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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.16 Statement of Common Ground between London
Luton Airport Limited and North Hertfordshire District
Council (Tracked Change Version)**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.16

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.17 STATEMENT OF COMMON GROUND BETWEEN LONDON
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND
DACORUM BOROUGH COUNCIL (TRACKED CHANGE VERSION)**

Deadline:	Deadline 6
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Issue 1	September 2023	Additional Submission – Deadline 2
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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) North Hertfordshire District Council.

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

Signature:

Name:

Position:

Date:

Signed on Behalf of NORTH HERTFORDSHIRE DISTRICT 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 North Hertfordshire District Council in respect of the Proposed Development. In particular, this SoCG focuses on:

- a. Need Case and Planning;
- b. Surface access, including public transport, car parks, and modelling;
- c. Environment, including air quality, noise, and biodiversity and landscape
- d. Green Controlled Growth.
- e. Design
- f. Draft DCO

~~1.1.2~~

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

- ~~a. Needs Case~~
- ~~b. Consultation~~
- ~~c. Planning~~
- ~~d. Compensation~~
- ~~e. Employment and Training~~
- ~~f. nee Surface Access~~
- ~~g. Air Quality~~
- ~~h. Noise~~
- ~~i. Climate Change~~
- ~~j. Biodiversity and Landscape~~
- ~~k. Local Communities~~
- ~~l. Cultural Heritage~~

~~m. Green Controlled Growth~~

1.1.4 ~~Water Resources and Flood Risk~~ NHDC has raised no issue to date with regards to the following detailed matters:

- Agricultural Land Quality and Farm Holdings;
- Major Accidents and Disasters;
- Cultural Heritage
- Soils and Geology; and
- Waste and Resources

~~n.~~

~~4.4.4~~1.1.5 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~~ 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."

~~4.4.5~~1.1.6 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 North Hertfordshire District Council is a host local authority under Section 42(a) of the Act. It is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and so has been consulted throughout the course of the development of the Proposed Development.
- 1.2.3 The Applicant and North Hertfordshire District Council are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity ~~from 18 mppa to 32 mppa~~¹. 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;
- (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

¹ On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. ~~Since then~~ 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~~ -The inquiry to consider the called-in application ~~opened on~~ took place between Tuesday 27 September 2022, ~~and closed on~~ and Friday 18 November 2022. At the time ~~of submission 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 to date has been undertaken using~~ 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. Nonetheless, in~~ anticipation of ~~this~~ LLAOL’s 19 mppa planning application, 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.

- (ix) further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040², with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

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

2 ENGAGEMENT WITH NORTH HERTFORDSHIRE DISTRICT 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, North Hertfordshire District Council was consulted on the proposals in accordance with Section 42 of the Act, and submitted a formal response to the statutory consultations carried out by the Applicant in 2019 and 2022.
- 2.1.2 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 North Hertfordshire District Council

Table 3-1: Summary of 'consultation' matters with North Hertfordshire District Council

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's' position	Source of agreement	Status
CONSULTATION					
Approach to consultation and engagement					
NHDC1	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.	NHDC agree that consultation to date has been robust and meaningful.	Joint and individual responses to Statutory Consultation in 2019 and 2022	Agreed
NHDC2	Adequacy of engagement	In agreement. The Applicant will <u>As agreed, the Applicant will</u> continue to engage with NHDC post submission of the application for development consent.	NHDC have been closely engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular Planning Officers Coordination Group (POCG), and topic specific Technical Working Groups (TWG). <u>NHDC agree that the level of engagement has been adequate.</u>	Regular POCG and topic specific meetings since 2018 – see Appendix 1	Agreed

Table 3-2: Summary of 'planning' matters with North Hertfordshire District Council

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
PLANNING					
Planning policy					
NHDC3	Proposed works in the Green Belt within the Borough	The Design and Access Statement [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [AS-122REP5-016] includes a Green Belt Assessment in Appendix B [APP-196] .	<u>NHDC has reviewed the Planning Statement [REP5-016] and Green Belt Assessment [APP-196] and on the assumption that the development is judged against Green Belt policy as a whole confirms it notes the case put forward by the Applicant in relation to the works within the Green Belt, that will be put forward to the Examining Authority to consider the impact. NHDC to confirm their position in relation to the proposed works in the Green Belt within the District.</u>	To be discussed at topic specific meeting <u>Subject to discussion</u>	Ongoing
NHDC4	Compliance of the Proposed Development with	<u>Compliance of the Proposed Development with relevant planning policy as a whole has been demonstrated in the Planning</u>	NHDC to confirm their position on the compliance of the Proposed	<u>Continued engagement through the examination</u>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	relevant planning policy	<p>Statement [AS-122REP5-016]. The Applicant seeks clarity from NHDC with regards to its position on the compliance of the Proposed Development with relevant planning policy, so as to be able to better understand, and respond to, that position.</p>	<p>Development with relevant planning policy.</p> <p>The Hertfordshire <u>Host Authorities</u> (Hertfordshire County Council, North Hertfordshire District Council and <u>Dacorum Borough Council</u>) place <u>importance of addressing the environmental impacts of the Proposed Development, and on effective controls and mitigation, in the context of the planning balance.</u> This includes but is not limited to: <u>air quality, health and community, surface access, noise, emissions, and landscape and visual impacts, together with cumulative effects.</u></p>	<p>process in on these topics meeting the level of mitigation and certainty of control required to achieve conformity..T e be discussed at topic specific meeting</p>	
NHDC5	Consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with Airports National Policy Statement	<p>The Applicant has consulted with NHDC 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 guidance, or any successor to such methodology. The applicant</i>Applicant<i> should consult</i></p>	<p>NHDC to <u>confirms</u> it agrees that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.</p>	<p><u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting</p>	<p><u>Ongoing Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	(ANPS) paragraph 5.1	<i>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>			
NHDC6	Consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11	The Applicant has consulted with NHDC in accordance with ANPS paragraph 5.11 which states: <i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both of third-party schemes on which the preferred scheme depends, and others which interact with it, all of which may be</i>	NHDC to confirms <u>s</u> it agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.	<u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><i>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>			

<p>NHDC7</p>	<p>Pre-application engagement undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113</p>	<p>The Applicant has undertaken pre-application discussions with LBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>“During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.”</i></p> <p>This has included discussion on development within the Green Belt and replacement open space.</p>	<p>NHDC to confirm it agrees that pre-application engagement was undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113.</p>	<p><u>Agreement confirmed via email dated 23.10.2023A</u> greement to be confirmed at topic specific meeting</p>	<p><u>Ongoing Agreed</u></p>
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ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
NHDC8	Engagement undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.	<p>Engagement with the Lead Local Flood Authorities and highway authorities has been undertaken by the Applicant in accordance with ANPS paragraph 5.155 which states:</p> <p><i>“Where the preferred scheme may be affected by, or may add to, flood risk, the Applicant is advised to seek early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. These discussions can be used to identify the likelihood and possible extent and nature of the flood risk, help scope the flood risk assessment, and identify the information that may be required by the Secretary of 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</p>	<p>NHDC to confirm it agrees that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.</p>	<p><u>Agreement confirmed via email dated 23.10.2023A</u> greement to be confirmed at topic specific meeting</p>	<p><u>Ongoing Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		and is provided in Appendix 20.1 of the ES [AS-046] .			
NHDC9	Engagement undertaken in relation to the scope and methodology of the Landscape and Visual Impact Assessment (LVIA), in accordance with ANPS paragraphs 5.214-5.216	Engagement between the Applicant and HCC and other relevant stakeholders on the LVIA is set out in Section 148.4 of ES Chapter 14 Landscape and Visual [AS-079] of the ES . Matters regarding the scope and methodology of the assessment are set out in Sections 148.3 and 148.5 respectively. Accordingly, the Applicant considers that the requirements for the LVIA assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.	<u>NHDC</u> HCC 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. <u>The Host Authorities consider that light pollution effects (including transient), need further consideration in relation to the Chilterns AONB Special Qualities and for the more rural receptors to the east within the LVIA to fully satisfy ANPS paragraph 5.216.</u>	Agreed with Luton Borough Council (LBC), HCC, North Hertfordshire District Council (NHDC) and Central Bedfordshire Council (CBC) at the LVIA Open Space TWG on 7 June 2022 <u>Agreement confirmed via email dated 23.10.2023.</u> <u>Ongoing</u>	<u>Ongoing</u> <u>Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
				discussions re AONB – see NHDC70 and 72, below.	
NHDC10	Consultation undertaken in accordance with the National Networks National Policy Statement (NNNPS)	The Applicant has consulted with NHDC in accordance with NNNPS paragraph 5.204 which states that: <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.”</i>	NHDC to confirm it agrees that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	<u>Agreement confirmed via email dated 23.10.2023</u> A greement to be confirmed at topic specific meeting	<u>Ongoing Agreed</u>
NHDC11	Consultation undertaken in relation to design, in accordance with National Planning Policy Framework (NPPF) paragraph 132	The Applicant has undertaken engagement regarding the design of the Proposed Development, including with NHDC. This is set out in full in the Design and Access Statement [AS-049] . This accords with NPPF paragraph 132 which states: <i>“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between</i>	NHDC agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph 132	<u>Agreement confirmed via email dated 23.10.2023</u> A greement to be confirmed at topic specific meeting	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><i>applicantApplicants, 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 'compensation' matters with North Hertfordshire District Council

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	COMPENSATION				
	Unidentified local impacts mitigation strategy				

<p>NHDC12</p>	<p>Unidentified Local Impacts (ULIs)</p>	<p>The Applicant is considering the mitigation of ULIs.</p> <p>With respect to traffic-related ULIs, the Applicant is considering a mitigation<u>mitigation</u> strategy and associated funding, as part of the Sustainable Transport Fund and will engage on these with Host Authorities.</p>	<p>ULIs need to be considered and a mechanism and funding to mitigate these be put in place. A separate fund with a specific remit to address ULIs would give NHDC/HCC confidence that outside of Green Controlled Growth (GCG) and Community First, funding is in place to address issues that arise that are not forecast at the present time <u>and can be responsive to local consequential effects in delivery.</u></p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>
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Table 3-4: Summary of ‘need case’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
<p>NEED CASE</p>					
<p>Aviation Policy</p>					
<p>NHDC13</p>	<p>Compliance with aviation policy</p>	<p><u>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</u></p>	<p><u>LBC/NHDC 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</u></p>	<p><u>Agreed via email on 05.12.23</u> <u>Not agreed at ISH2. To be</u></p>	<p><u>Agreed</u> <u>Not agreed</u> <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125].</u></p> <p><u>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed. The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125]. The Applicant acknowledges that policy still requires the local environmental</u></p>	<p><u>strategies have confirmed support for expansion plans without restrictions upon airport growth subject to consideration of local environmental impacts.</u> The Hertfordshire host authorities do not agree that national aviation policy 'is supportive of the Proposed Development'. National policy 'is supportive of airports beyond Heathrow making best use of their existing runways'. But that support is subject to:</p> <ul style="list-style-type: none"> • 'development of airports can have positive and negative impacts, including on noise levels. The Hertfordshire Authorities We consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts. • 'it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow'. Advice received by the host authorities confirms that is has been 	<p>discussed at topic specific meeting</p>	

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>impacts to be addressed. 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 ANPS and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the proposed development as set out in the Need Case [AS-125].</p>	<p>possible to demonstrate sufficient need for the proposal from a demand forecasting perspective, but that there are robustness issues in relation to a number of assumptions employed in SoCG ID references (HCC14, NHDC14, and DBC140).</p> <p>Advice (subject to SoCG ID references HCC 140/141, NHDC191/120 and DBC131/ 141) received by the host authorities confirms that the proposal will have positive economic impacts.</p> <p>The negative impacts of the proposal are being judged by the DCO determination process and the position of the Hertfordshire authorities is that those impacts are unacceptable.</p> <p>NHDC to confirm its position on the relevant aviation policy context for the proposed development as set out variables and methodology in the Need Case [APP-213], and the forecasting methodology.</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
Growth and demand forecasts					
NHDC14	Position on the variables and methodology for preparing the demand forecasts	<p><u>Passenger demand forecasts, as set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables.</u></p> <p><u>The Applicant considers that the demand forecasts and assessment cases, including the Core 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</u></p> <p><u>The Applicant considers that its passenger demand forecasts, as set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon</u></p>	<p><u>NHDC agree that the passenger demand forecasts have been developed using an appropriate methodology.</u></p> <p><u>NHDC 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.</u></p> <p><u>NHDC to confirm its position on the variables and methodology for preparing the demand forecasts as set out in the Need Case [AS-215], including the appropriateness of the sensitivity tests including the use of the Faster and Slower Growth Cases alongside the Core Planning Case as the basis for the assessment of effects. <u>The HA Hertfordshire Host Authorities agree that the passenger demand forecasts have been</u></u></p>	<p><u>Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing</u> <u>Not agreed at ISH2. To be discussed at topic specific meeting</u></p>	<p><u>Ongoing</u> <u>Not agreed</u> <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>costs and other relevant economic variables. These forecasts, including the Faster and Slower Growth cases set out a reasonable range for the growth and timescale attainable at the airport and are appropriate as the basis for assessing the environmental and other implications, including the benefits, of the Proposed Development. Passenger demand forecasts, as set out in the Need Case [AS-125] are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables</p> <p>The Applicant considers that the demand forecasts and assessment cases, including the Core 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>	<p>developed using an appropriate methodology.</p> <p>The Hertfordshire Host Authorities consider that there are issues with some of the assumptions used at ISH2, 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>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
NHDC15	Position on the Demand Forecasts	<p><u>The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that these forecasts are an</u></p>	<p><u>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). NHDC to confirm its position on the Demand Forecasts. <u>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).</u></u></p>	<p><u>Agreed via email on 05.12.23. Agreed in Initial Review. To be discussed at topic specific meeting</u></p>	<p><u>Agreed ongoing. Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>appropriate basis for assessing the environmental and other implications of the proposed development. The Applicant considers that conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft.</p>			
	Night quota period				
NHDC16	<p><u>The Applicant considers that is has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125], including the assumption that there will continue to be aircraft</u></p>	<p><u>NHDC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.</u></p> <p><u>NHDC 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. The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as</u></p>	<p><u>Agreed via email on 05.12.23. NHDC to confirm its position on the appropriateness of the demand profile as the basis for the assessment of surface access and noise implications of the proposed development.</u></p>	<p><u>Agreed North Herts District Council sought more clarity on what is meant by high value economic activities. LG sent info on where this is addressed in</u></p>	<p><u>The Applicant considers that is has adopted an appropriate and realistic profile of flights over day</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<p>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. Position on the appropriateness of retaining the current restrictions on movements during the night</p>	<p>set out in the Need Case [AS-125], including the assumption that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft movements above those currently permitted to operate within that period, and that this profile of demand forms an appropriate basis for the assessment of surface access and noise implications of the proposed development.</p>		<p>the Need Case. To be discussed at topic specific meeting</p>	<p>and night as set out in the Need Case [AS-125], including the assumption that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<p>quota period (from 23:30 to 06:00).</p>				<p><u>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. Agreed Ongoing</u></p>

Table 3-5: Summary of ‘employment and training’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council’s position	Source of agreement	Status
EMPLOYMENT AND TRAINING					
Employment and Training Strategy Governance					
NHDC17	Employment and Training Strategy (ETS) to include regular monitoring	Any monitoring and evaluation of outcomes and initiatives outlined within the ETS [APP-215] will be agreed and scoped out once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and review progress against its own objectives, to ensure their efficiency. <u>Key Performance Indicators (KPIs) will be set post DCO consent but the Applicant will continue to engage with the Local Authority to frame the KPIs.</u>	The Employment and Training Strategy (ETS) should include regular monitoring as part of the governance process, which includes <u>Key Performance Indicators (KPIs)</u> to demonstrate its success.	To be discussed at topic specific meeting <u>Agreed via email 02/11/23</u>	<u>Ongoing/Agreed</u>
Employment and Training Strategy					

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
NHDC18	Approach and content of the ETS	The ETS [APP-215] aims to use the Proposed Development to support the growth strategies of the Host Authorities, and the Applicant has engaged with the Host Authorities through the Economics and Employment TWG, and will continue to engage post submission of the application for development consent.	NHDC is satisfied with the proposed ETS, and request further engagement to ensure it is linked with local economic development strategies.	<u>Agreed through Economics and Employment TWG</u> To be discussed at topic specific meeting	<u>Ongoing</u> <u>Agreed</u>

