

December 2023

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.19 Statement of Common Ground between London Luton Airport Limited and the East of England Ambulance Service (Tracked Change Version)

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.19

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.19 STATEMENT OF COMMON GROUND BETWEEN LONDON
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND THE
EAST OF ENGLAND AMBULANCE SERVICE NHS TRUST
(TRACKED CHANGE VERSION)**

Deadline:	Deadline 6
Planning Inspectorate Scheme Reference:	TR020001
Document Reference:	TR020001/APP/8.19
Author:	Luton Rising

Version	Date	Status of Version
Issue 1	September 2023	Additional Submission – Deadline 2
Revision 1	December 2023	Additional Submission – Deadline 6

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 East of England Ambulance Service NHS Trust.

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

Signature:

Name:

Position:

Date:

Signed on Behalf of the EAST OF ENGLAND AMBULANCE SERVICE NHS TRUST

Signature:

Name: Zoë May

Position: Head of Business Relationships

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 the East of England Ambulance Service NHS Trust (EEAST) in respect of the Proposed Development. In particular, this SoCG focuses on:
- Road closures, heavy goods vehicle (HGV) and abnormal indivisible load (AIL) movements and the management of lorries –during construction.
 - The eEstablishment of a Transport, Community Safety Health and Wellbeing Working Group prior to construction.
 - Construction workers and construction phase accidents.
 - Engagement with EEAST through construction phase.
- 1.1.4 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:
- “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”*
- 1.1.5 SoCGs are therefore, a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

- 1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). The airport is managed and operated by

London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.

- 1.2.2 ~~The~~ EEAST provides accident and emergency services in Bedfordshire, Hertfordshire, Essex, Norfolk, Suffolk and Cambridgeshire. It is an 'Interested Party' in the Development Consent Order (DCO) process and has been consulted during the course of the preparation of the application for development consent for the Proposed Development.
- 1.2.3 The Applicant and ~~the~~ EEAST are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

- 1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity from 19 mppa to 32 mppa¹². In addition to the above and to support the initial increase in

¹ On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. 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 the application for development consent was submitted, the outcome of the inquiry was still unknown and, therefore, all of the core assessment 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 19mppa. 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.

² ~~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 the application for development consent was submitted, the outcome of the inquiry was still unknown and, therefore, all of the core assessment 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 19mppa. 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.~~

demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.

1.3.2 Key elements of the Proposed Development include:

- a. extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- b. new passenger terminal building and boarding piers (Terminal 2);
- c. earthworks to create an extension to the current airfield platform; the vast majority of materials for these earthworks would be generated on site;
- d. airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- e. landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- f. enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
- g. extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- h. landscape and ecological improvements, including the replacement of existing open space; and
- i. further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040³, 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.

³ 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 THE EAST OF ENGLAND AMBULANCE SERVICE NHS TRUST

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 an emergency service and key social infrastructure provider, ~~the~~ EEAST is an interested party and has been consulted on the proposals, and submitted a formal response to the consultation carried out by the Applicant.
- 2.1.2 The parties continue to be in direct communication in respect of the Proposed Development.
- 2.1.3 Having reviewed the application documents and the Relevant Representations, the ExA requested, on 13 July 2023, that the Applicant should seek to develop an SoCG with ~~the~~ EEAST.
- 2.1.4 This SoCG between the parties is based on a programme of consultation and ongoing engagement which is summarised in Table 2-1 (below). This sets out the meetings and correspondence that took place and the topics discussed. Matters under discussion are set out in section 3.

2.1.4

Table 2-1: Summary of ongoing engagement with EEAST

Date	Form of correspondence	Details
4 September 2019	<u>In-person Meeting</u> - (JESIP Academy, Longfield, Hitchin Road, Stevenage, SG1 4AE)	Hertfordshire Local Resilience Forum meeting. The purpose of this meeting was to introduce the proposals and provide information about the 2019 statutory consultation.
17 September 2019	<u>In-person meeting</u> (- Bedfordshire Fire and Rescue Service, Southfields Road, Kempston, MK42 7NR)	Bedfordshire Local Resilience Forum Executive Group meeting. The purpose of this meeting was to introduce the proposals and provide information about the 2019 statutory consultation.
1 April 2022	Email/letter	<u>Applicant's EEAST response</u> submitted to the 2022 statutory consultation.
30 August 2022	Email/letter	Letter to the EEAST to address the points raised in their statutory consultation responses and offer to meet.
07 August 2023	<u>Virtual Meeting</u>	Meeting between the EEAST and the Applicant's team to discuss the issues raised in EEAST's relevant representation.

