Someries Castle. These measures comprise:</p> <ul style="list-style-type: none"> <li>- A condition survey of Someries Castle, comprising a site visit, visual inspection and photographic record, prior to the</li> </ul>		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
			<p>monitoring to establish its baseline conditions;</p> <ul style="list-style-type: none"> <li>- Clarification of how the air quality monitoring data would be disseminated and confirmation that it would be shared with the local authority; and</li> </ul> <p>Clarification of what measures would be taken by the Applicant should the air quality monitoring demonstrate that air quality levels were worse than predicted and were potentially contributing to the deterioration of the fabric of Someries Castle.</p>		
<b>CBC139</b>	Preservation in situ strategy in the CHMP	The Applicant agrees and the preservation in situ strategy in the <b>CHMP [APP-077]</b> will be amended to include detailed archaeological excavation.	CBC 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. Detailed archaeological excavation is requested instead.	Confirmed at topic specific meeting held 29 June 2023.	Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC140</b>	1km study area for non-designated heritage assets	The Applicant proposes a 1km study area for non-designated heritage assets.	CBC agrees with the 1km study area for non-designated heritage assets.	Agreed during pre-application engagement	Agreed
<b>CBC141</b>	WSI scope and methodology for trial trenching and trial trench evaluation	The WSI scope and methodology for trial trenching and trial trench evaluation was undertaken to inform the ES.	CBC agrees with the WSI scope and methodology for trial trenching and trial trench evaluation undertaken to inform the ES.	Email correspondence with CBC Archaeologist on 14 July 2022	Agreed
<b>CBC142</b>	Archaeological mitigation works will be carried out in advance of construction activities	Archaeological mitigation works will be carried out in advance of construction activities in accordance with CHMP.	CBC agree that the majority of archaeological mitigation works would be carried out in advance of construction activities in accordance with CHMP.	Email correspondence with CBC Archaeologist 14 December 2022 – 12 January 2023	Agreed
<b>CBC143</b>	Visual representation of the Proposed Development	The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development.  Updated Accurate Visual Representations (AVRs) include	CBC believe there is a lack of clarity with the visualisations from Luton Hoo RPG and house and feel there would be greater understanding of the potential impacts if components of the Proposed Development were shown in block colour rather than a		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>labels of development work orders to aid identification.</p> <p>Wirelines have been utilised for longer distance views to demonstrate how the proposals sit within the landscape, block colour would only reveal a small component of the proposals in these particular views. Refer to Viewpoint 17 for the RPG and Viewpoint 17a for 2nd Floor of Luton Hoo House.</p>	<p>dashed outline and were labelled for ease of identification.</p>		
<b>CBC144</b>	Location of FTG with respect to the visual and environmental impact	<p>The impacts from the FTG have been assessed as detailed in <b>Chapter 7 Air Quality of the Environmental Assessment [AS-076]</b>. Effects from uses of the FTG along with cumulative effects from all airport operations were assessed including at Someries Castle and Luton Hoo Registered Park and Garden and results are presented in table 3.1 in <b>Appendix 7.1 [AS-028]</b>. All impacts are predicted to be not significant.</p>	<p>CBC express concern over location of FTG with respect to the visual and environmental impact. CBC Conservation Officer believes there is a lack of clarity regarding how airborne pollutants from the FTG would affect the setting of Someries Castle and potentially contribute to the deterioration of its fabric. CBC are also concerned that it would impact on Luton Hoo Registered Park and Garden.</p>		Ongoing



ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>CBC145</b>	Visibility of some components of the Proposed Development from Luton Hoo House	<p>The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development.</p> <p>The Actual Visual Representations have been modelled to provide maximum parameters of size and location only. The detailed design and appearance of the proposed buildings would be subject to Planning Approval/ Condition Discharge Approval.</p>	CBC Conservation Officer expressed concern over visibility of some components of the Proposed Development from Luton Hoo House. Conservation Officer seeks confirmation that a suitable colour palette will be used for built components of the Proposed Development and would be sympathetic to and not in conflict with the surrounding landscape; particularly in views from Luton Hoo House and RPG.		Ongoing
<b>CBC146</b>	Impact assessment	<p>The Applicant considers the impact assessment to be accurate and robust and ES Chapter 10 <b>[AS-077]</b> reports on the likely significant effects to cultural heritage resulting from the Proposed Development, in accordance with the requirements of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>A separate Heritage Statement is provided as Appendix D of the Planning Statement <b>[APP-198]</b> that considers potential harm to heritage</p>	No assessment in NPPF terms has been undertaken (e.g. no harm, less than substantial harm, substantial harm, etc).		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>assets in accordance with the NPPF. This is to enable the planning balance to be undertaken in weighing harm against public benefit.</p> <p>While there is no direct correlation between the significance of effect in EIA terms and the degree of harm referenced in national planning policy, it is acknowledged that those assets which are identified as experiencing a significant adverse effect are more likely to experience substantial harm. Appendix D of the Planning Statement [APP-198] therefore provides further assessment of those heritage assets where significant effects have been identified in order to understand where on the harm spectrum this impact falls.</p>			
<b>CBC147</b>	The impact of the proposal on Luton Hoo Conservation Area	The Applicant considers the impact assessment to be accurate and robust and which complies with an appropriate and approved methodology.	There is no consideration of the impact of the proposal on Luton Hoo Conservation Area, which contributes to the significance of the Registered Park and Garden and setting of the mansion. The		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>The assessment of Luton Hoo Conservation Area in the ES <b>[AS-077]</b> is included within the assessment of impact to Luton Hoo Registered Park and Garden, which it sits entirely within. This is part of the holistic approach to the assessment of Luton Hoo Registered Park and Garden which was agreed with Historic England, as documented in Table 10.6 of the ES <b>[AS-077]</b>.</p>	<p>Conservation Area is noted but there is no specific assessment in Table 10.11.</p>		
<b>CBC148</b>	Cultural heritage assessment on Someries Castle	<p>ES <b>Chapter 10 [AS-077]</b> reports the findings of the cultural heritage assessment on Someries Castle clearly and transparently using assessment methods agreed through formal EIA scoping and engagement with consultees, and further informed by evidence from the <b>air quality assessment [AS-076]</b>. As reiterated in Section 10.9 of ES <b>Chapter 10 [AS-077]</b>, the air quality model predicts a negligible change in the concentrations of NO<sub>2</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) at the site of Someries Castle. As such, it is assessed</p>	<p>Potential impact and harm arising from the Proposed Development on Someries Castle have not been adequately addressed particularly regarding impact on brick erosion. It is unclear how harm will be mitigated.</p>		Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>there would be no impact to the brick fabric of the castle as a result of the operational Development.</p> <p>Potential impacts to Someries Castle's fabric from vibration impacts are also assessed in Section 10.9 of ES <b>Chapter 10 [AS-077]</b> which concludes that ground vibration would not be perceptible from Someries Castle, resulting in no impact to the asset.</p> <p>Air quality monitoring measures, to be carried out between 2026 and 2045, have been included in the <b>CHMP [APP-077]</b> and the CHMP will be updated to confirm that the monitoring results will be shared with the relevant local authority heritage officers.</p> <p>As detailed in the Outline Operational Air Quality Plan <b>[APP-065]</b> reviews, repeated every 5 years, will be carried out to assess if the annual concentrations measured are higher than the modelled concentrations. Where necessary, and dependent on the magnitude of any increase, the</p>			