Table 3-6: Summary of 'surface access' matters with North Hertfordshire District Council

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
NHDC19	<u>Overarching</u> Monitoring approach	The Applicant has established an approach to, and scale of, proposed monitoring. Further detail on the approach to	Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the	This was discussed at a meetings on	<u>Ongoing</u> <u>Agreed</u> <u>Ongoing</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the Surface Access Strategy [APP-228] and the Framework Travel Plan [AS-131REP4-045]. The Transport Assessment [APP-203, AS-123 APP-205 and APP-206] sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required.</p> <p><u>The Applicant submitted an updated is currently investigating a Travel Plan 'toolbox of measures' at Deadline 4 in the Framework Travel Plan [REP4-045] to be delivered by deadline 4, this will include which gives more details on implementation and timescales.</u></p> <p><u>The Outline Transport Related Impacts Monitoring and Mitigation Approach (applicant will provide the OTRIMMA) [REP4-085REP5-041] document was provided at Deadline 54.</u></p>	<p>airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p> <p><u>NHDC has agreed in principle with the Applicant's proposal to include additional monitoring of traffic flows through Kimpton and Whitwell, Tea Green, etc.</u></p>	<p><u>27.07.2023, with a further meeting planned to take place prior to Deadline 3, and the 25.09.2023 and on 12.10.2023. It was agreed that this item was agreed based on more detailed points still ongoing in subsequent points.</u></p>	

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>The Applicant submitted the <u>'Sustainable Travel Fund'd [TR020001/APP/8.119][REP5-056]</u> at <u>Ddeadline 5.</u></p>			
	Assessment				
<p>NHDC20</p>	<p>Scope of the <u>tTraffic and tTransport assessmentAsses sment</u></p>	<p>The <u>tTraffic and tTransport aAssessment [AS-030], as Chapter 18 of the Environmental Statement,</u> is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. <u>The tTrip distribution plans expanded across Hertfordshire to a wider geographic scopesummarise the extent of airport surface access movements across the wider network.</u> Further detail can be found in the Strategic Modelling Forecasting Report 7.02 Transport Assessment Appendices – Part 2 of 3, Appendix F Strategic Modelling Forecasting Report [APP-201] <u>Moreover, tThe Applicant is happy to extract additional traffic flow informations where required.</u></p>	<p><u>HCC / DBC / NHDC to confirm its position on the scope of the Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statementtraffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. NHDC to confirm its position on the scope of the traffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. Host authorities to confirm plans by 27/10/2023 NHDC still require information to confirm their position on the scope of the Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, which is related to the</u></p>	<p>This was discussed at a meeting on 27.07.2023 and <u>agreed on the 20.10.2023.</u> with ongoing meetings also planned where this can be discussed if required.</p>	<p>Ongoing <u>OngoingAgreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<p><u>extent of impacts on the network capacity and whether significant effects are likely to occur.</u></p> <p><u>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to all modes there is an outstanding request for further detail to gain a better understanding of Hertfordshire catchment, these have not been provided by the Applicant and final outstanding detail.</u></p>		
<p>NHDC21</p>	<p>Assessment years used within the <u>T</u>raffic and <u>T</u>ransport <u>A</u>ssessment</p>	<p>The assessment 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.</p>	<p>NHDC to confirm its position on the assessment years used within the traffic and transport assessment, and that they are consistent with the air quality assessments. <u>NHDC confirm that the assessment years align with the development growth and the county strategic model. NHDC to confirm with air quality specialist on this matter.</u></p>	<p>This was discussed at a <u>meetings</u> on <u>27.07.2023,</u> <u>and</u> <u>15.09.2023</u> <u>and</u> <u>20.10.2023</u> with ongoing meetings also planned where this</p>	<p>Ongoing <u>Agreed</u> <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
				can be discussed if required.	
	Mitigation				
NHDC22	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent.	NHDC 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
NHDC23	Mitigation measures	The Applicant has proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity. <u>The Applicant provided additional details on modelling of the proposed mitigation measures within Hitchin as part of 8.94 Applicant's Response to Issue Specific Hearing 4 Action 8: Off-site Highway Works [REP 4-082]. The Applicant will provide more details on Hitchin Junction interventions at deadline 4 and to carry out safety audits at deadline 5. An update on the progress of the Stage 1 Road Safety</u>	<u>Discussions are ongoing regarding the mitigation proposals at the three Hitchin junctions which should be designed to be compliant with local and national policy and plans to enable and support modal shift from driving to active travel and public transport, rather than just to provide localised capacity increases for motor traffic. NHDC to confirm its position on the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.</u>	This was discussed at a meeting on 27.07.2023 and 20.10.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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		<p><u>Audits [REP5-055] in response to ISH4 Action 7 will be provided at Deadline 5. Discussions regarding the RSA designer's responses will be undertaken with NHDC as part of ongoing engagement.</u></p> <p><u>The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips. The proposals do not preclude alternative proposals being brought forward.</u></p>			
	Public / sustainable transport impacts				
NHDC24	East-west public transport connectivity	<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 connectivity. on H However, these strategic connections are not the responsibility of the Applicant to address.</p> <p>However, significant modelling and assessment work has been performed</p>	<p>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals do not appear to address this issue. No additional public transport measures are proposed for East to West travel to Luton, other than by rail and existing public transport. <u>NHDC to provide suggestions for bus/coach improvements. Moreover NHDHGC</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and <u>20.10.2023</u> and will continue to be discussed.</p>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the Proposed Development. This is summarised in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p>The Applicant Through this application <u>the Applicant</u> is improving on-site infrastructure for bus and coach including additional capacity at the existing terminal and a new bus/coach station for the <u>Proposed proposed new t</u>Terminal. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045]AS-131 set out how the Applicant and <u>airport o</u>Operator will work with other to ensure that sustainable access opportunities to the <u>A</u>airport are maximised which could include improvements to east-west bus and coach connections.</p>	<p>would like reference of direct connections from Hitchin Station to be referenced in the Framework Travel Plan [REP4-045AS-131] 'toolbox of interventions'.</p> <p>The host authority outlined the <u>There are</u> -poor levels of service provision on the B653 corridor and the interchange at <u>Dart Stationthe Luton DART station.</u></p> <p><u>North Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</u></p> <p><u>A r</u>Response on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that <u>additional public transport routes or enhanced services in North Hertfordshire would be provided other than through the STF, by agreement of the ATF.</u></p>		

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		<p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122][REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5. <u>The Bus & Coach Strategy identified a direct bus route between the airport, Hitchin, and Aylesbury as a priority measure to be discussed in the ATF Steering Group.</u> e applicant is looking at the Travel Plan 'toolbox of measures' by deadline 4 and to also provide more details on implementation and timescales.</p> <p><u>The applicant will provide more information on the Sustainable Travel Fund at deadline 5.</u></p>			
NHDC25	Public transport capacity	As part of the Proposed Development the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through <u>the Green Controlled Growth</u>	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	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and</u>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>FrameworkGCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Mode share Limits are clearly set out in GCG, and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. The detailed design for the coach station will be developed at the appropriate time, following grant of development consent.</p> <p>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of</p>	<p>assessment of passenger and employee demand is not clear.</p> <p>Hertfordshire await the results of the Network Rail capacity assessment to confirm their position regarding the rail network capacity. It is understood this is due at Deadline 7.</p> <p>With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no substantial proposals to change this.</p>	<p>20.10.2023 and will continue to be discussed.</p>	

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		<p>people - both passengers and staff - who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand. In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] 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 this was necessary.</p> <p>Whilst Covid-19 has impacted on the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p><u>The</u> Applicant provided further detail on implementation and timescales of the 'toolbox of</p>			

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		<p>measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122][REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5. The Applicant will provide further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [AS-131] at Deadline 4, and more information on bus and coach measures at Deadline 5 alongside the STF. e applicant is looking at the Travel Plan 'toolbox of measures' by deadline 4 and to also provide more details on implementation and timescales. Moreover, the STF and bus / coach improvements will be provided at deadline 5.</p>			
NHDC26	New public transport services	The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.	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	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and</u>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>The Framework Travel Plan- [AS-131REP4-045] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for 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</p>	<p>to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</p> <p><u>A r-Response on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that additional public transport routes in Hertfordshire would be provided.</u></p>	<p><u>20.10.2023</u> and will continue to be discussed in future meetings.</p>	

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		<p>of the Applicant and require discussion and negotiation with third parties. The completion of the Luton DART and extension to the new terminal area should make access by rail more attractive and the Applicant will work with train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the future, the airport operator will work closely with rail and bus service operators through the Airport Transport Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p>± The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122][REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5. <u>The Applicant will provide further detail on</u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [AS-131] at Deadline 4, and more information on bus and coach measures at Deadline 5 alongside the STF. The applicant is looking at the Travel Plan 'toolbox of measures' by deadline 4 and to also provide more details on implementation and timescales. Moreover, the STF and bus / coach improvements will be provided at deadline 5.</u></p>			
NHDC27	Travel Plan delivery	<p>The Framework Travel Plan [REP4-045AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties whilst achieving sustainable mode share Targets. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the Surface Access Strategy [APP-228] and changing circumstances which will be recognised through the results of ongoing monitoring and</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><u>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</u></p> <p><u>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and <u>25.09.23 and agreed on the 20.10.2023.</u> and will continue to be discussed in future meetings.</p>	<p>Ongoing <u>Agreed Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the Framework Travel Plan [AS-131REP4-045] will have ambitious Targets that are over and above those set out in the GCG Framework [REP3-017REP5-022APP-218], set out 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.</p> <p>The approach to future monitoring and undertaking of surveys is set out in the Framework Travel Plan [REP4-045AS-131]. <u>The Travel Plan</u></p>	<p><u>would like a greater commitment to this.</u></p> <p><u>The fund should be available in perpetuity in some form.</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>will encourage sustainable travel practices and shift people from private car usage. The Sustainable Transport Fund is also be discussed to ensure there is funding available to deliver the interventions set out in fFuture Travel Plans.</u></p> <p><u>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218] against the targets set out in the Framework Travel Plan [REP4-045]AS-131.</u></p> <p><u>±The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122][REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5.<u>The Applicant will provide further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [AS-131] at Deadline 4, and more information on bus and coach</u></u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>measures at Deadline 5 alongside the STF. The applicant is looking to provide a Travel Plan 'toolbox of measures' by deadline 4 and to provide more detail on implementation timescales. Moreover, the STF and bus / coach improvements will be provided at deadline 5.</p>			
<p>NHDC28</p>	<p>Travel Plan reporting</p>	<p>The Framework Travel Plan [REP4-045AS-131] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The approach to monitoring is set out in the Framework Travel Plan [REP4-045AS-131]. Civil Aviation</p>	<p>In achieving real shifts to public transport as well as encouraging cycling and walking, the regular reporting and enforcing of Travel Plan targets is clearly essential and the role of NHDC and the proposed ATF needs to be developed further, including how any ATF is constituted and funded.</p> <p>NHDC has noted on will consider the longevity of the ATF and maintenance going forward as more with more details required further detail on the structure of the ATF is provided.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023 and will continue to be discussed in future meetings.</p>	<p>Ongoing</p>

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		<p>Authority (CAA) data from the latest available five years will be analysed and mitigation measures suggested accordingly. The detailed monitoring approach will be set out in the final Travel Plan with further engagement to determine specifics.</p> <p>The GCG Framework [REP3-017REP5-022APP-218], Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045AS-131] set out the governance structure, including the future role of the existing Airport Transport Forum (ATF) (including for local authorities) and how it will report into the operator and Environmental Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p><u>The aApplicant has produced the Terms of reference for the Airport Transport Forum [REP4-083] is producing the a ATF Terms of Reference document for Ddeadline 4. Moreover,</u></p> <p><u>‡Please also see the Sustainable Transport Fund</u></p>			

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		[TR020001/APP/8.119] [REP5-056] submitted at Deadline 5.			
	Public / sustainable transport targets				
NHDC29	Existing public transport connectivity	The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] , Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-045AS-131] . The Covid-19 pandemic has seen a drop-off in sustainable transport however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to access the airport by bus and coach is an	The existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, London Luton Airport has the lowest level of public transport use (some 25% of journeys). NHDC welcome the recognition of this inadequacy and the wish to address it, but we do not feel the proposals go far enough to delivering this. NHDC consider that there are significant challenges which need to be addressed to achieve that stated modal shift. With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises	This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023 will continue to be discussed in future meetings.	Ongoing

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		<p>important part of achieving both Limits and Targets.</p> <p>The Framework Travel Plan [REP4-045AS-134] 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><u>The Applicant submitted the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] with the relevant host authorities in advance of the planned SoCG engagements between deadline 4 and deadline 6 at Deadline 5.</u></p>	<p><u>concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no substantial proposals to change this.</u></p>		
NHDC30	Mode shift	<p>The GCG Framework [APP-218REP3-017REP5-0228] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the</p>	<p>NHDC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to</p>	<p>This was discussed at meetings on</p>	<p>Ongoing <u>Ongoing</u></p>

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		<p>Framework Travel Plan [REP4-045AS-131] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. Future Travel Plans will set Targets for passenger and staff mode share. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045AS-131] are focused on ensuring that the targets are ambitious and aim to directly influence the increase in sustainable surface access modes to and from the airport in the longer term. Therefore, it is proposed that the newly set targets are more ambitious towards sustainable behaviours compared to those achieved in a preceding Travel Plan cycle and the GCG Limits. The level of ambition when setting the percentage change for targets will be informed by (where applicable):</p> <ol style="list-style-type: none"> a. Striving to go beyond the Limits for passenger and staff mode share. b. Responding to modelling forecasts in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] c. Due regard for recent five-year CAA/staff surveys and trends over the 	<p>increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels. Would welcome further discussions on this target.</p>	<p>27.07.2023 and 02.08.23 and <u>agreed on the 20.10.2023</u> and will continue to be discussed.</p>	

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		<p>duration of the previous Airport Surface Access Strategy/Travel Plan.</p> <p>d. A lookahead to delivery of transport infrastructure delivery in the next five-year period</p> <p>e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans.</p> <p>The airport operator will also set targets for other surface access-related indicators. The diversification of Targets will allow for the collection, analysis and ongoing review of more granular data and an improved understanding of how interventions and measures are performing.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [REP4-045AS-131] contains the provisional targets for the first future Travel Plan,</p>			

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		<p>alongside the headline targets for passenger and staff mode share targets.</p> <p>The Applicant is committed to working with the local highway authorities and supporting measures for further improving sustainable transport within the area.</p> <p><u>The Applicant submitted the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5. The Applicant will share details of the STF with the relevant host authorities in advance of the planned SoCG engagements between Ddeadline 4 and Ddeadline 6.</u></p> <p><u>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218] against the targets set out in the Framework Travel Plan [REP4-045AS-131].</u></p>			

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NHDC31	Non-sustainable mode share	<p>The GCG Framework [APP-218REP3-017REP5-022] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the airport, which must be maintained as passenger throughput increases to the new passenger cap of 32mppa. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].Notwithstanding. <u>Notwithstanding</u> this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan [REP4-045AS-131] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years.</p> <p><u>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218] against the targets set out in the</u></p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and agreed on the and 20.10.2023.</u> <u>and will continue to be discussed.</u></p>	<p>Ongoing <u>OngoingAgreed</u></p>

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		<p><u>Framework Travel Plan [REP4-044AS-131].</u></p>			
	<p>Car parks</p>				
<p>NHDC32</p>	<p>Parking demands</p>	<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. <u>Without intervention, the increase in passenger numbers could lead to a significant and potentially unacceptable increase in car journeys, which is why the Applicant has developed a suite of measures to maximise the use of public transport to access the airport in the Framework Travel Plan [REP4-044].</u> The potential impact of the increase in passenger numbers all arriving by car would be significant, as such there are</p>	<p>NHDC is concerned 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><u>The Applicant should provide clarification on how off-site car parking is considered in the modelling analysis.</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and <u>agreed on the 20.10.2023.</u> 3 and will continue to be discussed.</p>	<p><u>Ongoing</u> Ongoing</p>

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		<p>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 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 provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122][REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5. The applicant will also</p>			

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		<p><u>clarify how off-site parking is currently considered in the modelling analysis.</u></p>			
<p>NHDC33</p>	<p>Parking restraint and pricing policies</p>	<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. <u>This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [REP4-085REP5-041] and the <u>processes</u> within that.</u></p>	<p><u>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.</u> NHDC confirm that Tthe Proposed Development, in combination with proposed parking restraint and pricing policies, confirm that fly parking is unlikely to generate significant fly parking within North Hertfordshire.</p> <p>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><u>Unlikely that private off-site parking would be provided in North Hertfordshire, if planning applications come forward in due course, they will</u></p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23 and the <u>25.09.2023</u> and was <u>agreed on the 20.10.2023.</u></p>	<p>Ongoing <u>Ongoing Agreed</u></p>