Date	Form of correspondence	Details
<u>26 October 2023</u>	<u>Virtual Meeting</u>	<u>Meeting between the EEAST and the Applicant's team to further discuss the issues raised in EEAST's relevant representation and the meeting on the 7th of August.</u>

3 MATTERS AGREED, ONGOING, OR NOT AGREED

Table 3-3-14: Summary of matters

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
3.1 Scoping					
3.1.1	Scoping	<p>Insufficient scoping work has been undertaken to date to to determine a suitable study area, baseline assessment and approach to identify the likely environmental, social and cumulative effects of the development on EEAST's operations <u>is required</u>.</p> <p>It is EEAST's position that operations and call-outs for the wider Luton urban area need to be baselined in order to assess the forecasted impact of the construction phase (callouts confined to the airport are linked to operational phase impacts which are not likely to be significant), and</p>	<p>The study area and baseline assessments for the Proposed Development were set out in the Environmental Impact Assessment (EIA) Scoping Report and further refined in the Environmental Statement (ES). Chapters 6 to 20 [APP-033, APP-035, APP-037, APP-041, APP-043, AS-076, AS-027, AS-076, APP-035, AS-077, APP-037, REP3-007, APP-038, AS-078, AS-079, APP-041, AS-080, APP-043, AS-030, AS-031 and AS-081, REP1-003 and REP3-007 and AS-031] of the ES describe the baseline</p>	<p>Meeting on the 26th of October 2023.</p>	<p>Ongoing-Ongoing.- pending further information to be provided by the Applicant to demonstrate potential accident rates during construction</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>determine suitable mitigation measures.</p> <p><u>Operational accident rates are noted. However, information is required to determine/-forecast the 'construction phase' number & type of accidents-& proposed mitigation & management measures.— This is a key area for determining the likely/potential impact on EEAST services and /-resource capacity, and to inform the mitigation EEAST is seeking in terms of patient I.D, triage & handover procedures, as set out fully in EEAST's representations.</u></p> <p><u>Reference to the Code of Construction Practice, Construction Management Plan, Construction Phase Plan, Emergency Plan, Construction Management Plan, Construction Workers Travel Plan, Safety</u></p>	<p>and future baseline upon which each aspect assessment for the EIA is based.</p> <p>Assessments of relevance to EEAST within the ES include the following:</p> <p><u>Chapter 13 Health and Community [AS-078PP-039]; and and Appendix 13.4 Methodology for Health and Community Assessment-. These sections have—with regards to the effects on the health of the population as a result of the development.</u></p> <p><u>In this chapter, tThe number of workers has been estimated against each of the phases with the peak number of works being estimated as follows:</u></p>		

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p><u>Leadership Group, Occupational Health Facilities & Monitoring Plans/-Programmes are welcomed. However, EEAST's involvement in all these plans/ initiatives etc, would be required in order to effectively address its concerns. – A DCO Requirement or sSection 106 Obligation Head of Term of Agreement, would ensure these processes areis comprehensively put in place.</u></p> <p><u>As previously noted, Emergency services best practice/ awareness guidance ought to be incorporated into project documentation, as required.</u></p> <p><u>EEAST would require proportional funding for staff</u></p>	<ul style="list-style-type: none"> - <u>Assessment Phase 1: approx. 325 site operatives;</u> - <u>Assessment Phase 2a: approx. 1,400 site operatives; and</u> - <u>Assessment Phase 2b: approx. 700 site operatives.</u> <p><u>It is assumed that approximately 48% of construction workers would be home based and live within commuting distance (60-minute drive).</u></p> <p><u>Requirements for the provision of welfare facilities at the construction site are set out in Section 5.6 of the Code of Construction Practice [REP4-011APP-049].</u></p> <p><u>Th Applicant does not wish to enter either s106 or agree funding unless</u></p>		

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		<p>time to be assigned to these processes.</p>	<p>it can be shown to be proportionate, necessary and as result of DCO.</p> <p>- The demographic, social and health characteristics of the population has been described using publicly available data. This provided an overview of the population's resilience to health effects, and the prevalence and distribution of vulnerable sub-groups. A description of the existing community resources in the Study Area has been provided. This includes residential properties, schools, community centres, parks and open spaces and leisure facilities.; ;</p> <p>Chapter 15 Major Accidents and</p>		

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
			<p>Disasters (MA&D) [APP-041] has had – with regards to the risk of a MA&D occurring. <u>This includes a description of the potential natural hazards, existing major accident hazard sources and potential sensitive environmental receptors within the study area.</u> <u>The existing airport has an associated residual risk of aircraft accidents.</u> <u>The average rate of fatal aircraft accidents in the EU is 0.1 per million flights flown.</u></p> <p>- <u>As set out in Section 15.7 of Chapter 15 Major Accidents and Disasters (MA&D) [APP-041], cCargo handling and transportation centres (ports, airports, lorry parks, marshalling, yards, etc) are an</u></p>		<p><u>Operational accident rates are noted however information is required to determine/ forecast the ‘construction phase’ number & type of accidents & proposed mitigation & management measures—this is a key area for determining the likely/ potential impact on E&A&S service/ resource capacity to inform the mitigation E&A&S is seeking in terms of patient I.D, triage & handover procedures, as set out</u></p>

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			<p><u>industry with fewest reports of major accidents recorded on eMARS. -A total of eight major accidents have been reported in the EU since 1979. This number doubles to 16 for centres with fuel storage facilities.;</u></p> <p>Chapter 18 Traffic and Transport [AS-030] (inc. Vol 3, Appendix 18.3 Draft Outline Construction Traffic Management Plan (Outline CTMP) [APP-130]) <u>has had –with regards to impacts on the local transport network and its users. The Study Area for which the Proposed Development is being assessed has been agreed as appropriate with the National Highways, LBC, Hertfordshire County</u></p>		<p><u>fully in EEAST's representations</u></p> <p><u>Reference to Code of Construction Practice, Construction Management Plan, Construction Phase Plan, Emergency Plan, Construction Management Plan, Construction Workers Travel Plan, Safety Leadership Group, Occupational Health Facilities & Monitoring Plans/ Programmes are welcomed however EEAST's involvement in all these plans/ initiatives etc would be required in order to effectively address its concerns – A DCO Requirement or Section 106 Obligation Head of Term of Agreement would ensure these processes is</u></p>