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		Operational Air Quality Plan will be reviewed and where reasonably practicable updated to strengthen the mitigation measures to help drive emission reductions.			
<b>CBC149</b>	The views from Luton Hoo RPG and House	<p>The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development. Updated Representative Viewpoints were submitted to the ExA (AS141 to AS145) including, amongst other things, labels of development work orders to aid the identification of elements of the Proposed Development.</p> <p>Wirelines have been utilised for longer distance views to demonstrate how the proposals sit within the landscape, block colour would only reveal a small component of the proposals in these particular views. Refer to Viewpoint 17 for the RPG and</p>	Appendix 14.7 with reference to the views from Luton Hoo RPG and House, uses wirelines for some views and block forms for others. A consistent approach should be used. Lack of clarification on representative viewpoint 18 – clarification is required on what elements of the Proposed Development would be visible.		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		Viewpoint 17a for 2nd Floor of Luton Hoo House.			
<b>CBC150</b>	Visual and environmental impact of the Fire Training Ground on Someries Castle and Luton Hoo Registered Park and Garden	<p>The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development. The AVRs have been modelled to provide the maximum parameters of the size and location of the FTG.</p> <p>As reported in the Cultural Heritage <b>Chapter 10</b> of the ES [AS-077], <b>Chapter 7 Air Quality [AS-076]</b> predicts a negligible change in pollutant concentrations of NO<sub>2</sub> and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) at Someries Castle as a result of the operational development, which includes the use of the FTG.</p> <p>Further to this, air quality monitoring measures, to be carried out between 2026 and 2045, have been included in the <b>CHMP [APP-077]</b> and the CHMP will be updated to confirm that the monitoring results will be shared</p>	Lack of information to understand the visual and environmental impact of the Fire Training Ground on Someries Castle and Luton Hoo Registered Park and Garden. This is in terms of built form and usage.		Agreed

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		with the relevant local authority heritage officers.			
<b>CBC151</b>	Setting of a non-designated heritage asset	The Applicant considers it is correct to scope out heritage assets from the ES <b>[AS-077]</b> where they are located outside of the Site and where they would not be physically impacted by the Proposed Development. Heritage assets (designated or non-designated) with the potential for change to their setting that could affect their heritage value are included in the assessment. It is recognised that the majority of heritage assets would experience little change to their setting that would affect their heritage value and would not result in significant effects.	As per the NPPF the setting of a non-designated heritage asset should be taken into account. This has been scoped out of the assessment.		Ongoing
<b>CBC152</b>	Assessment of historic hedgerows	The Applicant considers that the Hedgerow Regulations do not need to be included in the ES chapter <b>[AS-077]</b> as hedgerows of particular archaeological or	It is unclear if an assessment has been made of historic hedgerows.		Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>historical value are not present in the Site.</p> <p>The <b>Cultural Heritage Desk-Based Assessment [APP-072]</b> reports on the historical loss of hedgerows and how this has affected the character of the historic landscape. <b>The ES [AS-077]</b> reports that the historic landscape has limited heritage value and is not sensitive to change. The assessment of impact of partial hedgerow loss is assessed to result in a negligible effect in the ES.</p>			



Table 3-8: Summary of 'flightpath' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Flightpaths</b>					
<b>Use of flightpaths in assessments</b>					
<b>CBC153</b>	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.	CBC to confirm its position on the use of existing flightpaths in assessments.	To be discussed at topic specific meeting	Ongoing