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			<p>be dealt with through the appropriate planning process at that time.</p> <p>As part of the TRIMMA Hertfordshire is seeking additional monitoring of the additional traffic impacts associated with any private / offsite car park expansion that may occur and is not yet agreed.</p>		
<p>NHDC34</p>	<p>Monitoring and managing the impact of off-site car parks</p>	<p>The Applicant welcomes and acknowledges the key role that the 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.</p> <p>The Applicant has no control over the operation or potential expansion of these facilities – this is a matter for facility operators and for local</p>	<p>Impacts on third-party operated car parks would need to be monitored and managed through the local authorities. Adverse impacts on localised areas would also need careful monitoring and management. Impact on informal Park & Ride is the main concern.</p>	<p>This was discussed at meetings on 27.07.2023 and agreed in a meeting on 02.08.23.</p>	<p>Agreed/ongoing/Agreed</p>

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		<p><u>authorities. The Applicant has, however, incorporated forecast traffic associated with these facilities into the design of proposed mitigation. Monitoring proposed in the OTRIMMA [REP4-085REP5-041] accounts for this. The Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228] set out the monitoring and mitigation measures proposed. The Applicant will be discussing the details of the TRIMMA process</u></p>			
	Framework Travel Plan				
<p>NHDC35</p>	<p>Toolbox of travel plan measures</p>	<p>The GCG Framework [APP-218REP3-017REP5-022] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan [REP4-045AS-131] toolbox that are necessary to stay within the Limits. Failure to stay within the GCG Limits would result in limitations being placed on airport growth; therefore the enforceable GCG Limits provide</p>	<p>It is not clear how the “toolbox of travel plan measure” would be funded and who takes responsibility for them. There is a heavy reliance on third-party schemes/interventions coming forward and third-party buy-in to measures.</p> <p><u>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and will continue to be discussed <u>agreed on the 20.10.2023.</u></p>	<p><u>Ongoing</u> <u>Ongoing, Agreed</u></p>

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		<p>sufficient incentive to the operator to stay within the mode share Limits to ensure that the toolbox of measures will be utilised and implemented appropriately.</p> <p><u>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</u></p>	<p><u>demonstrate that sufficient funding will be available.</u></p> <p><u>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</u></p> <p><u>The fund should be available in perpetuity in some form.</u></p> <p><u>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</u></p>		
NHDC36	Lift-sharing programmes	<p>For lift-sharing programmes and other sustainable travel initiatives the Framework Travel Plan [REP4-045AS-131] sets out the longlist of interventions and measures that the operator could draw upon when the Travel Plan Coordinator (TPC) is developing a new Travel Plan. The longlist, or toolbox, will be deployed</p>	<p><u>NHDC acknowledge they understand</u> Query how the Applicant will fund, incentivise, market and monitor lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing.</p>	<p>This was discussed at meetings on the 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u></p>	<p><u>Ongoing</u> Agreed</p>

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		<p>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 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 airport operator are currently in discussions around providing greater clarity on the responsible party and the identified funding source for sustainable transport measures -set out within</p>			

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		<p>the Framework Travel Plan [REP4-045AS-131]. Whilst different solutions are being identified, one of the ways in which comfort could be provided to the local authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be confirmed in December 2023.</p> <p>The Applicant will submitted the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] in advance of the planned SoCG engagements between Deadline 4 and Deadline 6 at Deadline 5.</p>			
NHDC37	Framework Travel Plan scope	The Framework Travel Plan [REP4-045AS-131] establishes the format and content of future Travel Plans that are to be produced five-yearly.	HCC NHDC to confirm its position on the scope of the Framework Travel Plan [REP4-045AS-131]. The scope of the Framework Travel Plan [REP4-045] is acceptable	This was discussed at a meeting on the 27.07.2023 and agreed on the 20.10.2023. with ongoing meetings	Ongoing Agreed

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				also planned where this can be discussed if required.	
	Modelling				
NHDC38	Model scope, coverage and assumptions around the development / transport and highway scheme uncertainty log	<p>It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</p> <p>An updated Uncertainty Log has been issued to the Host Authority, and will also be submitted as part of the Rule 9 final report, due 15.12.2023.</p>	<p><u>NHDC have requested more information on Post Covid work, including the updated uncertainty log. Once information has been received NHDC will review or confirm their position. are required.</u></p> <p><u>NHDC to confirm its position on whether if further detail on model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log needs to be included within the Statement of Common Ground to confirm its agreement are required.</u></p>	This was discussed at meetings on the 27.07.2023 and 02.08.23 and 20.10.2023.	Ongoing Agreed

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NHDC39	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>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the</p>	<p>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. NHDC acknowledges the Applicant has undertaken a sensitivity test. If the present government review comes down on the side of no further Smart motorways, a sensitivity test will be needed to demonstrate that investigate whether the proposals will not cause an unacceptable impact on the Strategic Road Network. <u>NHDC still have questions on the Applicants approach to the Post Covid scenario and are therefore not currently able to provide a position on this and is yet to provide a position on this.</u></p> <p>There is an assumption in the assessments that an enhancement scheme will be provided at the M1 between junctions 9 and 10 including hard shoulder running (or Smart Motorway) in all forecast options. If the government review concludes no further Smart Motorways, an</p>	This was discussed at meetings on the 27.07.2023 and 02.08.23 and <u>20.10.2023.</u>	Ongoing

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		<p>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>alternate test and/or scheme may be required.</p>		
NHDC40	East Luton highway improvement schemes	<p>The assumptions for the East Luton highway improvement schemes have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.</p> <p>The OTRIMMA will be shared with the host authorities in advance of the planned SoCG engagements between deadline 4 and deadline 6.</p>	<p>East Luton highway improvement schemes being included in the 2027 case may provide an overestimate of traffic capacity at those locations. Noted that some locations require further modification as a result of the airport. Funding for the initial measures is not confirmed.</p>	<p>This was discussed at meetings on the 27.07.2023 and 02.08.23 and <u>20.10.2023.</u></p>	Ongoing

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NHDC41	Calibration and validation of models	The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR <u>LMVR</u>) which have been agreed by both National Highways and the relevant highway authorities.	NHDC 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 meetings on the 27.07.2023 and 02.08.23 and <u>20.10.2023.</u>	Agreed
NHDC42	The CBLTM-LTN and VISSIM modelling	The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. <u>NHDC is satisfied that there is certainty that this will be delivered. Confirmation required that funding for delivery of these improvements and whether this a reasonable assumption to make for 2027.</u>	This was discussed at meetings on the 27.07.2023 and 02.08.23 and <u>agreed in a meeting on 20.10.23.-</u>	Agreed
NHDC43	All known committed development and	All known committed developments and transport infrastructure schemes have been incorporated into the	There does not appear to be a modelled scenario which isolates the impact of the Proposed Development	This was discussed at meetings on	Ongoing

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	transport infrastructure schemes	<p>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 HCCHCG 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>The modelled scenario compares back to the do-minimum and so there is no need for the following scenario:</p> <p>Do Minimum with committed highway schemes and developments and mitigation.</p> <p>As such, this scenario has not been run.</p>	<p>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 and 02.08.23.	

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Local impact fund					
NHDC44	General local highway network fund to cover additional improvements	<p>As set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228], the Applicant proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation such as airport related traffic on less suitable roads or parking in residential areas. The Applicant 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.</p> <p>The Applicant and airport operator have provided are also currently in discussions around providing greater clarity on the responsible party and the identified funding source for sustainable transport measures- set out within the Framework Travel Plan [REP4-045AS-131] <u>in the Sustainable Transport Fund (STF)</u></p>	<p>There remains a case for a general local highway network fund <u>NHDC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP4-085REP5-041]</u> to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</p> <p><u>The Applicant should share details of the scale of the Residual Impacts Fund (RIF) to give assurance that it</u></p>	<p>This was discussed at meetings on the 27.07.2023 and 02.08.23 <u>and agreed on the 20.10.2023 and was updated to agreed on submission of the OTRIMMA.</u></p>	<p><u>Ongoing</u> Agreed</p>

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		<p>[REP5-056]. Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be provided in December 2023.</p> <p>Details of the OTRIMMA [REP4-085REP5-041] will be shared with the relevant Host Authorities at Deadline 4. in advance of planned SoCG engagement between Deadline 4 and at Deadline 654. This document contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and is funded via a separate Residual Impact Fund to be secured as part of the S106. The fund size will be shared at the appropriate time as this is secured in the S106.</p>	<p>is adequate and an indication of the level of intervention that could be delivered. Also require details of the funding allocation to the authorities.</p>		
<p>NHDC45</p>	<p>Future year VISSIM modelling</p>	<p>The VISSIM model only covers the road network which is the responsibility of Luton Borough Council and Central Bedfordshire</p>	<p>NHDC have the following concerns about the future year VISSIM modelling: Inconsistent with strategic modelling. Unconventional method of</p>	<p>This was discussed at a meeting on the</p>	<p>Ongoing</p>

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		<p><u>Council along with the area of interest for National Highways. The VISSIM model does not cover junctions within North Hertfordshire.</u></p> <p><u>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCHGC 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.</u> The Applicant initially started developing the Proposed Development in 2017 with the aim to submit an application for development consent in 2019/20. However the submission of the application was delayed until 2023 as a result of the Covid-19 pandemic. Given the original timelines, the two models were developed independently limiting the ability to take forecast future growth in traffic directly from one model into the other. Nevertheless, checks were undertaken at common locations to ensure model flows appeared as reasonable as possible.</p>	<p>applying growth – therefore lack of confidence in forecast models. Confirmation of whether the VISSIM models have been developed using outputs from the strategic model. NHDC request the Applicant shares the associated results and assumptions for the junction capacity assessments.</p>	<p>27.07.2023 with ongoing meetings as to be discussed planned where this can be discussed if required.</p>	

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		<p>The methodology used for developing the base and forecast strategic and Vissim models differs. This is not uncommon given that the input data and level of detail between the models differ. Notwithstanding this, both models were independently validated and calibrated in accordance with WebTAG guidance.</p> <p>Nevertheless, aThe forecasts produced by the two models will differ because</p> <ul style="list-style-type: none"> -the two models have different base years and whilst independently validated will always result in differences in flow – just like day to day. -In the strategic model, traffic has multiple route choices as the model covers a much larger area and can therefore change routes depending on delay/congestion. -In the Vissim model route choice is more limited by the extents of the model. From the perspective of developing junction mitigations, this 			

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		<p>ensures traffic remains within the local area and provides a more robust analysis.</p> <p>Consistency between the two models was checked to ensure that there were no significant differences by comparing traffic levels between the two models at the edge of the Vissim model extents. Notwithstanding this, to provide the Host Authorities and National Highways with further confidence in the proposed highway mitigation measures, the application for development consent included a sensitivity test in which the growth from the strategic model was incorporated into the local VISSIM model <u>to address the point regarding consistency with the strategic modelling and the results of the associated junctions modelling were</u> . This was reported in Scenario Testing (Section 14 of the Transport Assessment).</p> <p>The test was undertaken for the 2043 Full Development scenario as this reflects the end state of the Proposed Development. The sensitivity test</p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>showed that even with the strategic model growth applied to the baseline VISSIM Vissim-model flows, the operational performance of the network is not materially affected. The proposed highway mitigation strategy is unchanged.</p> <p><u>The Rule 9 modelling will include the strategic model growth in the VISSIM Vissim-model.</u></p>			
NHDC46	Impact of Covid-19	<p>The impact of the Covid-19 pandemic is being addressed as part of the Rule 9 response. Work will be undertaken to understand the how traffic flows have changed since 2016/2017 from available data sources. <u>This 'Rule 9 modelling' is ongoing.</u></p>	<p>There is insufficient baseline information incorporating any impacts of the Covid-19 pandemic. The basis for the traffic forecasts and mode share targets is not based on the post-pandemic situation and the Base model is seven years old. Evidence of how traffic flows and public transport usage have changed between 2016 and 2022/2023 should be provided.</p>	<p>This was discussed at a meeting on the 27.07.2023.</p>	<p><u>Ongoing/Agreed</u></p>
NHDC47	Assumptions of geographic distribution of airport trips	<p>The Green Controlled Growth Framework Appendix F - Surface Access Monitoring Plan [(APP-224REP5-032)] specifies the monitoring methodology and</p>	<p>The assumptions around the geographic distribution of airport trips (all modes) is not adequately represented. It is not possible to fully appreciate the share that travels</p>	<p>This was discussed at a meeting on 27.07.2023. NHDC</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>associated reporting requirements for the non-sustainable passenger mode share Limit (which are also applicable to the equivalent Travel Plan Targets).</p> <p>The three main surface access mitigation mechanisms include the GCG Framework [REP3-018], the Travel Plan, and the <u>Outline</u> Traffic Related Impacts Monitoring and Mitigation Approach (OTRIMMA; [REP4-085REP5-041]TRIMMA).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F – Surface Access Monitoring Plan [(APP-224REP5-032)]. The GCG Framework only considers staff and passenger mode share at an aggregate level. Mitigation will only be required as part of the GCG Framework where a Limit has been breached, or a Level 2 Threshold has been exceeded and the Limit is likely to be breached without further action.</p> <p>In addition to GCG, the Framework Travel Plan [(REP4-045REP4-</p>	<p>through North Herts and the forecasts. More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG. Relationship between the different monitoring mechanisms and requirements for mitigation need further explanation. NHDC accepts the assumptions around the geographic distribution of airport trips for all modes.</p>	<p>acknowledged the explanation stated in the meeting and did not request further information provided.</p>	