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			<p><u>Council (HCC) and Central Bedfordshire Council (CBC), as part of the scoping exercise. Construction related traffic movements will be managed by a Construction Traffic Management Plan and a Construction Workers Travel Plan (CWTP) which are detailed in Section 16 of the Code of Construction Practice [REP4-011APP-049].</u></p> <p>The Applicant has sought information on the current number of callouts to the airport from EEAST in order to further understand EEAST's operational needs.</p> <p><u>The Applicant collated and shared information on construction</u></p>		<p><u>comprehensively put in place.</u></p> <p><u>As previously noted, emergency services best practice/ awareness guidance ought to be incorporated into project documentation, as required</u></p> <p><u>EEAST would require proportional funding for staff time to be assigned to these processes</u></p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
			<p><u>workforce numbers, typical construction activities, and proposed emergency mitigation and management measures to assist EEAST with estimating the anticipated number of additional call-outs required. The Applicant will engage further with EEAST to understand what additional information is requested.</u></p> <p><u>It is the Applicant's view that mention of EEAST (or specific mention of any individual stakeholders) within a number of DCO application documents would be inappropriate.</u></p> <p><u>-The Applicant does not consider it necessary or proportionate to enter into a section 106 (s106)</u></p>		

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
			<p>agreement or other agreement for funding.</p> <p>The Applicant is in the process of calculating the potential accident rates during construction.</p>		
<p>3.2 Traffic and Transport</p>					
3.2.1	<p><u>Construction phase compensation to EEAST</u></p>	<p>Insufficient measures are proposed to avoid, reduce, mitigate and compensate for the likely Project impact on EEAST's operations (summarised below) during the construction phase of the Proposed Development.</p>	<p>Noted – responses to individual points raised are provided below.</p>	<p>Meeting on the 26th of October 2023.</p>	<p>Ongoing. Ongoing <u>See below for individual points raised</u></p>
3.2.2	<p>Highway network impact</p>	<p>It is evident that a significant level of demolition and construction phase work involving large scale plant, equipment and machinery deployment/use, engineering operations, waste material arisings/ deposition, import of</p>	<p>An assessment of construction and operational traffic was undertaken based on the Proposed Development's design and constructability information available at the time of writing, and</p>	<p>Meeting on the 26th of October 2023.</p> <p><u>EEAST has welcomed its inclusion within the Traffic</u></p>	<p>Ongoing <u>Agreed.</u></p> <p>Ongoing <u>EEAST's inclusion within the Traffic Management Working Group is welcomed & Agreed.</u></p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>construction material, HGV traffic generation and related road management measures are envisaged. <u>This will</u> –leading to highway network impacts, delays and route diversions. Information to determine the effect of increased HGV traffic and transport/road network management and route diversion measures, and its impact on EEAST’s operational capacity, resources and efficiency is currently absent from the EIA and associated DCO documentation. The impact of increased HGV traffic, transport/-road network management and route diversions on EEAST’s operational capacity, resources and efficiency, therefore, needs to be presented and assessed - with appropriate mitigation and management measures secured within a <u>s</u>Section</p>	<p>reported in Chapter 18 Traffic and Transportation [AS-030] of the ES and the Transport Assessment [APP-203, AS-123, APP-205 and APPA-206].</p> <p>Details on HGV routing and traffic management are not confirmed at this stage. However, an Appendix 18.3 Outline Construction Traffic Management Plan (Outline CTMP) [APP-130] has been prepared and submitted with the application and the final CTMP will be agreed with the relevant highway authorities <u>prior to commencement</u>. The CTMP will be agreed with the relevant highway authorities once a contractor is appointed and the works are planned in detail and</p>	<p><u>Management Working Group.</u></p>	

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		<p>106 planning obligation or Deed of Obligation, as part of any DCO approval.</p> <p>EEAST consider that the following <u>heads of terms</u> should <u>form part of any be such legal</u> obligations:</p> <ul style="list-style-type: none"> • Emergency Services Best Practice/awareness guidance to be incorporated into transport contract documentation (this clause could be included within the Construction Traffic Management Plan - DCO Requirement 14 <u>1</u> and a commitment is required in the SoCG at the examination stage <u>1</u> to incorporate measures to directly address EEAST's Principal Areas of Interest and Concerns <u>1</u> set out in its 	<p>prior to construction commencement. This is secured by Requirement <u>13</u> in Schedule 2 of the Draft DCO.</p> <p><u>Appropriate mitigation and management measures are outlined in the Appendix 18.3 Outline Construction Traffic Management Plan [APP-130] and include the following:</u></p> <ul style="list-style-type: none"> • <u>Vehicles making deliveries to the Site or removing spoil or demolition material will travel by designated routes which will be confirmed in the approved CTMP.</u> • <u>The design of temporary traffic management schemes will maintain an appropriate number</u> 		