Table 3-9910: Summary of 'Green Controlled Growth' matters with CBC

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
<b>Green Controlled Growth</b>					
<b>Green Controlled Growth Framework</b>					
<b>CBC154</b>	Principle of GCG	The Applicant considers that the <b>Green Controlled Growth Framework [APP-218]</b> 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.	CBC Response to Second Statutory Consultation prepared by Vincent + Gorbing, 4 April 2022	Agreed
<b>Thresholds and Limits</b>					
<b>CBC155</b>	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 <b>GCG Framework [APP-218]</b> , and the processes associated with these Thresholds	CBC to confirm its position on processes related to Limits and Thresholds.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact.			
<b>CBC156</b>	GCG Thresholds and Limits	The Applicant considers that the principle of aligning Limits and Thresholds within the <b>GCG Framework [APP-218]</b> with the Faster Growth sensitivity test (with the exception of Air Quality, see row (CBC165) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.	CBC support 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
<b>CBC157</b>	GCG Thresholds and Limits – Air Quality	Given the constraints around monitoring of air quality impacts outlined in the <b>GCG Framework [APP-218]</b> , 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 acknowledged that the airport would	CBC to confirm its position on this approach, noting queries raised through response to draft DCO documents in October 2022.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>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.</p>			
<b>CBC158</b>	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>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</p>	CBC to confirm position, noting queries raised through response to draft DCO documents in October 2022.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		Strategy) to be carbon neutral for surface access by 2040.			
<b>CBC159</b>	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.	CBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.	To be confirmed at topic specific meeting	Ongoing
<b>CBC160</b>	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 to be set through the <b>Framework Travel Plan [AS-131]</b> .	CBC 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
<b>CBC161</b>	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 <b>GCG Framework [APP-</b>	CBC to confirm position, noting provisional support for this position expressed in response to draft DCO documents in October 2022.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p><b>218]</b>, 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.</p>			
<b>Monitoring and Reporting</b>					
<b>CBC162</b>	Transition Period	<p>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.</p>	<p>CBC to confirm its position on proposed Transition Period.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>
<b>CBC163</b>	GCG Monitoring and Reporting - Timings	<p>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</p>	<p>CBC to confirm its position on proposed approach to monitoring and reporting.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		legislation on how growth at airports is managed through the Slot Allocation Process.			
<b>Environmental Scrutiny Group and Technical Panels</b>					
<b>CBC164</b>	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 <b>Draft ESG Terms of Reference [APP-219]</b> are 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 <b>Draft</b>	Local Authority involvement is likely to be required from beyond the Host Authorities 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	Central Bedfordshire Council position	Source of agreement	Status
		<b>Technical Panel Terms of Reference [APP-220].</b>			
<b>CBC165</b>	ESG Membership	<p>The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the <b>Draft ESG Terms of Reference [APP-219]</b> 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>	CBC to confirm its position on proposed independent members of the ESG.	To be confirmed at topic specific meeting	Ongoing
<b>CBC166</b>	ESG Membership	<p>A key principle of the <b>GCG Framework [APP-218]</b> 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,</p>	The Host Authorities 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



ID ref	Matter	The Applicant's position	Central Bedfordshire Council position	Source of agreement	Status
		<p>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.</p>			
<b>CBC167</b>	ESG - Funding	<p>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 relevant Host Authorities) can draw upon the advice of this 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.</p>	<p>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.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

## Appendix 1: Engagement between the Applicant and the host local authorities

Date	Attendees	Form of engagement	Details
26.02.18	LBC, CBC, HCC, Environment Agency	Meeting	The purpose of this meeting was to introduce key environmental stakeholders for EIA scoping.
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.
28.03.18	CBC	Meeting	The aim of the meeting was to provide an overview of the Proposed Development and to discuss with the stakeholders the proposed methodology of the assessment and initial views on potential impacts of the Proposed Development on Cultural Heritage.
06.04.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Introduction to the

Date	Attendees	Form of engagement	Details
			Proposed Development and agreement on details of the proposed scope of habitat and species surveys being undertaken and methodologies used.
09.04.18	CBC, Historic England	Meeting	Heritage EIA scoping.
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 LVIA and items proposed to be scoped out.
12.04.18	CBC, NHDC	Meeting	The purpose of this meeting was to discuss EIA scoping with Environmental Health Officers (EHO) from the host local authorities for air quality, noise and contaminated land.
17.07.18	CBC	Meeting	The purpose of this meeting was to discuss the Proposed Development and achieve consensus on the requirements for the evaluation of the land impacted within Bedfordshire.

Date	Attendees	Form of engagement	Details
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, Buckinghamshire Council	Meeting	Health TWG meeting - communities and health EIA scoping meeting.

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
18.12.18	CBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
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.
14.02.19	CBC	Meeting	Surface access TWG.
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

Date	Attendees	Form of engagement	Details
			an accompanied site visit.
05.03.19	NHDC	Meeting	Equalities Impact Assessment (EqIA) TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed Development and receive input from stakeholders.
12.03.19	CBC	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.
14.03.19	CBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
14.03.19	LBC, CBC	Meeting	Major accidents and disasters meeting to introduce the Proposed Development.
20.03.19	CBC, NHDC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting. This meeting focused on the timetable for dealing with the draft SoCC taking into account the complications faced by the host local

Date	Attendees	Form of engagement	Details
			authorities due to the upcoming local elections, and recapping the areas of support/information the council could provide within the timescales.
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.
31.05.19	CBC, HCC	Meeting – MS Teams	Waste TWG meeting The purpose of this meeting was to discuss the future baseline data and assessment findings to date following receipt of the EIA scoping opinion
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.

