

December 2023

# London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

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

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.13

**The Planning Act 2008**

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

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

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**8.13 STATEMENT OF COMMON GROUND BETWEEN LONDON  
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND  
LUTON BOROUGH COUNCIL**

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<b>Deadline:</b>	Deadline 6
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<b>Author:</b>	Luton Rising

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## **STATEMENT OF COMMON GROUND**

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

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

Signature:

Name:

Position:

Date:

Signed on Behalf of LUTON BOROUGH COUNCIL

Signature:

Name:

Position:

Date:

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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 Luton Borough Council in respect of the Proposed Development. In particular, this SoCG focuses on:
- a. Need Case and Planning;
  - b. Employment and Training Strategy
  - c. Surface access, including public transport, car parks, and modelling;
  - d. Environment, including air quality, noise, soils and geology, and biodiversity; and
  - e. Green Controlled Growth.
  - f. Draft DCO
- 1.1.4 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:
- “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”*
- 1.1.5 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

## 1.2 Parties to this SoCG

- 1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). However, LBC is also a host local authority under Section 42(a) of the Act and is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. LBC's involvement in this SoCG is from the perspective of a host local authority. The airport is managed and operated by London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.
- 1.2.2 The Applicant and LBC are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

## 1.3 Proposed Development description

- 1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity 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:
- (i) extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
  - (ii) new passenger terminal building and boarding piers (Terminal 2);
  - (iii) earthworks to create an extension to the current airfield platform; the vast majority of materials for these earthworks would be generated on site;

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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. However, the application was then called-in and referred to the Secretary of State for determination instead of being dealt with by the local planning authority and an inquiry to consider the called-in application took place between Tuesday 27 September 2022 and Friday 18 November 2022. At the time of the application for development consent was submitted, the outcome of the inquiry was still unknown and, therefore, all of the core assessment work was undertaken for the application used a "baseline" of 18 mppa. The application by LLAOL has however since been approved, with a joint decision to grant planning permission issued by the Secretary of State for Transport and Secretary of State for Levelling Up, Housing and Communities on 13 October 2023. In anticipation of this, the Applicant's environmental assessments included sensitivity analysis of the implications of the permitted cap increasing to 19 mppa. 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, including the sensitivity analysis, are presented in the Environmental Statement submitted with the application for development consent.

- (iv) airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- (v) landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- (vi) 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;
- (vii) extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- (viii) landscape and ecological improvements, including the replacement of existing open space; and
- (ix) 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 LUTON BOROUGH COUNCIL

### 2.1 Summary of engagement

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



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

#### 3.1 Summary of matters with Luton Borough Council (LBC)

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>CONSULTATION</b>					
<b>Approach to consultation and engagement</b>					
<b>LBC1</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.	LBC agrees that consultation to date has been robust and meaningful.	Joint and individual responses to Statutory Consultation in 2019 and 2022 and LBC's adequacy of consultation response submitted on 13.03.23.	Agreed
<b>LBC2</b>	Adequacy of non-statutory consultation	The Applicant will continue to engage with LBC post submission of the application for development consent.	LBC has been engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular	Regular POCG and topic specific meetings since	Agreed

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

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	<b>PLANNING</b>				
	<b>Planning policy</b>				
<b>LBC3</b>	Green Belt very special circumstances	The Applicant considers that very special circumstances have been demonstrated for locating the Surface Movement Radar (SMR) and associated works (access track and fencing), and the identified harm to the Green Belt is clearly outweighed by the benefits it would deliver. This is in accordance with the Airports	Works within the Luton Green Belt were discussed with LBC at the Planning Policy Compliance workshop on 21/12/2022. LBC confirmed in its Local Impact Report (LIR) that LBC is satisfied that the need for a Green Belt location for the SMR and associated infrastructure has been appropriately demonstrated.	Deadline 3 Submission <b>[REP4-095]</b> - Comments on Applicant's Response to Luton Borough Council's <b>Local Impact Report [TR020001-001874]</b>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>National Policy Statement (ANPS), National Planning Policy Guidance (NPPF) and Policy LLP4 of the Luton Local Plan.</p> <p>The <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 [REP5-016]</b> includes a Green Belt Assessment in <b>Appendix B</b>.</p>	<p>LBC is also satisfied that the SMR is essential to operation of the Proposed Development and, therefore, that the SMR is inherently tethered to the VSC associated with the Proposed Development.</p> <p>LBC state in LIR paragraph 4.6.14 that the submission is adequate in respect of Green Belt considerations affecting Luton.</p> <p>The LBC Deadline 3 response letter dated 5<sup>th</sup> October states “the LPA does not have any comments to make in respect of the impact upon the Green Belt” on page 2.</p>		
LBC4	Compliance of the Proposed Development with relevant planning policy	Compliance of the Proposed Development with relevant planning policy as a whole has been demonstrated in the <b>Planning Statement [REP5-016]</b> .	LBC have stated in paragraph 5.1.12 of the LIR they consider that the development is in line with the Government's aviation policy which supports airport growth and airports making best use of their existing runways	Noted and considered to be broadly an agreed matter except for noise policy which will be	Agreed with the exception of noise which will be discussed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			<p>subject to environmental issues being addressed.</p> <p>The LBC Deadline 3 response adds "there are no comments to make concerning the Applicant's response to the principle of development set out in the LIR."</p> <p>It is noted the draft DCO envisages, however, that the Proposed Development would extend beyond the current plan period to 2031 and, therefore, the Examining Authority will need to take this into account when determining what weight should be attached to specific policies within the Local Plan.</p>	discussed with Suono.	d with Suono.
<b>LBC5</b>	Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation	<p>The Applicant has consulted with LBC in accordance with 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</i></p>	LBC agree that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.	Agreed in a meeting on 08.12.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>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>			
<b>LBC6</b>	<p>Consultation undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11</p>	<p>The Applicant has consulted with LBC in accordance with ANPS paragraph 5.11 which states:</p> <p><i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and</i></p>	<p>LBC to agree that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.</p>	<p>To be confirmed in writing by LBC</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>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></p>			
<b>LBC7</b>	Pre-application engagement undertaken in relation to land use	<p>The Applicant has undertaken pre-application discussions with LBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>"During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local</i></p>	LBC agree that pre-application engagement was undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113.	Agreed via email on 05.12.23	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>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>LBC8</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 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</i></p>	LBC to agree that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.	To be confirmed in writing by LBC	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>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>LBC9</b>	<p>Engagement undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.</p>	<p>Engagement between the Applicant, and LBC and other relevant stakeholders on the LVIA is set out in <b>Section 14.4</b> of <b>Chapter 14 Landscape and Visual [AS-037]</b> of the ES. Matters regarding the scope and methodology of the assessment are set out in <b>Sections 14.3</b> and <b>14.5</b> respectively. Accordingly, the Applicant considers that the requirements for the assessment of landscape and visual impacts</p>	<p>LBC agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.</p>	<p>Agreed with LBC, HCC, NHDC and CBC at the LVIA Open Space TWG on 7.06.22</p>	<p>Agreed</p>



ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.			
<b>LBC10</b>	Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	<p>The Applicant has consulted with LBC in accordance with National Networks National Policy Statement (NNNPS) paragraph 5.204 which states that:</p> <p><i>"Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts."</i></p>	LBC agree that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	Agreed via email on 05.12.23	Agreed
<b>LBC11</b>	Consultation undertaken in relation to design, in accordance with NPPF paragraph 132.	<p>The Applicant has undertaken engagement regarding the design of the Proposed Development, including with LBC. This is set out in full in the <b>Design and Access Statement [AS-049]</b>. 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</i></p>	LBC to agree that consultation was undertaken in relation to design, in accordance with NPPF paragraph 132.	To be confirmed in writing by LBC	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>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>			

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>NEED CASE</b>					
<b>Aviation Policy</b>					
<b>LBC12</b>	Compliance with National Aviation Policy	The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed	LBC agrees that national aviation policy, namely the ANPS, APF and MBU, is supportive of airports making the best use of their existing runways. Subsequent Government frameworks and strategies have confirmed support for expansion plans without restrictions upon airport growth.	Agreed via email on 05.12.23	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Development as set out in the <b>Need Case [AS-125]</b>.</p> <p>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</p>			
	<b>Growth and demand forecasts</b>				
<b>LBC13</b>	Methodology for preparing Passenger Demand Forecasts	<p>Passenger demand forecasts, as set out in the <b>Need Case [AS-125]</b>, are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables.</p> <p>The Applicant considers that the demand forecasts and assessment cases, including the Core</p>	<p>LBC agree that the passenger demand forecasts have been developed using an appropriate methodology.</p> <p>LBC consider that there are issues with some of the assumptions used, including economic assumptions, price assumptions, elasticity assumptions and the passenger handling capabilities of Heathrow and Gatwick, that could impact on the rate of growth and the timing of delivery of impacts and benefits.</p>	Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa</p>			
<b>LBC14</b>	Position on Passenger Demand Forecasts	<p>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 hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s.</p>	<p>The conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for the Core Development (subject to the reservations noted above about the passenger forecasts).</p>	Agreed via email on 05.12.23	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>Night quota period</b>					
<b>LBC15</b>	Appropriateness and realistic profile of flights over day and night	The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as set out in the <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.	LBC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.  LBC supports the retention of the cap of 9,650 annual flights in the night period and would expect the night quota count cap to be included as a requirement and not left to the discretion of the Applicant.	Agreed via email on 05.12.23.	Agreed

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>SURFACE ACCESS</b>					
<b>Monitoring</b>					
<b>LBC16</b>	Future monitoring of the highway network around the airport	<p>The approach to monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the <b>Surface Access Strategy [REP4-044]</b> and the <b>Framework Travel Plan [REP4-044]</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>An <b>Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP5-041]</b> was submitted at Deadline 4. It provides a means of identifying when proposed highway</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. The approach to the TRIMMA, and the setting out of LBC's role in the ATF's Terms of Reference, is agreed.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed at a meeting on 21.09.2023</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		mitigation should be delivered, and is also a mechanism of agreeing on the final form of this mitigation, and of supporting the delivery of other mitigation required as a result of the Proposed Development. The TRIMMA will be governed through the Airport Transport Forum (ATF). LBC's role in the ATF will be agreed in the ATF's Terms of Reference, which was submitted at Deadline 4 [REP4-083].			
	<b>Assessment</b>				
<b>LBC17</b>	Scope of the traffic and transport assessment	The traffic and transport assessment, as set out in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> , is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	LBC agree on the scope of the traffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>LBC18</b>	Assessment years used	The assessment in the <b>Transport Assessment [APP-203, AS-123,</b>	LBC agree with the assessment years used within the traffic and	This was discussed at a	Agreed



ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	within the traffic and transport assessment Transport Assessment	<b>APP-205, APP-206]</b> has been undertaken for three Assessment Phases for the assessment years of 2027, 2039 and 2043. The Assessment Phases used within the traffic and transport assessment have also informed other environmental topics including the air quality assessments.	transport assessment and agree that they are consistent with the air quality assessments.	meeting on 27.07.2023 and 03.08.2023, and agreed at a meeting on 21.09.2023	
	<b>Mitigation</b>				
<b>LBC19</b>	Capacity improvements and network solutions	The Applicant will continue to engage with National Highways post submission of the application for development consent.	LBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	Host Authorities' joint 2022 Statutory Consultation response	Agreed
<b>LBC20</b>	Measures in relation to the impacts of airport expansion on surface access	The Applicant has proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity. The mitigation measures are detailed in the <b>Transport</b>	LBC agree with the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
	network capacity	<b>Assessment [APP-203, AS-123, APP-205, APP-206] Section 8.</b>		meeting on 23.10.2023.	
<b>Public / sustainable transport impacts</b>					
<b>LBC21</b>	Transport connectivity in the region	<p>The Applicant notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region and the Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.</p> <p>However, significant modelling and assessment work has been performed around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the</p>	<p>The region lacks good public transport from east to west and vice versa, both by road and rail. The Proposed Development does not appear to address this issue. No additional public transport measures are proposed for east to west travel to Luton, other than by rail and existing public transport.</p> <p>LBC await further information on bus/coach journey pairings, and acknowledge it is not necessary to commit to defined services at this stage.</p>	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Proposed Development. This is summarised in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>. The <b>Surface Access Strategy [APP-228]</b> and <b>Framework Travel Plan [REP4-044]</b> set out how the Applicant and Airport Operator will work with each other to ensure that sustainable access opportunities to the Airport are maximised which could include improvements to east-west bus and coach connections.</p> <p>The Applicant provided further information regarding the identification of bus/coach journey pairings at Deadline 5 in the <b>Bus &amp; Coach Study [REP5-058]</b>, and how these will be funded, through the <b>Sustainable Transport Fund [REP5-056]</b>.</p>			
<b>LBC22</b>	Distributional assessment of passenger and employee demand	As part of the Proposed Development, the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits	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	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and	Agreed

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		<p>through GCG (<b>GCG Framework [REP5-022]</b>) 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 (<b>GCG Framework [REP5-022]</b>), and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of future Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. If deemed suitable through the 5-yearly Travel Plan monitoring detailed design for the coach station could be developed at the appropriate time, following grant of development consent.</p> <p>The Applicant has analysed the existing public transport network, including assessing rail capacities</p>	<p>Passenger and employee demand is not clear.</p> <p>On reviewing the examination response, LBC confirm that this point is agreed and acceptable.</p>	<p>agreed in a meeting on 23.10.2023.</p>	

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		<p>and identifying which additional trips could access the airport by public transport.</p> <p>The <b>Transport Assessment [APP-203, 205, 206 and AS-123]</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, 205, 206 and AS-123]</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 frequency of services to support the demand where necessary. Further information is provided in the <b>Bus &amp; Coach Study [REP5-058]</b> submitted at Deadline 5.</p>			

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		<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, 205, 206 and AS-123]</b>.</p>			
<b>LBC23</b>	Measures for further improving sustainable transport within the area	<p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</p> <p>The <b>Framework Travel Plan [REP4-044]</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</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.</p> <p>LBC await the STF and information on buses/coaches in advance of planned SoCG engagement between Deadline 4 and Deadline 6.</p>	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing

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		<p>and stakeholder feedback. The consent would enable the airport to grow and this, in turn, would increase the potential patronage for bus and coach operators. The toolbox approach, underpinned by the monitoring and stakeholder feedback, enables the Applicant to work with stakeholders and operators to develop measures which are effective in responding to demand. As set out in the toolbox, this can include, for example, subsidies for bus enhancements. Improvements to the public transport network are not entirely within the gift of the Applicant and require discussion and negotiation with third parties. The completion of DART has made access by rail more attractive and the Applicant and airport operator will work with 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</p>			

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		<p>development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p>The <b>Sustainable Transport Fund (STF) [REP5-056]</b> and further information on buses/coaches in the form of a <b>Bus &amp; Coach Study [REP5-058]</b> were provided at Deadline 5.</p>			
<b>LBC24</b>	Providing funding for public transport improvements, particularly local bus services	<p>The <b>Framework Travel Plan [REP4-044]</b> sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties whilst achieving sustainable mode share toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the <b>Surface Access Strategy [APP-228]</b> and changing circumstances which will be recognised through the results of ongoing monitoring and stakeholder feedback. Future</p>	<p>The Applicant should be more ambitious in relation to setting out how the Travel Plan is to be delivered and for providing funding for public transport improvements, particularly local bus services.</p> <p>Whilst this matter is agreed in principle LBC await the STF and information on buses/coaches in advance of planned SoCG engagement at Deadline 5 to formally resolve this matter.</p>	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing



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		<p>Travel Plans that follow the structure and requirements set out in the <b>Framework Travel Plan [REP4-044]</b> will have ambitious Targets that are over and above those set out in the <b>GCG Framework [REP5-022]</b>, set in consultation with stakeholders. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The airport operator is committed to funding these, as they have done in the recent past. Ultimately, each one of the future Travel Plans would be subject to approval by the relevant planning authority under the process to discharge the requirements of the DCO, the decision for which would include consideration of the appropriateness of the Targets set out and the corresponding measures proposed to meet them. The approach to future monitoring and undertaking of surveys is set out in the <b>Framework Travel Plan [REP4-044]</b>.</p>			

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		<p>The <b>Sustainable Transport Fund (STF) [REP5-056]</b> and further information on buses/coaches in the form of a <b>Bus &amp; Coach Study [REP5-058]</b> were provided at Deadline 5.</p>			
<b>Public / sustainable transport targets</b>					
<b>LBC25</b>	Adequacy of public transport links to the airport	<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 [REP4-044]</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 ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for</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 one of the lowest levels of public transport use. We welcome the recognition of this inadequacy and the wish to address it, but LBC does not feel the Proposed Development goes far enough to delivering this. LBC considers that there are significant challenges which need to be addressed to achieve that stated modal shift.</p> <p>Whilst this matter is agreed in principle LBC await the STF and information on buses/coaches in advance of planned SoCG</p>	<p>This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.</p>	Ongoing

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		<p>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 [REP4-044]</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>engagement at Deadline 5. Further information on public transport services and certainty of the STF needs to be provided to formally agree this issue.</p>		
LBC26	Sustainable passenger mode share	<p>The <b>GCG Framework [REP5-022]</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</p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there</p>	<p>This was discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.</p>	Agreed

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		<p>with the modelling assumptions used in the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b>. This aligns with the principle of Green Controlled Growth, which is to ensure that environmental impacts do not exceed those forecast in the Faster Growth case that is assessed in the Environmental Statement. The Applicant is however committed to establishing and working towards achieving more ambitious surface access targets (as distinct from GCG Limits) through the <b>Framework Travel Plan [REP4-044]</b>, which sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years. This approach, with Travel Plans refreshed every five years, allows a flexible and responsive approach to driving increased use of sustainable travel.</p>	<p>could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>		
	<p><b>Car parks</b></p>				

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<b>LBC27</b>	Parking demands	<p>The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. The potential impact of the increase in passenger numbers all arriving by car would be significant, as such there are Limits and measures in place to maximise access to the airport by public transport.</p> <p>Any future third-party proposals for off-site car parking would require a separate planning application to the relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application</p>	<p>LBC raise concerns that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the additional parking demand would be generated at off-site locations. There may be increased pressure for long term parking provisions in the surrounding areas, and the implications of this need to be considered as part of the application for development consent.</p> <p>Following consultation with the Applicant this point is now agreed.</p>	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		<p>assumes that there will be some growth in off-site parking, proportionate with the on-site parking growth, though a proportionate split will be maintained.</p> <p>The Applicant has reviewed LBC's letter from ISH4 regarding the town-wide parking strategy, and is in agreement with its content.</p>			
<b>LBC28</b>	Implications of parking restraint and pricing policies	<p>The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure 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>This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023</p>	Agreed

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<b>LBC29</b>	Impacts on third-party operated car parks	The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets. The <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. The Applicant has submitted the <b>Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP5-041]</b> at Deadline 4.	LBC accept that third party car parking facilities are not under the control of the Applicant and there is no commercial arrangement present to enable this monitoring.	This was discussed at a meeting on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>Framework Travel Plan</b>					
<b>LBC30</b>	Funding of toolbox of	The mode share Limits included in GCG will ensure that the operator	LBC understand that the "toolbox of travel plan measures" will be	This was discussed at	Ongoing

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	travel plan measure	delivers any sustainable travel measures from the <b>Framework Travel Plan [REP4-044]</b> toolbox that are necessary to stay within the Limits. These will be funded by the Applicant as detailed in the <b>Sustainable Transport Fund (STF) [REP5-056]</b> which was submitted for Deadline 5. 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.	funded through the STF which is to be shared with HAs at Deadline 5.	meetings on the 27.07.2023, 03.08.2023 and 23.10.2023.	
<b>LBC31</b>	Funding, incentivisation, market and monitoring of lift-sharing programmes for airport staff	The <b>Framework Travel Plan [REP4-044]</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 on-going approach to monitoring which will be important in the success of the Travel Plan. It also sets out the governance structure to support	LBC understand that the STF, which will be shared with HAs in advance of planned SoCG engagement between Deadline 4 and Deadline 6, will outline 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 meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing



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		delivery of these programmes and measures, and the GCG mode share Limits provide the necessary incentive to ensure that the operator will deliver measures necessary to stay within the GCG Limits. Please also refer to the Applicant response in HA028.			
<b>LBC32</b>	The scope of the Framework Travel Plan	The <b>Framework Travel Plan [REP4-044]</b> establishes the format and content of future Travel Plans that are to be produced five-yearly.	LBC agrees on the scope of the Framework Travel Plan.	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
	<b>Modelling</b>				
<b>LBC33</b>	Model scope, coverage and assumptions around the development/transport and highway	The Applicant has discussed the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log with LBC, who have agreed it.	LBC have confirmed the detail on model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023	Agreed

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	scheme uncertainty log.				
<b>LBC34</b>	The approach to the modelling scenarios	<p>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 were included in the 2043 future baseline.</p>	<p>LBC understands from this comment that a scenario in which additional capacity on the M1 is not provided has been modelled by the airport, and notes that the airport has concluded that the mitigations it was proposing for the scenario in which additional capacity is provided, still work. LBC have reviewed the modelling work undertaken and confirm there are no material negative knock on effects on its own highway network as a consequence.</p>	<p>This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023</p>	Agreed

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		<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 refers the HA to Section 14.3 of the <b>Transport Assessment [APP-206]</b>.</p>			
<b>LBC35</b>	Assumptions for infrastructure measures	The assumptions for these infrastructure measures have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase	As the designs within the East Luton highway study are only at outline design stage, the junction capacities may change when the junction designs are further developed. However, LBC agree that the assumed highway capacity at these locations in the	This was discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.	2027 case is appropriate to include the Do-Minimum scenario.  Noted that some locations are likely to require further modification as a result of airport growth.		
<b>LBC36</b>	Adequacy of engagement on development, calibration and validation of the models.	The details of calibration and validation of models are set out in the modelling Local Model Validation Report (LMVR) reports which have been agreed by both National Highways and the relevant highway authorities.	LBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023	Agreed
<b>LBC37</b>	Funding for delivery of improvements	The Applicant understands that LBC remains committed to the delivery of the East Luton project. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 Vauxhall Way will have been implemented. LBC accept that these improvements can be delivered before 2028.	This was discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>LBC38</b>	Committed developments and transport	All known committed developments and transport infrastructure schemes have been	There does not appear to be a modelled scenario which isolates the impact of the Proposed	This was discussed at meetings on	Ongoing

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	infrastructure schemes	<p>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 2019 statutory consultation and no material concerns on the approach were raised at the time.</p>	<p>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>	the 27.07.2023, 03.08.2023 and 23.10.2023.	
	<b>Local impact fund</b>				
<b>LBC39</b>	General local highway network fund	The Applicant, 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> , proposes to undertake	There remains a case for a general local highway network fund to cover additional improvements in physical highway infrastructure should future	This was discussed at meetings on the 27.07.2023, 03.08.2023,	Ongoing

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		<p>monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation such as airport related traffic on less suitable roads The Applicant will be discussing the details of the TRIMMA process prior to Deadline 3. The Applicant will work with the local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the Proposed Development; arrangements will be agreed with highway authorities.</p> <p>The <b>Outline Transport Related Impacts Monitoring and Mitigation Approach OTRIMMA [REP5-041]</b> was submitted at Deadline 4.</p>	<p>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.</p> <p>LBC acknowledge that the TRIMMA will be shared with HAs in advance of planned SoCG engagement between Deadline 4 and Deadline 6, once this is reviewed LBC will be in a position to resolve this item.</p>	11.10.2023 and 23.10.2023.	
<b>LBC40</b>	The Extent of the highway network is included in the	The Applicant confirms that the extent of the highways model	LBC agree with the extent of the highway network included in the CBLTM-LTN model.	This was discussed at a meeting on the 27.07.2023 and	Agreed

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	CBLTM-LTN model.	network is the same as that within the CBLTM-LTN model.		agreed in a meeting on 03.08.2023	
LBC41	Principle of the Travel Plans and that liftshare.com and the cycle to work scheme	For lift-sharing programmes and other sustainable travel initiatives the <b>Framework Travel Plan (FTP) [REP4-044]</b> sets out the longlist of interventions and measures that the operator could draw upon when the Travel Plan Coordinator (TPC) is developing a new Travel Plan. The longlist, or toolbox, will be deployed flexibly to respond to changing circumstances and the results of ongoing monitoring and stakeholder feedback, to ensure that the Targets are achieved and will have the greatest impact on travel behaviour and mode choice. It is not an exhaustive list, and other interventions will be considered where required, but it represents those considered most appropriate by the Applicant at the point of submission of the application for development consent. The development of the Travel Plans will be managed by the TPC, who will be appointed by	LBC have agreed the principle of the Travel Plans and that liftshare.com and the cycle to work scheme could be introduced as a means to encourage sustainable transport (Table 4.1).	This was discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		<p>the Operator. The future Travel Plan document when developed will clearly set out the roles and responsibilities, delivery approach, and potential partners for each intervention / measure as requested.</p> <p>The Applicant and Operator are currently agreeing on the responsible party and the identified funding source for sustainable transport measures set out within the <b>Framework Travel Plan [REP4-044]</b> Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a <b>Sustainable Transport Fund (STF) [REP5-056]</b>, which was submitted at Deadline 5.</p>			
<b>LBC42</b>	Growing rail passenger numbers	The Applicant is in discussion with LBC regarding interventions to support the growth of rail passenger numbers. The extent of these will depend on the monitoring and evaluation carried	LBC agree to this item on the basis that National Rail were and are consulted on relevant matters.	This was discussed at a meeting on the 27.07.2023, 03.08.2023 11.10.2023 and agreed in a	Agreed



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		<p>out as part of the future Travel Plans and linked to GCG.</p> <p>The <b>Rail Impacts Summary [REP5-057]</b> provides further information on the impacts of the Proposed Development on the rail network.</p>		meeting on 23.10.2023.	
<b>LBC43</b>	Increasing the number of journeys made by car sharing	<p>Following the submission of the application for development consent, the Applicant has developed a <b>Sustainable Transport Fund (STF) [REP5-056]</b>, to be used to fund measures identified within the <b>Framework Travel Plan [REP4-044]</b>. The Applicant will consider the most appropriate measures to bring forward from the toolbox of measures identified in the FTP. This can consider improvements to 'car sharing' in discussion with the airport operator.</p>	<p>More detail is required on how the airport intends to increase the number of journeys made by car sharing, clarification is required regarding what is meant by 'improvements' to the car sharing platform (Section 6.3.9).</p>	<p>This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.</p>	Agreed
<b>LBC44</b>	On-demand bus services set out in the	<p>Demand-responsive buses are a possible intervention proposed in the <b>Framework Travel Plan [REP4-044]</b> which may be included</p>	<p>LBC await more detailed proposals regarding the on-demand bus services set out in</p>	<p>This was discussed at meetings on the 27.07.2023,</p>	Ongoing

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	framework travel plan	<p>in future travel plans, and are therefore not guaranteed to be implemented. Future Travel Plans, that will be produced five-yearly, may pick up this intervention if it is deemed an appropriate tool at the time for increasing sustainable mode share for employees and for improving access to the airport. In this case, further detail will be given in the relevant Travel Plan on how this service may be provided, in terms of routes, geographic coverage, frequency, and other characteristics of the service. Annual Monitoring Reports, which will be produced annually to give insights into how passengers and staff are travelling to the airport, would inform this, to ensure the service would be of greatest effectiveness and efficiency.</p> <p>The <b>Bus &amp; Coach Study [REP5-058]</b>, submitted at Deadline 5, only considered set bus and coach routes. Demand responsive bus services can be considered post consent in the travel plans through</p>	the framework travel plan (Section 6.4.5).	03.08.2023, 11.10.2023 and 23.10.2023.	

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		more granular market and accessibility assessments.			
<b>LBC45</b>	Employee cycle parking at parkway station	The use of employee cycle parking would be reviewed as part of monitoring Travel Plan. Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	LBC would like to see employee cycle parking at parkway station coupled with free or subsidised use of DART for those employees that travel by cycle (Section 6.5.3). LBC accept this matter is agreed based on the Applicant's commitment to delivering the necessary measures as part of the Travel Plan.	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>LBC46</b>	Updating the Travel Plan	The FTP states: Targets within each TP must be reviewed and updated where considered necessary in following circumstances: a. every five years, when there is a requirement for the production of a new TP; b. where Targets are set with deadlines of less than five years, when that shorter deadline has been reached; and c. when Targets have been achieved based on the evidence from (annual) monitoring, the Targets must be reviewed and new Targets set where further	The five-year travel plan update period and frequency of monitoring set out in the Applicant Position is agreed.	This was discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed in a meeting on 21.09.2023.	Agreed

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		<p>progress is considered achievable within the remaining period of the TP. The FTP proposes to increase the frequency of staff travel surveys, moving to annual surveys rather than the current frequency of every two years. The TP frequency of every five years aligns with the ASAS frequency (as set out in the APF as every five years to match with the previous LTP cycle).</p>			
<b>LBC47</b>	Annual Monitoring Report	<p>An Annual Monitoring Report will be produced to report on trips to and from the Airport. This information can be used to inform progress towards the targets set out in the Travel Plan. It is proposed to update targets every five years to allow the measures that have been introduced to start to affect travel behaviour. This also aligns with the Airport's commitment that the Travel Plan will serve as the ASAS.</p>	<p>The five year travel plan update period and frequency of monitoring as set out in the Applicant Position is agreed.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed in a meeting on 21.09.2023.</p>	Agreed
<b>LBC48</b>	Adopting a travel plan	<p>The airport operator does not have the controls to influence the travel behaviour of airport-based</p>	<p>LBC believe there should be a reasonable endeavour to get all airport-based companies to adopt</p>	<p>This was discussed at meetings on</p>	Ongoing

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		companies. However, monitoring of airport related trips will be agreed and confirmed within the Travel Plan and TRIMMA (Transport Related Impacts Monitoring and Mitigation Approach), which will be informed by the <b>Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP5-041]</b> submitted at Deadline 4.	a travel plan (monitoring should not exclusively be reserved for those that are participating in travel planning). For consistency, travel plan monitoring should use Modeshift Stars. (Table 4.1).	the 27.07.2023, 03.08.2023 and 23.10.2023.	
<b>LBC49</b>	Travel Plan period	It is considered that the monitoring periods set out in the FTP are sufficient to ensure meaningful and measurable change has occurred. As such, one year is deemed too short a time period but annual monitoring will take place and report on progress towards those targets.	LBC agree that annual monitoring is sufficient to ensure Targets are being met, to support the five-yearly Travel Plans.	This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed
<b>LBC50</b>	Use of DART	Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	LBC understand that there is free use of DART for all airport employees (Table 5.1).	This was discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed at a	Agreed