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		<p>Relevant Representation).</p> <ul style="list-style-type: none"> An EEAST Contract Performance Notice (CPN) and related administrative procedures contingency budget (budget and procedures for application/payment to be determined). Terms of Reference, Membership and a Communications Strategy for establishing a Transport, Community, Safety, Health and Wellbeing Group (with EEAST attendance obligatory to make it quorate). 	<p><u>of lanes on public roads. Lane closures will be subject to the traffic regulation process established by the DCO.</u></p> <ul style="list-style-type: none"> <u>The lead contractor will appoint a Traffic Safety and Control Officer whose responsibilities will include the management and implementation of all temporary traffic management measures associated with the Proposed Development and the management of the layout of site access points.</u> <p><u>The Applicant has sought information on the current number of callouts to the airport from EEAST in order to further understand</u></p>		

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			<p><u>EEAST's operational needs. The Applicant acknowledges the suggestions from EEAST and is currently considering the mitigation and management measures suggested.</u></p> <p><u>-The Applicant does not consider it necessary or proportionate to enter into a s106 agreement or other agreement for funding.</u></p> <p><u>The Applicant has agreed to the inclusion of EEAST within the Traffic Management Working Group which will be formed as a forum for stakeholder engagement prior to commencement of the Proposed Development. EEAST will be invited to be part of the working</u></p>		

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			<p><u>group along with representatives from the Applicant, the airport operator, the lead contractor, LBC, Central Bedfordshire Council (CBC), and Hertfordshire County Council, and National Highways. EEAST agreed to its inclusion within the Traffic Management Working Group.</u></p>		
3.2.3	<p>Abnormal Indivisible <u>Indivisible</u> Loads (AILs)</p>	<p>The strategy for AILs incorporating an assessment of suitable traffic access routes, road closures and diversions for accommodating AIL and related HGV movements, is to be determined by the lead contractors in consultation with the highway authorities. Consequently, information to determine the nature, type/size, frequency, route management reliance on</p>	<p>A construction traffic assessment was undertaken based on the Proposed Development's design and constructability information available at the time of writing, <u>writing and</u> reported in Chapter 18 Traffic and Transportation [AS-030] of the ES and the Transport Assessment [APP-203, AS-123, APP-205 and</p>	<p><u>Meeting on the 26th of October 2023.</u></p>	<p>Ongoing To clarify <u>Agreed.</u> EEAST has <u>Agreed to the AIL information on the basis of the points set out in the 'East of England Ambulance Service NHS Trust Position column'.</u> that it is advance notified (along with the police/highways authorities) of all planned AIL movements (in the</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>police escort, and expected time delays associated with AILs, which are likely to directly impact on EEAST's operational capacity, resources and efficiency is currently absent from the EIA and associated DCO documentation. This impact information therefore needs to be presented and assessed - with appropriate mitigation and management measures secured within a <u>s</u>Section 106 planning obligation or Deed of Obligation, as part of any DCO approval. Measures to mitigate the impact of construction phase AIL traffic on EEAST's operational capacity, resources and efficiency need to be identified and included, such as:</p> <ul style="list-style-type: none"> • Emergency Services Best Practice/awareness guidance to be 	<p>AAPP-206]. This was supplemented by Appendix 18.3 Outline Construction Traffic Management Plan [APP-130] and Appendix 18.4 Outline Construction Workers Travel Plan [APP-131].</p> <p>Detailed access and egress, plant type, movements and route management will be the responsibility of the lead construction Contractor as detailed in the Code of Construction Practice (CoCP) [Appendix 4.2, [REP4-011APP-049] of the ES). The requirement to carry out works in accordance with the CoCP is secured through the Requirement 8 of Schedule 2 of the Draft Development Consent Order [AS-067AS-005]. Pre-commencement</p>		<p>form of a Movements Schedule) – AIL's could form an 'agenda item' on the Traffic Management Working Group, wherein the type/size, route management, police escort, expected time delays & best practice guidance to the HGV/logistics firms/ contractors can be included/ discussed/agreed</p>

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		<p>incorporated into transport contract documentation - access routes to Rendezvous Point (RVP)1, RVP2 and all of the fields access gates will have to be kept clear at all times to allow emergency services access.</p> <ul style="list-style-type: none"> • An EEAST <u>Contract Performance Notice CPN</u> and related administrative procedures contingency budget (budget and procedures for application/payment to be determined). • Terms of Reference, Membership and a Communications Strategy for establishing a Transport Community Safety, Health and Wellbeing Group (with EEAST attendance 	<p>requirements to prepare a detailed Construction Traffic Management Plan (Requirement 14) and detailed Construction Workers Travel Plan (Requirement 15) are also secured.</p> <p><u>The lead contractor will notify the police, the highway authorities or bridge and structure owners, as appropriate, in moving abnormal loads through the road network. The lead contractor will provide the Applicant with a schedule of abnormal loads prior to the first abnormal load movement being carried out. This schedule will be updated and re-issued to the Applicant as required throughout the construction period (refer to Ssection 4.5 of</u></p>		

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		<p>obligatory to make it quorate).</p> <p><u>To clarify EEAST has agreed to the ALL information on the basis that it is advance-notified in advance (along with the police/highways authorities) of all planned ALL movements (in the form of a Movements Schedule).—</u></p> <p><u>ALL's could form an 'agenda item' on the Traffic Management Working Group, wherein the type/size, route management, police escort, expected time delays & best practice guidance to the HGV/logistics firms/ contractors can be included/ discussed/agreed.</u></p>	<p><u>the Outline Construction Traffic Management Plan [APP-130]).</u></p> <p>The lead contractor will appoint a senior member of staff who will be the designated liaison officer responsible for the implementation, day to day management, and monitoring of the approved CTMP. That person's responsibilities would include being the principal point of contact on the site for all local groups, residents, and businesses regarding matters relating to transport (refer to <u>Ssection 3.2 of the Appendix 18.3 Outline Construction Traffic Management Plan [APP-130]</u>). This would provide a point of contact between <u>the</u></p>		