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
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.
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.
05.09.19	NHDC, DBC, CBC	Meeting	Noise TWG meeting. The Noise Working Group were asked for feedback on the draft 2019 PEIR, and it was discussed how ongoing work to be undertaken for the ES could be refined for a further assessment.
17.09.19	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport



Date	Attendees	Form of engagement	Details
			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.
22.10.19	CBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models 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.
13.11.19	CBC, HCC, NHDC	Meeting	NEDG meeting. The following points were discussed: enforcement regime, noise management controls, NEDG process and management and noise contour predictions.

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
04.12.19	LBC, CBC	Meeting	NEDG meeting. The following points were discussed: pros and cons of management control, NEDG review periods, enforcement regime and Proposed Development movement forecasts.
17.12.19	CBC	Meeting	NEDG meeting. The Draft Position on Paper on Movement Caps, and the pros and cons of movement caps were discussed.
23.12.19	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
08.01.20	CBC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Noise Violation Limits, and the pros and cons of violation limits.
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.

Date	Attendees	Form of engagement	Details
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 the Host Authorities in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.
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

Date	Attendees	Form of engagement	Details
			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 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.
05.10.20	CBC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.

Date	Attendees	Form of engagement	Details
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.
05.11.20	CBC	Meeting – MS Teams	The purpose of this meeting was to inform the council of the Proposed Development re-start and to discuss the scope of the proposed trial trenching.

Date	Attendees	Form of engagement	Details
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.
12.11.20	HCC	Meeting – MS Teams	The purpose of this meeting was to inform the council of the Proposed Development re-start, and discuss the scope of the trial trenching.
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

Date	Attendees	Form of engagement	Details
			findings from the re-run of transport models.
17.12.20	HCC	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

Date	Attendees	Form of engagement	Details
			proposed governance for GCG.
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



Date	Attendees	Form of engagement	Details
			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 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.
04.05.21	CBC	Email	Comments received from CBC Archaeology Advisor on draft WSI for trial trenching.
19.05.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table, GCG engagement documents and the

Date	Attendees	Form of engagement	Details
			POCG engagement plan.
19.05.21	CBC	Meeting – MS Teams	Surface access TWG meeting. The purpose of this meeting was to provide an update on the revised key forecasting assumptions and programme.
09.06.21	HCC	Meeting – MS Teams	Surface access TWG meeting. The purpose of this meeting was to provide an update on the revised key forecasting assumptions and programme.
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,	Meeting – MS Teams	Economics and employment TWG meeting. Agenda: update on the Proposed

Date	Attendees	Form of engagement	Details
	Hertfordshire LEP, SEMLEP		Development, employment and training strategy and wider economic impacts.
13.07.21	NHDC, CBC, HCC, LBC NATS, LADACAN, easyJet, St Albans City & District Council, DHL, Wizz Air, Independent Commission on Civil Aviation Noise, Buckinghamshire Council	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline 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

Date	Attendees	Form of engagement	Details
			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, 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 .

Date	Attendees	Form of engagement	Details
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.
04.08.21	NHDC	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 scheme. Identifying relevant local groups that should be engaged with.
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

Date	Attendees	Form of engagement	Details
			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.
06.08.21	CBC	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.
09.08.21	HCC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario.

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
10.08.21	CBC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario.
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.
12.08.21	CBC	Email	Email from CBC Archaeology Advisor confirming that the WSI for trial trenching had been agreed.
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	Meeting – MS Teams	Economics and employment TWG

Date	Attendees	Form of engagement	Details
	Borough Council, St Albans City and District Council, Bedford Borough Council, SEMLEP, Hertfordshire LEP, Buckinghamshire LEP		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 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 the LBC EHO to discuss ongoing and future air



<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
			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	CBC	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	HCC	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

Date	Attendees	Form of engagement	Details
			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.
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

Date	Attendees	Form of engagement	Details
			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.
15.11.21	HCC	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

Date	Attendees	Form of engagement	Details
			update – approach to limits.
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,

Date	Attendees	Form of engagement	Details
			assessment results and the timing and engagement schedule.
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	HCC	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

Date	Attendees	Form of engagement	Details
			about document architecture and general wayfinding.
27.01.22	CBC	Meeting	Pre-consultation briefing for surface access.
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 Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council	Meeting – MS Teams	Noise TWG. Agenda: air noise assessment methodology, overview of the PEIR results, noise contours, contour areas and population exposure.
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.