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				meeting on 21.09.2023.	
<b>LBC51</b>	Off peak rail services	The Applicant will monitor rail services as part of the Travel Plan. If deemed appropriate improvements can be discussed with Train Operating Companies and Network Rail via the Airport Transport Forum (ATF). Terms of reference (ToR) for the ATF were provided at Deadline 4 [REP4-083].	With respect to developing off-peak rail services and maximising opportunities associated with East West Rail, more specific actions should identify how this will be achieved, e.g. developing a business case that appraises the benefits.  LBC are considering the additional information on the ATF with ToR provided at Deadline 4.	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing
<b>LBC52</b>	Planning permission for a park and ride / mobility hub at Butterfield Business Park	The Applicant understands that LBC is pursuing planning permission for a park and ride / mobility hub at Butterfield Business Park. The Applicant cannot consider changes to the transport network that have not yet been given planning permission. However, if and when the mobility hub is approved, measures to ensure integration between this and surface access to Luton Airport may be covered in future	LBC is pursuing planning permission for a park and ride / mobility hub at Butterfield Business Park to coincide with highway improvements along Vauxhall Way. The council agree with the acknowledgement of its proposals within the airport's submissions, and consideration given to how this scheme could integrate with surface access policy and future travel plans	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		Travel Plans, which provide more detail around how sustainable transport accessibility and mode share can be improved. This may include working with public transport operators to explore how routes and timetables can be optimised and integrated between the Airport and the Business Park.	increase modal shift for those accessing the airport.		
<b>LBC53</b>	Improving local and regional bus services	<p>Further detail on public transport interventions will be provided in subsequent Travel Plans. As these interventions are developed, they will consider how the Applicant will work with the Enhanced Partnership Board.</p> <p>The <b>Sustainable Transport Fund (STF) [REP5-056]</b> and the <b>Bus &amp; Coach Study [REP5-058]</b> was submitted at Deadline 5.</p>	<p>With respect to improving local and regional bus services, there should be much clearer proposals on how you intend to work with Luton Council's Enhanced Partnership Board, a decision making body comprising local bus operators and Luton Council that make strategic decisions to improve bus provision and customer satisfaction (Table 5.2).</p> <p>LBC await the STF and further information on buses and coaches.</p>	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.	Ongoing
<b>LBC54</b>	Strengthening bus services	Consideration of strengthening the feasibility of investing in pilot bus services to the airport will be	The council support the interventions relating to strengthening bus services that	This was discussed at meetings on	Ongoing

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		<p>informed by the baseline surveys that will be undertaken post-consent.</p> <p>The <b>Sustainable Transport Fund (STF) [REP5-056]</b> and the <b>Bus &amp; Coach Study [REP5-58]</b> was submitted at Deadline 5.</p>	<p>serve the airport, the airport should commit to a feasibility study to identify new routes and develop a ring-fenced pot of money to invest in pilot bus services (Table 5.2)</p> <p>LBC await the STF and further information on buses and coaches.</p>	<p>the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.</p>	
<b>LBC55</b>	Travel Plan content	<p>The Applicant can confirm the <b>Framework Travel Plan [REP4-044]</b> and associated documents have been developed in collaboration with the Airport operator.</p>	<p>LBC is content that the Framework Travel Plan has been discussed with the existing airport travel plan coordinator.</p>	<p>This was discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023</p>	Agreed
<b>LBC56</b>	Cycling and walking enhancements	<p>A Travel Plan will be produced upon notification of consent. Following baseline surveys the most appropriate measures will be put forward as part of the Travel Plan. As set out in the Framework Travel Plan this will include working with LBC to deliver elements of the LCWIP. A number of the improvements to crossings</p>	<p>Where it reads "identify suitable commuter cycling corridors and routes to be improved", LBC considers that the Airport should agree to making a contribution to assisting the delivery of cycle route J in the council's LCWIP. This strategic cycle link identifies a series of improvements within the vicinity of Wigmore Lane,</p>	<p>This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.</p>	Ongoing



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		<p>that are required as part of the identified LCWIP route will be delivered as part of the Vauxhall Way.</p> <p>As stated in the <b>Applicant's Post Hearing Submission – Issue Specific Hearing 4 (ISH4) [REP3-051]</b>, the highway improvements proposed as part of the airport expansion include measures that would be complimentary to cycle route J, including an off-road shared path and crossing improvements.</p>	<p>Eaton Green Road and Airport Way.</p> <p>Further, a firm commitment should be made to invest in cycling infrastructure and facilities within the site boundary to support active travel trips to the airport and surrounding businesses. (Table 5.3)</p> <p>In addition to cycling and walking enhancements identified for inclusion along Vauxhall Way (route L of the LCWIP) in LBC's work, the airport should contribute towards the delivery of cycle route J in the council's Local Cycling and Walking Infrastructure Plan (Part 2 of 4: Section 5.4.14).</p> <p>LBC to consider ISH4 response provided at Deadline 3.</p>		
<b>LBC57</b>	Background growth (do-minimum) and/or airport expansion (do-something)	The Applicant considers that congestion and delay have been set out in detail in the submitted <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> . The flows used as part of the do-	LBC note that a number of locations are identified for improvement on Luton's highway network. These respond to background growth (do-minimum) and/or airport expansion (do-	This was discussed at meetings on the 27.07.2023, 03.08.2023,	Ongoing

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		<p>something modelling are robust and over-estimate the impacts of the Airport given that Century Park (New Horizons Park) was not included in the do-minimum scenarios and also given that all of the demand is constrained within the model (ie, there is no potential leakage of demand from re-routing). Nevertheless, as part of the detailed design, the modelling can be refined to address the conditions at the time. Decision-making around this mitigation will be undertaken through the ATF. Further information is provided in the <b>OTRIMMA [REP5-041]</b> submitted at Deadline 4.</p>	<p>something). It should be noted that the actual factors that influence congestion and delay may still not be fully reflected in the proposals put forward as a result of other potential transport enhancements and future uncertainty. Consequently, detailed designs will need to be informed by a comprehensive assessment of local network issues when they are brought forward and approved by LBC for roads within its area (Appendices Part 1 of 3).</p> <p>LBC to consider the OTRIMMA submitted at Deadline 4.</p>	<p>11.10.2023 and 23.10.2023.</p>	
<b>LBC58</b>	Site constraints and changes in land-use	<p>Surface Access improvements will be subject to monitoring and evaluation carried out through the Travel Plan. More information will be provided in the future Travel Plans and the <b>OTRIMMA [REP5-041]</b>, provided at Deadline 4.</p>	<p>LBC agrees that the point in time at which improvements are set to be made needs a proportionate degree of flexibility. This is because potential site constraints and changes in land-use, not anticipated and outside the influence of LBC or the airport, could necessitate an earlier or</p>	<p>This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023.</p>	Ongoing

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			later delivery date (Appendices Part 1 of 3).		
<b>LBC59</b>	Highway mitigation drawings	The Applicant will provide a detailed design of highway mitigations at Detailed Design phase.	LBC recognise that highway mitigation drawings reflect early-stage 'outline' design. LBC accept that further discussions will need to take place to develop detailed designs. Detailed design will be consistent with national/local policy and consider how the needs of all road users have been taken into account (Appendices Part 1 of 3).	This was discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>LBC60</b>	S106 highway funding	Following the submission of the application for development consent, the Applicant has developed a <b>Sustainable Transport Fund (STF) [REP5-056]</b> , to be used to fund measures identified within the <b>Framework Travel Plan [REP4-044]</b> . The Applicant will continue to engage with the LBC as the proposals are developed, including the size of the fund, the parameters for prioritising measures to be funded by the STF and the legal mechanisms for	LBC understand that an explicit S106 'pot' (or equivalent) will be established that aligns with the Council's 5 year Highways Works Plans. LBC agree with the approach to governance set out in the Applicant's position.	Discussed with LBC during meetings on the 27.07.23, and 27.08.23, and agreed in a meeting on 21.09.2023.	Agreed

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		securing the fund. The fund will be governed through the Airport Transport Forum (ATF). LBC's role in the ATF will be agreed in its Terms of Reference.			
<b>LBC61</b>	Traffic data	Whilst it is noted that the traffic data used is from 2016/2017, it is also recognised that the ability to update the baseline forecasts has not been possible given the continued uncertainty on traffic flows over time. As such, and in common with other transport models, reliance has been made of the best available data. It should be noted that as part of the <b>Rule 9 response [AS-064]</b> , work will be undertaken to understand the how traffic flows have changed since 2016/2017 from available data sources.	LBC notes the ExA's request to update the traffic modelling work in line with recent guidance on how to model the effects of Covid-19. LBC accept and agree with this new information provided in the <b>Rule 9 Response [AS-064]</b> .	This was discussed at meetings on the 27.07.2023, 27.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
<b>LBC62</b>	Surface Access Strategy and mitigation measures	The <b>Surface Access Strategy [APP-228]</b> presents the Applicant's vision and objectives for surface access and the priority areas and interventions that form the Applicant's approach to achieving	Measures to mitigate the impacts of the development upon the health and wellbeing of the local communities surrounding the airport need to be identified.	This was discussed at meetings on the 27.07.2023,	Ongoing

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		<p>this vision. It summarises how the implementation of the SAS and progress against its objectives, including mode share Limits and surface access Targets, will be monitored in the future through the <b>Green Controlled Growth (GCG) Framework [REP5-022]</b> and the <b>FTP [REP4-044]</b> respectively. The legally-binding GCG Framework contains a series of clearly specified 'Limits' for the environmental effects of the expanding, expanded, and lifetime operation of the airport. By enshrining these Limits within the DCO, the GCG Framework ensures that the actual effects of the Proposed Development, as they manifest over time, are monitored and timely measures are taken to ensure that those Limits are not exceeded. The assessment of performance against the Limits for the four environmental areas, including surface access, will be undertaken annually, with defined monitoring and reporting requirements set out as part of the framework and secured through</p>	<p>LBC are unable to resolve this item until the Joint Strategic Needs Assessment Meeting on the 13 November 2023.</p>	<p>27.08.2023 and 23.10.2023.</p>	

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		<p>the DCO. In this way, the <b>GCG Framework [REP5-022]</b> serves to ensure that the 'reasonable worst case' environmental effects are not exceeded. If they were to be exceeded, growth at the airport would have to stop, and mitigation would be implemented in accordance with the processes mandated by the GCG Framework.</p>			

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>Air quality</b>					
<b>LBC63</b>	Baseline data collection	The Applicant considers that the baseline data collection and future baseline information, as detailed in <b>Appendix 7.2 of Chapter 7 Air Quality [APP-062]</b> of the ES, are robust. These were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14 June 2023	Agreed
<b>LBC64</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 [AS-076]</b> of the ES, is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the study area.	EIA Scoping Meeting 12 April 2018  Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14 June 2023	Agreed
<b>LBC65</b>	Construction dust assessment methodology	The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the code of	LBC agrees with the construction dust assessment methodology and findings, including	Air Quality TWG meetings	Agreed

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	y and findings	<p>construction practice follows best practice. The construction dust assessment methodology is detailed in section 2 in <b>Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]</b>. The construction dust results are detailed in <b>section 2.2 in Appendix 7.3 of Chapter 7 Air Quality of the ES [REP4-013]</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 and the SoCG meeting with LBC.</p>	<p>mitigation included in the code of construction practice which follows best practice.</p>	<p>from 2018 to 2022  SoCG meeting with LBC 14 June 2023</p>	
<b>LBC66</b>	Modelling methodology including data sources	<p>The Applicant considers the modelling methodology including the data sources, model setup including use of the Atmospheric Dispersion Modelling System (ADMS), modelled receptor locations, assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification methodology to be robust. The modelling methodology is detailed in section 3 in <b>Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]</b>. The modelling methodology was discussed and agreed</p>	<p>LBC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.</p>	<p>Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14.06.2023</p>	Agreed



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		during Air Quality TWG meetings and the SoCG meeting with LBC.			
<b>LBC67</b>	Air Quality significance criteria	The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in <b>Appendix 7.1 of 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 and the SoCG meeting with LBC.	LBC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14.06.2023	Agreed
<b>LBC68</b>	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in <b>Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]</b> , to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.  A note on including the odour reporting methodology will be shared in due course.	LBC agrees with the odour impact methodology and results and requests additional information on odour report methodology.	Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14.06.2023	Ongoing
<b>LBC69</b>	Air quality assessment results for construction and	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	LBC 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	Luton Borough Council position	Source of agreement	Status
	operational phases	detailed in 7.9 of <b>Chapter 7 Air Quality of the ES [AS-076]</b> and <b>Appendix 7.3 of Chapter 7 Air Quality of the ES [REP4-013]</b> . The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.		SoCG meeting with LBC 14.06.2023	
<b>LBC70</b>	Good practice mitigation identified for the operational phase	The Applicant considers the good practice mitigation identified for the operational phase, as detailed in <b>Appendix 7.5 of 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 and the SoCG meeting with LBC.	LBC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022  SoCG meeting with LBC 14.06.2023	Agreed
<b>Noise policy, legislation and guidance</b>					
<b>LBC71</b>	Appropriate 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.	LBC agrees these documents to be appropriate.	Relevant Representation	Agreed

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LBC72	Compliance with aviation noise policy	<p>The <b>Planning Statement [REP5-016]</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 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>.</p>	LBC’s summary position is set out in <b>post hearing submission [REP3-094]</b>	Relevant Representation	Not agreed
<b>Noise assessment methodology – modelling assessment and criteria</b>					
LBC73	Methodology for the construction noise and vibration assessment	The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.	LBC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<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 16</b> of the <b>Environmental Statement [REP1-003]</b>.</p>			
<b>LBC74</b>	Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods	<p>The Applicant has employed a robust methodology for the air noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Noise modelling has been undertaken using Aviation Environmental Design Tool (AEDT) software.</p> <p>The primary assessment metrics are the 92-day summer <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</b> of the <b>Environmental Statement [REP1-003]</b>.</p>	LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<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</b> of the <b>Environmental Statement [REP1-003]</b>.</p>			
<b>LBC75</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	LBC are content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed
<b>LBC76</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</b> of the <b>Environmental Statement [REP1-003]</b> and LOAELs, SOAELS and UAELs for the different assessment periods are set out in Table 16.13 of <b>Chapter 16</b> of the <b>Environmental Statement [REP1-003]</b>.</p>	LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC77	LOAELs SOAELs for the surface access noise assessment	<p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL,SOAEL and UAEL values have been set out in Table 16.16 of <b>Chapter 16</b> of the <b>Environmental Statement [REP1-003]</b>.</p> <p>Change criteria for surface access noise are set out in Table 16.17 of <b>Chapter 16</b> of the <b>Environmental Statement [REP1-003]</b>.</p>	<p>LBC agrees with the use of CRTN methodology.</p> <p>LBC agrees with the road selection within the noise assessment.</p> <p>LBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>LBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>LBC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed
LBC78	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 <math>L_{Ae1,16hr}</math> and night time 66 dB <math>L_{Aeq,8hr}</math>. (Table 16.16 of <b>Chapter 16</b> of the <b>Environmental Statement [REP1-003]</b>).</p>	<p>LBC consider that the daytime UAEL for surface access noise should be 71 dB <math>L_{Aeq,16hr}</math> consistent with the Heathrow Airport PEIR.</p> <p>LBC note that irrespective of whatever value is chosen (within the range 71-74 dB), it</p>	Suono submissions on behalf of the Host Authorities at Deadline 3	Not agreed