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			<p>EEAST and the lead contractor.</p> <p><u>EEAST agreed that the information provided addressed its comments regarding AILs.</u></p> <p>The Applicant acknowledges the suggestions from EEAST and is currently considering the mitigation measures suggested.</p>		
<p>3.3 Health and Community</p>					
3.3.1	Engagement	<p>Omission to include suitable Terms of Reference, Membership and -a Communications Strategy for establishing a Transport, Community Safety, Health and Wellbeing Working Group (with EEAST attendance obligatory to be set up. <u>This is --</u>to inform and</p>	<p>Engagement with EEAST during the pre-application stage of the Proposed Development is detailed in the Consultation Report [AS-048].</p> <p>The Applicant recognises continued engagement with EEAST will be important</p>	<p><u>Meeting on the 26 th of October 2023.</u></p>	<p><u>Agreed.</u></p> <p>Ongoing <u>EEAST's inclusion on the Traffic Management Working Group is welcomed & Agreed.</u></p>

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		<p>assist the management of relevant aspects of the construction, operational and decommissioning phases of the Proposed Development requiring a coordinated response from health and Blue light partners, including EEAST, Bedfordshire, Luton and Milton Keynes Integrated Care System (BLMKICS) (or successor organisations) Bedfordshire Police and Bedfordshire Fire & Rescue Service.</p>	<p>throughout the next stages, should a DCO be granted.</p> <p>The suggestion of setting up a Transport, Community Safety, Health and Wellbeing Working Group is being explored by the Applicant.</p> <p><u>The Applicant has agreed to the inclusion of EEAST within the Traffic Management Working Group which will be formed as a forum for stakeholder engagement prior to commencement of the Proposed Development. EEAST will be invited to be part of the working group along with representatives from the Applicant, the airport operator, the lead contractor, LBC, CBC, and Hertfordshire</u></p>		

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			<p><u>County Council (who are the local highway authorities,) and National Highways.</u></p>		
3.3.2	Construction workforce	<p>It is evident that during the three construction periods, a significant number of construction workers are required to implement the demolition and construction stages of the Project. Information to determine the nature of the construction workforce, their home origin, health status, clinical dependencies, location of any temporary accommodation, which are factors likely to impact on EEAST's operational capacity, resources and efficiency, including its logistical response with healthcare partners, is currently incomplete and insufficiently assessed within the EIA and</p>	<p>The full details of construction workforce will be determined once a lead construction Contractor is appointed.</p> <p>Section 7.3 of Appendix 4.1 Construction Method Statement and Programme Report [AS-082PP-048] of the ES discusses the estimated number of operatives per assessment phase. <u>The peak number of operatives are estimated as follows:</u></p>	<p><u>Meeting on the 26th of October 2023.</u></p>	<p><u>Ongoing</u> <u>Ongoing/Noted</u> <u>however information is required to determine/ forecast the 'construction phase' number & type of accidents & proposed mitigation & management measures – this is a key area for determining the likely/ potential impact on EEAST service/ resource capacity to inform the mitigation. EEAST is seeking in terms of patient I.D, triage & handover procedures, as set out</u></p>

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		<p>associated DCO documentation. This impact information, therefore, needs to be presented and assessed, with appropriate mitigation and management measures secured within a <u>s</u>Section 106 planning obligation or Deed of Obligation, as necessary, as part of any DCO approval.</p> <p>An Emergency Plan as part of <u>s</u>Section 6 of the CoCP (DCO Requirement 8/ Schedule 2) is welcomed. <u>H</u>owever, a commitment is required in the SoCG at the examination stage to incorporate measures within the CoCP to directly address EEAST's Principal Areas of Interest and Concern set out in its Relevant Representation. <u>F</u>or example, <u>-e.g-</u> to incorporate plans and contingencies for emergency access, on-site triage, medical assessment,</p>	<ul style="list-style-type: none"> • <u>Assessment Phase 1: approx. 325 site operatives;</u> • <u>Assessment Phase 2a: approx. 1,400 site operatives; and</u> — <u>Assessment Phase 2b: approx. 700 site operatives.</u> • <u>_____</u> <p><u>Appendix 4.1 Construction Method Statement and Programme Report [AS-082APP-048]</u> It also details assumptions regarding the location and travel arrangements of the construction workforce. <u>It is assumed that 60% of operatives would arrive to site by car and that the majority would live within 40 miles of Luton.</u> The Applicant, therefore,</p>		<p><u>fully in EEAST's representations</u></p> <p><u>Agreed</u></p>