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		<p>044 (APP-229) requires further, more granular monitoring to take place, to better inform the additional targets to be defined by the Travel Plan and success of individual surface access measures. Measures to improve sustainable transport will be delivered via the Travel Plan, to ensure that the targets defined within the Travel Plan met. These targets will be more ambitious than the GCG Limits, and will include additional metrics beyond the headline passenger and staff mode shares (e.g. focusing on walking and cycling specifically).</p> <p>Finally, the TRIMMA will require location-specific monitoring, to inform if and when the identified location-specific highway mitigation measures set out in the Transport Assessment [APP-203, APP-204, AS-123, APP-206] need to be delivered; the TRIMMA will include a mechanism to agree on alternative forms of mitigaiton <u>mitigation</u>, rather than just those specified in the <u>Transport Assessment</u>TA. The absolute vehicle trip numbers</p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		generated as a result of the Proposed Development are set out in the <u>Transport Assessment</u> , in addition to an assessment of their impacts on the local highway network.			
NHDC48	Absolute numbers of trips	The Applicant will present Limits and Targets around mode share as percentages, as opposed to absolute numbers, to ensure that progress can be tracked against the passenger and staff samples from the CAA data and staff surveys.	The percentages mask the trends in absolute numbers of trips and it is unclear whether these match to the numbers of trips assumed within the Transport Assessment. Additional detail on the numbers of trips rather than just percentages should be provided to be able to appreciate the impacts that are being presented in real terms	This was discussed at a meeting on the 27.07.2023.	Ongoing
NHDC49	Mitigations proposed in Hitchin	The Applicant has developed interventions to mitigate the additional traffic generated by the development in Hitchin, and as such these mitigation measures and junction changes have been included in the transport modelling of the future year scenario. The Applicant is supportive of measures to improve active and sustainable travel modes and will work with the authorities to	The mitigations proposed in Hitchin provide increased capacity for vehicular traffic which is in conflict with local plans and policies to enable and support active travel. Further detail on the need for the mitigation and incorporation of active and sustainable travel with the design is requested. North Herts would like to see interventions which make access to the airport by	This was discussed at a meeting on the 27.07.2023.	<u>Agreed</u> <u>Ongoing</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		implement agreed improvements as part of the mitigation, such as to meet their requirements for LTP4 wherever reasonably practicable.	sustainable modes, including public transport, more attractive.		
NHDC50	Mitigation of impacts in North Hertfordshire	Traffic impacts in North Hertfordshire will be monitored via the Traffic Related Impacts Monitoring and Mitigation Approach (TRIMMA) and managed via the travel <u>Travel Plan</u> . The Applicant is open to further discussions on this point.	<u>There is insufficient information about how the traffic impacts in North Herts would be mitigated, monitored and managed. Additional detail should be provided by the Applicant in the <u>Transport Assessment</u> and from the modelling about the impacts in North Herts, particularly for the sensitivity test scenario which is the most realistic traffic scenario presently and is insufficiently detailed in the <u>Transport Assessment</u>TA.</u>	This was discussed at a meeting on the 27.07.2023, with ongoing meetings also planned where this will be <u>will be</u> discussed.	Ongoing
NHDC51	Sustainable Transport Fund	The Airport is committed to the establishment of a Sustainable Transport Fund to deliver on measures outlined in the Framework Travel Plan [REP4-045AS-131] . The Travel Plan will do this first to meet Targets (more ambitious than GCG Limits). The Applicant and airport operator are currently developing a suitable and effective funding	Insufficient detail is provided on the level of investment and responsibility for providing support for additional public transport services, this <u>This</u> is mentioned in the application material but there is no commitment towards implementation. Details of who is the responsible party for securing, providing and funding additional public transport from the east of the airport. Expected programme for	This was discussed at a meeting on the 27.07.2023 and agreed on the 2020.1010-1011.2023. <u>and agreed on the 2020.1010-1011.2023.</u> with ongoing meetings	Ongoing <u>Agreed Ongoing</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>mechanism that best responds to sustainable transport opportunities.</p> <p>The Applicant will share submitted the Sustainable Transport Fund (STF) [TR020001/APP/8.119][REP5-056] at Deadline 5.</p>	<p>their introduction and where the funding will come from is sought.</p> <p><u>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</u></p> <p><u>The need for bus service pump-priming prior to the funds being built up would be likely, and North Hertfordshire would like a greater commitment to this.</u></p> <p><u>The fund should be available in perpetuity in some form.</u></p>	<p>also planned where this will be discussed..discussed.</p>	
NHDC52	Breach of Limits lag in stopping airport expansion	<p>The Applicant notes that the timings provided in the GCG Explanatory Note [REP3-015] are worst case and represent the latest possible point at which aspects of the GCG process need to be completed in order to influence the summer season capacity declaration for the following year. The timing of the airport's capacity declaration is fixed and cannot be amended by the Proposed</p>	<p>There could be a long time lag between detection of a breach in surface access controls and the halting of airport growth. Localised impacts could be untenable for an extended period of time before any mitigating action is necessary. A clearer mechanism for detecting a breach and halting growth and implementing mitigation is sought.</p>	<p>This was discussed at a meeting on the 27.07.2023.</p>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Development through the DCO. Furthermore, as illustrated in Figure 2.10 of the GCG Explanatory Note [REP3-015APP-217], based on the availability of monitoring results, it is evident that performance against the Limits in one calendar year cannot inform the capacity declaration for the following year; rather than absolute minimum lag is two summer seasons.</p> <p>The GCG timings have therefore been established to balance this deadline with the time needed for the airport operator to collect, process and report on monitoring data and the need to allow time for scrutiny of monitoring results (including by the public). It should be noted that this is also no different from the potential lag associated with a breach of the existing planning conditions.</p> <p>There is nothing within the GCG Framework [REP3-017REP5-022] that would prevent the airport operator from implementing mitigation at the airport as soon as they are aware there is a risk of a Threshold or Limit being exceeded.</p>			<p> </p> <p> </p> <p> </p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Given the implications of a Level 2 Threshold or Limit being exceeded are significant, it is in the airport operator's interests to address any potential breaches as soon as possible to avoid ongoing constraints on growth.</p> <p>The Transport_-Related Monitoring and Mitigation Approach (TRIMMA), developed from the Outline TRIMMA (Appendix I to the Transport Assessment) [APP-202REP4-085REP5-041] will also include detail on the required monitoring and reporting related to traffic flows and congestion, focused on the localised impacts and required mitigation identified by the Transport Assessment.</p>			
NHDC53	Mode share Limits	The GCG mode share Limits are one aspect of both the GCG Framework and wider surface access control measures. The GCG Framework [APP-218] also includes air quality Limits, which require monitoring at defined locations on the local road network based on the identified air	The GCG mode share Targets for non-sustainable mode share (based on passenger CAA annually collected data) are not related to representative outcomes: decarbonisation, air quality, public health and safety, and road traffic congestion.	This was discussed at a meeting on the 27.07.2023 and agreed (by HCC) on	Ongoing Agreed Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>quality impacts of the Proposed Development (as set out in the GCG Framework Appendix D: Air Quality Monitoring Framework [APP-222REP5-030]), and surface access greenhouse gas emissions Limits. Congestion will be monitored through the TRIMMA, in order to identify when the necessary highway mitigation identified by the Transport Assessment will be delivered. The representative outcomes are therefore all considered to be controlled through various mechanisms in the Draft DCO, including, but not limited to the GCG Framework.</p>	<p>North Hertfordshire have an improved understanding of the mechanisms for control of growth through CGC and the relationship with the TRIMMA and FTP.</p> <p>There remain outstanding matters in relation to GCG that are under consideration and discussion overall.</p>	<p>the 20.10.2023.</p>	
NHDC54	Absolute passenger numbers	<p>Absolute passenger numbers for the GCG mode share Limits are set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] (which correspond to the reasonable worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F – Surface</p>	<p>Unclear relationship between GCG mode share, TRIMMA and Travel Plan monitoring which means impacts on the surface access network could be undetected or continue over an extended period before requiring restrictions on airport growth. Additional detail is required for the adjoining local authorities to fully understand the potential impacts of the growth impacts within their</p>	<p>This was discussed at a meeting on the 27.07.2023.</p>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Access Monitoring Plan ([APP-224REP5-032]). The GCG Framework [REP3-017REP5-022] only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the Framework Travel Plan [REP4-045AS-131] requires further, more granular monitoring to take place, to better inform the additional targets to be defined by the Travel Plan and success of individual surface access measures.</p> <p>Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation measures set out in the Transport Assessment.</p>	<p>network before mitigating action is taken. More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG. Relationship between the different monitoring mechanisms and requirements for mitigation need further explanation.</p>		
NHDC55	DfT interim advice on Covid-19	<p>In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the COVID-19 pandemic in transport modelling. The Examining Authority stated it "has</p>	<p>NHDC still have a number of outstanding questions and queries raised through the DCO process on the work, set out in Deadline 5 Submission – Comments on any further information/submissions received by Deadline 4 [REP5-068], and once these have been</p>	<p>This was discussed at a meeting on the 02.08.2023 and</p>	Ongoing

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		<p>made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance. The <u>Examining Authority</u> also requests that the Applicant engages with stakeholders, including National Highways and the Local Highway Authorities, at the earliest possible opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based.'. The proposed approach set forward by the Applicant considers the size and complexity of the strategic transport model and the timescale for the DCO examination though will include (1) analysis of recent local and national trends in travel demand (2) updating the future year forecasts using the latest DfT projections case scenario (NTEM8 & NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update</p>	<p><u>addressed will consider its position.</u> NHDC to confirm its position.</p>	<p>20.0220.202 <u>3.</u></p>	

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		<p>committed developments and take growth from the strategic model as an input. For the M1 motorway and Vauxhall Way - the M1 motorway approach, considering the Governments pause of 'smart motorways' will (1) retain the motorway widening as a core scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2 J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</p>			

Table 3-7: Summary of ‘environment’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
<u>Air quality</u>					
NHDC56	Baseline data collection and presentation of future baseline information	The Applicant considers that the baseline data collection and future baseline information, as detailed in Appendix 7.2 of Chapter 7 Air Quality of the ES [APP-062] , are robust. These were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20 <u>.07.</u> July 2023	Agreed

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ENVIRONMENT					
NHDC57	Air quality study area	The Applicant considers that the study area, as detailed in sections 7.3.5 to 7.3.9 in Chapter 7 Air Quality of the ES [AS-076] , is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the study area.	EIA Scoping Meeting 12.04. April 2018 Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20 .07. July 2023	Agreed
NHDC58	Construction dust assessment methodology and findings	The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included	NHDC agrees with the construction dust assessment methodology and findings, including mitigation included in the	Air Quality TWG meetings from	Agreed

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ENVIRONMENT					
		<p>in the code of construction practice follows best practice. The construction dust assessment methodology is detailed in section 2 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]. The construction dust results are detailed in section 2.2 in Appendix 7.3 of Chapter 7 Air Quality of the ES [APP-063 REP4-013]. The construction dust mitigation included in the Code of Construction Practice is detailed in section 8 of Chapter Appendix 4.2 The Proposed Development of the ES [REP4-011AS-074]. These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC-HCC.</p>	<p>Code of Construction Practice [REP4-011] which follows best practice.</p>	<p>2018 to 2022 SoCG meeting with NHDC 20 <u>07</u> July 2023</p>	

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ENVIRONMENT					
NHDC59	Modelling methodology including data sources, model set up including use of Atmospheric Dispersion Modelling System (ADMS), receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology	The Applicant considers the modelling methodology including the data sources, model setup including use of the 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 Appendix	NHDC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20. 07. July 2023	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>7.1. of Chapter 7 Air Quality of the ES [AS-028]. The modelling methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with HCC<u>NHDC</u>.</p>			
NHDC60	Significance criteria used in the assessment	<p>The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028], to be appropriate and robust. The significance</p>	<p>NHDC agrees with the significance criteria used in the assessment.</p>	<p>Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20<u>.07. July</u> 2023</p>	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		criteria used in the assessment was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with HCCNHDC .			
NHDC6 1	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] , to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the	NHDC agrees with the odour impact methodology and results.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20. 07. July 2023	Agreed

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ENVIRONMENT					
		SoCG meeting with NHDC.			
NHDC62	Air quality assessments for construction and operational phases	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases, including the results of the dispersion modelling of road traffic emissions at Air Quality Management Areas (AQMAs) in	NHDC requested details on the modelled impacts of additional traffic generated by the Proposed Development on AQMAs in Hitchin. NHDC agrees with the air quality assessment results for construction and operational phases, <u>pending receipt of the requested details of impacts in Hitchin.</u>	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC <u>20.07.2023 and 22.11.2023.</u>	Ongoing

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ENVIRONMENT					
		<p>Hitchin are detailed in 7.9 of Chapter 7 Air Quality of the ES [AS-076] and Appendix 7.3 of Chapter 7 Air Quality of the ES [AS-076APP-063 REP4-013]. The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.</p> <p>A technical note summarising the results of the dispersion modelling of road traffic emissions at Air Quality Management</p>			

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ENVIRONMENT					
		Areas (AQMAs) in Hitchin will be provided.			
NHDC63	Future air quality monitoring	<p>The Applicant acknowledges that NHDC has requested consideration of future air quality monitoring to be addressed, namely for PM_{2.5} and ultrafine particles (UFP).</p> <p><u>A technical note has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring [TR020001/APP/8</u></p>	<p>NHDC has requested the Applicant to review future air quality monitoring considerations. The Applicant will continue to liaise with NHDC regarding monitoring during operation via the SOCG process.</p> <p><u>It is agreed that UFP monitoring should not be undertaken in the absence of air quality standards.</u></p>	<p>SoCG meeting with NHDC <u>20.07.2023 and 22.11.2023</u></p>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p><u>.147]), detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</u></p> <p><u>The Applicant position on UFP monitoring is that it will not be undertaken as there are no legislated air quality standards.</u></p>			
NHDC64	Short term air quality effects, monitoring and mitigation	The Applicant acknowledges that NHDC has requested further	The Applicant will continue to liaise with NHDC regarding short term effects to air	SoCG meeting with NHDC 31.07. July 2023 <u>and 22.11.2023</u>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>discussion regarding short term effects and how best to monitor and where necessary take action to manage short term effects to air quality.</p> <p><u>A technical note has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring [TR020001/APP/8.147]), detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements</u></p>	<p>quality from airport (airside and traffic related) activity.</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<u>and emissions inventory, where discussions are still ongoing.</u>			
NHDC6 5	Emissions of pollutants from airport sources	<p>The Applicant acknowledges that NHDC has requested further discussion regarding use of emissions inventories as a measure to control and review emissions of pollutants from airport sources. The Applicant will continue to liaise with NHDC on this matter.</p> <p><u>A technical note has been provided</u></p>	<p>The Applicant will continue to liaise with NHDC regarding use of emissions inventories for air quality from airport (airside and traffic related) activity.</p>	<p>SoCG meeting with NHDC 31 07. July 2023 <u>and 22.11.2023</u></p>	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p><u>at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring [TR020001/APP/8.147]), detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</u></p>			
NHDC66	Good practice mitigation identified for the operational phase	The Applicant considers the good practice mitigation identified for the operational phase,	NHDC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20 <u>.07.</u> July 2023	Agreed

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ENVIRONMENT					
		as detailed in Appendix 7.5 of Chapter 7 Air Quality of the ES [APP-065] , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.			
NHDC67	Air quality assessments of AQMAs in Hitchin	The air quality assessment included dispersion modelling of road traffic emissions in the AQMAs in Hitchin and found no significant impacts, as	NHDC request details on the modelled impacts of additional traffic generated by the Proposed Development on AQMAs in Hitchin.	Agreed at Air Quality TWG meetings on <u>11.01. January 2019</u> and <u>7.06. June 2019</u>	<u>Agreed Ongoing</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>presented in Chapter 7 of the ES [AS-076].</p> <p><u>A technical note summarising the results of the dispersion modelling of road traffic emissions at Air Quality Management Areas (AQMAs) in Hitchin will be provided.</u></p>			
Landscape and Visual Impacts					
NHDC68	Landscape and Visual Impact Assessment (LVIA) methodology	The Applicant considers that the Landscape and Visual Impact Assessment methodology as detailed in	NHDC agree with the methodology used for the LVIA.	LVIA TWG meetings on 3.03. March 2020 , 20.04 April 2020 , 7.10.7 October 2020 , 9.12. December 2020 , 24.03. March 2021 , 16.09.	Agreed

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ENVIRONMENT					
		Appendix 14.1 of Chapter 14 of the ES [AS-036], is robust.		September 2021 and 7.06. June 2022	
NHDC69	Engagement on the LVIA	The Applicant considers that engagement during LVIA TWG meetings on 3 March 2020, 20 April 2020, 7 October 2020, 9 December 2020, 24 March 2021, 16 September 2021 and 7 June 2022 was adequate.	NHDC are satisfied that they have been adequately engaged with regarding the LVIA, through the LVIA TWG meetings.	TW meetings during 2020 to 2023 <u>and on 30.10.23</u>	Agreed
NHDC70	LVIA effects and mitigation	The Applicant considers that the LVIA identifies any significant visual	<u>NHDC have requested clarification in relation to the landscape effects on</u>	<u>LVIA TWG meetings on 3.03.2020, 20.04.2020, 7.10.2020, 9.12.2020,</u>	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		impacts and proposed appropriate mitigation measures for these.	the Chilterns Area of Outstanding Natural Beauty (AONB). NHDC are satisfied that the LVIA identifies any significant visual impacts and proposed appropriate mitigation measures for these.	24.03.2021, 16.09.2021, 7.06.2022 and 30.10.23	
NHDC7 1	LVIA assessment phases	The Applicant has <u>outlined</u> the assessment phases considered in the LVIA.	NHDC agree with the assessment phases considered in the LVIA.	LVIA TWG meeting on 20.04. April 2020, 7.10 October 2020 and 16.09. September 2021 and 30.10.2023 Meeting on 30 October 20	Agreed
NHDC7 2	Methodology for generating the ZTV	The Applicant has set out the approach to considering effects on tranquillity with regards to landscape and visual effects. The	NHDC agree with the methodology for generating the ZTV.	LVIA TWG meetings on 20	Agreed

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ENVIRONMENT					
		methodology is included in Appendix 14.1 of Chapter 14 of the ES [AS-036] , which the Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079] .		April 2020	
NHDC7 <u>23</u>	Effects on tranquillity on the Chilterns Area of Outstanding Natural Beauty (AONB)	The Applicant has set out the approach to considering effects on tranquillity of the AONB with regards to landscape and visual effects. The methodology is included in Appendix 14.1 of Chapter 14 of the ES [AS-036] , which the	NHDC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects.	LVIA TWG meetings on 20 April 2020 <u>20/04.2020, 09.12.2020, and 9 December 2020.</u> <u>30.10.2023</u>	Ongoing