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		<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 “<b>Surface Access Noise Modelling – Additional Information</b>” [REP3-045]</p>	<p>is accepted that the assessment outcomes remain unchanged and acceptable.</p>		
<b>LBC79</b>	Validation of the surface access noise model	<p>The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and 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</b> of the <b>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</p>	<p>LBC agree with the approach taken and validation of the surface access noise modelling.</p>	Relevant representations	Agreed

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		<p>short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information has been provided in a document “<b>Surface Access Noise Modelling – Additional Information</b>” [REP3-045].</p>			
<b>Noise assessment methodology – determining significance</b>					
<b>LBC80</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</p>	LBC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead.	Suono response on behalf of Host Authorities dated 16.01.2023.	Not agreed



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		<p>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</b> of the <b>ES [REP1-003]</b>.</p> <p>An assessment against both the 2019 Actuals and 2019 Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.</p>			
<b>LBC81</b>	The use of a future baseline	<p>The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and therefore demonstrates a scenario where the airport is operating within its consented noise limits.</p> <p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <ul style="list-style-type: none"> <li>Daytime 57 dB <math>L_{Aeq,16h}</math> noise contour - 19.4 km<sup>2</sup>.</li> </ul>	LBC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

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		<ul style="list-style-type: none"> <li>Night-time 48 dB L<sub>Aeq,8h</sub> noise contour – 37.2 km<sup>2</sup>.</li> </ul> <p>Long-term limits for 18mppa to be achieved by 2028:</p> <ul style="list-style-type: none"> <li>Daytime 57 dB L<sub>Aeq,16h</sub> noise contour – 15.2 km<sup>2</sup>.</li> <li>Night-time 48 dB L<sub>Aeq,8h</sub> noise contour – 31.6 km<sup>2</sup>.</li> </ul>			
<b>LBC82</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>	LBC acknowledge that the ambient noise monitoring data would not directly influence the assessment of noise effects. A fully quantified noise environment would have allowed for a greater level of explanation and context to be given when discussing the noise effects, but this is not possible with the presented results.	Meeting with Suono on behalf of the Local Authorities 18.10.21.11.2023	Agreed
	<b>Noise mitigation</b>				
<b>LBC83</b>	Appropriateness of the noise	The proposed Noise Insulation Scheme has been set out by the applicant in <b>Draft</b>	LBC agrees with the of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise	Relevant representations	Agreed

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	insulation scheme	<b>Compensation Policies Measures and Community First [REP4-042].</b>	insulation scheme in principle.		
<b>LBC84</b>	Noise Controls	<p>As noted in the <b>Comparison of Consented and Proposed Operational Noise Controls [REP5-014]</b>, the following noise controls will be included in the DCO:</p> <ul style="list-style-type: none"> <li>- Noise Envelope, including noise contour area limits and thresholds</li> <li>- Movement Limit of 9,650 during the night quota period (23:30 – 06:00)</li> <li>- Quota Count Limit of 3,500 during the night quota period (23:30 – 06:00)</li> <li>- Ban on QC2 and above movements during the night period (23:00 – 07:00)</li> <li>- Track Violation Penalties</li> </ul> <p>Departure Noise Violation Limits</p>	LBC agrees with the inclusion of these controls.	Meeting with Suono on behalf of the Host Authorities on 21.11.23.	Agreed
<b>LBC85</b>	Noise contour area Limits.	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).	LBC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed

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<b>LBC86</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>LBC supports the proposal that the formal review period should be every five years, aligning with the Airport's obligation to update its Noise Action Plan following the five yearly Noise Mapping required under the Environmental Noise (England) Regulations 2006 (as amended).</p> <p>LBC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations such as the publication of a new ICAO noise chapter or the anticipated modernisation of airspace.</p>	NEDG Final Report	Agreed
<b>LBC87</b>	Effectiveness of Noise Envelope	<b>Appendix 16.2</b> of the <b>Environmental Statement [REP4-023]</b> sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the	LBC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning	Meeting with Suono on behalf of Host Authorities 21.11.2023	Agreed

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		<p>airport from 2017-2019. This is further elaborated on in the <b>Comparison of consented and proposed operational noise controls document [REP5-014]</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 (see <b>Green Controlled Growth Explanatory Note [REP5-020]</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 Environmental Statement [REP4-023]</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</b></p>	<p>(both of which are proposed), Luton Airport may be able to manage noise so as not to need to reduce capacity. Sensible Local Rules, possibly implemented in step changes as part of or in line with the 5-yearly ESG review period, are an important part of an acceptable noise control strategy.</p>		

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		<p><b>document [REP5-014]</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 avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in <b>Noise Envelope – improvements and worked example [REP2-032]</b>.</p>			
LBC88	Status of the current planning permission noise conditions	As set out in the <b>Comparison of consented and proposed operational noise controls [REP5-014]</b> , the vast majority of the noise controls in the current consent will be secured in the DCO.	LBC note that this was a matter discussed at ISH9 where Suono listed the recommendations from the Noise Envelope Design Group which have not been incorporated in the DCO noise controls.	Meeting with Suono on behalf of Host Authorities 21.11.2023.	Ongoing

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				LBC will respond further at Deadline 6.	
LBC89	Construction Vibration Thresholds in CoCP	The <b>Code of Construction Practice (CoCP) [APP-049]</b> has been updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and maintain consistent thresholds with <b>Chapter 16 of the Environmental Statement [REP1-003]</b> .	LBC agree with these changes.	Meeting between Applicant and Suono 18.10.2023	Agreed
LBC90	Fixed Plant Noise Limits	Following discussions with the Host Authorities, the Applicant has agreed that <b>Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan [REP4-025]</b> be updated to require that "Fixed plant will be designed, constructed, operated and maintained with the objective that the rating level $L_{Ar,Tr}$ of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level ( $L_{A90,T}$ ), is not more than -10 dB, determined in accordance with British Standard 4142". This was included in the revised document submitted at Deadline 4 <b>[REP4-025, REP4-026]</b> .	LBC agree that this is an appropriate criterion for fixed plant noise.	Meeting between Applicant and Suono 18.10.2023	Agreed

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LBC91	Control of noise and vibration from impact piling	<p>Following discussions with the Host Authorities, the Applicant proposes to include the following text in the Code of Construction Practice (CoCP):</p> <p>“No impact piling shall commence until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to control noise and vibration and measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted and approved as part of the Section 61 process. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” This was included in the revised <b>CoCP</b> submitted at Deadline 4 [REP4-011, REP4-012].</p>	LBC agrees with this inclusion.	Meeting between Applicant and Suono 18.10.2023	Agreed
LBC92	Securing the sharing of benefits	The Applicant is committed to sharing the benefits of future technological improvements (in terms of aircraft noise reduction) between communities and industry. The policy of sharing the benefits also requires regard to be had to economic and consumer benefits, see <b>Commentary on the</b>	Whilst the dDCO may indicate that the Applicant proposes to mitigate noise as the Airport capacity grows, and that noise levels may reduce with <u>technological</u> improvements as the next generation aircraft are developed, the uncertainty	To be discussed with Suono at topic specific meeting.	Ongoing



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		<p><b>Overarching Aviation Noise Policy Statement (OANPS) [REP1-012].</b></p> <p>The benefit of the transition to 'new generation' aircraft (e.g. the Airbus 320Neo and 321Neo and the Boeing 737Max) in the early years of expansion (phase 1) will be shared with the community, with the Noise Envelope Limits to be set at commensurate levels to secure this. For the later years of expansion (phase 2 and onwards), The Noise Envelope includes a defined mechanism to share the noise reduction benefits of future technological improvements in aircraft between the airport and local communities. This would be controlled through a requirement to review the Limits and Thresholds in 5-year cycles and reduce these, wherever reasonably practicable, as and when future technology becomes available, and its noise performance known. See the <b>Green Controlled Growth Explanatory Note [REP5-020]</b> for further information.</p>	<p>about this may result in the Airport not adequately sharing the benefits with the local community as set out in Government policy.</p>		
<b>LBC93</b>	GCG Thresholds and Limits – Noise	<p>The Applicant considers that the principle of aligning noise Limits and Thresholds within the <b>GCG Framework [REP5-022]</b> with the Faster Growth sensitivity test is appropriate and will ensure that the</p>	<p>LBC considers that noise Limits should be to be set by reference to the Core Planning Case.</p>	Meeting between Applicant and	Not agreed

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		environmental impacts of expansion are no worse than the reasonable worst case.		Suono 18.10.2023	
<b>Landscape and Visual Impacts</b>					
<b>LBC94</b>	Methodology used to carry out the LVIA.	The Applicant has set out and explained the methodology used to carry out the Landscape and Visual Impact Assessment (LVIA). <b>Chapter 14</b> of the <b>ES [AS-079]</b> provides an overview of the methodology used. A detailed description of the methodology used is provided in <b>Appendix 14.1</b> of the <b>ES [AS-036]</b> . The methodology used for the LVIA was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees with the methodology used to carry out the LVIA.	Landscape and Visual Impact Assessment TWG meetings on 3.03.2020, 2.04.2020, 7.10.2020, .12.2020, 24.03. 2021, 16.09.2021, 7.06.2022 and topic specific meeting with LBC on 13.06.2023	Agreed
<b>LBC95</b>	LVIA TWG meetings	The Applicant has engaged sufficiently with LBC during Landscape and Visual Impact Assessment TWG meetings on 3 March 2020, 20 April 2020, 7 October	LBC is satisfied that it has been sufficiently engaged with regarding the LVIA, via the LVIA TWG meetings.	Topic specific meeting with LBC on 13.06.2023	Agreed

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		2020, 9 December 2020, 24 March 2021, 16 September 2021 and 7 June 2022.			
<b>LBC96</b>	Likely significant landscape and visual impacts	The Applicant has identified the likely significant landscape and visual impacts of the proposed development together with appropriate mitigation measures. These are reported in <b>Chapter 14, Appendix 14.4 of the ES [AS-086]</b> and <b>Appendix 14.5 of the ES [AS-139]</b> .	LBC agrees with the Applicant's position that the LVIA identifies any significant landscape and visual impacts and proposed appropriate mitigation measures for these	LVIA TWG meetings on on 3.03.2020, 2.04.2020, 7.10.2020, .12.2020, 24.03. 2021, 16.09.2021, 7.06.2022 and topic specific meeting with LBC on 13.06.2023	Agreed
<b>LBC97</b>	Assessment phases considered in the LVIA	The Applicant has set out the project phases considered in the LVIA.	LBC agrees with the assessment phases considered in the LVIA.	LVIA TWG meeting on 20.04.2020, 7.10.2020, 16.09.2021 and topic specific meeting with LBC on 13.06.2023	Agreed

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LBC98	Tranquillity with regards to landscape and visual effects	The Applicant has set out and explained the approach to considering tranquillity with regards to landscape and visual effects. The approach was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees with the approach to considering tranquillity with regards to landscape and visual effects.	LVIA TWG meetings on 20.04.2020 and 9.12.2020	Agreed
LBC99	Methodology and residential properties considered within the RVAA	The Applicant has presented the methodology and residential properties considered within the Residential Visual Amenity Assessment (RVAA). The RVAA is provided at <b>Appendix 14.8 of the ES [APP-106]</b> .	LBC agrees with the methodology and residential properties considered within the RVAA.	LVIA TWG meeting on 3.03.2020 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC100	Assessment Viewpoints and the Representative Viewpoints identified for the LVIA	The Applicant has presented sufficient information in relation to the Assessment Viewpoints (provided at <b>Appendix 14.6 of the ES [AS-088 – AS-094, and AS-140]</b> ) and Representative Viewpoints ( <b>Appendix 14.7 of the ES [REP3-009 – REP3-013]</b> ).	LBC agrees with the Assessment Viewpoints and the Representative Viewpoints identified for the LVIA.	LVIA TWG meetings on 3.03.2020, 7.10.2020 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC101	Growth rates for proposed planting	The Applicant has set out a range of growth rates for proposed planting. These have been discussed and agreed with the HCC Countryside and Rights of Way	LBC agrees with the growth rates for proposed planting as set out in <b>Chapter 14 of the ES [AS-079]</b> .	LVIA working group meetings	Agreed

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		Officer and LVIA TWG and are set in <b>Chapter 14 of the ES [AS-079]</b> .			
<b>LBC10 2</b>	Study area for the cumulative assessment	The Applicant has provided a cumulative landscape and visual impact assessment (CLVIA) within <b>Chapter 21 of the ES [AS-032]</b> .	LBC to confirm its position on the study area for the cumulative assessment.	LVIA working group meetings and meeting on 27.10.2023	Ongoing
<b>LBC10 3</b>	Strategic Landscape Masterplan (SLMP)	The Applicant shared the <b>Strategic Landscape Masterplan (SLMP) [APP-172]</b> with LBC in December 2022.	The current proposals within the <b>Strategic Landscape Masterplan (SLMP) [APP-172]</b> are considered to be constructive in providing a positive impact on the local environment with regards to biodiversity.	Agreed via email on 30.01.2023	Agreed
<b>LBC10 4</b>	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan in <b>Appendix 8.2 in the ES [AS-029]</b> is consistent with the SLMP and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	The Outline Landscape and Biodiversity Management Plan in <b>Appendix 8.2 in the ES [AS-029]</b> should also be consistent with the aims of Biodiversity Net Gain (BNG) delivery within the <b>BNG Report in Appendix 8.5</b> of the ES <b>[APP-067]</b> , as well as the SLMP. There is no	LVIA working group meetings and meeting on 27.10.2023	Ongoing

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			reason why this cannot be achieved.		
<b>LBC105</b>	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with LBC as the open space and landscape proposals evolve over the course of examination and detailed design stage, following approval of the DCO, if approved.	LBC advises that discussions about the long-term stewardship of the public open space and landscape need to take place at the earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan and management strategies.	LVIA working group meetings and meeting on 27.10.2023	Ongoing
<b>Open Space</b>					
<b>LBC106</b>	Changes to the layout of the revised Wigmore Valley Park	It is the Applicant's intention that the new park be placed into the control of a new Community Trust which would include as Trustees local community representation and other key stakeholders. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future. Further detail on the future management of Wigmore Valley Park, along with details of how the habitats will be created and managed, is included within the Outline Landscape and	LBC welcomes the changes to the layout of the revised Wigmore Valley Park, but request more clarity on the future management and funding of future management on the replacement open space, and detail on how the proposed structures on Wigmore Valley Park fit within the SLMP.	Topic specific meeting with LBC on 13.06.2023	Ongoing

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		<p>Biodiversity Management Plan in <b>Appendix 8.2</b> in the <b>ES [AS-029]</b>.</p> <p>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the <b>SLMP [APP-172]</b> are provided in the <b>Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed Development [REP4-073]</b>. The Applicant will continue to engage with LBC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved..</p>			
<b>LBC107</b>	Planning permission to provide enhanced facilities	<p>The Applicant has secured planning permission to provide enhanced facilities, and has considered how the proposals link with the layout and design of the wider strategic landscape masterplan areas during the development of the <b>Strategic Landscape Masterplan (SLMP) [APP-172]</b>, which was discussed with LBC during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape proposals, both consented as part of the Green Horizons Park (formerly New Century Park)</p>	<p>Regarding NCP PP (21/02300/FUL), LBC welcomes that the Applicant has secured planning permission to provide enhanced facilities, and requests that consideration is given to how these proposals link with the layout and design of the wider strategic landscape masterplan area. Obligations should be picked up in the DCO, with conditions being captured within the requirements and</p>	Discussed at topic specific meeting on 27.10.2023	Ongoing