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		<p>patient identification, stabilisation, clinical information, safe and efficient handover to EEAST responders within operationally optimal attendance times, including Helicopter Emergency Medical Services (HEMS) access etc.</p> <p><u>Information is required to determine/-forecast the 'construction phase' number & type of accidents & proposed mitigation & management measures. – This is a key area for determining the likely/potential impact on EEAST service/-resource capacity to inform the mitigation EEAST is seeking in terms of patient I.D, triage & handover procedures, as set out fully in EEAST's representations.</u></p>	<p>believes that the ES does include a reasonable worst-case assessment of the likely significant effects, even if the detail is not yet fully known.</p> <p>Information regarding health status, clinical dependencies is not available at this stage. Section 7.2 of the Report [AS-082] details the Applicant's intention to establish a Safety Leadership Group to set strategic health and safety strategy and review performance including an occupational health programme.</p> <p>Requirements for the provision of occupational healthcare facilities at the construction site are set out within Appendix</p>		

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			<p>4.2 Code of Construction Practice [REP4-011APP-049] of the ES. This includes the provision of first aid and occupational healthcare service on site. Appropriate health surveillance will also be provided. No regular callouts to the ambulance service from the construction site are expected.</p> <p><u>Requirements for the provision of emergency access are set out in Appendix 4.2 Code of Construction Practice [REP4-011APP-049] of the ES. The lead contractor will liaise with emergency services and key stakeholders, to ensure that emergency access routes, muster points, and parking for emergency services</u></p>		

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			<p><u>vehicles are appropriately considered and maintained during construction.</u></p> <p>An assessment of relevant major accident and disaster hazards is provided within Chapter 15 Major Accidents and Disasters (MA&D) [APP-041] of the ES. The assessment concludes that, with the controls established through the DCO (e.g. in the form of the CoCP and the Construction Traffic Management Plan (CTMP), no likely significant risks of MA&Ds remain.</p> <p><u>The Applicant collated and shared information on construction workforce numbers, typical construction activities, and proposed</u></p>		

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			<p><u>emergency mitigation and management measures to assist EEAST with estimating the anticipated number of additional call outs required. The Applicant will engage further with EEAST to understand what additional information is requested.</u></p> <p><u>EEAST agreed that the information provided addressed its comments regarding the nature of the construction workforce. However, EEAST require further information to forecast the 'construction phase' number and type of accidents.</u></p>		
3.3.3	Engagement	In the light of the above, EEAST recommend that appropriate Terms of Reference, Membership and a Communications Strategy for establishing a	The Applicant recognises continued engagement with EEAST will be important throughout the next stages. Further	<u>Meeting on the 26th of October 2023.</u>	<u>Ongoing. Ongoing EEAST's inclusion on the Traffic Management Working</u>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>Transport, Community Safety Health and Wellbeing Working Group (with EEAST attendance obligatory to make it quorate) is established, potentially in advance of the Examination. This would help to inform and assist the management of relevant aspects of the Proposed Development requiring a coordinated response from 'health and blue light partners', incorporating representatives from EEAST, the local Integrated Care Systems (ICS's) Bedfordshire Police and Bedfordshire Fire and Rescue Service.</p> <p><u>Reference to Code of Construction Practice, Construction Management Plan, Construction Phase Plan, Emergency Plan, Construction Management Plan, Construction Workers Travel Plan, Safety</u></p>	<p>engagement through the development of a <u>SoCG statement of Common Ground</u> with EEAST is currently underway.</p> <p>The suggestion of setting up a Transport, Community Safety, Health Wellbeing Working Group is being explored by the Applicant.</p> <p>Refer to matter 3.3.1 of this SoCG for the Applicant's Response <u>to the request for specific reference to EEAST within application documents and the provision of further information on accident rates.</u></p>		<p><u>Group is welcomed and Agreed.</u></p> <p>However, discussion on points raised by EEAST in regard to regarding the inclusion specific mention of EEAST within a number of application documents and the inclusion of emergency services best practice/ awareness guidance in project documentation is ongoing.</p> <p>Reference to Code of Construction Practice, Construction Management Plan, Construction Phase Plan, Emergency Plan, Construction Management Plan, Construction Workers Travel Plan, Safety Leadership Group, Occupational Health</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p><u>Leadership Group, Occupational Health Facilities & Monitoring Plans/ Programmes are welcomed however EEAST's involvement in all these plans/ initiatives etc would be required in order to effectively address its concerns – A DCO Requirement or Section 106 Obligation Head of Term of Agreement would ensure these processes is comprehensively put in place.</u></p> <p><u>As previously noted, emergency services best practice/ awareness guidance ought to be incorporated into project documentation, as required.</u></p>			<p><u>Facilities & Monitoring Plans/ Programmes are welcomed however EEAST's involvement in all these plans/ initiatives etc would be required in order to effectively address its concerns – A DCO Requirement or Section 106 Obligation Head of Term of Agreement would ensure these processes is comprehensively put in place.</u></p> <p><u>As previously noted, emergency services best practice/ awareness guidance ought to be incorporated into project documentation, as required</u></p>