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ENVIRONMENT					
		<p>Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079]. <u>and as part of the Special Qualities Assessment prepared by the Applicant.</u></p>			
NHDC7 <u>34</u>	Methodology for the Residential Visual Amenity Appraisal	<p>The Applicant has prepared a Residential Visual Amenity Appraisal (RVAA) at Appendix 14.8 of Chapter 14 of the ES [APP-106]. The RVAA concludes that no neighbouring residents would</p>	<p>NHDC agree with the methodology and residential properties considered within the RVAA.</p>	<p>LVIA TWG meeting on <u>3.03. March 2020 and 30.10.2023</u></p>	<p>Agreed</p>

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ENVIRONMENT					
		engage the Residential Visual Amenity Threshold.			
NHDC7 <u>45</u>	Presentation of information on the viewpoint photograph sheets	The Applicant has identified assessment viewpoint locations as part of the ES. These are mapped in Figure 14.8 of the ES [AS-102REP4-037REP4-037] and information regarding the direction and area covered is recorded beneath each of the viewpoint photographs included in Appendix 14.6 of	NHDC agree with the presentation of information on the viewpoint photograph sheets.	LVIA TWG meeting on 7.06. June 2022 and 30.10.2023	Agreed

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ENVIRONMENT					
		the ES [AS-088 – AS-095].-			
NHDC7 56	Assessment years and viewpoints portrayed in photomontages	The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of this the ES [AS-037REP3-009 – AS-041REP3-013] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development.	NHDC agree with the assessment years and viewpoint locations portrayed in the photomontages.	LVIA TWG meetings on 3.03. March 2020, and 7.10. October 2020 <u>and 30.10.2023</u>	Agreed

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ENVIRONMENT					
		<p>The photomontages have been produced from viewpoint locations mapped on Figure 14.8 of this the ES [APP-106].</p>			
NHDC7 <u>67</u>	Growth rates for proposed planting as set out Section 14.8 of the ES	<p>The Applicant outlined a range of growth rates for proposed planting in Section 14.8 of the ES [AS-079] and summarised below:</p> <ul style="list-style-type: none"> Hedgerows planted with transplants (0.6-0.8m height) are assumed to be 	NHDC agree with the growth rates for proposed planting outlined by the Applicant.	LVIA TWG meetings on 4 and 5 02. February 2020 and 7 06. June 2022	Agreed

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ENVIRONMENT					
		<p>maintained at a height of at least 2.1m within 8 years.</p> <ul style="list-style-type: none"> • Hedgerows planted using 1.5-1.8m feathered trees are assumed to be maintained at a height of 2.1m within 5 years. • Woodland comprising transplants (0.6-0.8m height), feathered trees (circa 1.5-2m height) and light standards (2.5-3.5m height) is assumed to 			

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ENVIRONMENT					
		<p>achieve an estimated height of 2-3.5m after 8 years, 4-5.5m after 15 years, 6-7.5m after 20 years and at least 8-10m after 25 years.</p> <ul style="list-style-type: none"> • Scrub vegetation planted with shrubs and transplants (0.3-0.8m height) is assumed to achieve a height of 2-3m within 5-10 years. • Heavy standard trees (3.5-4.25m) are 			

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ENVIRONMENT					
		<p>assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years.</p> <ul style="list-style-type: none"> Light standard trees (2.5-3m) are assumed to achieve heights of 5m after 8 years, 7-8m after 15 years, and 9-10m after 25 years 			
NHDC7 <u>78</u>	Strategic Landscape Masterplan (SLMP)	The Applicant shared the SLMP [APP-172] with the Host Authorities in December 2022.	The current proposals within the SLMP [APP-172] are considered to be constructive in providing a positive impact on the local	Agreed via email on 30 .01. January 2023	Agreed

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ENVIRONMENT					
			environment with regards to biodiversity.		
NHDC7 89	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan aligns with the SLMP [APP-172] and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	HCC-NHDC agrees that the outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the SLMP [APP-172] . There is no reason why this cannot be achieved.	TWG meetings in pre-application phase attended by NHDC officers (see Appendix 1 of this document)	Agreed
NHDC7 980	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with NHDC as the open space and landscape proposals evolve	NHDC strongly advise that discussions about the long-term stewardship of the public open space and landscape need to take place at the	To be discussed at topic specific meeting Meeting on 30.10.2023	Ongoing

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ENVIRONMENT					
		over the course of examination and detailed design stage, following approval of the DCO, if approved.	earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan SLMP [APP-172] and management strategies.		
		Open Space			
NHDC8 04	Management of 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	NHDC welcome 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	<u>30.10.2023</u> To be discussed at topic specific meeting	Ongoing

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ENVIRONMENT					
		<p>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 Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029].</p>	<p>how the proposed structures on Wigmore Valley Park fit within the SLMP [APP-172]. SLMP.</p>		

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ENVIRONMENT					
		<p><u>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP [APP-172] SLMP are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed Development [REP4-073]. The Applicant will continue to engage with NHDC as the open space and landscape</u></p>			

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ENVIRONMENT					
		proposals evolve <u>during the over</u> the course of examination and detailed design stage, following approval of the DCO, if approved.			
NHDC8 12	Planning permissions to provide enhanced facilities	This is noted by the Applicant and was considered during the development of the <u>SLMP [APP-172]</u> , SLMP, which was discussed with the Host Authorities during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape	NHDC welcome 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 SLMP area.	To be discussed at topic specific meeting	Ongoing

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ENVIRONMENT					
		<p>proposals, both consented as part of the Green Horizons Park (formerly New Century Park) application and the wider proposals associated with the DCO.</p> <p><u>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park</u></p>			

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ENVIRONMENT					
		<u>and the Proposed Development [REP-4073].</u>			
Noise policy, legislation and guidance					
NHDC8 23	Compliance with appropriate policy, legislation and guidance	The list of policy, legislation and guidance as set out in Table 16.1 to 16.4 of Chapter 16 of the ES [AREPP1-003080] (plus Building Bulletin 93: Acoustic Design of Schools which was mistakenly omitted from Table 16.4) is appropriate to inform the assessment, at	NHDC agrees these documents to be appropriate.	Relevant representations	Agreed

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ENVIRONMENT					
		the time of writing the submission documents.			
NHDC8 34	Compliance with aviation noise policy	The Planning Statement [APP-194REP5-016] 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	<p>NHDC's summary position is set out in post hearing submission [REP3-094] NHDC has received this paper and it is being reviewed.</p> <p>Principal Areas of Disagreement Summary Statements (PADSS) [AS-057] identifies concern that policy assessment is not compliant with aviation noise policy.</p>	Relevant representations	Not agreed ongoing

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ENVIRONMENT					
		<p>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 Commentary on the Overarching Aviation Noise</p>			

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ENVIRONMENT					
		Policy Statement [REP1-012].			
	Noise assessment methodology – modelling assessment and criteria				
NHDC8 45	Approach, methodologies, Lowest Observable Adverse Effect Level (LOAEL), Significant Observable Adverse Effect Level (SOAEL), and Unacceptable Adverse Effect Level (UAEL) values and assessment periods for the construction noise and vibration assessment	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p>	NHDC 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. January 2023	Agreed

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ENVIRONMENT					
		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 Chapter 16 of the Environmental Statement [REP1APP-00380].			
NHDC8 56	Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment	The Applicant has employed a robust methodology for the air noise assessment, with appropriate	NHDC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods,	Suono response on behalf of Host Authorities dated 16.01.2023 16 January 2023	Agreed

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ENVIRONMENT					
		<p>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 LAeq,16h and LAeq,8h sound levels.</p> <p>The LOAELs, SOAELs and UAELs (day and night) used by the Applicant for the air noise</p>	<p>and change criteria for the air noise assessment.</p>		

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ENVIRONMENT					
		<p>assessments are set out in Table 16.13 of Chapter 16 of the Environmental Statement [REP1-003APP-080].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of the Environmental Statement [REP1-003APP-080].</p>			

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ENVIRONMENT					
NHDC8 <u>67</u>	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	NHDC 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 16 January 2023	Agreed
NHDC8 <u>78</u>	Ground noise prediction and assessment methodology.	The Applicant has employed a robust methodology for the ground noise assessment, with appropriate assessment criteria and assessment periods. Modelling of ground noise has	NHDC 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 16 January 2023	Agreed

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ENVIRONMENT					
		<p>been undertaken in accordance with ISO 9613 and that the assumptions on stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the Environmental Statement [REP1-003APP-080] and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the Environmental Statement</p>			

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ENVIRONMENT					
		[REP1-003APP-080] .			
NHDC8 <u>89</u>	Methodology for the surface access noise assessment	<p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p>	<p>NHDC agrees with the use of CRTN methodology.</p> <p>NHDC agrees with the road selection within the noise assessment.</p> <p>NHDC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>NHDC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>NHDC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16.01.2023 16 January 2023	Agreed

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ENVIRONMENT					
		<p>Surface noise LOAEL, SOAEL and UAEL values have been set out in Table 16.16 of Chapter 16 of the Environmental Statement [APP-080REP1-003].</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the Environmental Statement [APP-080REP1-003].</p>			
NHDC8990	Justification for the setting of surface access noise UAELs	The Applicant has applied an appropriate UAEL for the surface access noise assessment:	NHDC consider that the daytime UAEL for surface access noise should be 71 dB LAeq,16hr consistent	Suono response on behalf of Host Authorities dated 16 January 2023 16.01.2023	Ongoing Not agreed

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ENVIRONMENT					
		<p>UAEL: Daytime 74 dB LAe1,16hr and night time 66 dB LAeq,8hr. (Table 16.16 of Chapter 16 of the Environmental Statement [APP-080REP1-003]).</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, and has been accepted as appropriate in the DCO decision for the A14</p>	<p>with the Heathrow Airport PEIR.</p> <p>NHDC note that irrespective of whatever value is chosen (within the range 71-74 dB), it is accepted that the assessment outcomes remain unchanged and acceptable. Further information document is being reviewed by NHDC.</p>		

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ENVIRONMENT					
		<p>Cambridge to Huntingdon Improvement Scheme.</p> <p>Further information has been provided in a document “Surface Access Noise Modelling – Additional Information” [TR020001/APP/8-41REP3-045]</p>			
NHDC901	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</p>	<p><u>LBCNHDC agree with the approach taken and validation of the surface access noise modelling.</u></p> <p><u>Further information is being reviewed by NHDC.</u></p>	Relevant representations	<u>Ongoing Agreed</u>

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ENVIRONMENT					
		<p>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 Chapter 16 of the ES [AP-042REP1-003]. It is not best practice to adjust the CRTN model</p>			

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ENVIRONMENT					
		<p>to match spot measurements. This is because the CRTN model outputs are based on annual average data over an 18 hour period, which cannot be directly compared to short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information has <u>was</u> been provided in a document</p>			

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ENVIRONMENT					
		submitted at Deadline <u>32</u> , Surface Access Noise Modelling – Additional Information [TR020001/APP/8.4 1REP3-045]			
Noise assessment methodology – determining significance					
NHDC9 <u>12</u>	2019 Actuals baseline	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	NHDC 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 16 January 2023	Not agreed

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ENVIRONMENT					
		<p>Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as “a description of the relevant aspects of the current state of the environment” in Schedule 4, paragraph 3).</p> <p>However, a sensitivity test using a ‘2019 Consented’ baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to reach a modelled noise</p>			

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ENVIRONMENT					
		<p>impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16 Noise and Vibration of the ES [APP-042<u>REP1-003</u>].</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</p>			

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ENVIRONMENT					
		full cost of noise insulation.			
NHDC9 23	Use of 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</p>	NHDC 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 16 January 2023	Agreed

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ENVIRONMENT					
		<p>Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <ul style="list-style-type: none"> • Daytime 57 dB L_{Aeq,16h} noise contour – 19.4 km². • Night-time 48 dB L_{Aeq,8h} noise contour – 37.2 km². <p>Long-term limits for 18mppa to be achieved by 2028:</p> <ul style="list-style-type: none"> • Daytime 57 dB L_{Aeq,16h} noise contour – 15.2 km². 			

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ENVIRONMENT					
		Night-time 48 dB L _{Aeq,8h} noise contour – 31.6 km ² .			
NHDC9 <u>34</u>	Noise monitoring data	Chapter 16 sets of the ES [APP-080REP1-003] sets out the two types of noise monitoring that have been used in the assessment. At the request of the Examining Authority, further information has been provided in Ambient noise monitoring data and survey sheets [AS-120] . These documents note that the	NHDC <u>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. do not consider that the noise monitoring data</u>	<u>Relevant representations Meeting with Suono on behalf of the Local Authorities 18.10.21.11.2023</u>	<u>Ongoing Not Agreed</u>

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ENVIRONMENT					
		assessment baseline is calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.	is sufficient to fully characterise the existing noise environment. have queried whether noise monitoring data is sufficient to fully characterise the existing noise environment		
	Noise mitigation				
NHDC9 45	Introduction appropriateness of the noise insulation scheme	The proposed Noise Insulation Scheme has been set out by the applicant <u>Applicant</u> in Draft Compensation Policies Measures and Community First	NHDC agrees with the introduction of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.	Relevant representations	Agreed

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ENVIRONMENT					
		[AS-128 REP4-042].			
NHDC9 <u>56</u>	The night time quota period movement limit Noise Controls	As noted in the Comparison of Consented and Proposed Operational Noise Controls [REP5-014] , the following noise controls will be included in the DCO: extant - Noise Envelope, including noise contour area limits and thresholds - m Movement Limit of	NHDC agrees with the night time quota period movement limit being retained inclusion of these controls.	Meeting with Suono response on behalf of Host Authorities dated 16.0421.11. 16 January 2023	Agreed

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ENVIRONMENT					
		<p>9,650 in <u>during</u> the night quota period (23:30 – 06:00) will be secured through Requirement 276 of the Draft Development Consent Order [REP4-050AS-067].</p> <p>- <u>Quota Count Limit of 3,500 during the night quota period (23:30 – 06:00)</u></p>			

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ENVIRONMENT					
		<ul style="list-style-type: none"> - Ban on QC2 and above movements during the night period (23:00 – 07:00) - Track Violation Penalties - Departure Noise Violation Limits 			
NHDC9 <u>67</u>	Noise indicators proposed for inclusion within the Noise Envelope	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dBL _{Aeq16h} and	NHDC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed

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ENVIRONMENT					
		48dB _L A _{eq,8h} noise contour areas).			
NHDC978	Single noise indicator in the Noise Envelope	There are many different indicators/metrics and methods of measuring and reporting noise. To have a clear and unambiguous measure of compliance with the GCG Noise Envelope, it is necessary to use a single metric for daytime and night-time to compare against the Limit. Other metrics can be usefully used to communicate airport noise to different audiences, provide a wider indication of noise performance indicators and hence provide noise management targets but these do not form GCG Limits. The primary indicators used for day and night-time Limits	NHDC disagree with the use of a single noise indicator in the Noise Envelope	NEDG Final Report	Not agreed

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ENVIRONMENT					
		are in line with CAA guidance.			
NHDC9 79	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</p>	<p>NHDC 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>NHDC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations</p>	NEDG Final Report	Agreed

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ENVIRONMENT					
		undertake a Noise Limit Review identifying whether noise Limits can be reduced and noise benefits can be shared with the community.	such as the publication of a new ICAO noise chapter or the anticipated modernisation of airspace.		
NHDC98100	Effectiveness of Noise Envelope	Appendix 16.2 of the ES [APP-141REP4-023] 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	NHDC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning (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	Relevant representations Meeting with Suono on behalf of Host Authorities 21.11.2023	Ongoing Agreed

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ENVIRONMENT					
		<p>Comparison of consented and proposed operational noise controls document [REP5-014AS-121REP5-014] 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,</p>	<p>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. is not satisfied that the Noise Envelope would be effective in controlling breaches of a noise Limit.</p> <p>NHDC has received the document Noise Envelope – improvements and worked example [REP2-032] and is reviewing its contents.</p> <p>NHDC is not satisfied that the Noise Envelope would be effective in controlling</p>		

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ENVIRONMENT					
		<p>increased transparency, adaptive mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (see Green Controlled Growth Explanatory Note [APP-217REP5-020]) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring.</p> <p>Appendix 16.2 Operational Noise Management</p>	<p>breaches of a noise Limit.</p>		

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ENVIRONMENT					
		<p>(Explanatory Note) of the Environmental Statement [APPREP4-023111] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls document [AS-121REP5-014]</p>			

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ENVIRONMENT					
		<p>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</p>			

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ENVIRONMENT					
		<p>management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [REP2-</p>			