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		<p>application and the wider proposals associated with the DCO.</p> <p>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP are provided in the <b>Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed Development [REP4-073]</b>.</p> <p>The Applicant provided a joint submission with the Host Authorities at Deadline 5 on existing conditions and s106 obligations that would be carried forward into the DCO.</p>	within the Section 106 agreement.		
	<b>Local communities</b>				
<b>LBC108</b>	Quantitative assessment of health outcomes associated with aircraft noise	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 undertaken applying an appropriate methodology and assumptions. This is based on the latest guidance and best practice from Department for the Environment, Food,	At the meeting on 25 July 2023 LBC confirmed that the health methodology is acceptable. .	Discussed at topic specific meeting on 25.07.2023	Agreed



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		<p>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>LBC109</b>	Future baseline	The future baseline considered for health and community was agreed through engagement with LBC.	LBC agrees with the future baseline considered for health and community.	Agreed at community workshop on 9.07.2019	Agreed
<b>LBC1010</b>	Methodology within the health chapter of the ES	The Applicant confirms that the methodology within the health chapter of the ES was akin to a standalone Health Impact Assessment.	LBC Public Health are satisfied that a health chapter in the EIA was an acceptable approach to health assessment as long as the methodology was akin to that used in a stand-alone Health Impact Assessment (HIA).	Health working group meeting on 15.07 2021	Agreed
<b>LBC111</b>	Mechanism to mitigate the effect on Prospect House Day Nursery	The Applicant considers that an appropriate mechanism to mitigate the effect on Prospect House Day Nursery and to ensure alternative facilities to meet demand will be provided. As described in paragraph 13.10.6 of <b>Chapter 13 Health and Community</b> of the <b>ES [AS-078]</b> , Prospect House Day Nursery is not	LBC accepts the proposed mitigation subject to it being captured in the section 106 agreement.	Discussed at topic specific meeting on 25.07.2023	Ongoing

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		<p>anticipated to be demolished until assessment Phase 2a, therefore after 2032. A potential alternative property has been identified and the Applicant has committed to ensure that alternative facilities are provided, and agreements are in place, with adequate prior notice, to accommodate these services prior to the existing building being required for the Proposed Development. A further assessment to confirm replacement capacity requirements will be conducted closer to the time of closure. The residual mitigated effects on the nursery have been identified as minor adverse and not significant.</p> <p>The Applicant has been engaging with Prospect Day Nursery and has in place a signed assurance letter with the nursery which provides assurance that the Applicant will work with the nursery to relocate their business at the end of their existing lease.</p> <p>This commitment was previously to be secured via a section 106 agreement, as described in paragraph 6.8 of the <b>Planning Statement [REP5-016]</b>. However, the Applicant has decided to remove the commitment from the section</p>			

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		106 agreement as this has now been agreed via a signed assurance letter.			
LBC11 2	Embedded mitigation to address significant moderate adverse effect on mental wellbeing	<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 Proposed Development, as detailed in <b>Appendix 4.2 Code of Construction Practice [REP4-011]</b> of the ES. The plan will provide the overall approach to community engagement and a detailed guide to the enquiries and complaints procedure. The residual effects section of the health and community chapter highlights that people's mental wellbeing within the affected communities is likely to continue to be impacted adversely by concerns</p>	LBC accepts the proposed embedded mitigation.	Agreed at topic specific meeting on 25.07.2023	Agreed

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		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.			
<b>LBC113</b>	Impact on housing	The assessment assumes that approx. 48% of construction workers would be home based and live within commuting distance (60-minute drive), so would not require local accommodation. Some demand would also be met by other types of accommodation such as Bed and Breakfast. On this basis impacts on housing demand are considered to be low and overall effects minor adverse (not significant).	<p>LBC previously raised concerns about the combined effects on the housing market of the temporary construction workforce and the use of Luton hotels by the Home Office to accommodate asylum seekers.</p> <p>Luton has since provided the following response to ExA Question HAC.1.9. This position was confirmed in the meeting on 13.11.23 and it was agreed to close this issue, with no further action required.</p> <p>'Since the initial comment was raised in August 2023 in LBC's LIR (REP1A-004 paragraph 4.11.11), the Council has been in regular dialogue with the Home</p>	LBC response to ExA Q HAC.1.9 was discussed and agreed at meeting on 13.11.23.	Agreed

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			<p>Office about the local position which is well understood in terms of impact. It is therefore envisaged that the local footprint will continue to reduce over the coming months, which is in line with regional planning approaches as overseen by the East of England Local Government Association Strategic Migration Partnership. In addition, the Council is seeing accelerated decisions from the Home Office, leading to a number of asylum seekers either having positive or negative decisions and leaving these hotels/establishments. This will mean that less of this cohort will be accommodated in these properties but there will be some impact on the borough, where some of the households with positive decisions will be accommodated by the Housing Service, if these households have a housing priority and the Council owes</p>		

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			<p>them a housing duty. Inevitably, not all of these households will be accommodated by the Council and some of these households will be dispersed to other areas outside of Luton. The impact at this time is not considered to be significant. Whilst it is also not anticipated that the workforce associated with the Proposed Development will have a significant affect upon the local housing market.'</p>		
<b>LBC114</b>	Measures to mitigate the impacts of the development	The Applicant has identified appropriate measures to mitigate the impacts of the Proposed Development on the health and wellbeing of the local communities surrounding the airport. This includes embedded and good practice mitigation (see <b>Section 13.8 of Chapter 13 Health and Community [AS-078]</b> of the ES) and additional mitigation (see <b>Section 13.10 of Chapter 13 Health and Community [AS-078]</b> of the ES).	LBC stated at meeting on 25 July 2023 that no further discussion is required on this issue.	Discussed at topic specific meeting on 25.07.2023	Agreed

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		<p>Mental wellbeing impacts will be mitigated through measures set out in the Community Engagement Plan, but this cannot be shown to remove the risk that anxiety about the Proposed Development will persist. Therefore, as a reasonable worst-case, a residual effect on mental wellbeing has been identified.</p> <p>The Applicant notes that the airport operator is responsible for community engagement associated with the operation of the airport and that it actively provides for this via its website. The airport operator will continue to provide for such engagement with the Proposed Development.</p>			
LBC115	Assessment of the health effects of housing impacts	<p>The effects of the Proposed Development on the local housing market have been assessed in <b>Chapter 11 Economics and Employment</b> of the <b>Environmental Statement [AP-037]</b>. The assessment concluded that there would be no significant effect on the local housing market from the construction or operation of the Proposed Development. Assumptions used in the assessment are set out in Environmental Statement Chapter 11, including the use of vacancy</p>	<p>Whilst LBC had commented that the existing pressure of accommodating refugees and asylum seekers needed to be considered in the baseline assessment, given the reduction in existing housing pressure from asylum seekers, potential impact of the development on Luton's housing, at <b>[REP4-187]</b> the Council noted that it was not anticipated that the</p>	<p>Addressed by LBC in <b>REP4-187</b> and <b>REP5-075</b></p>	<p>Agreed</p>

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		<p>rates at half the national average rate (based on 2020 English housing Survey). During construction, it is considered that the private rented homes sector, rather than hotels, would be the principal sector for accommodating non-home based workers.</p> <p>The assessment of the health effects of housing impacts reported in <b>Chapter 13 Health and Community</b> of the <b>Environmental Statement [APP-039]</b> is based on the housing assessment in Chapter 11. This concludes that effects on health across the Three Counties (Hertfordshire, Bedfordshire (including Luton) and Buckinghamshire) would not be significant, but notes that sensitivity is higher in Luton than the rest of the study area.</p> <p>Discussed with LBC at a meeting on 13.11.23. Following this meeting, the following text has been included in the Outline CoCP: <i>‘Engagement with Luton Borough Council prior to the commencement of works associated with the new Terminal 2, to review the potential construction workforce numbers and likely local rental accommodation requirements.’</i></p>	<p>workforce associated with the Proposed Development would have a significant effect upon the local housing market, based on current conditions. The Council requested ongoing dialogue with the Applicant ahead of the peak construction period to review housing market conditions and potential effects.</p>		



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<b>Soils and geology</b>					
<b>LBC11 6</b>	Magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts	<p>The Applicant considers the magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts have been suitably assessed in accordance with guidance and these are reported in the assessment text in <b>Section 17.9 of Chapter 17 Soils and Geology [APP-043]</b> of the ES.</p> <p>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB) Guidance, which has since been superseded by National Highways guidance.(LA109 2020)</p>	<p>LBC have agreed to this, as stated in their LIR:</p> <p><i>'However, it is considered that Chapters 6, 13 and 17 of the Environmental Statement adequately address land contamination, stability and ground water for the purposes of consideration under the dDCO'</i></p>	LBC Local Impact Report 2023	Agreed
<b>LBC11 7</b>	Study area and (Zone of Influence) ZOI for the soils and geology assessment	<p>The Applicant amended the study area for the ES, in line with the Planning Inspectorate's comments on the Scoping Report 2019. This was acknowledged and accepted by LBC at the Soils and geology TWG meeting on 26 July 2021. The study area and ZOI are reported in <b>Section 17.3 of Chapter 17 Soils and Geology of the ES [APP-043]</b>.</p>	LBC agrees with the study area and ZOI for the soils and geology assessment.	Soils and Geology TWG meeting on 26.07.2021	Agreed

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LBC118	Outline Remediation Strategy	<p>The Applicant considers the Outline Remediation Strategy (ORS), provided as <b>Appendix 17.5 to Chapter 17</b> of the ES <b>[APP-125]</b>, to be comprehensive and addresses the potential and relevant pollutant linkages as identified in the conceptual site model which might be formed from construction works on the former Eaton Green Landfill. The document has been completed to current guidance on addressing risks from land contamination.</p> <p>The Applicant is drafting a Technical Note to satisfy LBC's concerns regarding landfill gas generation and control measures during the construction on the historical landfill.</p>	LBC to confirm its position on the Outline Remediation Strategy, provided as <b>Appendix 17.5 to Chapter 17</b> of the ES <b>[APP-125]</b>	To be discussed on receipt of Technical Note drafted by the Applicant.	Ongoing
LBC119	Inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.	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 <b>Section 17.3 and Section 17.8 of Chapter 17 Soils and Geology [APP-043]</b> of the ES. This is also included in the <b>Code of Construction Practice (CoCP)</b> in <b>Appendix 4.2</b> of the ES <b>[REP4-011]</b> . The	LBC to confirm its position on the inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.	LBC response to Deadline 6 SoCG.	Ongoing

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		<p>CoCP is secured by Requirement 8 of the draft DCO.</p> <p>The Applicant does not consider it appropriate to include groundwater flood risk and monitoring of water related features in the geological watching brief. The information on groundwater flood risk and monitoring of water related features is contained within <b>Chapter 20 Water Resources</b> of the ES [AS-031], the <b>Code of Construction Practice Appendix 4.2</b> of the ES [REP4-011], and <b>Drainage Design Statement, Appendix 20.4</b> of the ES [APP-137].</p>			
LBC120	Gas monitoring frequency	<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 of the ES</b>. Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of the gas control will be determined as part of the</p>	<p>LBC request feasible options with regards to gas mitigation measures in regard to potential for off-site mitigation, and request details covering the means to secure these and when they will be incorporated into construction. Also query whether the gas monitoring frequency is sufficient due to the character of the landfill changing quickly once construction commences.</p>	<p>To be discussed on receipt of Technical Note drafted by the Applicant.</p>	Ongoing

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		<p>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</b> of the ES [APP-125].</p> <p>Consultation with the Environment Agency for the Environmental Permit will also require agreement on the monitoring programme which will form part of the permit conditions. This will secure an appropriate monitoring frequency.</p> <p>The Applicant considers the gas monitoring programme developed post DCO and secured as described will</p>			

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		<p>address the likely changes in the gas regime due to construction works and ensure appropriate control measures are in place.</p> <p>The Applicant is drafting a Technical Note to satisfy LBC's concerns.</p>			
<b>LBC121</b>	Independent monitoring role	<p>The Applicant does not intend to appoint an independent monitoring role. The documentation submitted with the DCO application describes robust management, controls and monitoring which would ensure protection of the environment and human health. The management and controls are described in:</p> <p><b>CoCP, Appendix 4.2 of Chapter 4</b> of the ES [REP4-011], Secured by Requirement 8 of the draft DCO.</p> <p>The <b>Outline Remediation Strategy, Appendix 17.5 of the ES [APP-125]</b> which would be the basis for the detailed remediation strategy prepared by the lead contractor and secured by Requirement 17 of the draft DCO. This document would be approved by the Local Planning Authority after consultation with the Environment Agency.</p>	<p>LBC proposed the idea of an independent checker for construction pollution, but the Applicant and their consultants have rejected this suggestion. LBC's primary motivation was to establish a clear separation between the contractor and the employer in the event of serious pollution problems. Although LBC may consider this proposal valuable, it's not a crucial issue and can therefore be agreed.</p>	SoCG with comments by LBC confirming by email 27.07.2023.	Agreed

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		<p>In addition the contractor will be required to:</p> <p>g. meet health and safety requirements under the Construction (Design and Management) Regulations (CDM) and relevant guidance.</p> <p>h. meet the terms of the environmental permit for the works on the landfill regulated by the Environment Agency which will require strict monitoring and controls and works undertaken by appropriately qualified and experienced persons.</p>			
<b>LBC12 2</b>	Monitoring strategy for groundwater, vapour, leachate and ground gas	Substantial baseline monitoring of groundwater, vapour, leachate and ground gas has been completed over a 12-month programme of monitoring. An Outline Strategy Report for Groundwater, Ground Gas and Leachate Monitoring has been prepared by the Applicant to obtain additional baseline data whilst the application for development consent is being progressed, which is provided as <b>Appendix 17.7 of Chapter 17</b> of the ES [APP-127].	<p>LBC agrees with the monitoring strategy for groundwater, vapour, leachate and ground gas.</p> <p>This is confirmed in the LBC LIR 2023, Section 4.5.7</p> <p><i>'As set out within the SoCG, the LPA has agreed the monitoring strategy for groundwater, vapour, leachate and ground gas'</i></p>	<p>This monitoring strategy has been discussed and agreed with LBC Environmental Health Officers at a meeting on 9.02.2022.</p> <p>And confirmed in LBC LIR 2023.</p>	Agreed

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		The first round of monitoring has now been completed with a second round completed in September 2023.			
LBC123	Dealing with matters of ground contamination through requirements of the dDCO	<p>The <b>Outline Remediation Strategy (ORS)</b> within <b>Appendix 17.5 of the Environmental Statement [APP-125]</b> identifies measures to manage ground contamination and groundwater and settlement. The lead contractor will be required to comply with the <b>Code of Construction Practice (CoCP) (Appendix 4.2 of the Environmental Statement [REP4-011])</b> which contains additional management and mitigation measures, and to provide a detailed Remediation Strategy prior to commencement of works, as secured by Requirements 8 and 16 of the <b>Draft Development Consent Order [REP5-003]</b>.</p> <p>A Requirement is to be added to the <b>Draft Development Consent Order [REP5-003]</b> which will state the production of detailed Foundation Works Risk Assessments at detailed design. This will further address potential risk to groundwater from piling through the historical landfill.</p>	LBC would want to be satisfied that the requirements of the dDCO would robustly deal with matters of ground contamination, land stability and ground water, given that any impact would be significant if not managed and mitigated appropriately. This is imperative in respect of human health, protection of ground water, and the protection of the natural environment.	dDCO Requirements	Agreed