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<p>3.4 Draft DCO</p>					
<p>3.4.1</p>	<p>Impacts on operational capacity</p>	<p>Review of the Applicant's Environmental Statement and related DCO documentation, indicates that the Proposed Development's potential effects (impacts) on EEAST's operational capacity, efficiency and resources (namely staff, vehicle fleet and estate assets) have not been baselined or sufficiently assessed to date.</p> <p>EEAST is therefore, keen to work with the Applicant to ensure this omission is addressed by further information being prepared to inform a robust DCO application for examination.</p> <p>In particular, EEAST wishes to agree and secure suitable mitigation and management measures as</p>	<p>The Transport Assessment [APP-203 to APP-206] and the ES, submitted by the Applicant as part of its application for development consent, reports the findings of its robust assessments on the transport network and on the environment.</p> <p>The Applicant has sought information from EEAST in relation to the current number of callouts to the airport in order to further understand EEAST's operational needs. The Applicant considers its assessment is appropriate and robust, however, it does welcome further engagement with EEAST in order to</p>	<p>Meeting on the 26th of October 2023.</p>	<p>Ongoing Agreed- pending further information to be provided by the Applicant to demonstrate potential accident rates during constructionOngoing</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>part of the DCO Requirements and/or via a <u>Section 106</u> planning obligation (or Deed of Obligation) and to reflect this position within a SoCG <u>prior to by the</u> commencement (or at an early stage) of the Examination.</p>	<p>understand their concerns.</p> <p><u>The Applicant has sought information from EEAST in relation to the current number of callouts to the airport in order to further understand EEAST's operational needs.</u></p> <p><u>The Applicant collated and shared information on construction workforce numbers, typical construction activities, and proposed emergency mitigation and management measures to assist EEAST with estimating the anticipated number of additional call-outs required. The Applicant will engage further with EEAST to understand what additional information is requested.</u></p>		

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
			<p>The Applicant is gathering further information to assist EEAST in estimating the potential accident rates during construction. The Applicant is in the process of calculating the potential accident rates during construction.</p>		
3.4.2	DCO Requirements	Omission to include suitable DCO Requirements and/or h Heads of t Terms of Agreement, either via a s Section 106 planning obligation or Deed of Obligation - to provide funding and new facilities	The Applicant has endeavoured to engage with EEAST throughout the evolution development of the Proposed Development and recognises that continued engagement	Meeting on the 26th of October 2023.	Ongoing Ongoing

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>provision, as required, to increase the capacity, response capability and project preparedness for EEAST's staff, vehicle fleet and estate assets to mitigate and manage the impacts arising.</p> <p>An Emergency Plan as part of Section 6 of the CoCP (DCO Requirement 8/Schedule 2) is welcomed, however, a commitment is required in the SoCG at the examination stage to incorporate measures to directly address EEAST's Principal Areas of Interest and Concern set out in its Relevant Representations, e.g. to incorporate plans and contingencies for emergency access, on-site triage, medical assessment, patient identification, stabilisation, clinical information, safe and efficient handover to EEAST responders within</p>	<p>with EEAST will be important going forward.</p> <p>Whilst the Applicant's assessments have not indicated a need for increased funding or facilities provision for EEAST, the Applicant is willing to engage with EEAST to further understand its concerns.</p> <p>It's understood that <u>EEAST have requested further information on estimated accident rates during construction in order to determine whether financial mitigation might be required to cover the potential increase in call outs.</u></p> <p>In reference to EEAST position on the Emergency Plan refer to matter 3.3.2 in this SoCG for the Applicant's response.</p>		

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		operationally optimal attendance times, including HEMS access etc.			
<h3>3.5 Major Accidents and Disasters</h3>					
3.5.1	Impacts on operational capacity	<p>A significant level and duration of demolition and construction phase work is envisaged, involving large scale plant, equipment and machinery deployment/use, hazardous and non-hazardous waste material arisings/-deposition, import of construction material, specialist construction/engineering operations/processes and product storage across the three construction periods. Information to determine the effect of the demolition and construction phase and its impact on EEAST's operational capacity, resources and efficiency is currently absent from the EIA and associated DCO</p>	<p>Detailed emergency contingency planning for the construction phase of the Proposed Development, and managing any impacts from the works, will be the responsibility of the lead contractor as detailed in the Code of Construction Practice (Appendix 4.2 [REP4-011APP-049]) of the ES. The requirement to carry out works in accordance with the CoCP is secured through Requirement 87 of Schedule 2 of the Draft Development Consent Order [AS-067AS-005], including a pre-commencement</p>	<p>Meeting on the 26th of October 2023.</p>	<p>Ongoing Agreed— pending further information to be provided by the Applicant to demonstrate potential accident rates during constructionOngoing</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>documentation. HSE's construction statistic publications (for Great Britain) indicate that work related incidents, involving serious injury and fatalities, are statistically significantly higher for the construction industry as compared to the 'all industry' rate. In the event of a construction phase accident, appropriate procedures would, therefore, need to be put in place for emergency access, on-site triage, medical assessment and patient identification, stabilisation and transfer to an appropriate healthcare setting. Plans and contingencies for emergency access (access routes to RVP1, RVP2 and all of the fields access gates will have to be kept clear at all times to allow emergency services access), on-site triage, medical assessment,</p>	<p>requirement to prepare an emergency plan that is agreed in writing with relevant planning authority.</p> <p>Whilst the estimated predicted incident rate is not available at this time, mitigation measures have been put in place for accident and incident prevention and control, as detailed in Section 6 of the Appendix 4.2 Code of Construction Practice- [REP4-011APP-049]. <u>The measures include:</u></p> <ul style="list-style-type: none"> <u>The lead contractor will liaise with emergency services and key stakeholders, including the airport operator, to ensure that emergency access routes, muster points, and</u> 		