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ENVIRONMENT					
		032TR020001/APP/8.36].			
NHDC991	Status of the current planning permission noise conditions	<p>As set out in the Comparison of consented and proposed operational noise controls [REP5-01AS-1241], the current planning permission noise conditions would be replaced with noise controls secured through the DCO.</p> <p>The principal noise controls secured in the DCO are the Noise Envelope that sits within the Green Controlled Growth</p>	<p>NHDC have stated their position in ISH9 and have discussed the remaining metrics with the Applicant, including the provision of a note, which it is understood the Applicant will be responding to at D6.</p> <p>NHDC position to be confirmed. NHDC are concerned that all the current planning conditions are not carried forward within the DCO and therefore there is less certainty for the surrounding communities that they</p>	Meeting with Suono on behalf of Host Authorities 21.11.2023 To be discussed at topic specific meetings	Ongoing

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ENVIRONMENT					
		<p><u>Framework [APP-218] and the Fixed Plant Noise Management Plan [REPAP4P-025112]. In essence, these noise commitments define the noise environmental outcomes to be achieved, or bettered, rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes.. As a result, many of the individual and specific mitigation mechanisms</u></p>	<p><u>will not be exposed to increases in noise.</u></p>		

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ENVIRONMENT					
		<p><u>secured in the current planning permission noise conditions would be replaced by the overall Limits and control mechanisms in the Noise Envelope and the Fixed Plant Noise Management Plan.</u></p> <p><u>The Noise Envelope also provides several enhancements to the current consented noise controls, such as independent scrutiny and oversight, increased</u></p>			

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ENVIRONMENT					
		<p><u>transparency, adaptive mitigation and management plans and noise limit reviews.</u> <u>Given that the airport expansion is planned over an extended period of time, this approach provides appropriate flexibility for the airport operator to identify and implement the optimum mitigation at the time it may become required and draw on future technology improvement whilst also providing certainty of the outcomes</u></p>			

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ENVIRONMENT					
		<p><u>that will result even in the reasonable worst-case scenario.</u></p> <p><u>In addition, the vast majority of the noise controls in the current consent will be secured in the DCO.</u></p>			
<p>NHDC1 0002NE W1</p>	<p><u>Construction Vibration SOAELs Thresholds in CoCP</u></p>	<p><u>The Code of Construction Practice (CoCP) [REP4[App-01Add D6 submission-ref1049REP4-011] has been updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and identifies thresholds-maintain consistent (Table 14.2)</u></p>	<p><u>NHDC position to be confirmed-agree with these changes</u></p>	<p><u>Meeting between applicant and Suono 18./10./2023</u></p>	<p><u>OngoingAgreed</u></p>

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ENVIRONMENT					
		<p>thresholds with Chapter 16 of the Environmental Statement [REP1-003], differing depending on the duration of the works and whether advance notification has been provided to residents/occupants. This approach is consistent with that set out in BS5228-2:2009 +A1 2014.</p>			
<p>NHDC10113EW2</p>	<p>Fixed Plant Noise Limits</p>	<p>Following discussions with the Host Authorities, the Applicant has agreed that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan [(APP-112REP4-025)] be updated to require that “Fixed plant shall be designed, constructed, operated and maintained with the</p>	<p>NHDC agree that this is an appropriate criterion for fixed plant noise.</p>	<p>Meeting between applicant Applicant and Suono 18.10.2023</p>	<p>Agreed</p>

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ENVIRONMENT					
		<p><u>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". The revised document was submitted at D4 [REP4-025, REP4-026]</u></p>			
<p>NHDC1 0224NE W3</p>	<p><u>Control of noise and vibration from impact piling</u></p>	<p><u>Following discussions with the Host Authorities, the Applicant proposes has included to include the following text in the revised version of the Environmental Statement - Appendix 4.2 Code of Construction Practice [APP-049]the Code of Construction Practice:</u></p>	<p><u>NHDC agrees with this inclusion.</u></p>	<p><u>Meeting between applicant Applicant and Suono 18.10.2023</u></p>	<p><u>Agreed</u></p>

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ENVIRONMENT					
		<p><u>“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.” The revised document was</u></p>			

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ENVIRONMENT					
		<u>submitted at D4 [REP4-011/12]</u>			
xNHDC10335	<u>GCG Thresholds and Limits – Noise</u>	<u>The Applicant considers that the principle of aligning noise Limits and Thresholds within the GCG Framework [APP-218] with the Faster Growth sensitivity test is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</u>	<u>NHDC considers that noise Limits should be to be set by reference to the Core Planning Case.</u>	<u>Meeting with Suono 18.10.2023</u>	<u>Not agreed</u>
Local communities					
NHDC104461	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 Chapter 13 Health and Community of the ES [AS-078] , is robust and has been undertaken applying an	NHDC to confirm its position on the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078] .	To be discussed at topic specific meeting <u>Ongoing dialogue via email (16.11.20</u>	Ongoing

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ENVIRONMENT					
		<p>appropriate methodology and assumptions. This is based on the latest guidance and best practice from the Department for the Environment, Food, and Rural Affairs (Defra) and the World Health Organisation (WHO).</p> <p>The methodology for the assessment is set out in Appendix 13.4 Methodology for Health and Community Assessment of the ES [APP-086].</p>		<p><u>23). Joint host authorities area awaiting advice from their noise consultants.</u></p>	
<p><u>NHDC1</u> <u>055</u></p>	<p><u>Health and Communities</u></p>	<p><u>The Environmental Statement (ES) at Chapter 13 Health and Community [AS-078] identifies effects on mental wellbeing arising from public concern and</u></p>	<p><u>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing through a proposed community engagement</u></p>	<p><u>Ongoing discussion via email (16.11.23).</u></p>	<p><u>Ongoing</u></p>

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ENVIRONMENT					
		<p><u>uncertainty during the planning and construction stages about the construction and operational effects of the Proposed Development (see Table 13.20). This effect is identified as temporary since it will not continue once the project is operational and the effects are known (see paras 13.9.6 and 13.11.2). (Note that paragraph 13.9.3 of Chapter 13 incorrectly identifies a significant effect during all assessment phases where only the planning and construction stages should have been referred to. This correction has been captured in the Errata Report also submitted at Deadline 1 [REP5-036]). Effects on</u></p>	<p><u>strategy during construction stage resulting in a neutral impact of the Proposed Development during construction. However, there is likely to be a negative impact on the health and mental wellbeing of residents during the operation of the Proposed Development. The Councils recommend that additional Requirements are provided to mitigate this negative impact</u></p>	<p><u>Clarification requested from HCC Hertfordshire Host Authorities on the operational effects requiring further mitigation</u></p>	

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ENVIRONMENT					
		<p><u>mental wellbeing associated with surface access and aircraft noise, such as increased annoyance and sleep deprivation, were assessed and no significant effect on population health was identified, as reported in Section 9 of Chapter 13 Health and Community [AS-078] of the ES.</u></p>			
<p>NHDC1 066</p>	<p><u>Consideration of vulnerable population groups</u></p>	<p><u>The Applicant considers the datasets used in the health baseline to be appropriate.</u></p>	<p><u>The Hertfordshire Host Authorities are now satisfied that appropriate data was used to inform the baseline and agree that the Applicant took a proportionate approach in their reporting.</u></p>	<p><u>Agreed at meeting on 09/11/23.</u></p>	<p><u>Agreed</u></p>
<p>Soils and geology</p>					

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ENVIRONMENT					
NHDC102	EIA methodology, specifically the magnitude, probability, duration, reversibility and significance of impacts	<p>The Applicant considers the magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts have been suitably assessed in accordance with guidance and these are reported in the assessment text in Section 17.9 of Chapter 17 Soils and Geology of the ES [APP-043].</p> <p>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB) Guidance, which has since been superseded by new National Highways guidance.</p>	NHDC to confirm agreement to the EIA methodology, specifically the magnitude, probability, duration, reversibility and significance of impacts included in the assessment text within the ES.	To be discussed at topic specific meeting	Ongoing
NHDC103	Study area and ZOI for the soils and geology assessment	The Applicant amended the study area for the ES, in line with the Planning Inspectorate's comments on	NHDC agree with the study area and ZOI for the soils and geology assessment.	Soils and Geology TWG meeting	Agreed

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ENVIRONMENT					
		<p>the Scoping Report 2019. This was acknowledged and accepted by NHDC at the Soils and geology TWG meeting on 26 July 2021. The study area and ZOI are reported in Section 17.3 of Chapter 17 Soils and Geology of the ES [APP-043].</p>		<p>on 26 July 2021</p>	
NHDC104	Outline Remediation Strategy (ORS)	<p>The Applicant considers the ORS, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125], to be comprehensive. It 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</p>	<p>NHDC to confirm its position on the ORS, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125] /5.02]</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

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ENVIRONMENT					
		<p>guidance on addressing risks from land contamination.</p>			
<p>NHDC105</p>	<p>Inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport</p>	<p>In response to the planning inspectorate's Scoping Opinion Report 2019 the Applicant has included a watching brief for the potential features of geological interest relating to the excavation of chalk to the east of the airport in Section 17.3 and Section 17.8 of Chapter 17 Soils and Geology of the ES [APP-043]. This is also included in the Code of Construction Practice (CoCP) in Appendix 4.2 of the ES [APP-049]. The CoCP is secured by Requirement 8 of the Draft DCO [AS-067].</p>	<p>NHDC to confirm its position on the inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport.</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

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ENVIRONMENT					
		<p>The Applicant does not consider it appropriate to include groundwater flood risk and monitoring of water related features in the geological watching brief. The information on groundwater flood risk and monitoring of water related features is contained within Chapter 20 Water Resources of the ES [AS-034], the Code of Construction Practice Appendix 4.2 of the ES [APP-049], and Drainage Design Statement, Appendix 20.4 of the ES [APP-137].</p>			
NHDC106	Mitigation of potential gas migration	<p>The Applicant considers feasible options to control the potential for off-site gas migration have been identified and described in</p>	<p>NHDC request feasible options with regards to gas mitigation measures in regard to potential for off-site mitigation, and request</p>	To be discussed at topic	Ongoing

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ENVIRONMENT					
		<p>the ES Chapter 17 [APP-125] and accompanying appendices. The options and the timing of their installation are described in the ORS, Appendix 17.5 of Chapter 17 of the ES [APP-125] and in Section 17.8 embedded mitigation section of Chapter 17 Soils and Geology of the ES. Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of the gas control will be determined as part of the Detailed Remediation Strategy to be produced by the lead contractor post DCO. This is secured by Requirement 17 of the Draft DCO [AS-067]. The</p>	<p>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>specific meeting</p>	

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ENVIRONMENT					
		<p>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 included as Appendix</p>			

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ENVIRONMENT					
		<p>17.5 of Chapter 17 of the ES [APP-125].</p> <p>Consultation with the Environment Agency for the Environmental Permit will also require agreement on the monitoring programme which will form part of the permit conditions. This will secure an appropriate monitoring frequency.</p> <p>The Applicant considers the gas monitoring programme developed post DCO and secured as described will address the likely changes in the gas regime due to construction works and ensure appropriate control measures are in place.</p>			
	Biodiversity				

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ENVIRONMENT					
NHDC1 0777	Baseline data for biodiversity assessment	The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. Chapter 8 Biodiversity of the ES [AS-027] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions. The scope and results of the baseline survey work was discussed and shared with HCC throughout the pre-application phase of the DCO process.	NHDC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting 2.8.23 with HCC officers acting on behalf of NHDC. TWGs in the pre-	Agreed

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ENVIRONMENT					
				application phase of the project which NHDC staff attended (see Appendix 4)	
NHDC1 0888	Biodiversity Net Gain proposals	<p>Whilst it is still not mandatory for NSIPs such as the Proposed Development, the Applicant has set a voluntary ambition of achieving at least 10% BNG which is consistent with the ultimate intention of the Environment Act 2021.</p> <p>This is detailed within the BNG Report in Appendix 8.5 of the ES. BNG will be</p>	<p>NHDC are pleased that the Applicant is working to achieve the minimum requirement.</p> <p>It was previously noted that, Luton lies within the Oxford-Cambridge Arc and shared environmental principles for protecting, restoring and enhancing the environment within the Arc have been established and agreed by</p>	<p><u>TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix</u></p>	Agreed

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ENVIRONMENT					
		<p>secured through the extensive landscaping and habitat creation proposals incorporated within the Proposed Development, details of how these habitats will be created and managed are set out in the Outline LBMP in Appendix 8.2 of the ES. 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</p>	<p>Leaders. An aspiration is for developments to deliver 20% BNG for developments in the Arc.</p> <p>Following further discussion with the Applicant, NHDC agree that the 10% BNG target is proportionate.</p>	<p><u>x 1).</u> <u>Biodiversity meeting 2.8.23 with HCC officers acting on behalf of NHDC. TWG meetings in pre-application phase attended by HCC officers and subsequent DCO submission documents.</u></p>	

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ENVIRONMENT					
		<p>level at which they provide an equivalent biodiversity resource. Habitat creation areas are detailed in Landscape Mitigation Plans in Figures 14.11 to 14.13 of the ES [AS-102<u>REP4-037</u>REP4-037].</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</p>			

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ENVIRONMENT					
		achieving 10% BNG is proportionate.			
NHDC1 <u>09099</u>	Biodiversity Net Gain proposals	The Applicant has presented its position on the proposals for a minimum of 10% BNG as set out in the Biodiversity Net Gain Report (Appendix 8.5 of the ES) [APP-067] .	NHDC agrees with the Applicant's position on the proposals for a minimum of 10% BNG as set out in the Biodiversity Net Gain Report [APP-067] .	TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting 2.8.23 with HCC officers acting on behalf of	Agreed

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ENVIRONMENT					
				<p>NHDC TWGs in the pre-application phase of the project which HCC staff attended and subsequent DCO submission</p>	
<p>NHDC1 10010</p>	<p>Biodiversity surveys</p>	<p>The Applicant reports that biodiversity survey effort for the Proposed Development showed consistent results throughout the pre-application phase to inform the assessment. Given the time that will elapse before construction of the project</p>	<p>NHDC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.</p>	<p>TWGs in the pre-application phase of the project which <u>HCC staff acting on</u></p>	<p>Agreed</p>

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ENVIRONMENT					
		<p>phases, and considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species.</p>		<p><u>behalf of NHDC staff attended (see Appendix 1).</u></p>	
<p><u>NHDC1</u> <u>1114</u></p>	<p><u>Residual Impacts for biodiversity</u></p>	<p><u>The Applicant's residual impacts on biodiversity features are accurately presented.</u></p>	<p><u>NHDC agrees that the Applicant's residual impacts on biodiversity features are accurately presented.</u></p>	<p><u>TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1).NHD Biodiversity meeting</u></p>	<p><u>Agreed</u></p>

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ENVIRONMENT					
				<p><u>2.8.23 with HCC officers acting on behalf of HCNHDC</u></p>	
<p><u>NHDC1</u> <u>1222</u></p>	<p><u>Scope and scale of mitigation for biodiversity</u></p>	<p><u>The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.</u></p>	<p><u>NHDC agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.</u></p>	<p><u>TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting</u></p>	<p><u>Agreed</u></p>

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ENVIRONMENT					
				2.8.23 with HCC officers acting on behalf of NHDC.N HDNHD	
NHDC1 133	Scope and scale of mitigation for biodiversity	The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	NHDC agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting	Agreed

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ENVIRONMENT					
				2.8.23 with HCC officers acting on behalf of NHDC.	
Water Resources and Flood Risk					
NHDC1 14431	Drainage design for the airport and off-site highways	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles The Design Principles [REP5-034] sets out in section 5 the design principles to be followed at the detailed design stage. This is</p>	<p>NHDC to confirm position on the drainage design following further engagement with the Applicant. <u>NHDC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft DCO [REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water</u></p>	<p><u>Agreed via email 28.09. September 2023</u></p>	<p><u>Ongoing</u> <u>Agreed</u></p>

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ENVIRONMENT					
		<p>secured in Schedule 2 of the Draft DCO [AS-067REP5-003].</p> <p>Schedule 2 of the Draft DCO [AS-067REP5-003] also notes at Requirement 12, sub-paragraph (1) that <i>'no part of the authorised development is to commence until for that part written details of the surface and foul water drainage plan, including means of pollution control and monitoring have been submitted and approved in writing by the relevant planning authority.'</i> and at sub-paragraph (2) that <i>'the details submitted under sub-paragraph (1) must be in accordance with the drainage principles set out in the design principles.'</i></p>	<p><u>regarding the discharge of foul water and polluted surface water to the public sewerage system if, during detailed design, infiltration to ground should prove unfeasible or pose unacceptable risk. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO Requirements.</u></p>		