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		<p>These documents are required to be agreed with the relevant local planning authority after consultation with the Environment Agency.</p> <p>Works on the landfill will be controlled via requirements in the Environmental Permit and regulated by the Environment Agency. A raft of documentation will be required for the Environmental Permit application and will include additional groundwater, ground gas and leachate monitoring, detailed hydrogeological risk assessment – piling, construction of control measures for gas and leachates, production of management plans to control all emissions. A groundwater authorisation will also be required from the Environment Agency before any works can commence.</p> <p>Discussions regarding the ORS and other construction management measures are ongoing as identified in the Statement of Common Ground submitted at Deadline 2 <b>[REP2-020]</b> items LBC 116 to LBC 119.</p> <p>The Applicant has drafted a Technical Note to address LBC queries regarding the adequacy of proposed gas control</p>			



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		<p>measures to be installed on the landfill. This is to be submitted before D9.</p> <p>Schedule 2 Part 2 Section 7 of the draft DCO [REP5-003] identifies the requirements for the development to be undertaken in compliance with the Code of Construction Practice, and relevant management plans provided alongside the Environmental Statement. The Applicant considers the detail provided is sufficient.</p>			
<b>Biodiversity</b>					
<b>LBC124</b>	Baseline data presented in the application for biodiversity	The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. <b>Chapter 8 Biodiversity</b> of the ES [AS-027] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions. The scope and results of the baseline survey work was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	Pre-application meetings and topic specific meeting with LBC 13.06.2023	Agreed

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LBC125	10% BNG	<p>Whilst it is still not mandatory for NSIPs such as the Proposed Development, the Applicant has set a voluntary ambition of achieving at least 10% BNG which is consistent with the ultimate intention of the Environment Act 2021.</p> <p>This is detailed within the <b>BNG Report in Appendix 8.5</b> of the ES [APP-067]. BNG will be secured through the extensive landscaping and habitat creation proposals incorporated within the Proposed Development, details of how these habitats will be created and managed are set out in the <b>Outline LBMP in Appendix 8.2</b> of the ES [AS-029]. Version 3.1 of the Defra Biodiversity Metric has been used to calculate the amount of habitat creation that needs to be included within the Proposed Development to mitigate the loss of habitats. The Defra metric takes account of the biodiversity value of those habitats lost to the Proposed Development and the time lag 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</b></p>	<p>It was previously noted that, Luton lies within the Oxford-Cambridge Arc and shared environmental principles for protecting, restoring and enhancing the environment within the Arc have been established and agreed by Leaders. An aspiration is for developments to deliver 20% BNG for developments in the Arc.</p>	<p>Topic specific meeting on 13.06.2023 and e-mail correspondence from biodiversity and landscape officer at LBC on 31.10.23.</p>	Ongoing

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		<p><b>Mitigation Plans in Figures 14.11 to 14.13 of the ES [REP4-037].</b></p> <p>With regards to targets for BNG within the Oxford-Cambridge Arc, it is understood that an aspiration for 20% net gain has been set out in the 'Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc' document published in March 2021. However, this document states that for NSIPs a minimum of 10% should be delivered. As such, it is considered that the Applicant's ambition of achieving 10% BNG is proportionate.</p>			
<b>LBC12 6</b>	Pre-construction surveys	The Applicant reports that biodiversity survey effort for the project showed consistent results throughout the pre-application phase to inform the assessment. Given the time that will elapse before construction of the project phases, and considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species.	LBC 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 12.09.2022 and topic specific meeting with LBC 13.06.2023	Agreed
<b>LBC12 7</b>	Engagement with LBC on	The Applicant's engagement with LBC on the topic of biodiversity has ensured accurate information about sites of	LBC agrees that the Applicant's engagement was adequate in this regard.	Topic specific meeting with	Agreed

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	the topic of biodiversity	ecological value is considered in the biodiversity assessment.		LBC 13.06.2023	
<b>LBC128</b>	Long-term management of the public open space	The Applicant has provided LBC with details on the long-term management of the public open space provided as part of the project, including the remit and functionality of the management trust.	Whilst noting the council's position on matter LBC122, the principle of the management agreement is acceptable.	Topic specific meeting on 13.06.2023 and e-mail correspondence from biodiversity and landscape officer at LBC on 31.10.23.	Agreed
<b>LBC129</b>	Adequate replacement open space and biodiversity value to compensate for the loss of Wigmore Valley Park	The Proposed Development will provide adequate replacement open space and biodiversity value to compensate for the loss of Wigmore Valley Park. The Applicant has committed to ecological monitoring throughout the creation and operational phases of the development as detailed in <b>Appendix 8.2</b> to the ES [ <b>AS-029</b> ], the Outline Landscape and Biodiversity Management Plan. This will be further developed at detailed design phase once the DCO is made. Monitoring data will then be shared with LBC and support the Applicant's BNG aspirations.	LBC agrees with this approach and notes the outline design will be further developed once the DCO is made. LBC welcomes the provision of associated monitoring data.	Topic specific meeting on 13.06.2023	Agreed

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<b>Waste and Resources</b>					
<b>LBC130</b>	Assessment methodology	The Applicant considers that the assessment methodology is robust. The methodology proposed in the Scoping Report and presented in the 2019 PEIR was a bespoke methodology developed in the absence of any sector specific guidance. In March 2020, IEMA published the IEMA Guide to Materials and Waste in Environmental Impact, Guidance for a Proportionate Approach (IEMA Guidance). The methodology employed in the ES assessment and the 2022 PEIR is now aligned to this new guidance. This is a departure from the 2019 Scoping Opinion, which has been discussed with LBC. The full methodology is outlined in <b>Section 19.5 of Chapter 19 Waste and Resources of the ES [AS-081]</b> .	LBC agrees with the assessment methodology.	Waste TWG meeting on 27.07.2021	Agreed
<b>LBC131</b>	Baseline data	The Applicant considers that the baseline methodology is robust. The baseline methodology is outlined in <b>Section 19.5</b> (paragraphs 19.5.7-19.5.11) and the baseline is outlined in <b>Section 19.7 of Chapter 19 Waste and Resources of the ES [AS-081]</b> . The future baseline for landfill capacity is outlined in paragraphs	LBC is satisfied with the baseline data, including a future baseline for landfill capacity.	Waste TWG meeting on 2.12.2021	Agreed

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		19.7.34-19.7.44 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> .			
<b>LBC13 2</b>	Study area	The Applicant considers that the study areas are robust. Study Areas have been established in accordance with the IEMA Guidance. The Study Areas are defined in Table 19.6 of <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 available regional data is also considered in the assessment (a smaller study area).	LBC agrees with the reduction in study area for materials (national to regional where baseline information is available).	SoCG meeting with LBC on 14.06.2023.	Agreed
<b>LBC13 3</b>	Percentage s in the criteria for materials in the IEMA Guidance	The Applicant considers that the 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).	LBC agrees that the percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).	Waste TWG meeting on 13 06.2022	Agreed
<b>LBC13 4</b>	Adjustment of material receptor	The Applicant considers that the material sensitivity is robust. Material receptor sensitivity is determined as Medium. On	LBC agrees with the adjustment of material receptor sensitivity from low	SoCG meeting with LBC on 14.06.2023.	Agreed

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	sensitivity from low to medium	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 compared to industry-stand materials (e.g. recycled content). Material receptor sensitivity has been changed from low to medium since the 2022 PEIR in discussion with stakeholders with knowledge of material shortages on other large other infrastructure projects within the local area (outlined in paragraph 19.7.45 of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> ).	to medium in light of current issues with supply e.g., concrete.		
<b>LBC13 5</b>	Impact by assessment phase	The Applicant considers that the assessment methodology is robust. The assessment considers impact by assessment phase and also by year within each assessment phase as outlined in Table 19.41 Estimated construction material and percentage of national consumption by year and Table 19.43 Estimated construction material and percentage of regional consumption by	LBC agrees that the assessment considers impact by assessment phase and also by year within each assessment phase.	SoCG meeting with LBC on 14 .06.2023	Agreed

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		year of <b>Chapter 19 Waste and Resources</b> of the <b>ES [AS-081]</b> .			
<b>LBC136</b>		<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> <ol style="list-style-type: none"> <li>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.</li> <li>b. Data on resource usage is not readily available from the airport operator.</li> <li>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.</li> </ol> <p>Resources are used on a day-to-day basis and periodically for maintenance activities e.g., airfield maintenance. Resource use from these maintenance activities during operation is expected to</p>	LBC agrees with the wording associated with scoping out of operational resources, and agrees with the scope of assessment for maintenance resources.	Feedback provided by CBC and HCC on wording via October 2021 email correspondence with Waste TWG. Text included in PEIR 2022.	Agreed



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		<p>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>LBC13 7</b>	Drainage design	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The <b>Design Principles [REP5-034]</b> sets out in section 5 the drainage design principles to be followed at the detailed</p>	<p>LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the DCO which requires consultation and agreement with the relevant authorities, and needs to be</p>	Agreed 01.12.2023	Agreed

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		<p>design stage. This is secured in Schedule 2 of the draft DCO <b>[REP5-003]</b>.</p> <p>Schedule 2 of the draft DCO also notes that ' No part of the authorised development may commence until for that part written details of a 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 following consultation with the Environment Agency, the lead local flood authority and the relevant sewerage undertaker, on matters related to its functions.'</p>	<p>implemented in line with the Drainage Design Principles.</p> <p>LBC's primary concern with the drainage is the implementation of pre-existing commitments to upgrade the drainage system, required as part of the Project Curium planning conditions; this concern is highlighted in a separate SoCG item below</p>		
<b>LBC138</b>	Drainage Upgrades	<p>15/00950/VARCON (Project Curium) requires a number of drainage upgrades to the existing system, which have not yet been implemented. The Development Consent Order does not incorporate the drainage obligations of Project Curium as the scheme does not include the various physical interventions required as part of the Project Curium drainage works.</p> <p>The Applicant understands that the operator is implementing the western</p>	<p>Condition 13 of Planning Application 15/00950/VARCON (Project Curium) requires the development shall be implemented in accordance with the surface Water Management Strategy (15/00187/DOC) which includes a number of drainage upgrades to the existing Luton Airport system. This condition is to prevent</p>	To be discussed through topic specific meetings.	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>drainage upgrades over the next few years prior to the Phase 1 works.</p>	<p>surface and groundwater pollution in accordance with the objective of policy ENV14 of the Luton Local Plan.</p> <p>At this point in time the drainage improvements have not been fully implemented, with upgrades outstanding in many areas.</p> <p>LBC's primary concern is that these drainage upgrades will not be implemented before the DCO comes in to force, and the main DCO drainage upgrades will not occur until Phase 2.</p>		
<b>LBC139</b>	Water use/reuse	<p>The <b>Design Principles [REP5-034]</b> sets out in section 5 the drainage design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the <b>draft DCO [REP5-003]</b>.</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the operation of</p>	<p>LBC 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>	Agreed 01.12.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the <b>Water Cycle Strategy (Appendix 20.5 of the ES [REP4-033])</b></p> <p>The Applicant is engaging with Affinity Water on water supply.</p>			
<b>LBC140</b>	Groundwater assessment	<p>The Hydrogeological Characterisation Report in <b>Appendix 20.3 of the ES [REP4-029]</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 Hertfordshire Groundwater Model and monitoring network.</p> <p>The <b>Design Principles [REP5-034]</b> sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). This includes item DDS.17 which notes the <i>'detailed design will provide at least 1m clearance between the highest water table and the underside of</i></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, LBC have no further comments on this item.</p>	Agreed 01.12.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>buried tanks and other underground structures. The drainage design will consider the impacts of groundwater mounding, to ensure that the infiltration tanks do not result in groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in <b>Appendix 20.6</b> of the <b>ES [REP4-035]</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 discharges to ground. Design principle DDS.48 of the Drainage Design Statement notes that <i>'If the reserve option is adopted, the drainage and water treatment systems will be designed so that all discharges to ground do not contain hazardous substances, as defined in WFD, and are non-polluting, due to the underlying chalk being a Principal Aquifer and the infiltration tanks being proposed within a SPZ3'</i>.</p>			
<b>LBC14 1</b>	Flood Risk Assessment	The Flood Risk Assessment in <b>Appendix 20.1</b> of the <b>ES [REP4-038]</b> considers the potential impacts of the Proposed	LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule	To be discussed at	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>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 <b>Design Principles [REP5-034]</b> sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). Design principle DDS.21 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</p>	<p>2 of the DCO <b>[REP5-003]</b> which requires consultation and agreement with the relevant authorities, and needs to implemented in line with the Drainage Design Principles.</p> <p>As the risk of flooding from groundwater (that is hydrologically connected to the Proposed Development) may materialise at locations outside of the administrative boundary of Luton, LBC is proposing that the respective LLFAs – that is Central Bedfordshire LLFA and Hertfordshire County Council LLFA, are explicitly listed as requiring separate consultation for Requirement 12.</p>	<p>topic specific meetings</p>	

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Main Application Site and/or Off-site Highway Interventions as secured by Schedule 2 of the <b>draft DCO [REP5-003]</b>.</p> <p>The relevant local authority can decide (under requirements 34 and 35 of the draft DCO) to consult other listed local authorities if they consider it relevant (CBC and HCC are listed in requirement 34 and they are listed generally so as to engage their functions as planning, highway and flood authorities). In addition, the LLFA for an area is not prevented taking comments from other LLFAs when it is consulted.</p>			
<b>LBC14 2</b>	Consultation on drainage design	<p>The Applicant acknowledges that the drainage design is to be further developed and has included a requirement in Schedule 2 of the <b>draft DCO [REP5-003]</b> that <i>' No part of the authorised development may commence until for that part written details of a 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 following consultation with the Environment Agency, the lead local flood authority and the relevant sewerage undertaker, on matters related to its functions.'</i></p>	<p>The Applicant must take into account Lead Local Flood Authority (LLFA) requirements in relation to the drainage strategy and design for Off-site Highway Interventions.</p> <p>LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the draft DCO <b>[REP5-003]</b> which requires consultation and agreement</p>	Agreed 01.12.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>The drainage strategy and design of the Off-site Highway Interventions will be specified following the application for development consent, reflecting the drainage design principles documented within the the <b>Design Principles [REP5-034]</b>.</p>	<p>with the relevant authorities, and needs to be implemented in line with the Drainage Design Principles.</p>		
<p><b>LBC143</b></p>	<p>Sustainable Urban Drainage Systems (SuDS)</p>	<p>The Applicant notes that the entire DDS solution is predicated on the fundamental core principles of SUDs, specifically large scale attenuation aligned with infiltration to prevent downstream flooding and/or contamination.</p> <p>The drainage design objectives for Proposed Development do not include improvements to biodiversity for the reasons stated in Section 36.3.5 of the SuDs manual which relates to Aircraft Safety Risk Management and states: The [Civil Aviation Authority] CAA has identified SuDs components, in particular ponds, wetlands and green roofs, as a potential hazard to aircraft. Although the main concern is wildfowl including flocks of ducks, geese and swans, there is also</p>	<p>LBC requires that the Applicant considers Sustainable Urban Drainage Systems (SuDS) in the design of the drainage system.</p> <p>Luton agrees following verbal and written explanations and updates to the DDS</p>	<p>Agreed 01.12.2023</p>	<p>Agreed</p>



ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>concern about other flocking species such as rooks, starlings and gulls.</p> <p>Therefore the Proposed Development does not include SuDs that rely on vegetation features such as swales and reed beds as these are not compatible with the airfield location of the scheme and relies instead on engineered solutions. We note that all changes to infrastructure on the airfield need to be approved by the CAA.</p> <p>In terms of amenity, the proposed site of the drainage infrastructure is within the active airfield which is not a publicly accessible area due to reasons of safety and therefore has no requirement for amenity value.</p> <p>Pollution control and monitoring measures have been included within section 5 of the <b>Design Principles [REP5-034]</b>.</p>			
<b>LBC144</b>	Study area for the water resources assessment	<b>Chapter 20 Water Resources and Flood Risk</b> of the <b>ES [REP4-009]</b> outlines the spatial scope for the water resources assessment as all water resources receptors within 1km radius of the Main Application Site. This spatial scope has	LBC is satisfied with the study area for the water resources assessment.	Agreed at meeting with the LLFAs on 26.03.2018	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>been extended to identify all receptors that are hydraulically linked to the Proposed Development</p>			
<p><b>LBC145</b></p>	<p>HEWRAT methodology</p>	<p>As outlined in <b>Chapter 20 Water Resources and Flood Risk</b> of the <b>ES [REP4-009]</b>, a screening assessment has been undertaken to determine risk posed by the proposed Airport Access Road and Off-site Highway Interventions on the local water receptors. The screening process identified 13 works which have the potential to lead to a change in pollutant loading.</p> <p>An initial HEWRAT (Highways England Water Risk Assessment Tool) assessment has been undertaken on these works to identify the potential requirement for additional surface water and pollutant management measures. These measures will be specified during the detailed design stages in consultation with the relevant local authority, as secured by the draft DCO (Schedule 2 requirement 12).</p>	<p>LBC requested the HEWRAT methodology be reshared with them, so they can confirm their position. LBC are currently reviewing the HEWRAT methodology which was shared in late November 2023.</p>	<p>HEWRAT methodology shared on 28.11.2023</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>Climate Change</b>					
<b>LBC14 6</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 <b>ES [APP-035]</b> .	LBC agrees with the levels and definitions of likelihood and severity (consequence) which have been amended since the 2022 PEIR, in line with LLAOL's Climate Change Adaptation Report published after completion of the PEIR.	Climate Change and GHG working group	Agreed
<b>LBC14 7</b>	Lifecycle greenhouse gas (GHG) impact	The Applicant considers that the lifecycle greenhouse gas (GHG) impact assessment is robust in terms of its assessment of airport operations and surface access. The GHG assessment has been undertaken in line with the principles for environmental impact assessment and compliance in the Airports National Policy Statement, as presented in <b>Chapter 12 Greenhouse Gases</b> of the <b>ES [REP3-007]</b> . The GHG assessment identifies GHG emissions associated with the Proposed Development, within four defined categories: aviation, airport operations	LBC is especially cognisant of surface access implications of the Proposed Development. Whilst Scope 3 emissions may not be directly produced by the Airport, it is possible to influence these emissions, whether through the award of contracts with incentivisation schemes, or through measures to encourage a modal shift to public transport usage.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>(also known as airport ground operations), surface access, and construction.</p> <p>The <b>Green Controlled Growth Framework [REP5-022]</b> defines a series of Limits for GHG emissions over the course of expansion, including for surface access emissions. The magnitude of these Limits corresponds with the results of the GHG impact assessment, to ensure that the impacts are no worse than the reasonable 'worst case' scenario assessed.</p> <p>The Applicant has outlined a range of interventions and measures to support uptake of public transport in the <b>Framework Travel Plan [REP4-044]</b>. These measures may be funded through the <b>Sustainable Transport Fund (STF) [REP5-056]</b>. The FTP states that future travel plans, to be produced five-yearly, will include sustainable mode share Targets striving to be more ambitious than the unsustainable surface access mode share Limits set out in the GCG Framework. Achieving these Targets will therefore also support a reduction in GHG emissions, through encouraging modal shift to public transport.</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>Cumulative Effects</b>					
<b>LBC148</b>	Search area of 500m	The Applicant has used the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	LBC has no objections to the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	2022 Preliminary Environmental Information Report and Table 21.6 of <b>Chapter 21</b> of the <b>Environmental Statement [AS-032]</b>	Agreed
<b>Economics and Employment</b>					
<b>LBC149</b>	Methodology for assessing the effects on Economics and Employment	The Applicant considers that the estimates of the economic benefits of the proposed development, as set out in the <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	LBC agrees with the methodology for assessing the effects on Economics and Employment from the construction and operation of the proposed development and that the benefits would make a material contribution to levelling up in Luton.	Agreed at the Economics and Employment TWG meeting on 19 March 2019	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		significantly to 'levelling up' in Luton and regeneration of the Borough.			
<b>LBC150</b>	Economic benefits deriving from the additional air connectivity	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.	<p>LBC recognises the importance of the direct and indirect employment and socio-economic benefit to the local and regional economy that the proposed expansion will bring.</p> <p>LBC considers that the socio-economic impact of the proposed development upon Luton as well as the sub-regional impact is wholly positive. The Airport is a vital asset in the region with the Enterprise Zone built around it, and the aviation sector is a key area for growth and recovery post the Covid 19 Pandemic, with the growth of the Airport being a central pillar to the Council's Strategic Vision.</p>	Agreed via email on 05.12.23	Agreed
<b>LBC151</b>	Effects of outbound tourism	The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the ES Scoping	LBC agrees with the scoping out of the assessment on the impact of the Proposed	Agreed at Economics and Employment	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		Report and accepted by the Planning Inspectorate in their Scoping Opinion.	Development on tourism deficit.	TWG meeting on 28 May 2019	
<b>Cultural Heritage</b>					
<b>LBC15 2</b>	Position on the Cultural Heritage Management Plan (CHMP)	The Applicant acknowledges the requested changes and will update the CHMP to include the measures. The CHMP was updated at Deadline 4 <b>[REP4-021]</b> .	LBC to confirm its position on the Cultural Heritage Management Plan (CHMP), provided for comment on 16 January 2023. At topic specific meeting 29 June 2023, LBC Archaeology Advisor requested changes to the CHMP in relation to the reporting timescales of archaeological fieldwork reporting and publication, and provisions for archiving.  LBC have agreed the changes to the CHMP via email.	Confirmed at topic specific meeting held 29.06.2023.  Updated CHMP agreed via email on 01.11.2023.	Agreed
<b>LBC15 3</b>	Proposal for preservation in situ of the Roman building	The Applicant has amended the preservation in situ strategy to include excavation, as agreed with the CBC/LBC	LBC is not prepared to support the proposal for preservation in situ of the Roman building remains in Area 3 because the remains	Agreed at topic specific meeting held 29.06.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	remains in Area 3	archaeologist, and the CHMP has been updated to reflect this agreed position.	<p>are already in a fragile state and are likely to be damaged by the proposed earthmoving to protect them.</p> <p>LBC have agreed the mitigation strategy and the updates to the CHMP.</p>	Updated CHMP agreed via email on 01.11.2023.	
<b>LBC154</b>	Rothesay Conservation Area	<p>Rothesay Conservation Area is located outside of the study area agreed with cultural heritage officers, which is why it is not included in the assessment in <b>Chapter 10 Cultural Heritage</b> of the <b>Environmental Statement [AS-077]</b>. Hart House Business Centre is included in <b>Appendix 10.1: Cultural Heritage Desk Based Assessment (DBA)</b> of the <b>Environmental Statement [APP-072]</b>. Hart House is referred to in the assessment by its National Heritage List for England List Entry Name: Office Block, Vauxhall Motors, and List Entry Number: 1249000 allocated by Historic England.</p> <p>The building is referenced in Section 5 and Section 6 of the Desk Based Assessment <b>[APP-072]</b>. The assessment notes that the area within the Order Limits do not contribute to the setting of the office block and it is therefore not included in the</p>	LBC agree with the scoping out of the Rothesay Conservation Area, being located outside the study area. LBC also are satisfied with the assessment of Hart House (Vauxhall Motors Office Block) and Wigmore Hall Farmhouse.	<b>REP3-106</b> and <b>REP4-187</b>	Agreed



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		impact assessment. This is also noted during consultation with Historic England, which is documented in <b>Table 10.6 of Chapter 10 Cultural Heritage</b> of the <b>Environmental Statement [AS-077]</b> .			

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

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	<b>FLIGHTPATHS</b>				
	<b>Use of flightpaths in assessments</b>				
<b>LBC155</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	LBC are content on the use of existing flightpaths in noise assessments	Meeting with Suono on behalf of Host Authorities 21.11.2023	Agreed

		<b>Modernisation Strategy, as set out in Flightpath to the Future.</b>			
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Table 3-7: Summary of 'Green Controlled Growth' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
<b>GREEN CONTROLLED GROWTH</b>					
<b>Green Controlled Growth Framework</b>					
<b>LBC156</b>	Principle of GCG	The Applicant considers that the <b>Green Controlled Growth Framework [REP5-022]</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.	Host Authority Response to Second Statutory Consultation prepared by Vincent + Goring, 4.04. 2022	Agreed
<b>Thresholds and Limits</b>					
<b>LBC157</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 [REP5-022]</b> and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to	LBC to confirm its position on processes relating to Thresholds and Limits.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		managing airport growth in the context of environmental impact.			
<b>LBC158</b>	GCG Thresholds and Limits	The Applicant considers that the principle of aligning Limits and Thresholds within the <b>GCG Framework [REP5-022]</b> with the Faster Growth sensitivity test with the exception of Air Quality, see row LBC165, is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.	LBC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case.	Email received 27.09.2023	Ongoing
<b>LBC159</b>	GCG Thresholds and Limits – Air Quality	Given the constraints around monitoring of air quality impacts outlined in the <b>GCG Framework [REP5-022]</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	LBC to confirm its position on this approach, noting in-principle support in comments on draft DCO documents.  LBC would like the Interim target for PM <sub>2.5</sub> to be appropriately accounted for in the air quality GCG approach.  LBC would like clarity on the timeframes for the monitoring result reporting and the investigation following a threshold or limit being exceeded.	AQ Meeting with LBC 21.06.2023	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>acknowledged that the airport would be solely responsible for mitigating this impact). Instead, it is likely that the airport will be responsible for a proportion of emissions at a given location but that the majority would be from unrelated sources. In that scenario, the Applicant believe it is unreasonable for growth to be constrained at the airport provided that it has made a proportional contribution (relative to its level of impact) to mitigating the identified impacts. The Applicant seeks the position of LBC on this approach.</p>			
<b>LBC160</b>	GCG Thresholds and Limits - GHG	<p>Scope 3 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 <b>GCG Framework [REP5-022]</b> 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</p>	<p>LBC to confirm position, noting previous host authority comments at Statutory Consultation suggested this approach was not sufficiently ambitious, but LBC-specific comments on draft DCO documents suggested acceptance of this approach.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</p>			
<b>LBC161</b>	GCG Thresholds and Limits - GHG	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the <b>GCG Framework [REP5-022]</b> 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.</p>	LBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.	To be confirmed at topic specific meeting	Ongoing
<b>LBC162</b>	GCG Thresholds and Limits – Surface Access	<p>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</p>	LBC agrees with the proposed approach for defining both surface access Limits within the GCG Framework and surface access Targets through future Travel Plans.	Surface Access SoCG Meeting, 11.10.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		to be set through the <b>Framework Travel Plan [REP4-044]</b> .			
<b>LBC163</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 [REP5-022]</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.	LBC to confirm its position on proposed review processes for GCG Framework.	To be confirmed at topic specific meeting	Ongoing
<b>Monitoring and Reporting</b>					
<b>LBC164</b>	Transition Period	The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.	LBC to confirm its position on proposed Transition Period.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>It is proposed that the transition period will apply for air quality, greenhouse gases and surface access last for the remainder of the calendar year in which notice under Article 44(1) of the <b>Draft Development Consent Order [REP5-003]</b> is served. The GCG process for these environmental topics will apply in full from 1 January following the service of notice under Article 44(1) to allow monitoring to be carried out over a full calendar year for these topics.</p> <p>No transition period will apply for noise.</p>			
<b>LBC165</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 legislation on how growth</p>	<p>LBC have concerns with the adequacy of the Green Controlled Growth mechanism and with the timescales related to it.</p> <p>Given the need to assemble the representatives of the ESG, consider what may be quite considerable submissions and take the necessary technical advice 21 days is too short a determination period. It is</p>	LBC Response to ExA Written Questions	Ongoing



ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>at airports is managed through the Slot Allocation Process.</p> <p>Notwithstanding this, the Applicant has made changes to this requirement as part of the <b>Draft ESG Terms of Reference [REP5-024]</b> submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan) from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current proposal as this would result in the Green Controlled Growth (GCG) timescales extending beyond the September deadline for the airport to declare its capacity for the following summer</p>	<p>suggested that a period of 8 weeks would be appropriate.</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		season and would therefore not be workable.			
<b>Environmental Scrutiny Group and Technical Panels</b>					
<b>LBC166</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 [REP5-024]</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	LBC acknowledges and is aligned with the position of the Hertfordshire authorities regarding the desire for Dacorum to be a member of the ESG.	HA SoCGs – GCG Meeting, 9.10.2023	Not Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		out in the <b>Draft Technical Panel Terms of Reference [REP5-026]</b> .			
<b>LBC167</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 [REP5-024]</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>	LBC supports the proposed inclusion of members independent of both the local authorities and the airport operator in the ESG to provide the relevant impartial expertise on airport operations and slot allocation.	HA SoCGs – GCG Meeting, 9.10.2023	Agreed
<b>LBC168</b>	ESG Membership	A key principle of the <b>GCG Framework [REP5-022]</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	LBC have concerns regarding the limitations of specifying the requirement for local authority representatives on ESG to be “planning professionals” and whether these individuals would have the ability to make decisions on behalf of the local authorities.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>professionals, who will have the relevant experience of considering reports from technical specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure that any decisions made by the ESG are made on an impartial, apolitical basis.</p>	<p>LBC have suggested that this be redrafted to outline the requirement for local authority representatives to have the “appropriate professional qualifications” and the ability to make decisions on behalf of their respective local authority.</p>		
<b>LBC169</b>	ESG - Funding	<p>The airport operator will be responsible for the secretarial and administrative costs associated with the operation of the ESG.</p> <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 LBC) 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</p>	<p>LBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</p> <p>LBC would like to confirm the rates that should be considered in the development of the annual cap per local authority.</p> <p>LBC would also like the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</p>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>than directly by the airport operator.</p> <p>The Applicant also propose to fund local authority involvement with the ESG and Technical Panels on the basis of an hourly rate up to a cap. This cap would be different for ESG and Technical Panels to reflect the different roles, and would be index linked.</p> <p>The intention is for this funding to be secured either through the section 106 Agreement or by way of an alternative legal agreement.</p>			
<b>LBC 170</b>	ESG -	<p>The Applicant proposes to establish the ESG as a corporate entity to provide independence from the airport.</p>	<p>LBC in principle supports the approach to establish ESG as a corporate entity.</p> <p>LBC will be seeking further legal advice before confirming this position.</p>	<p>To be confirmed at topic specific meeting</p>	Ongoing

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

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
<b>EMPLOYMENT AND TRAINING</b>					
<b>Employment and Training Strategy</b>					
<b>LBC171</b>	Employment and Training Strategy proposals	The <b>Employment and Training Strategy (ETS) [APP-215]</b> aims to use the Proposed Development to support the growth strategies of LBC. The Applicant has engaged with LBC through the Economics and Employment Technical Working Group, and LBC is satisfied with the approach and content of the ETS.	LBC is satisfied with the approach and content of the ETS.	Email received 29.06.2023	Agreed
<b>Employment and Training Strategy Governance</b>					
<b>LBC172</b>	Employment and Training Strategy Governance	The ETS will be regularly monitored as part of the governance process, with a monitoring approach to be agreed with LBC once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and	LBC is satisfied with this approach.	Email received 29.06.2023	Agreed

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

Table 3-9: Summary of 'design' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
	<b>DESIGN</b>				
<b>LBC173</b>	Design Principles	The Applicant's position is as set out in <b>Deadline 4 Hearing Actions [REP4-70]</b> . The Applicant has engaged with LBC to discuss this position and how the Design Principles document can be refined as a live document. The <b>Design Principles [REP5-034]</b> has been updated and issued at Deadline 5.	Refer to <b>[REP4-190]</b> Luton Borough Council response to ISH6 Q31 suitability of Design Principles Document [APP-225] which states:  <i>"ISH6: Q31 LBC has met with the Applicant in relation to the Design Principles and understands that the Applicant proposes to provide further information for Deadline 4. In addition, the Applicant has set</i>	Agreed on 03.11.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
		<p>The Applicant has responded to <b>Issue Specific Hearing 6, Action 33: Principles of Good Design in [REP5-043]</b> issued at deadline 5 which explains how the principles of good design have been met through the proposals against the national and other design policy requirements.</p> <p>The Applicant considers that a more prescriptive design code would not be appropriate as set out in <b>[REP4-070] Issue Specific Hearing 6 Action 31</b>. It is noted that Luton Borough Council share the Applicant's view that design codes would not be required for the Proposed Development.</p>	<p><i>up a meeting with the Joint Host Authorities on 3 November to discuss the Design Principles further.</i></p> <p><i>Whilst the New Century Park (LBC ref: 17/02300/EIA) development included a condition requiring design guides to be submitted and approved ahead of the reserved matters for the development, that development is somewhat different to that proposed in the DCO, since it encompassed numerous buildings being delivered in phases, whereas the DCO only includes two buildings that would be public facing (the new terminal and the new hotel). Consequently, LBC does not consider that design guides are appropriate in relation to the DCO."</i></p> <p>Also reference <b>[REP4-187] WQ PED 1.5</b> with regards to LBC response to Design Code:</p>		



ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
LBC174	Design Review	<p>Since Deadline 4 the Applicant has undertaken further engagement with Luton Borough Council with regard to its position on the need for a design review process for the proposed terminal, its plaza and the proposed hotel. The Applicant set out their position at ISH8 Item 10 - Design (refer to Applicant's Post Hearing Submission - Issue Specific Hearing 8 (ISH8) <b>[TR020001/APP/8.135]</b>) and acknowledges Action 53 from ISH8 to discuss this further with LBC. The Applicant has set up a meeting to discuss this with LBC on 12<sup>th</sup> December 2023.</p>	<p>Refer to <b>[REP4-187]</b> WQ; PED 1.5 Luton Borough Council response in relation to requirement for a Design Review which states:</p> <p><i>"Policy LLP25 in the Luton Local Plan addresses High Quality Design and notes, inter alia that "The Council will use a Design Review Panel to review major development proposals where appropriate and will take into consideration its recommendations when considering applications." On significant major developments, the LPA enters in to a Planning Performance Agreement (PPA) with applicants. Each PPA is tailored to the individual project and can include design review, with the applicant agreeing to meet the costs of the design review process. LBC engages with Design South East for design review on major projects and would anticipate that certain</i></p>	Meeting has been organised for 12.12.2023	Ongoing

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
			<p><i>elements of the Luton Airport Expansion DCO would be subject to design review, with the Applicant agreeing to meet the costs of this process through the Section 106 Agreement. Elements that would be appropriate for consideration under the design review process include those in the public realm, namely, Terminal 2 and its plaza and the 400 bed hotel."</i></p>		

## Appendix 1

Table 3-10: Engagement between the Applicant and LBC

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

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

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

<b>Date</b>	<b>Attendees</b>	<b>Form of correspondence</b>	<b>Details</b>
			local highway improvements and discuss the contents of the Framework Travel Plan.
18.02.19	LBC, HCC, Wildlife Trust, Natural England	Meeting	Biodiversity 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 an accompanied site visit.
14.03.19	LBC, CBC	Meeting	Major accidents and disasters meeting to introduce the Proposed Development.
18.03.19	LBC	Meeting	EqIA TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed Development and receive input from stakeholders.
03.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. A general overview of the Proposed Development was provided.
25.04.19	LBC, CBC, Thames Water,	Meeting – Luton Town Hall, Luton	Drainage strategy meeting. Agenda: drainage strategy

<b>Date</b>	<b>Attendees</b>	<b>Form of correspondence</b>	<b>Details</b>
	Environment Agency	Borough Council, George Street, Luton, LU1 2BQ	and changes to existing drainage arrangements and discharge consents.
04.2019	LBC	Meeting	Health and community discussion regarding open space survey methodology.
05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary findings and approach to employment, training and skills
07.06.19	LBC, CBC, NHDC	Meeting	Air Quality TWG to discuss the EIA Scoping Report, assessment scenarios and modelling.
24.06.19	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion about Planning Inspectorate responses to the EIA Scoping Report and proposed surveys and assessment to be contained within the ES.
28.06.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
08.07.19	LBC, CBC, HCC	Meeting	The purpose of the meeting was to inform the conservation officers and archaeologists of the progress of the heritage research and assessment.
07.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on

Date	Attendees	Form of correspondence	Details
			employment estimates, best practice on employment, training and skills, wider impacts consultations update.
15.08.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
17.09.19	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport passenger profile, review of outline employment and training strategy.
07.10.19	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. Officers were informed about the forthcoming Statutory Consultation and Scoping responses were also discussed.
14.10.19	LBC, NHDC	Meeting	Noise Envelope Design Group (NEDG) meeting. The following points were discussed: the requirement to establish an NEDG, purpose and objectives of an NEDG and confirmation of the Terms of Reference.
01.11.19	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements



<b>Date</b>	<b>Attendees</b>	<b>Form of correspondence</b>	<b>Details</b>
			and discuss the contents of the Framework Travel Plan.
08.11.19	LBC, CBC, HCC	Meeting	Surface Access meeting to discuss the strategic modelling, key modal split and rail/coach assumptions, mitigation measures and the Framework Travel Plan and the DCO progress and timetable.
04.12.19	LBC, CBC	Meeting	NEDG meeting. The following points were discussed: pros and cons of management control, NEDG review periods, enforcement regime and Proposed Development movement forecasts.
06.12.19	LBC	Meeting	This meeting reviewed the definitive map of Public Rights of Way within Luton Borough, to ascertain the correct footpath and bridleway references, and discussed principles for the stopping up of FP38 and BW37 to facilitate construction.
07.12.19	Director Public Health, LBC	Meeting – MS Teams	Health and community assessment meeting to review the PEIR Health and Community assessment.
23.12.19	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
22.01.20	CBC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Quota

<b>Date</b>	<b>Attendees</b>	<b>Form of correspondence</b>	<b>Details</b>
			Systema and the pros and cons of noise violation limits.
30.01.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting set out the strategy for responding to comments raised by LBC in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.
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 correspondence	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.
23.09.20	LBC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.
07.10.20	LBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the

Date	Attendees	Form of correspondence	Details
			replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its associated landscape mitigation, and review whether previously agreed points would be affected by the proposed design changes.
23.10.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide information on design changes and discuss the issues raised during previous meetings, at scoping and during statutory consultation.
10.11.20	LBC, CBC, HCC, NHDC	Meeting	Travel Plan Workshop to identify measures that could be incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets.
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

Date	Attendees	Form of correspondence	Details
			dates for the assessment, and report the initial findings from the re-run of transport models.
17.12.20	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to discuss the draft engagement plan, consultation with hard-to-reach groups, engagement on the EIA methodology, and provide local authorities with a PPA update.
12.2020	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. This included an update on the Proposed Development, revised Economic impact assessment approach discussion, Employment and Training Strategy update, and discussion of the wider economic impacts.
20.01.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to provide the host local authorities with an update on the Proposed Development and to discuss the proposed governance for GCG.
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

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

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

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



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

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

Date	Attendees	Form of correspondence	Details
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 LBC EHO to discuss ongoing and future air quality monitoring locations.
13.10.21	LBC, CBC, NHDC, HCC, National Highways	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to collect ideas and views for promoting sustainable travel at the airport.
14.10.21	LBC	Meeting	Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
15.10.21	LBC, CBC, Bedfordshire Police	Meeting – MS Teams	The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and provide information on the major accidents and disasters methodology and

Date	Attendees	Form of correspondence	Details
			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 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.

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22.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	The purpose of this meeting was to discuss plans with the host local authorities for the approach to identifying and engaging seldom heard groups during the consultation.
24.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: introductions, minutes and actions of previous meeting, key issues summary table – POCG confirm whether they agree with the updates/POCG feedback on future agenda items, statutory consultation update, Community First update, and GCG update – approach to limits.
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	Meeting – MS Teams	Noise TWG: discussion about the aircraft noise assessment that will be submitted in the

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	Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council,		PEIR for the 2022 statutory consultation.
16.12.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting: discussion of the PEIR air quality chapter assessments and results, including an overview of the assessment methodology, assessment results and the timing and engagement schedule.
17.12.21	LBC	Meeting – MS Teams	Lead local flood authority engagement. The purpose of this meeting was to present the Proposed Development and the preliminary flood risk assessment.
17.12.21	LBC, CBC, HCC, NHDC, Jacobs (representing National Highways)	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss potential measures and interventions for reducing private vehicle mode share and increasing sustainable travel mode share to the airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
25.01.22	LBC	Meeting	Pre-consultation briefing for surface access.
26.01.22	Host local authorities, neighbouring local authorities, Chilterns	Meeting – MS Teams	Statutory consultation briefing session 1. The purpose of this meeting was to provide an update about the upcoming Statutory

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	Conservation Board		Consultation and provide information about document architecture and general wayfinding.
02.02.22	Host local authorities, neighbouring local authorities	Meeting – MS Teams	Statutory consultation briefing session 2. The purpose of this meeting was to provide an overview of the documents which are part of the statutory consultation, and give a tour of the virtual consultation room.
03.02.22	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St 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.
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.

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18.03.22	LBC	Meeting – MS Teams	Discussion regarding the council's consultation response, covering surface access points.
04.04.22	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
11.05.22	LBC	Meeting	Discussion regarding the council's consultation response, covering surface access points.
25.05.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	POCG meeting. Agenda: programme overview, update on statutory consultation, relationship with WSP (PPA and Work Order), SoCG process overview.
07.06.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review comments provided in WSP feedback following 2022 consultation, set out how the Applicant proposes to address comments raised, agree changes to approach where necessary.
07.06.22	CBC, LBC, HCC, Natural England, Herts and Middlesex Wildlife Trust, Beds, Cambs & Northants Wildlife Trust	Meeting – MS Teams	Biodiversity TWG: discussion on the validity of baseline data, study areas, BNG, and additional points raised during consultation.
10.06.22	LBC	Meeting	General update on further surface access analysis



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			undertaken following statutory consultation.
13.06.22	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting: discussion on the feedback received to the 2022 statutory consultation.
24.06.22	LBC, CBC, HCC, National Highways	Meeting	Surface access meeting to explain the benchmarking approach to the determination of the future public transport mode share for air passengers, rail capacity assumptions, and employee public transport mode share.
29.06.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting agenda: review of actions from May POCG meeting, relationship with WSP (PPA and Work Order), SoCG process, AOB.
04.07.22	LBC, CBC, Bedfordshire, Luton & Milton Keynes Clinical Commissioning Group, Office for Health Improvement and Disparities and UK Health Security Agency	Meeting – MS Teams	Health TWG meeting agenda: update on the Proposed Development, outstanding issues from the 2022 statutory consultation including the quantification and monetisation of health effects, community engagement, monitoring, 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

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			address comments raised, agree changes to approach where necessary, summarise BNG calculations.
08.07.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: discuss the comments raised following the submission of the PEIR and present updates for discussion.
08.07.22	Lead local flood authorities (LBC, CBC, HCC)	Meeting – MS Teams	Water TWG: discussion of the proposals with the lead local flood authorities including statutory consultation comments.
12.07.22	NHDC, CBC, Environment Agency, LBC	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the programme, review of the 2022 statutory consultation comments and responses, gas mitigation, foundation works risk assessment, reuse of landfill waste, management of materials overview, steps to environmental 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

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

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			assessment findings presented.
14.09.22	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: feedback from the statutory consultation and updates regarding GCG, and a briefing on the high-level structure and content to assist the POCG review of the documents.
14.09.22	LBC, NHDC, CBC	Meeting – MS Teams	NEDG meeting to develop the Noise Envelope and GCG proposals.
26.09.22	CBC, LBC, NHDC, HCC, DBC, Buckinghamshire Business First, Bedford Borough Council, Bedfordshire Chamber of Commerce, Buckinghamshire Local Enterprise Partnership, East Herts District Council, Hertfordshire Chamber of Commerce, Hertfordshire Local Enterprise Partnership, SEMLEP, St Albans City & 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

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

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

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

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25.07.23	LBC	Meeting – MS Teams	Local communities' topic specific meeting to discuss draft SoCG
26.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
27.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG
03.08.23	LBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG
04.08.23	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
08.08.23	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
17.08.23	LBC, HCC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
04.09.23	LBC, HCC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
15.09.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG



<b>Date</b>	<b>Attendees</b>	<b>Form of correspondence</b>	<b>Details</b>
15.09.23	HCC and LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
21.09.23	LBC	Meeting – MS Teams	Surface access SOCG matters
11.10.2023	LBC	Meeting – MS Teams	Surface access SOCG matters
18.10.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
19.10.23	HCC and LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
19.10.23	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Surface access meeting on Sustainable Transport Fund and TRIMMA
23.10.2023	LBC	Meeting – MS Teams	Surface access SOCG matters
27.10.2023	LBC	Meeting – MS Teams	Landscape and Visual SoCG matters
31.10.23	LBC	Meeting – MS Teams	Topic specific meeting for design matters
03.11.23	LBC, CBC, HCC, NHDC	Meeting – MS Teams	Topic specific meeting for design matters
08.11.23	LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
15.06.23 to 15.11.23	LBC – David Gurtler/Jonathan Pyke	Series of emails	To discuss outstanding SoCG items, in particular re gas mitigation measures (LBC116 and LBC118)

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21.11.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
24.01.23	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Discuss dDCO and S106
08.12.23	LBC	Meeting – MS Teams	Surface access meeting to discuss SoCG