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		<p>patient identification, stabilisation, clinical information, safe and efficient handover to EEAST responders within operationally optimal attendance times (noting the delay risks above) which in urgent cases may require HEMS access, are considered to be necessary. The incidence and impact of major accidents (and disasters) on EEAST and its HEMS partner operational capacity, resources and efficiency (including EEAST hazardous area response teams - HART) needs to be presented and assessed, with appropriate mitigation and management measures secured within a <u>s</u>Section 106 planning obligation or Deed of Obligation, as part of any DCO approval.</p>	<p><u>parking for emergency services vehicles are appropriately considered and maintained during construction.</u></p> <ul style="list-style-type: none"> <u>The lead contractor's safe system of work will incorporate specific consideration of arrangements for the identification of steps necessary for safe working and the mitigation and management of risk from major accidents and disasters during construction, in a proportionate manner.</u> <p><u>The Applicant collated and shared information on construction workforce numbers, typical construction</u></p>		

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			<p><u>activities, and proposed emergency mitigation and management measures to assist EEAST with estimating the anticipated number of additional call-outs required. The Applicant will engage further with EEAST to understand what additional information is requested.</u></p> <p><u>The Applicant is gathering further information to assist EEAST in estimating the potential accident rates during construction</u>The Applicant is in the process of calculating the potential accident rates during construction.</p>		

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
<h3>3.6 Efficiency and Resources</h3>					
3.6.1	Impacts on operational capacity	<p>EEAST considers that the Proposed Development is likely to give rise to significant effects on its operational capacity, efficiency and resources (incorporating its staff, vehicle fleet and estate assets) which have not been baselined or sufficiently assessed by the LLA Project to date. The Proposed Development is therefore considered to adversely affect EEAST's ability to meet and deliver its targets and priorities (statutory duties) as a key healthcare and emergency services provider. Inclusion of measures specific to addressing EEAST's Principal Areas of Interest and Concern set out in its Relevant Representations are required in the SoCG at</p>	<p>The Transport Assessment [APP-203 to APP-206] reports the findings of the assessments on the transport network and environment as required to support the application for development consent in accordance with application legislation and planning policy.</p> <p>Chapter 15 Major Accidents and Disasters of the ES [APP-041] includes consideration of accessibility to the expanded airport by emergency services, and services, and describes the measures that have been incorporated into the Proposed Development</p>	<p>Meeting on the 26th of October 2023.</p>	<p>Ongoing Ongoing/Not agreed g</p>

SoCG ID	Matter	East of England Ambulance Service NHS Trust position	The Applicant's position	Source of agreement	Agreed / Ongoing / Not agreed
		<p>the examination stage – DCO Requirements and/or as part of the <u>s</u>Section 106 Agreement.</p>	<p>to ensure that such access is not impeded.</p> <p>Chapter 13 Health and Community of the ES [AS-078] includes an assessment of the effects of the Proposed Development on access to healthcare services during both construction and operation, concluding that such effects would not be significant at any assessment phase.</p> <p>The Applicant has undertaken a robust assessment as required.</p> <p><u>The Applicant does not consider it necessary or proportionate to enter into a s106 agreement or other agreement for funding. -</u></p> <p><u>-but is willing to engage with EEAST to</u></p>		

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			<p>understand their concerns further.</p> <p>The Applicant acknowledges the suggestions from EEAST regarding measures specific to addressing EEAST's Principal Areas of Interest and Concern and is currently considering the mitigation and management measures suggested.</p>		
3.6.2	Impacts on operational capacity	Identified impacts arising from the Proposed Development should, therefore, be addressed by employing appropriate mitigation and management measures - to be secured and implemented through DCO Requirements, and/or via a Section 106 planning obligation or Deed of	The Transport Assessment [APP-203 to APP-206] and Surface Access Strategy [APP-228] set out the monitoring and mitigation measures proposed. As part of the ongoing review process, the Applicant intends to produce monitoring	<u>Meeting on the 26th of October 2023.</u>	Ongoing Agreed Ongoing/Not agreed – there are a number of areas to address/ confirm as outlined above

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		<p>Obligation, as part of any DCO approval.</p> <p>This approach ought to be reflected in thea SoCG to clarify the position reached and inform the forthcoming Examination process. Inclusion of measures specific to addressing EEAST's Principal Areas of Interest and Concern set out in its Relevant Representations are required in the SoCG at the examination stage.</p> <p>The measures ought to include a process to assist EEAST and its health and blue light partners to plan for and implement co-ordinated responses to construction phase (and any operational and decommissioning phase) impacts and incidents, to optimise patient outcomes.</p> <p>EEAST's operations and call-outs for the wider Luton</p>	<p>programmes, assess any impacts, and then intervene accordingly if any issues persist as appropriate. The Applicant is willing to engage further with EEAST on these points.</p> <p>The Applicant has suggested the inclusion of EEAST within the Traffic Management Working Group which will be formed as a forum for stakeholder engagement prior to commencement of the Proposed Development. EEAST will be invited to be part of the working group along with representatives from the Applicant, the airport operator, the lead contractor, Luton Borough Council (LBC), Central Bedfordshire Council (CBC), and Hertfordshire County</p>		

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		<p>urban area need to be baselined in order to assess the forecasted impact of the construction phase (callouts confined to the airport are linked to operational phase impacts, which are not likely to be significant) and determine suitable mitigation.</p>	<p>Council (who are the local highway authorities), and National Highways would be invited.</p> <p>For the Applicant's response to EEAST's point on operations and call-outs please refer to matters 3.1.1 and 3.6.1.</p>		