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
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.
22.03.22	CBC	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.
29.04.22	CBC	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 following

Date	Attendees	Form of engagement	Details
			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.
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 and Milton Keynes Clinical	Meeting – MS Teams	Health TWG meeting agenda: update on the Proposed Development,



Date	Attendees	Form of engagement	Details
	Commissioning Group, Office for Health Improvement and Disparities and UK Health Security Agency		outstanding issues from the 2022 statutory consultation including the quantification and monetisation of health effects, community engagement, monitoring, 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.

Date	Attendees	Form of engagement	Details
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 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.
14.07.22	CBC	Email	Email from CBC Archaeology Advisor confirming that the WSI for trial trenching, rescheduled for 2022, had been agreed.
21.07.22	CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council, DBC,	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to discuss the contents of the ES which relate to noise,

Date	Attendees	Form of engagement	Details
	Stevenage Borough Council, Buckinghamshire Council, St Albans City & District Council		the noise baselines and monitoring, updated validations, aircraft movement forecasts, supplementary noise metrics, sound insulation, mitigation options, committed developments, and the Noise Envelope.
27.07.22	CBC	Meeting	Meeting to present the results from sensitivity test modelling of the 'no widening scheme on M1' scenario.
03.08.22	LBC, CBC, NHDC, DBC	Meeting – MS Teams	POCG meeting. Agenda: discuss the POCG activities and scope and discuss the SoCG template.
10.08.22	CBC	Meeting	General update on the future surface access analysis undertaken since statutory consultation.
22.08.22	CBC	Email	Email from CBC Archaeology Officer confirming the trial trenches undertaken to inform the ES were signed-off and trenches could be backfilled.
09.09.22	CBC	Meeting – MS Teams	The meeting discussed the Off-Site Highway Interventions proposed near to Junction 10 of the M1 and agreed the inclusion of two

<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
			additional visual receptors.
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.
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.
23.09.22	CBC	Meeting	Meeting with CBC Conservation Officer to

Date	Attendees	Form of engagement	Details
			discuss approach to assessment of impact on Someries Castle, scheduled monument.
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 & District Council, Stevenage Borough Council	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.
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

Date	Attendees	Form of engagement	Details
			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.
27.10.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council,	Meeting – MS Teams	Air Quality TWG meeting. Agenda: methodology for future backgrounds used,

Date	Attendees	Form of engagement	Details
	St Albans City and District Council, London Luton Airport Operations Limited		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.
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.
14.12.22 – 12.01.23	CBC	Email	Comments from CBC Archaeologist on the draft CHMP and final Trial Trench Report, Appendix 10.6 and Appendix 10.7 of the ES, respectively, requested that the mitigation proposals for the Late Iron Age/ Roman buildings remains (HER 10808)

Date	Attendees	Form of engagement	Details
			are changed from preservation in situ to detailed excavation.
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 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.
12.06.23	CBC	Meeting – MS Teams	Biodiversity and landscape & visual impacts topic specific meeting to discuss draft SoCG
29.06.23	CBC	Meeting – MS Teams	Cultural Heritage meeting. Archaeology Officer and Conservation Officer provided feedback on ES and CHMP and requested changes. Also raised concern about location of FTG and impact on Someries Castle, and lack of clarity of visualisations from



<b>Date</b>	<b>Attendees</b>	<b>Form of engagement</b>	<b>Details</b>
			Luton Hoo House and RPG.
20.07.23	CBC	Meeting – MS Teams	Air quality topic specific meeting to discuss draft SoCG
26.07.23	LBC, CBC, HCC, NHDC & DBC	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
02.08.23	CBC	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
07.08.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
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, CBC, HCC, NHDC & DBC	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