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ENVIRONMENT					
<p>NHDC1 15542</p>	<p>Drainage Design Statement<u>Water Use/Supply</u></p>	<p>The application version of the Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles. The Design Principles [REP5-034] sets out in section 5 <u>the design principles</u> to be followed at the detailed design stage. At Deadline 5 of the Examination, these principles were transferred to the Design Principles document. This is secured by Requirements 5 and 12 in Schedule 2 of the Draft DCO [AS-067REP5-003].</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</p>	<p>NHDC to confirm position on water use/re-use following further engagement with the Applicant.<u>NHDC has no further comment on this matter.</u></p>	<p>To be discussed <u>Agreed via email 28.09.2023</u> <u>28 September 2023</u></p>	<p>Ongoing <u>Agreed</u></p>

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ENVIRONMENT					
		<p>operation of the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the Water Cycle Strategy (Appendix 20.5 of the ES [APP-138REP4-033])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>			
NHDC1 <u>16653</u>	Hydrogeological Characterisation Report	<p>The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [APP-136REP4-029] summarises the hydrogeological understanding of the site.</p> <p>The report has predicted maximum groundwater</p>	<p>NHDC to confirm position on the groundwater assessments and impacts to receptors following further engagement with the Applicant. NHDC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft</p>	<p>To be discussed <u>Agreed via email 28.09.2023</u> <u>September 2023</u></p>	<p>Ongoing <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>levels across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency's Hertfordshire Groundwater Model and monitoring network.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles<u>The Design Principles [REP5-034] sets out in section 5 the design principles</u> to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [AS-067REP5-003]). This includes item DDS.017 which notes the '<i>detailed design will provide at least 1m clearance between the</i></p>	<p><u>DCO [REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water regarding the discharge of foul water and polluted surface water to the public sewerage system if, during detailed design, infiltration to ground should prove unfeasible or pose unacceptable risk. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO requirements.</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p><i>highest water table and the underside of buried tanks and other underground structures. The drainage design is to consider the impacts of groundwater mounding, to ensure that the infiltration tanks do not result in groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [APP-139REP4-035] 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.</p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>Design principle DDS.042 of the Drainage Design Statement notes that 'the drainage and water treatment systems will be designed so that all discharges to ground do not intentionally contain hazardous substances, as defined in WFD, and are non-polluting' <u>DDS.48 of the Design Principles notes that '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</u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<u>being proposed within a SPZ3'</u>			
NHDC1 1776	Flood Risk Assessment	<p>The Flood Risk Assessment in Appendix 20.1 of the ES [REP4-038AS-046] considers the potential impacts of the Proposed Development during construction and operation.</p> <p>Fluvial flood risks are low risk for the Proposed Development due to the majority of works being in Flood Zone 1. Two Off-site Highway Interventions are in proximity to the River Lee, however these works are limited in scope and scale and would not affect the existing channel or floodplain storage.</p>	<p>NHDC to confirm position on flood risk following further engagement with the Applicant. <u>NHDC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft DCO [REP5-003] to include consultation and agreement with the relevant authorities. It is therefore considered reasonable that the design can be appropriately managed as part of the <u>DCO requirements.</u></u></p>	<p>To be discussed <u>Agreed via email 28.09.2023</u> <u>28 September 2023</u></p>	<p>Ongoing <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>Pluvial flood risks have been identified as a potential flood risk for the Proposed Development.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles <u>The Design Principles [REP5-034] sets out in section 5</u> the design principles to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [AS-06REP5-0037]). Design principle DDS.021 notes that <i>the detailed design of all drainage attenuation systems shall be designed for a 1 in 100 year storm period plus an increase of 40% in capacity for climate change.</i></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
Climate Change					
NHDC1 <u>18875</u>	Definitions of likelihood and severity	The Applicant outlined definitions of likelihood and severity, in relation to Climate Change.	NHDC agree 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 meeting #4, 12th October <u>202212.10.22.</u>	Agreed
Cumulative Effects					
NHDC1 <u>191986</u>	Cumulative effects search area	The Applicant has used the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted	NHDC have no objections to the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the	2022 Preliminary Environmental Informati	Agreed Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		for in the cumulative effects assessment.	cumulative effects assessment.	on Report and Table 21.6 of Chapter 21 of the Environmental Statement [AS-032]	
Economics and Employment					
NHDC1 <u>200197</u>	Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development	The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the Need Case [AS-125] and the Environmental Statement Chapter 11 [] have been robustly produced using an	NHDC 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	Agreed at the Economics and Employment TWG meeting on 19	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
		<p>appropriate methodology, including the effects during construction and operation, and that the economic benefits are significant, specifically that the creation of employment and GVA (gross value added) will contribute significantly to 'levelling up' in Luton and regeneration of the Borough.</p>	<p>material contribution to levelling up in Luton.</p>	<p>March 2019</p>	
<p>NHDC1 2112018</p>	<p><u>-Economic benefits deriving from the additional air connectivity</u></p> <p><u>The Applicant considers that the wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development, as set out in the Need Case [AS-125], are significant and will make a significant contribution to attracting additional high value economic activities</u></p>	<p><u>NHDC 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.</u></p> <p><u>NHDC considers that the socio-economic impact of the proposed development upon Luton as well as the sub-regional impact is</u></p>	<p><u>To be discussed at topic specific meeting Agreed via email on 05.12.23</u></p>	<p><u>Ongoing Agreed</u></p>	

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
ENVIRONMENT					
	<p><u>to Luton and the surrounding area.</u></p>	<p><u>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.LBC's view on the wider economic benefits sought.</u></p>			
<p>NHDC1 <u>222119</u></p>	<p>Scoping out of the assessment on the impact of the Proposed Development on tourism deficit</p>	<p>The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.</p>	<p>NHDC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.</p>	<p>Agreed at Economics and Employment TWG meeting on 28.<u>05</u>. <u>May</u> 2019</p>	<p>Agreed</p>

Table 3-8: Summary of ‘flightpath’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
FLIGHTPATHS					
Use of flightpaths in assessments					
NHDC123320	Position on the use of existing flightpaths in assessments	The Applicant considers that it was reasonable to base the assessment of the noise effects of the Proposed Development on the existing flightpaths pending any decisions regarding future changes to these flightpaths as part of the Government’s Airspace Modernisation Strategy, as set out in Flightpath to the Future.	NHDC are content on the confirm its position on the use of existing flightpaths in <u>noise</u> assessments.	<u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> To be discussed at topic specific meeting	<u>Ongoing/Agreed</u>

Table 3-9: Summary of ‘Green Controlled Growth’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council position	Source of agreement	Status
Green Controlled Growth					
Green Controlled Growth Framework					
NHDC12 <u>4431</u>	Principle of GCG	<u>The Applicant considers that the Green Controlled Growth Framework [REP5-022] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits. The Applicant considers that the Green Controlled Growth Framework [APP-218] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits.</u>	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, <u>4.04. April 2022</u>	Agreed
Thresholds and Limits					
NHDC12 <u>5542</u>	GCG Thresholds and Limits	<u>The Applicant considers that the proposed approach of adopting Level 1 Thresholds, Level 2 Thresholds and Limits for each of</u>	<u>NHDC’s position is that discussions on processes relating to Thresholds and Limits (noting comments raised in</u>	To be confirmed at topic	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>the environmental topics within the scope of the GCG Framework [REP5-022], and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact. The Applicant considers that the proposed approach of adopting Level 1 Thresholds, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [APP-218], and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact, whilst acknowledging the statutory requirements associated with the operation of the airport.</p>	<p>relation to timings) are still ongoing and subject to further discussions</p> <p>NHDC to confirm its position on processes relating to Thresholds (noting comments raised in relation to timings—see row NHDC132155)</p>	<p>specific meeting</p>	

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
NHDC12 <u>6653</u>	GCG Thresholds and Limits	The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [APP-218REP5-022] with the Faster Growth sensitivity test (with the exception of Air Quality) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.	NHDC <u>does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Cases</u> support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case, on the basis that it will capture the worst-case scenario for the four aspects of GCG.	Draft Email received September 2023-DCO documents review comments- October 2022	Agreed <u>Ongoing</u>
NHDC12 <u>776</u>	GCG Thresholds and Limits – Air Quality	<u>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP5-022], the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within scope of GCG. As GCG Limits will be aligned to UK Air Quality Objective Levels, it is very unlikely to be the case that the airport is solely responsible for the limit being exceeded (although, if this were to be the case, it is acknowledged that the</u>	<u>NHDC still have ongoing issues position on this approach, noting queries raised through response to draft application documents in October 2022.</u> <u>Comments made through relevant representations, including Deadline 5 Submission – Comments on any further information/submissions received by Deadline 4 [REP5-068], on appropriateness of use of annual average concentrations, and appropriateness of proposed</u>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>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. Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [APP-218] the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within scope of GCG. As GCG Limits will be aligned to UK Air Quality Objective Levels, it is very unlikely to be the case that the airport is solely responsible for the limit being exceeded (although, if this were to be the case, it is acknowledged that the</p>	<p>monitoring approach in this context.</p> <p>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) [AS-057] around interim 2028 PM2.5 limit.</p> <p>Discussions are ongoing. The Applicant is preparing a technical note with regard to short term monitoring threshold and boundary monitoring to be received by Deadline 6. HCC will continue to engage with the Applicant on this through the SoCG process.</p> <p>NHDC to confirm its position on this approach, noting queries raised through response to draft application documents in October 2022.</p> <p>Comments made through relevant representations on appropriateness of use of annual average concentrations, and appropriateness of proposed</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>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 believes it is unreasonable for growth to be constrained at the airport provided that it has made a proportional contribution (relative to its level of impact) to mitigating the identified impacts.</p>	<p>monitoring approach in this context.</p> <p>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) [AS-057] around interim 2028 PM2.5 limit.</p>		
<p>NHDC12 <u>8875</u></p>	<p>GCG Thresholds and Limits - GHG</p>	<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 GCG Framework [REP5-022] GG Framework they should be expressed as a net Limit, inclusive of any offsetting that the</p>	<p>NHDC to confirm position, noting queries raised through response to draft DCO application <u>for development consent</u> in October 2022.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>airport operator may choose to implement.</p> <p>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</p>			
<p>NHDC12 9298</p>	<p>GCG Thresholds and Limits - GHG</p>	<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 GCG Framework [REP5-022APP-218] 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>	<p>NHDC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
NHDC13 0029	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [APP-218] is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets to be set through the Framework Travel Plan [AS-134REP4-045] .	The GCG mode-share targets are not related to outcomes that matter: decarbonisation, air quality, public health and safety and road congestion, the GCG targets for transport would potentially tolerate a large increase in car trips to/from the airport through Hertfordshire, and associated worsening of congestion if this was offset by a shift to sustainable modes by other routes. The Applicant has provided additional information about the other mechanisms for managing mode share at a local level through the FTP and TRIMMA to address more local level concerns in Hertfordshire.	To be confirmed at topic specific meeting	Ongoing
NHDC13 1130	GCG Thresholds and Limits - Review	The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [REP5-022], on the basis that there will be no ability to change any of the Thresholds or Limits to	NHDC to confirm position, noting provisional support for this position expressed in response to draft application in October 2022. Discussions are ongoing and are likely to be the subject of planned meetings.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>permit materially worse environmental effects than those identified in the Environmental Statement. The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [APP-218], on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental Statement.</p>			
Monitoring and Reporting					
<p>NHDC13 <u>221</u></p>	<p>Transition Period</p>	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p>	<p>NHDC to confirm its position on proposed Transition Period.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District 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 Draft Development Consent Order [REP5-003] 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>			
NHDC13 <u>332</u>	GCG Monitoring and Reporting - Timings	The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with	<p>NHDCGBC have concerns with the adequacy of the Green Controlled Growth mechanism and their concerns 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</p>	CBC Response to ExA Written Questions	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>international guidance and national legislation on how growth at airports is managed through the Slot Allocation Process.</p> <p><u>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP5-024] 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</u></p>	<p>advice 21 days is too short a determination period. It is suggested that a period of 8 weeks would be appropriate.</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<u>beyond the September deadline for the airport to declare its capacity for the following summer season and would therefore not be workable.</u>			
Environmental Scrutiny Group and Technical Panels					
NHDC13 <u>443</u>	Environmental Scrutiny Group (ESG) Membership	<u>The Applicant considers that it is appropriate to determine local authority involvement on the Environmental Scrutiny Group (ESG) on the basis of those local authorities that experience a broad range of impacts as a result of the Proposed Development. Based on the geographical distribution of impacts forecast in the ES, the four local authorities identified in the Draft ESG Terms of Reference [REP5-024] 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</u>	Local authority involvement is likely to be required from beyond the Host Authorities to other authorities that are impacted by the airport operations. <u>NHDC s aligned with Dacorum Borough Council in its desire to be included as part of the ESG and therefore disagrees with the extent of host authorities nominated by the Applicant to be part of the ESG.</u>	<u>HA SoCGs – GCG Meeting, 9th October 2023 9.10.2023 To be confirmed at topic specific meeting</u>	<u>Ongoing</u> Not Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>single area, the Applicant believes it is more appropriate for them to be offered a role on the relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [REP5-026]. The Applicant considers that it is appropriate to determine local authority involvement on the ESG based on those local authorities that experience a broad range of impacts as a result of the Proposed Development. Based on the geographical distribution of impacts forecast in the ES, the four local authorities identified in the Draft ESG Terms of Reference [APP-219] are 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</p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [APP-220].</p>			
<p>NHDC13 <u>554</u></p>	<p>ESG Membership</p>	<p><u>The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [REP5-024] 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.</u></p> <p><u>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. The Applicant considers that, in addition to local</u></p>	<p>NHDC to confirm its position on proposed independent members of the ESG.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [APP-219] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p>			
<p>NHDC13 <u>665</u></p>	<p>ESG membership</p>	<p><u>A key principle of the GCG Framework [REP5-022] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development. According to this principle, the Applicant considers that local authority representatives on ESG should be planning professionals, who will have the relevant experience of considering reports from</u></p>	<p>The Host Authorities wish to participate in the ESG but it is unclear why/whether it should have to be a planning officer from planning departments, it should be for the local authorities to determine an appropriate representative.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>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. A key principle of the GCG Framework [APP-218] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development. According to this principle, the Applicant considers that local authority representatives on ESG should be planning professionals, who will have the relevant experience of considering reports from technical specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure that any decisions made by the ESG are</p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>made on an impartial, apolitical basis.</p>			
<p>NHDC13 <u>776</u></p>	<p>ESG - Funding</p>	<p><u>The airport operator will be responsible for the secretarial and administrative costs associated with the operation of the ESG.</u></p> <p><u>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 NHDC) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</u></p> <p><u>The Applicant also propose to fund local authority involvement with the ESG and Technical</u></p>	<p>The airport operator should fund reasonable officer or consultant costs, which should include funding local authorities to employ suitably qualified consultants if they do not have the in-house expertise.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>The intention is for this funding to be secured either through the section 106 Agreement or by way of an alternative legal agreement</u>The Applicant proposes to fund the chair and independent specialist on aviation that sit on the ESG, as well as the independent technical experts that sit on each Technical Panel. This is to ensure that the other organisations (including relevant Host Authorities) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</p>			

Table 3-10: Summary of ‘Design’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council position	Source of agreement	Status
DESIGN					
<p>NHDC13 <u>886</u></p>	<p>Design Principles and Design Code</p>	<p>The Applicant’s position is as set out in Dead-line 4 Hearing Actions [REP4-70]. The Applicant has engaged with NHDC to discuss this position and how the Design Principles document can be refined as a live document. The Design Principles [REP4-003]. [APP-225REP5-034] has been updated for issue at Deadline 5.</p> <p>The Applicant has added a number of additional design principles to Design Principles [REP4-003]. [APP-225REP5-034] at Deadline 5 and will continue to engage on refining these throughout the examination process.</p>	<p><u>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [APP-225].</u></p> <p><u>Documents REP5-034, REP5-035 and REP5-043 do not provide an indication of design intent relating to the built form. The Hertfordshire host authorities set out their concerns in relation to the Design Principles in their response [REP4-161] to ISH6-AP31. They have subsequently met with the applicant on two occasions.</u></p> <p><u>In responding to the Examining Authority and others’ concerns, Documents REP5-034 and REP5-035, along with the changes to Requirement 5 ‘Detailed design, phasing and implementation’ of the draft Development Consent Order introduced by REP4-003/REP4-</u></p>	<p><u>To be discussed in topic specific meeting</u></p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>The Applicant has responded to Issue Specific Hearing 6, Action 33: Principles of Good Design in [REP5-043] [TR020001/APP/8.111] 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 [REP4-70] Issue Specific Hearing 6 Action 31.</p> <p>Since Deadline 4 the Applicant has undertaken further engagement with North Hertfordshire District 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</p>	<p>004 are considered to be a substantive step forward in relation to establishing a suitable design framework. Whilst the documentation as a whole could have provided a better sense of what the scheme would look like/work from a design perspective, the design principles are generally comparable in detail to those of other DCO proposals and they broadly cover the same kind of issues in much the same depth. The authorities will continue to engage with the applicant as necessary.</p> <p>The Design intent relating to the area with 'country park' character is welcomed. However, massing, rooflines, colour – in broad terms – to indicate how they have and should respond to local character, context or setting. Similarly, how they have and should respond to existing landform on the site.</p> <p>The Design Principles, including Landscape -specific Design Principles should outline design intent in relation to building height,</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>(refer to Applicant's Post Hearing Submission - Issue Specific Hearing 8 (ISH8) [TR020001/APP/8.135]) and acknowledges Action 53 from ISH8 to discuss this further. The Applicant is currently setting up a meeting to discuss this for WC 11th December 2023.</u></p>	<p><u>massing, colour and similar to ensure that site context, character and setting has already been appropriately responded to. Such design intent is not yet clearly outlined in Documents REP5-034 and REP5-035.</u></p> <p><u>A wide range of stakeholders and communities would benefit from a process through which the operator regularly updates and consults upon, in a phased fashion (every five years), its intentions to deploy the strategic masterplan contained within the DCO - e.g. terminal timing and indicative design, next tranche of infrastructure improvements or proposed alternatives in light of changed circumstances, etc.</u></p> <p><u>The Hertfordshire Host Authorities note the applicant's reluctance in REP4-061 and REP5-052 and continued resistance at ISH8.</u></p> <p><u>The host authorities remain of the view that the introduction of a post-approval independent Design</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<p><u>Review would provide a valuable independent addition to the future design process but note that the applicant has not yet committed to this (REP4-061) but intends to respond at Deadline 6 (REP5-062).</u></p> <p><u>With regard to Design Review the applicant is concerned that an independent design review risks further complicating the already complex engagement needed to reach agreement during detailed design stage. The Host Authorities disagree, noting that the complex nature of the development is a strong reason for both a masterplan and independent design panel review (albeit perhaps in relation to certain key aspects of the development – for example, the terminal).</u></p> <p>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 – AP31 suitability of Design</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<p>Principles [APP-225REP5-034] which states:</p> <p><i>“.....The Host Authorities enter into engagement with the Applicant sharing and supportive of the</i></p> <p><i>issues raised by the ExA at ISH 6, in relation to the design principles:</i></p> <ul style="list-style-type: none"> ● <i>—They are very high level;</i> ● <i>—There is uncertainty about how the principles will be translated into achievement of good design;</i> ● <i>—Concern that they do not go far enough and the document ‘could go much further’;</i> ● <i>—The potential to incorporate more specific design criteria (potentially subject to approval processes separated out into specific works within requirement 5);</i> ● <i>—The lack of clarity in relation to how the development</i> 		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<i>has actually taken on board national and other design policy requirements—there is a gap between your policies and what you've got proposed"</i>		

Table 3-111: Summary of 'dDCO' ~~additional~~ matters ~~raised b~~with y North Hertfordshire District Council ~~in their Local Impact Report~~

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
	<u>Draft DCO</u>				

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

Date	Attendees	Form of correspondence	Details
26.02.18	LBC, CBC, HCC, Environment Agency	Meeting	The purpose of this meeting was to introduce key environmental stakeholders for EIA scoping.
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.

Date	Attendees	Form of correspondence	Details
10.04.18	LBC, CBC, NHDC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. This meeting explained the content of the LVIA section of the Scoping Report as drafted at that time and discussed the assessment viewpoint locations that were being considered for inclusion in the LVIA and items proposed to be scoped out.
12.04.18	CBC, NHDC	Meeting	The purpose of this meeting was to discuss EIA scoping with Environmental Health Officers (EHO) from the host local authorities for air quality, noise and contaminated land.
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

Date	Attendees	Form of correspondence	Details
			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.
09.11.18	HCC	Meeting	The purpose of this meeting was to discuss requirements for archaeological evaluation and geophysical survey.
14.11.18	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
15.11.18	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
20.11.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion on how the design evolved through assessment of design options by environmental disciplines, sharing of the emerging 'preferred option', summary of non-statutory consultation results

Date	Attendees	Form of correspondence	Details
			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.
12.12.18	NHDC, HCC	Meeting	Replacement of open space meeting.
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,	Meeting	Noise TWG - Noise EHO EIA scoping meeting. The Noise

Date	Attendees	Form of correspondence	Details
	DBC, Aylesbury Vale District Council		Working Group was given the opportunity to discuss the contents of the scoping report and request clarification on any topic.
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.
25.02.19	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
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.

Date	Attendees	Form of correspondence	Details
05.03.19	NHDC	Meeting	Equalities Impact Assessment (EqIA) TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed Development and receive input from stakeholders.
20.03.19	CBC, NHDC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting. This meeting focused on the timetable for dealing with the draft SoCC taking into account the complications faced by the host local authorities due to the upcoming local elections, and recapping the areas of support/information the council could provide within the timescales.
26.03.19	NHDC	Meeting	Major accidents and disasters meeting to introduce the Proposed Development
03.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. A general overview of the Proposed Development was provided.
23.05.19	HCC	Meeting	Trial trenching meeting.
31.05.19	CBC, HCC	Meeting – MS Teams	Waste TWG meeting The purpose of this meeting was to discuss the future baseline data

Date	Attendees	Form of correspondence	Details
			and assessment findings to date following receipt of the EIA scoping opinion
05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary findings and approach to employment, training and skills
04.06.19	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
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.
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

Date	Attendees	Form of correspondence	Details
			heritage research and assessment.
07.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on employment estimates, best practice on employment, training and skills, wider impacts consultations update.
05.09.19	NHDC, DBC, CBC	Meeting	Noise TWG meeting. The Noise Working Group were asked for feedback on the draft 2019 PEIR, and it was discussed how ongoing work to be undertaken for the ES could be refined for a further assessment.
17.09.19	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport 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)

Date	Attendees	Form of correspondence	Details
			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.
08.11.19	LBC, CBC, HCC	Meeting	Surface Access meeting to discuss the strategic modelling, key modal split and rail/coach assumptions, mitigation measures and the Framework Travel Plan and the DCO progress and timetable.
13.11.19	CBC, HCC, NHDC	Meeting	NEDG meeting. The following points were discussed: enforcement regime, noise management controls, NEDG process and management and noise contour predictions.
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.
16.12.19	DBC	Statutory consultation response	Individual statutory consultation response submitted via email.

Date	Attendees	Form of correspondence	Details
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 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 the Host Authorities in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.
05.02.20	HCC	Meeting	The purpose of this meeting was to review changes to the public rights of way.
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

Date	Attendees	Form of correspondence	Details
			violation limits, LAeq,T contours to be retained, 'number above' contours.
18.02.20	HCC, CBC, LBC, NHDC	Meeting	Biodiversity TWG.
03.03.20	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting agreed viewpoint and photomontage locations and, based on the layout put forward at statutory consultation, the receptors to be considered in the LVIA.
11.03.20	CBC, NHDC, LBC	Meeting	NEDG meeting. The following topics were discussed: review of noise control measures and alternative measures and enforcement of the Noise Envelope.
25.03.20	NEDG members	Meeting	NEDG meeting. The purpose of this meeting was to discuss the noise control measures.
20.04.20	LBC, CBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting to discuss a range of matters related to the LVIA proposals and assessments.

Date	Attendees	Form of correspondence	Details
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.
30.09.20	HCC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.
07.10.20	LBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its

Date	Attendees	Form of correspondence	Details
			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.
12.11.20	HCC	Meeting – MS Teams	The purpose of this meeting was to inform the council of the Proposed Development re-start, and discuss the scope of the trial trenching.
07.12.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment.

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

Date	Attendees	Form of correspondence	Details
			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 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.

Date	Attendees	Form of correspondence	Details
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 statutory consultation feedback, timing and engagement schedule and the key

Date	Attendees	Form of correspondence	Details
			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.
09.06.21	HCC	Meeting – MS Teams	Surface access TWG meeting. The purpose of this meeting was to provide an update on the revised key forecasting assumptions and programme.
16.06.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: project team update, minutes and actions of previous meeting, key issues summary table and the approach to statutory consultation.
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	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline passenger

Date	Attendees	Form of correspondence	Details
	Council, DHL, Wizz Air, Independent Commission on Civil Aviation Noise, Buckinghamshire Council		forecasts, model validation and GCG.
14.07.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table and POCG feedback on future agenda items, update on the approach to statutory consultation including scope, update on aviation demand forecasts, PPA spend update and engagement with WSP, and the role of TWGs in reaching agreement.
15.07.21	LBC, CBC, NHDC, HCC, UK Health Security Agency	Meeting – MS Teams	Health TWG meeting: engagement with health stakeholders on outstanding queries from the PEIR consultation including an update on the Proposed Development, methodology and approach, study area and receptors, Wigmore Valley Park, and monitoring.
26.07.21	LBC, CBC, NHDC	Meeting – MS Teams	Contaminated land TWG meeting: update on the Proposed Development design including changes and discussion of issues

Date	Attendees	Form of correspondence	Details
			<p>including the zone of influence from Proposed Development- justification for distances, assessment methodology, existing baseline conditions- clarification on area it covers, inclusion of Off-site Highway Interventions, settlement in areas of deposited material, exposure of features of geological interest when chalk is excavated, Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid in soils and groundwater in vicinity of fire training facility, risks posed by former Eaton Green Landfill to groundwater, risks from piling former landfill- expose and mobilise contaminants leading to contamination of groundwater and public water supply, and overview of work to date and the key issues .</p>
27.07.21	LBC, CBC, NHDC	Meeting – MS Teams	<p>Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date, current and future baseline, assessment methodology, waste</p>

Date	Attendees	Form of correspondence	Details
			disposal facilities to be used, cumulative assessment, and proposed mitigation.
04.08.21	NHDC	Meeting – MS Teams	EqIA meeting. The purpose of this meeting was to understand the baseline context of the area, in particular whether there are any protected characteristic groups in the local area that may be significantly impacted by the Proposed Development. Understanding whether there are specific resources that the project team should be aware of or are near to the scheme. Identifying relevant local groups that should be engaged with.
09.08.21	HCC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario.
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

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

Date	Attendees	Form of correspondence	Details
			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.
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.
15.10.21	HCC	Meeting	Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
15.10.21	LBC, CBC, Bedfordshire Police	Meeting – MS Teams	The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and provide information on the major accidents and disasters methodology and the preliminary assessment results.
20.10.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous

Date	Attendees	Form of correspondence	Details
			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.
15.11.21	HCC	Meeting	Surface Access meeting to present the key forecasting

Date	Attendees	Form of correspondence	Details
			assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
22.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	The purpose of this meeting was to discuss plans with the host local authorities for the approach to identifying and engaging seldom heard groups during the consultation.
24.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: introductions, minutes and actions of previous meeting, key issues summary table – POCG confirm whether they agree with the updates/POCG feedback on future agenda items, statutory consultation update, Community First update, and GCG update – approach to limits.
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).

Date	Attendees	Form of correspondence	Details
07.12.21	LBC, HCC, NHDC, LADACAN, easyJet, St Albans City & District Council, DHL, CBC, WizzAir, Buckinghamshire Council	Meeting – MS Teams	NEDG meeting. Agenda: presentation of suggested metrics against the controls for the Noise Envelope, open session to debate the numbers, update on the use of noise contours as basis of limits for GCG.
16.12.21	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council,	Meeting – MS Teams	Noise TWG: discussion about the aircraft noise assessment that will be submitted in the PEIR for the 2022 statutory consultation.
16.12.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting: discussion of the PEIR air quality chapter assessments and results, including an overview of the assessment methodology, assessment results and the timing and engagement schedule.
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

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			airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
26.01.22	HCC	Meeting	Pre-consultation briefing for surface access.
26.01.22	Host local authorities, neighbouring local authorities, Chilterns Conservation Board	Meeting – MS Teams	Statutory consultation briefing session 1. The purpose of this meeting was to provide an update about the upcoming Statutory Consultation and provide information 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.

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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.
24.03.22	WSP, DBC	Meeting – MS Teams	Meeting to provide an overview of the differences between the 2022 PEIR and the 2019 PEIR, and provide DBC with an opportunity to ask the Future LuToN team questions about the consultation material.
25.03.22	HCC	Meeting	Discussion regarding the transport modelling.
31.03.22	WSP	Meeting – MS Teams	Discussion and response to WSP's 2022 statutory consultation comments, on behalf of HCC, on Cultural Heritage PEIR.
04.04.22	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
05.04.22	DBC	Statutory consultation response	Individual response to statutory consultation submitted via email.
04.05.22	HCC	Meeting	Discussion regarding the council's consultation response, covering surface access points.

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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.
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

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			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.
01.07.22	HCC	Email	Email from HCC Archaeology Advisor confirming that the WSI for trial trenching, rescheduled for 2022, had been agreed.
04.07.22	LBC, CBC, Bedfordshire Luton and 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

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

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			vision, aims and objectives, and the proposed surface access GCG limits. Details were also given regarding how performance against targets will be monitored and reported, and about governance procedures.
21.07.22	CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council, DBC, Stevenage Borough Council, Buckinghamshire Council, St Albans City & District Council	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to discuss the contents of the ES which relate to noise, the noise baselines and monitoring, updated validations, aircraft movement forecasts, supplementary noise metrics, sound insulation, mitigation options, committed developments, and the Noise Envelope.
03.08.22	LBC, CBC, NHDC, DBC	Meeting – MS Teams	POCG meeting. Agenda: discuss the POCG activities and scope, and discuss the SoCG template.
18.08.22	HCC	Email	Email from HCC Archaeology Officer confirming the trial trenches undertaken to inform the ES were signed-off and trenches could be backfilled.

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

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	Council, Hertfordshire Chamber of Commerce, Hertfordshire Local Enterprise Partnership, SEMLEP, St Albans City & District Council, Stevenage Borough Council		
05.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
10.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
12.10.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	GCG workshop. The purpose of this meeting was to discuss the updated GCG proposals, the ESG, technical panels and

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			community representation, and GCG limits.
12.10.22	CBC, LBC, NHDC, East Herts District Council, Milton Keynes City Council, Welwyn Hatfield Borough Council, Buckinghamshire Council, DBC	Meeting – MS Teams	Climate Change and GHG TWG. During the meeting, information was provided on updates to the GHG assessment since the PEIR, how relevant legislation, policy and guidance has been interpreted and responses to comments received at statutory consultation.
12.10.22	LBC, NHDC, CBC	Meeting	NEDG meeting to discuss the concept of sharing the benefits in aviation noise policy, and the Noise Envelope's role in this.
27.10.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, 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.

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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.
24.11.22 – 08.12.22	HCC	Email	Email correspondence on draft CHMP resulting in revision to CHMP and confirmation from HCC Archaeologist (received 8 December 2022) that they are content with the CHMP.
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 application for

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			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.
20.07.23	LBC, CBC, HCC, NHDC & DBC	Meeting – MS Teams	Water resources 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.
02.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Biodiversity topic specific meeting to discuss draft SoCG.
01.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Air quality topic specific meeting to discuss draft SoCG.
02.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SOCG.

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03.08.23	HCC and WSP	Meeting – MS Teams	Cultural Heritage topic specific meeting to discuss draft SoCG.
07.08.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG.
17.08.23	LBC, CBC, HCC, NHDC & DBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
04.09.23	LBC, HCC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the demand forecasts.
15.09.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
19.09.23	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Surface access meeting on the Sustainable Transport Fund and the TRIMMA
06.10.23	NHDC, HCC, DBC	Meeting – MS Teams	Meeting to discuss landscape and visual matters in draft DCO
18.10.23	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
20.10.23	HCC, NHDC, DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SOCG.
02.11.2023	NHDC	Email	Monitoring and evaluation of outcomes

Date	Attendees	Form of correspondence	Details
			within the Employment Training Strategy.
03.11.2023	CBC, LBC, HCC, NHDC	Meeting – MS Teams	Design related matters
22.11.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG