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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.17 Statement of Common Ground between London
Luton Airport Limited and Dacorum Borough Council
(Tracked Change Version)**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.17

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)**

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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) Dacorum Borough Council.

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

Signature:

Name:

Position:

Date:

Signed on Behalf of DACORUM BOROUGH COUNCIL

Signature:

Name:

Position:

Date:

Contents

1	Introduction and purpose	<u>14</u>
1.1	Purpose of Statement of Common Ground	<u>14</u>
1.2	Parties to this SoCG	<u>25</u>
1.3	Proposed Development description	<u>35</u>
2	Engagement with Dacorum Borough Council	<u>57</u>
2.1	Summary of engagement	<u>57</u>
3	Matters agreed, ongoing, or not agreed	<u>68</u>
3.1	Summary of matters with Dacorum Borough Council	<u>68</u>
	Appendix 1: Engagement between the Applicant and the host local authorities	<u>318403</u>

Tables

Table 3-1: Summary of ‘consultation’ matters with Dacorum Borough Council

Table 3-2: Summary of ‘planning’ matters with Dacorum Borough Council

Table 3-3: Summary of ‘compensation’ matters with Dacorum Borough Council

Table 3-4: Summary of ‘need case’ matters with Dacorum Borough Council

Table 3-5: Summary of ‘employment and training’ matters with Dacorum Borough Council

Table 3-6: Summary of ‘surface access’ matters with Dacorum Borough Council

Table 3-7: Summary of ‘environment’ matters with Dacorum Borough Council

Table 3-8: Summary of ‘flightpath’ matters with Dacorum Borough Council

Table 3-9: Summary of ‘Green Controlled Growth’ matters with Dacorum Borough Council

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 Dacorum Borough Council in respect of the Proposed Development. In particular, this SoCG focuses on:

a. Need Case;

b. Surface access, including public transport, car parks, and modelling;

c. Environment, including air quality, noise, and biodiversity; and

d. Green Controlled Growth.

e. Draft DCO

~~1.1.3 This SoCG has been prepared by the Applicant and Dacorum Borough 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) 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~~ DBC 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
- ~~(n)~~• Waste and Resources

~~4.1.4~~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 applicants 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.”

~~4.1.5~~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 Dacorum Borough Council is a host local authority under Section 42(1)(ba) and Section 43 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 Dacorum Borough 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 mppa¹. In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.

1.3.2 Key elements of the Proposed Development include:

- (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);

¹ ~~On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. However, the application was then called-in and referred to the Secretary of State for determination instead of being dealt with by the local planning authority and an inquiry to consider the called-in application took place between Tuesday 27 September 2022 and Friday 18 November 2022. At the time the application for development consent was submitted, the outcome of the inquiry was still unknown and, therefore, all of the core assessment work was undertaken for the application used a “baseline” of 18 mppa. The application by LLAOL has however since been approved, with a joint decision to grant planning permission issued by the Secretary of State for Transport and Secretary of State for Levelling Up, Housing and Communities on 13 October 2023. In anticipation of this, the Applicant’s environmental assessments included sensitivity analysis of the implications of the permitted cap increasing to 19mppa. As a result, the Applicant believes that the environmental assessments are sufficiently representative of the likely significant effects of expansion, whether the baseline is 18 mppa or 19 mppa. Where the change of the baseline does affect an assessment topic, in most cases it means that the “core” assessments (using an 18 mppa baseline) report a marginally greater change than would be the case with a 19 mppa baseline. The findings of the assessment, including the sensitivity analysis, are presented in the Environmental Statement submitted with the application for development consent.~~ On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. Since then, the application was called in and referred to the Secretary of State for determination instead of being dealt with by the local planning authority. The inquiry to consider the called-in application opened on Tuesday 27 September 2022, and closed on Friday 18 November 2022. At the time of submission of the application for development consent the outcome of the inquiry was still unknown and, therefore, all of the assessment work to date has been undertaken using a “baseline” of 18 mppa. Nonetheless, in anticipation of LLAOL’s 19 mppa planning application, the Applicant’s environmental assessments included sensitivity analysis of the implications of the permitted cap increasing. As a result, the Applicant believes that the environmental assessments are sufficiently representative of the likely significant effects of expansion, whether the baseline is 18 mppa or 19 mppa. Where the change of the baseline does affect an assessment topic, in most cases it means that the “core” assessments (using an 18 mppa baseline) report a marginally greater change than would be the case with a 19 mppa baseline. The findings of the assessment are presented in the Environmental Statement submitted with the application for development consent.

- (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
- (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 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 DACORUM BOROUGH COUNCIL

2.1 Summary of engagement

- 2.1.1 The pre-application statutory consultation carried out by the Applicant, and the way in which it has informed the application for development consent, is set out in full in the **Consultation Report [AS-048]**. As statutory consultees, Dacorum Borough Council was consulted on the proposals in accordance with Section 42 of the Act in 2022³ and submitted a formal response to the statutory consultations carried out by the Applicant in 2019 and 2022³.
- 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 As Dacorum Brough Council were not identified as a host authority until just ahead of the launch of the 2022 statutory consultation, they were consulted as a neighbouring authority in 2019.

3 MATTERS AGREED, ONGOING, OR NOT AGREED

3.1 Summary of matters with Dacorum Borough Council

Table 3-1: Summary of 'consultation' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
CONSULTATION					
Approach to consultation and engagement					
DBC1	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.	The DBC agree that consultation to date has been robust and meaningful.	Joint and individual responses to Statutory Consultation in 2019 and 2022	Agreed
DBC2	Adequacy of non-statutory consultation	The Applicant will continue to engage with the DBC post submission of the application for development consent.	DBC 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).	Regular POCG and topic specific meetings since 2018 – see Appendix 1	Agreed

Table 3-2: Summary of 'planning' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
Planning policy					
DBC3	Proposed works in the Green Belt within Dacorum 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>DBC 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 notes it agrees with 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.</u> <u>DBC to confirm their position in relation to the proposed works in the Green Belt within Dacorum Borough.</u>	To be discussed at topic specific meeting <u>Subject to discussion</u> <u>Agreed via email on 06.12.23</u>	<u>Ongoing</u> <u>Agreed</u>
DBC4	Compliance of the Proposed Development with relevant planning policy	<u>Compliance of the Proposed Development with relevant planning policy as a whole has been demonstrated in the Planning Statement [AS-</u>	<u>DBC to confirm their position on the compliance of the Proposed Development with relevant planning policy.</u>	To be discussed at topic specific meeting <u>Continued engagement through the</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
		122REP5-0161. The Applicant seeks clarity from the Host Authorities 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.	<u>The Hertfordshire Authorities (Hertfordshire County Council, North Hertfordshire District Council and Dacorum Borough Council) place importance of addressing the environmental impacts of the Proposed Development, and on effective controls and mitigation, in the context of the planning balance. This includes but is not limited to: air quality, health and community, surface access, noise, emissions, and landscape and visual impacts, together with cumulative effects.</u>	<u>examination process on these topics and meeting the level of mitigation and certainty of control required to achieve conformity</u> Continued engagement through the examination process in these topics.	
DBC5	Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance	The Applicant has consulted with DBC (the Transport Authority) in accordance with ANPS paragraph 5.10 which states: <i>"The Applicant should assess the implications of airport expansion on surface access network capacity using the WebTAG methodology stipulated in the</i>	DBC to confirm <u>s</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.	Agreement to be confirmed at topic specific meeting <u>Agreement confirmed via email dated 23.10.23</u>	Ongoing <u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
	with ANPS paragraph 5.10.	<i>Department for Transport guidance, or any successor to such methodology. The applicant Applicant should consult Highways England, Network Rail and highway and transport authorities, as appropriate, on the assessment and proposed mitigation measures. The assessment should distinguish between the construction and operational project stages for the development comprised in the application."</i>			
DBC6	Consultation undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.	The Applicant has consulted with DBC (the Transport Authority) 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</i>	DBC to confirm s 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</u> <u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
		<p><i>or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both of third-party schemes on which the preferred scheme depends, and others which interact with it, all of which may be subject to their own planning, funding and approval processes, must be understood in terms of implications of the timings for the applicant Applicant's own surface access proposals."</i></p>			
DBC7	Pre-application engagement undertaken in relation to land use	<p>The Applicant has undertaken pre-application discussions with DBC 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</i></p>	<p>DBC to confirms 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 23.10.23</u> Agreement to be confirmed at topic-specific meeting</p>	<p>Ongoing <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
		<p><i>identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.”</i></p> <p>This has included discussion on development within the Green Belt and replacement open space.</p>			
DBC8	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,</i></p>	DBC to <u>confirm</u> s it agrees that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.	<u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting	Ongoing <u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
		<p><i>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 and is provided in Appendix 20.1 of the ES [AS-046].</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
DBC9	Engagement undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.	Engagement between the Applicant and DBC and other relevant stakeholders on the Landscape and Visual Impact Assessment (LVIA) is set out in Section 148.4 of Chapter 14 Landscape and Visual [AS-079] of the ES. Matters regarding the scope and methodology of the assessment are set out in Sections 148.3 and 148.5 respectively. Accordingly, the Applicant considers that the requirements for the assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.	<p>DBC to confirms it agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.</p> <p><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></p>	<p>Agreed with LBC, HCC, DBCDBC, DBC and CBC at the LVIA Open Space TWG on 7 June 2022.</p> <p><u>Agreement confirmed via email dated 23.10.2023 except in relation to the identified outstanding light pollution matters identified – see DBC68, below.</u></p> <p><u>Agreement confirmed via email dated 23.10.23</u></p>	<u>Ongoing Agreed</u>
DBC10	Consultation undertaken in relation to the Transport	The Applicant has consulted with LBC in accordance with National Networks National Policy	DBC to confirms it agrees that consultation was undertaken in relation to the Transport	<u>Agreement confirmed via email dated 23.10.23</u> <u>Agreement</u>	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
PLANNING					
	Assessment, in accordance with NNNPS paragraph 5.204.	Statement 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>	Assessment, in accordance with NNNPS paragraph 5.204.	to be confirmed at topic-specific meeting	
DBC11	Consultation undertaken in relation to design, in accordance with NPPF paragraph 132	The Applicant has undertaken engagement regarding the design of the Proposed Development, including with LBC. This is set out in full in the Design and Access Statement [AS-049] . This accords with NPPF paragraph 132 which states: <i>"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicant Applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying</i>	DBC to confirm s it agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph 132	<u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic-specific meeting	Ongoing <u>Agreed</u>

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

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
COMPENSATION					

Unidentified local impacts mitigation strategy					
DBC12	Unidentified Local Impacts (ULIs)	<p>The Applicant is considering the mitigation of ULIs.</p> <p>With respect to traffic-related ULIs, the Applicant is considering a mitigation 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 DBHCC 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 on delivery.-</u></p>	<p>To be discussed at topic specific meeting <u>Confirmation received on 06.12.23</u></p>	<p>Not Agreed. Ongoing</p>

Table 3-4: Summary of ‘need case’ matters with Dacorum Borough Council

ID ref	Matter	The Applicant’s position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
Aviation Policy					
DBC 13	Compliance with aviation	<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 that the relevant policies for the development of airports are contained</u></p>	<p><u>The Hertfordshire host authorities -agrees that national aviation policy, namely the ANPS, APF and MBU, is supportive of airports making</u></p>	<p>Not agreed at ISH2. To be discussed at topic</p>	<p>Not agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
	national policy	<p><u>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 impacts to be addressed. The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</u></p>	<p><u>the best use of their existing runways. Subsequent Government frameworks and strategies have confirmed support for expansion plans without restrictions upon airport growth subject to local environmental impacts being addressed. '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.</u></p> <p><u>'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'.</u></p>	<p>specific meeting <u>Agreed via email on 05.12.23</u></p>	<p><u>Ongoing</u> <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
			<p><u>Advice received by the host authorities confirms that it has been 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, DBC140.</u></p> <p><u>Advice (subject to HCC 140/141 NHDC191/120 and DBC131/ 141) received by the host authorities confirms that the proposal will have positive economic impacts.</u></p> <p><u>The negative impacts of the proposal are being judged by the DCO determination process and the position of the Hertfordshire authorities is that</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
			<u>those impacts are unacceptable.</u>		
	<u>Growth and demand forecasts</u>				
<u>DBC 14</u>	<u>Position on the variables and methodology for preparing the demand forecasts</u>	<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 other London airports, carbon costs and other relevant economic variables. 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>	<u>The Hertfordshire Authorities agree that the passenger demand forecasts have been developed using an appropriate methodology. The Herts Authorities 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>	<u>Not agreed at ISH2. Discussions regarding this matter between CSACL, York Aviation and the host authorities are ongoing</u>	<u>Not agreed Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
DBC 15	<u>Position on the Demand Forecasts</u>	<u>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. 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.</u>	<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>Agreed in Initial Review of DCO Need Case [REP2-057]. Agreed via email on 05.12.23</u>	<u>Agreed</u>
<u>Night quota period</u>					
DBC 16	<u>Position on the appropriateness of retaining the</u>	<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 movements within the night quota period (from 23:30 to 06:00) but no</u>	<u>DBC 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>	<u>The Host Authorities sought more clarity on what is meant by</u>	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
	<p><u>current restrictions on movements during the night quota period (from 23:30 to 06:00).</u></p>	<p><u>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.</u></p>	<p><u>DBC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.</u></p> <p><u>DBC 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.</u></p>	<p><u>high value economic activities. LG sent info on where this is addressed in the Need Case. Agreed via email on 05.12.23.</u></p>	
Growth and demand forecasts					
DBC 14	<p>Position on the variables and methodology for preparing the demand forecasts</p>	<p>The Applicant considers that its passenger demand forecasts, as set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables. These forecasts, including</p>	<p>Host Authority to confirm its position on the variables and methodology for preparing the demand forecasts as set in the Need Case [AS-125], including the appropriateness of the sensitivity tests including the use of the</p>	<p><u>Not agreed at ISH2. To be discussed at topic specific meeting</u></p>	<p><u>Not agreed</u> Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
		<p>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.</p>	<p>Faster and Slower Growth Cases alongside the Core Planning Case as the basis for the assessment of effects. <u>ertfordshire Authoritiesetgrowth</u></p>		
DBC 15	Position on the Demand Forecasts	<p>The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that these forecasts are an appropriate basis for assessing the environmental and other implications of the proposed development.</p>	<p>DBC to confirm its position on the Demand Forecasts.</p>	<p><u>Agreed in Initial Review of DCO Need Case [REP2-057]. To be discussed at topic specific meeting</u></p>	<p><u>Agreed</u> On going</p>
Night quota period					

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
NEED CASE					
DBC 16	Position on the appropriateness of retaining the current restrictions on movements during the night quota period (from 23:30 to 06:00).	The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as set out in the 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.	DBC 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>The Host Authorities should get more clarity on what is meant by high value economic activities. LC sent info on where this is addressed in the Need Case. To be discussed at topic specific meeting</u>	<u>Ongoing Agreement</u>

Table 3-5: Summary of ‘employment and training’ matters with Dacorum Borough Council

ID ref	Matter	The Applicant’s position	Dacorum Borough Council Position	Source of agreement	Status
EMPLOYMENT AND TRAINING					
Employment and Training Strategy Governance					
DBC17	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>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 Key Performance Indicators (KPIs) to demonstrate its success.	Ongoing <u>To be discussed post DCO Consent</u> <u>Agreed via email 01./11./23</u>	<u>Agreed</u> Ongoing
Employment and Training Strategy					
DBC18	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	DBC 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>	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		Employment TWG, and will continue to engage post submission of the application for development consent.			

Table 3-6: Summary of 'surface access' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
DBC19	Approach to, and scale of, proposed monitoring	<p>The Applicant has established an approach to, and scale of, proposed monitoring.</p> <p>Further detail on the approach to monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-045AS-131]. 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 Travel Plan 'toolbox of measures' at Deadline 4 in the Framework Travel Plan [REP4-045] which gives provided more details on implementation and timescales.</u></p>	<p>Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p>	<p>This was discussed at a meetings on 27.07.2023 <u>and 20.10.2023.</u> with ongoing meetings also planned where this can be discussed if required.</p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p><u>The Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP4-085REP5-041] was provided at Deadline 4.</u></p> <p><u>The Applicant submitted the 'Sustainable Travel Fund'd [REP5-056] at Deadline 5. The Applicant will provide an update on the Sustainable Travel Fund at Deadline 5. The applicant is currently investigating a Travel Plan 'toolbox of measures' by deadline 4, this will include more details on implementation and timescales.</u></p> <p><u>The applicant will provide the OTRIMMA document at deadline 5.</u></p> <p><u>The applicant will provide the 'Sustainable Travel Fund' at deadline 5.</u></p>			
	Assessment				

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
DBC20	<p><u>Scope of the Traffic and Transport Assessment</u> The scope of the traffic and transport assessment</p>	<p>The traffic and transport assessment <u>The Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. The trip distribution plans summarise the extent of airport surface access movements across the wider network. 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]. The Applicant is happy to extract additional traffic flow information where required.</u> is related to the extent of impacts on the network capacity and whether significant effects are likely to occur. Trip distribution plans expanded across Hertfordshire to a wider geographic scope. Moreover, the applicant is happy to extract traffic flows where required.</p>	<p><u>DBC 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 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 eDeadline 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.DBC to confirm its position on the scope of the traffic and transport assessment</u> <u>Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, which is related to the extent of impacts on the network capacity and whether significant effects</u></p>	<p>This was discussed at a meetings on 27.07.2023 and agreed on the 20.10.2023. with ongoing meetings also planned where this can be discussed if required.</p>	<p><u>Ongoing</u> Agreed <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
			are likely to occur. <u>Host authorities to confirm plans by 27/10/2023</u>		
DBC21	<u>Assessment years used within the Traffic and Transport Assessment</u> <u>Assessment years used within the Traffic and Transport Assessment</u> <u>Assessment years used within the traffic and transport assessment</u>	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.	<u>DBC confirm that the assessment years align with the development growth and the county strategic model. DBC also note the model aligned with the County model 2036.</u> DBC to confirm its position on the assessment years used within the traffic and transport assessment, and that they are consistent with the air quality assessments.	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing <u>Agreed</u>
	Mitigation				
DBC22	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent.	DBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network	Host Authorities joint 2022 Statutory	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
			solutions that will enable their support of the Proposed Development.	Consultation response	
DBC23	Proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity	The Applicant has set out proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity in the Transport Assessment [APP-203 to APP-206] and Framework Travel Plan [REP4-045APP-229] .	DBC to confirm its position on the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.	This was discussed at a meeting on 27.07.2023 <u>and 20.10.2023</u> with ongoing meetings also planned where this can be discussed if required.	Ongoing
Public / sustainable transport impacts					
DBC24	East-west public transport connectivity	The Applicant notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region and the Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.	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 rail and existing public transport. <u>DBC to provide suggestions for bus/coach</u>	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023</u> .	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>However, significant modelling and assessment work has been performed around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the Proposed Development. This is summarised in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p>The Applicant through this application is improving on-site infrastructure for bus and coach including additional capacity at the existing terminal and a new bus/coach station for the Proposed Terminal. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045AS-131] set out how the Applicant and Operator will work with other to ensure that sustainable access opportunities to the Airport are maximised which could include</p>	<p><u>improvements. Moreover DBHCC would like reference of direct connections from Hitchin Station to be referenced in the Framework Travel Plan [REP4-045AS-131] 'toolbox of interventions'.</u></p> <p><u>Dacorum 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>DBC's rResponse 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>There are poor levels of service provision on the B653 corridor and the interchange at the Luton DART station.</u></p> <p><u>There are poor levels of service provision on the B653 corridor and the interchange at the Luton DART station.</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>improvements to east-west bus and coach connections.</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 [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. 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. 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 more information on bus and coach measures will be provided at Deadline 5 alongside the Sustainable Transport Fund (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.</u></p>	<p><u>The host authority outlined the poor levels of service provision on the B653 corridor and the interchange at Dart Station.</u></p>		

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SURFACE ACCESS					
		<p>The applicant will provide more information on the Sustainable Travel Fund at deadline 5</p>			
DBC25	Capacity to accommodate public transport trips	<p>As part of the Proposed Development the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through the Green Controlled Growth 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</p>	<p>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail and bus/coach. The distributional assessment of passenger and employee demand is not clear.</p> <p>Hertfordshire Host Authorities including DBC 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</p>	This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>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 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</p>	<p><u>mainly reliant on private car travel and there are no substantial proposals to change this.</u></p>		

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SURFACE ACCESS					
		<p>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 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 [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. 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 more information on bus and coach measures will be provided at Deadline 5 alongside the Sustainable Transport Fund (STF). The applicant is looking at the Travel Plan 'toolbox of measures' by</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>deadline 4 and to also provide more details on implementation and timescales.</p> <p>The applicant will provide more information on the Sustainable Travel Fund at deadline 5.</p>			
DBC26	New public transport services	<p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</p> <p>The Framework Travel Plan [AS-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>There is significant emphasis on increased public transport services but there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</p> <p>-A response from the Hertfordshire Host Authorities 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.</p>	This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.	Ongoing

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

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SURFACE ACCESS					
		<p>Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</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 [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. 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 more information on bus and coach measures will be provided at Deadline 5 alongside the Sustainable Transport Fund (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>			

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SURFACE ACCESS					
DBC27	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 stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the Framework Travel Plan [REP4-045AS-131] will have ambitious Targets that are over and above those set out in the GCG Framework [APP-218REP5-022], set out in consultation with stakeholders. In order to meet these Targets a number of measures</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 would like a greater commitment to this.</u></p> <p><u>The fund should be available in perpetuity in some form.</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u></p>	Ongoing

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SURFACE ACCESS					
		<p>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 [AS-134REP4-045].</p> <p><u>The applicant will provide more detail clarifying the limits set out in the GCG Framework [APP-218REP5-022] against the targets set out in the Framework Travel Plan [AS-134REP4-045].</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<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 [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. 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 more information on bus and coach measures will be provided at Deadline 5 alongside the Sustainable Transport Fund (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.</u></p>			
DBC28	Travel Plan reporting	<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</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</p>	<p>This was discussed at a meeting on 27.07.2023 <u>and</u> 20.10.2023 with</p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The approach to monitoring is set out in the Framework Travel Plan [REP4-045AS-131]. Civil Aviation 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 [APP-218REP5-022], 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</p>	<p>of <u>DBHCC</u> and the proposed ATF needs to be developed further, including how any ATF is constituted and funded. <u>DBC will consider the longevity of the ATF and maintenance going forward as further detail on the structure of the ATF is provided</u>has noted on the longevity of the ATF and maintenance going forward with more details required.</p>	<p>ongoing meetings also planned where this can be discussed if required.</p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p><u>The Applicant has produced the Terms of reference for the Airport Transport Forum [REP4-083] for Deadline 4. The applicant is producing a ATF Terms of Reference document for deadline 4. Moreover, the applicant will confirm how funding for this matter will be secured such as through S106 agreements and other similar agreements.</u></p>			
Public / sustainable transport targets					
DBC29	Existing public transport connectivity	<p>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</p>	<p>The existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, London Luton Airport has the lowest level of public transport use (some 25% of journeys). DBC We welcome the recognition of this inadequacy and the wish to address it, but we do not feel the proposals go far enough to</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u></p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets.</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>delivering this. DBC consider that there are significant challenges which need to be addressed to achieve that stated modal shift.</p> <p><u>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.</u></p>		

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SURFACE ACCESS					
		<p>The Applicant will share details of the submitted the Sustainable Transport Fund the (STF) [REP5-056] with the relevant host authorities in advance of the planned SoCG engagements at Deadline 5. between deadline 4 and deadline 6.</p>			
DBC30	Mode shift	<p>The GCG Framework [APP-218REP5-022] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the 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.</p>	<p>DBC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels. DBC would welcome further discussions on this target.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and <u>20.10.2023.</u></p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>Therefore, it is proposed that the newly set targets are more ambitious towards sustainable behaviours compared to those achieved in a preceding Travel Plan cycle and the GCG Limits. The level of ambition when setting the percentage change for targets will be informed by (where applicable):</p> <ul style="list-style-type: none"> a. Striving to go beyond the Limits for passenger and staff mode share. 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 duration of the previous Airport Surface Access Strategy/Travel Plan. d. A lookahead to delivery of transport infrastructure delivery in the next five-year period e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans. <p>The airport operator will also set targets for other surface access-related indicators. The diversification of Targets</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>will allow for the collection, analysis and ongoing review of more granular data and an improved understanding of how interventions and measures are performing.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [AS-131REP4-045] contains the provisional targets for the first future Travel Plan, alongside the headline targets for passenger and staff mode share targets.</p> <p>The Applicant is committed to working with the local highway authorities and supporting measures for further improving sustainable transport within the area.</p> <p>The Applicant will share details of Sustainable Transport</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p><u>Fund (STF) [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 deadline 4 and deadline 6.</u></p> <p><u>The Applicant will provide more detail clarifying the limitsLimits set out in the GCG Framework [APP-218REP5-022] against the targets set out in the Framework Travel Plan [AS-131REP4-045].</u></p>			
DBC31	Non-sustainable mode share	The GCG Framework [APP-218REP5-022] 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	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	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel 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</u> <u>Applicant will provide more detail clarifying the limits</u> <u>Limits set out in the GCG Framework [APP-218REP5-022]</u> <u>against the targets set out in the Framework Travel Plan [REP4-045AS-131]</u>.</p>	<p>in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>		
	Car parks				
DBC32	Parking demands	The Applicant notes that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an	DBC is concerned that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the	This was discussed at meetings on 27.07.2023 and	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>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 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</p>	<p>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 applicantApplicant should provide clarification on how off-site car parking is considered in the modelling analysis.</u></p>	<p><u>02.08.23 and 20.10.2023.</u></p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>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><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 [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. The Applicant submitted applicant is looking at the Travel Plan 'toolbox of measures' by deadline 4 at Deadline 4 as the Framework Travel Plan [REP4-045] and to also provide which provides more details on implementation and timescales. Moreover, the Sustainable Transport Fund (STF) and bus / coach improvements Bus & Coach Study will be provided at Ddeadline 5.</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>The applicant will provide more detail clarifying the limits set out in the GCG Framework [APP-218REP5-022] against the targets set out in the Framework Travel Plan [AS-131][REP4-045].</p>			
DBC33	Parking restraint and pricing policies	<p>The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed. <u>This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [REP4-</u></p>	<p>The Proposed Development, in combination with proposed parking restraint and pricing policies may result in increased demand for off-site parking (both formalised and opportunistic). As such there may be a need to implement parking control areas in areas surrounding the airport.</p> <p><u>Unlikely that private off-site parking would be provided in Dacorum, if planning applications come forward in due course, they will be dealt with through the appropriate planning process at that time.</u></p> <p><u>As part of the TRIMMA Hertfordshire is seeking additional monitoring of the additional traffic impacts associated</u></p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.23 and the 25.09.2023 and was agreed on the 20.10.2023. This was discussed at meetings on 27.07.2023 and 02.08.23.</u></p>	<p><u>OngoingAgreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		085REP5-041 and the processes within that.	with any private / offsite car park expansion that may occur and is not yet agreed.		
DBC34	Monitoring and managing the impact of off-site car parks	<p>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 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-</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.	This was discussed at meetings on 27.07.2023 and agreed in a meeting on 02.08.23.	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		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			
Framework Travel Plan					
DBC35	Toolbox of travel plan measures	<p>The GCG Framework [APP-218REP5-022] 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 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>The applicant will share details of the STF with the relevant host authorities in advance of the planned SoCG</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 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>	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>engagements between deadline 4 and deadline 6. The Applicant will submitsubmitted the Sustainable Transport Fund (STF) [REP5-056] forat Deadline 5.</p>	<p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire (as the highway authority for Dacorum) 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.</p>		
DBC36	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 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</p>	<p>QueryDBC acknowledge they <u>understand</u> 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 27.07.2023 and 02.08.23 <u>and agreed on the 20.10.2023.</u></p>	<p><u>Ongoing</u> <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>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 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</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>similar approach. The finer details of this are being developed and will be confirmed in December 2023.</p> <p>The Applicant will submit the Sustainable Transport Fund (STF) [REP5-056] for Deadline 5. The applicant will share details of the STF with the relevant host authorities in advance of the planned SoCG engagements between deadline 4 and deadline 6.</p>			
DBC37	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.	DBC to confirm its position on the scope of the Framework Travel Plan [REP4-045AS-131] .	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
Modelling					
DBC38	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><u>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 15/12/23.</u></p>	<p><u>DBC have requested more information on Post Covid work, including the updated uncertainty log. Once information has been received DBC will review and confirm their position.</u></p> <p>DBC to confirm its position on whether further detail on model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log are required to confirm 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.</p>	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing
DBC39	Approach to the modelling scenarios	The approach to the modelling scenarios was agreed with National Highways in advance of undertaking	<u>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all</u>	This was discussed at meetings on	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>the model testing. This included an acknowledgement that, due to existing capacity constraints on the M1 corridor between Junction 9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</p> <p>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed</p>	<p>future options. DBC acknowledges the Applicant has undertaken a sensitivity test to investigate whether the proposals will cause an unacceptable impact on the Strategic Road Network. DBC still have questions on the Applicants approach to the Post Covid scenario and are therefore not currently able to provide a position on this..The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. DBC acknowledges the Applicant has undertaken a sensitivity test to investigate whether the proposals will cause an unacceptable impact on the Strategic Road Network, and is yet to provide a position on this.The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. If the present government review comes down on the side of no further Smart motorways, a sensitivity test will be needed to demonstrate that the proposals will not</p>	<p>27.07.2023 and 02.08.23.</p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		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>cause an unacceptable impact on the Strategic Road Network.</p> <p>There is an assumption in the assessments that an enhancement scheme will be provided at the M1 between junctions 9 and 10 including hard shoulder running (or Smart Motorway) in all forecast options. If the government review concludes no further Smart Motorways, an alternate test and/or scheme may be required.</p>		
DBC40	East Luton highway improvement schemes	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.	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.	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
DBC41	Calibration and validation of models	The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both National Highways and the relevant highway authorities.	DBC 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 27.07.2023 and 02.08.23.	Agreed
DBC42	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. DBC is satisfied that there is certainty that this will be delivered. The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. Confirmation required that funding for delivery of these improvements and whether this a reasonable assumption to make for 2027.	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and agreed in a meeting on 20.10.23.-</u>	Agreed <u>Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
DBC43	All known committed development and transport infrastructure schemes	<p>All known committed developments and transport infrastructure schemes have been incorporated into the models in accordance with WebTAG guidance and best practice. A Local Transport Plan sensitivity scenario has also been produced. This has included reviewing all planned development against a certainty log and incorporating developments in the relevant scenario. The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</p> <p>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>There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing:</p> <p>Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues).</p>	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		As such, this scenario has not been run.			
Local impact fund					
DBC44	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><u>The Applicant and airport operator have provided greater clarity on the responsible party and the identified funding source for sustainable transport measures set out within the</u></p>	<p><u>NHDCDBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP4-085REP5-041] 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. There remains a case for a general local highway network fund to</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and <u>20.10.2023 and updated to agreed on submission of the OTRIMMA..</u></p>	<p><u>Agreed ongoing</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p><u>Framework Travel Plan [REP4-045] in the Sustainable Transport Fund (STF) [REP5-056].</u> The Applicant and airport operator 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 <u>Framework Travel Plan [AS-131][REP4-045]</u>. 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. <u>Information on how Framework Travel Plan measures are to be funded, and further detail on suggested bus and coach interventions, are contained in the Sustainable Travel Fund (STF) [REP5-056] and the Bus & Coach Study [REP5-058] respectively.</u></p>	<p>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 is adequate and an indication of the level of intervention that could be delivered. Also require details of the funding allocation to the authorities.</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p><u>Details of the OTRIMMA will be shared with the relevant Host Authorities in advance of planned SoCG engagement between Deadline 4 and Deadline 6. Details of the OTRIMMA [REP4-085REP5-041] were shared with the relevant Host Authorities at Deadline 4. 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.</u></p>			
DBC45	Future year VISSIM modelling	<p><u>The VISSIM model only covers the road network which is the responsibility of Luton Borough Council and Central Bedfordshire 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 HCC</u></p>	<p>DBC have the following concerns about the future year VISSIM modelling: Inconsistent with strategic modelling. Unconventional method of applying growth – therefore lack of confidence in forecast models. Confirmation of whether the VISSIM models have been developed using outputs from the strategic model. DBC request the Applicant shares the associated results</p>	<p>This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.</p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p><u>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></p> <p><u>Nevertheless, a sensitivity test in which the growth from the strategic model was incorporated into the local VISSIM model was reported in Scenario Testing (Section 14 of the Transport Assessment).</u></p> <p><u>The test was undertaken for the 2043 Full Development scenario as this reflects the end state of the Proposed Development. The sensitivity test showed that even with the strategic model growth applied to the baseline Vissim model flows, the operational performance of the network is not materially affected. The proposed highway mitigation strategy is unchanged.</u></p> <p><u>The Rule 9 modelling will include the strategic model growth in the Vissim model. The Applicant initially started</u></p>	<p>and assumptions for the junction capacity assessments.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>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>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>The forecasts produced by the two models will differ because the two models have different base</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>years and whilst independently validated will always result in differences in flow – just like day to day.</p> <p>-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.</p> <p>-In the Vissim model route choice is more limited by the extents of the model. From the perspective of developing junction mitigations, this 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</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
		<p>growth from the strategic model was incorporated into the local VISSIM model. 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 showed that even with the strategic model growth applied to the baseline Vissim model flows, the operational performance of the network is not materially affected. The proposed highway mitigation strategy is unchanged.</p>			
DBC46	impacts of the Covid-19 Pandemic	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.	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	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
			have changed between 2016 and 2022/2023 should be provided.		
DBC47	Mode share absolute numbers	The Applicant has presented Limits and Targets as percentages 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 meetings on 27.07.2023 and 02.08.23.	Ongoing
DBC48	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 mechanism that best responds to sustainable transport opportunities.	Insufficient detail is provided on the level of investment and responsibility for providing support for additional public transport services, this 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 their	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
SURFACE ACCESS					
			<p>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 DBC would like a greater commitment to this.</u></p> <p><u>The fund should be available in perpetuity in some form.</u></p>		
DBC49	Breach of Limits lag in stopping airport expansion	The Applicant notes that the timings provided in the GCG Explanatory Note 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 Development through the DCO. Furthermore, as	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.	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

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		<p>illustrated in Figure 2.10 of the GCG Explanatory Note [APP-217REP5-020], 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 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. Given the</p>			

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		<p>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 [REP4-085REP5-041 (Appendix I to the Transport Assessment) [APP-202] submitted at <u>Deadline 4</u>, 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>			
DBC50	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-218REP5-022] also includes air quality Limits, which require monitoring at defined locations on the local road	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,	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and</u>	Ongoing Agreed Ongoing

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SURFACE ACCESS					
		<p>network based on the identified air 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>public health and safety, and road traffic congestion.</p> <p><u>Dacorum have an improved understanding of the mechanisms for control of growth through CGC and the relationship with the TRIMMA and FTP.</u></p> <p><u>There remain outstanding matters in relation to GCG that are under consideration and discussion overall.</u></p>	<p><u>was agreed on the 20.10.2023.</u></p>	
DBC51	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>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</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u></p>	Ongoing

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		<p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F: Surface Access Monitoring Plan (A[PP-224REP-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 [AS-131[REP4-045] 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. <u>Further information is given in the OTRIMMA [REP4-085REP5-041].</u></p>	<p>understand the potential impacts of the growth impacts within their 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>		

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		<p>The applicant will share details of the STF with the relevant host authorities in advance of the planned SoCG engagements between deadline 4 and deadline 6. The Applicant submitted the Sustainable Transport Fund (STF) will be shared) [REP5-056] at Deadline 5.</p>			
DBC52	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 AuthorityA stated it "has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance. The Examining AuthorityA 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</p>	<p>DBC 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 addressed will consider its position. DBC to confirm its position.</p>	<p>This was discussed at a meeting on the 02.08.2023 and 20.10.23.</p>	Ongoing

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SURFACE ACCESS					
		<p>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 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)</p>			

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		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.			
DBC53	Broad principles of designs	The Applicant notes that the broad principles of the designs submitted as part of mitigation proposals in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] are agreed, however, it is acknowledged that design will remain an ongoing discussion at the appropriate detailed design stage. It would be expected that detailed discussions around DMRB compliance and securing any departures will be undertaken during the development of detailed design drawings. It is also noted that the appropriate mitigation will be subject to future monitoring as part of the TRIMMA, <u>as outlined in the OTRIMMA [REP4-085REP5-041]</u> .	<p><u>Regarding the proposed highway mitigations at the three Hitchin junctions, the Hertfordshire Host Authorities have requested that further design work is undertaken to meet policy requirements at these junctions to ensure acceptable policy compliant mitigations are built into the cost plan to give certainty that enhanced measures could be provided.</u></p> <p><u>The proposals are solely providing additional traffic capacity and are also inconsistent with the Applicant's own "indicative principles" for MT2 mitigations which have a ("Requirement to consider that all works include a commitment to</u></p>	This was discussed at a meeting on the 02.08.2023 <u>and 20.10.2023.4</u>	<u>Ongoing</u> <u>Ongoing</u>

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SURFACE ACCESS					
		<p><u>The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips and minimal active travel trips given the distance from the development. The proposals do not preclude alternative proposals being brought forward.</u></p>	<p><u>enhance conditions for active travel").</u>DBC to confirm its position.</p>		
DBC54	Principal of highway monitoring	<p>The Applicant notes that the principal of highway monitoring will be agreed as part of the TRIMMA. Further engagement will be undertaken to ensure agreement with the monitoring locations.</p>	<p><u>Ongoing discussions regarding the detail, and the locations of the monitoring sites are still to be agreed, but the principle is broadly acceptable.</u>DBC to confirm its position.</p>	<p>This was discussed at a meeting on the 02.08.202335 and can be discussed at future meetings<u>20.10.2023.</u></p>	Ongoing

Table 3-7: Summary of 'environment' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
ENVIRONMENT					
Air quality					
DBC55	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 DBC.	DBC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31 July .07. 2023	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC56	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 DBC.	DBC agrees with the study area.	EIA Scoping Meeting on 12 April <u>.04.2018</u> Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31 .07. <u>July</u> 2023	Agreed
DBC57	Construction dust assessment methodology and findings	The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the code of construction practice follows best practice. The construction dust assessment methodology is detailed in section 2 in	DCC agrees with the construction dust assessment methodology and findings, including mitigation included in the Code of Construction Practice which follows best practice.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31 July. <u>July.07.</u> 2023	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>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 4 The Proposed Development of the ES [AS-074]. These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with <u>HGGDBC</u>.</p>			
DBC58	Modelling methodology including data sources, model	The Applicant considers the modelling methodology including the data sources,	DBC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor	Air Quality TWG meetings from 2018 to 2022	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	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	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 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 HCGDBC .	locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.	SoCG meeting with DBC 31 July July 07 , 2023	
DBC59	Significance criteria used in the assessment	The Applicant considers the significance criteria used in the assessment, as	DBC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>detailed in section 4 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028], to be appropriate and robust. The significance criteria used in the assessment was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.</p>		<p>SoCG meeting with DBC 31 July.07. 2023</p>	
DBC60	Odour impact methodology and results	<p>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 SoCG meeting with DBC.</p>	<p>DBC agrees with the odour impact methodology and results.</p>	<p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with DBC 31.07. July 2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC61	Air quality assessment results for construction and operational phases	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases are detailed in 7.9 of Chapter 7 Air Quality of the ES [AS-076] and Appendix 7.3 of Chapter 7 Air Quality of the ES [APP-063 REP4-013] . The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.	DBC agrees with the air quality assessment results for construction and operational phases	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. July 2023	Agreed
DBC62	Future air quality monitoring considerations	The Applicant acknowledges that DBC has requested consideration of future air quality monitoring to be addressed, namely	DBC has requested the Applicant to review future air quality monitoring considerations. The Applicant will continue to liaise with DBC regarding monitoring during	SoCG meeting with DBC 20.07. July 2023 <u>and</u> <u>22.11.2023</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>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/8.147]), 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>	<p>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>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC63	Short term effects to air quality from airport (airside and traffic related) activity	<p>The Applicant acknowledges that DBC has requested further 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>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 and emissions inventory, where discussions are still ongoing.</p>	The Applicant will continue to liaise with DBC regarding short term effects to air quality from airport (airside and traffic related) activity.	SoCG meeting with HCC 31.07. July 2023 and 22.11.2023	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC64	Emissions of pollutants from airport sources	<p>The Applicant acknowledges that DBC 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 DBC on this matter.</p> <p>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 and emissions inventory,</p>	The Applicant will continue to liaise with DBC regarding use of emissions inventories for air quality from airport (airside and traffic related) activity.	SoCG meeting with DBC 31.07. July 2023 and 22.11.2023	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		where discussions are still ongoing.			
DBC65	Good practice mitigation identified for the operational phase	The Applicant considers the good practice mitigation identified for the operational phase, as detailed in Appendix 7.5 of Chapter 7 Air Quality of the ES [APP-065] , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.	DBC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31. 07. July 2023	Agreed
	Landscape and Visual Impacts				

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC66	Landscape and Visual Impact Assessment (LVIA) methodology	The Applicant considers that the Landscape and Visual Impact Assessment methodology as detailed in Appendix 14.1 of Chapter 14 of the ES [AS-036] , is robust.	DBC agree with the methodology used for the LVIA.	<p>Discussed on 30 October 2023</p> <p>Discussed on 30.10.2023</p> <p>Discussed on 30.10.2023</p> <p>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</p>	<p>Ongoing</p> <p>Agreed on 30 October 2023</p> <p>Ongoing</p>
DBC67	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.	DBC is satisfied that the LVIA identifies any significant visual impacts and proposed appropriate mitigation measures for these.	<p>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</p> <p>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</p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC67 8	LVIA effects and mitigation	The Applicant considers that the LVIA identifies all significant landscape and visual effects and proposed mitigation measures for these effects.	DBC has requested clarification in relation to the aesthetic and perceptual qualities contributing to landscape character and of landscape effects on the Chilterns Area of Outstanding Natural Beauty (AONB).	Meeting on 30 October 2020 Discussed on 30.10.2023 LVIA TWG meetings on 20 April 2020	Ongoing
DBC68 9	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 Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079] . and as part of the AONB Special Qualities Assessment	DBC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects.	Meeting on 30 October 2020 Discussed on 30.10.2023 LVIA TWG meetings on 20 April 2020 and 9 December 2020	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<u>prepared by the Applicant.</u>			
DBC69 70	Residential Visual Amenity Appraisal	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 engage the Residential Visual Amenity Threshold.	DBC agrees with the methodology and residential properties considered within the RVAA and the conclusions of the RVAA.	Meeting on 30 October 2022 Discussed on <u>30.10.2023</u> LVIA TWG meeting on 3 March 20	Agreed
DBC70 4	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-102REP4-037] and information regarding the direction and area covered is recorded beneath each of the	DBC agree with the presentation of information on the viewpoint photograph sheets.	Meeting on 30 October 2022 Discussed on <u>30.10.2023</u> LVIA TWG meeting on 7 June 2022	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		viewpoint photographs included in Appendix 14.6 of the ES [AS-088 – AS-095] ..			
DBC71 2	Viewpoint locations portrayed in the photomontages	<p>The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of this ES [AS-037 REP3-009 – AS-041REP3-013] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development.</p> <p>The photomontages have been produced from viewpoint locations mapped on Figure 14.8 of this ES [APP-106]..</p>	DBC agree with viewpoint locations portrayed in the photomontages.	<p>Meeting on 30 October 2020</p> <p><u>Discussed on 30.10.2023</u> LVIA TWG meetings on 3 March 2020, and 7 October 2020</p>	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC72 3</p>	<p>Growth rates for proposed planting as set out Section 14.8 of the ES</p>	<p>The Applicant outlines a range of growth rates for proposed planting in Section 14.8 of the ES and summarised below:</p> <ul style="list-style-type: none"> • Hedgerows planted with transplants (0.6-0.8m height) are assumed to be maintained at a height of at least 2.1m within 8 years. • 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 achieve an 	<p>DBC agree with the growth rates for proposed planting outlined by the Applicant.</p>	<p>LVIA TWG meetings on 4 and 5.02.20 <u>5 February 2020</u> and 7.06.2022 <u>7.06. June 2022</u></p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>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 assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years. • 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. • 			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC73 4	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan aligns with the <u>SLMP [APP-172]</u> SLMP and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	DBC agrees that the outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the <u>SLMP [APP-172]</u> SLMP . There is no reason why this cannot be achieved.	TWG meetings in pre-application phase attended by DBC officers (see Appendix 1 of this document) .	Agreed
DBC74 5	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with the DBC as the open space and landscape proposals evolve over the course of examination and detailed design stage, following approval of the DCO, if approved.	DBC strongly advise that discussions about the long-term stewardship of the public open space and landscape need to take place at the earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan and management strategies.	To be discussed at topic specific meeting	Ongoing
	Open Space				

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC75 6	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 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] .	DBC 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 how the proposed structures on Wigmore Valley Park fit within the <u>SLMP [APP-172]</u> SLMP.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP [APP-172] 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 the DBC as the open space and landscape proposals evolve <u>during the over the course of examination and</u> detailed design stage, following approval of the DCO, if approved.</u></p>			
DBC76 7	Planning permission to provide enhanced facilities	During the development of the SLMP [APP-172] SLMP , the applicant <u>Applicant</u>	DBC welcome that the Applicant has secured planning permission to provide enhanced facilities, and requests that consideration is	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>considered securing planning permission to provide enhanced facilities, this was discussed with the Host Authorities during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape proposals, both consented as part of the Green Horizons Park (formerly New Century Park) application and the wider proposals associated with the DCO.</p> <p><u>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP [APP-172] are provided in the Applicant's response to Issue Specific Hearing 1 Action 1:</u></p>	<p>given to how these proposals link with the layout and design of the wider SLMP area.</p>		

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		<u>Green Horizons Park and the Proposed Development [REP-4073]</u>			
	Noise policy, legislation and guidance				
DBC77 8	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 [REP1-003APP-080] (plus Building Bulletin 93: Acoustic Design of Schools which was mistakenly omitted from Table 16.4) is appropriate to inform the assessment, at the time of writing the submission documents.	DBC agrees these documents to be appropriate.	Relevant representations	Agreed
DBC78 9	Compliance with aviation noise policy	The Planning Statement [APP-194REP5-016] sets	DBC <u>summary position is set out in post hearing submission [REP3-094]</u> has	Relevant representations	<u>Ongoing</u> <u>Not agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p>including the objective in the Aviation Policy Framework</p>	<p>out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework “to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry”.</p> <p>The Government’s current Overarching aviation noise policy statement was published after the DCO application and is therefore not referenced in the application documents. The Proposed Development’s compliance with the new policy has been</p>	<p>received this paper and it is being reviewed.</p> <p><u>Principal Areas of Disagreement Summary Statements (PADSS) - [AS-057]</u> PADSS identifies concern that policy assessment is not compliant with aviation noise policy.</p>		

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		set out in Commentary on the Overarching Aviation Noise Policy Statement [REP1-012] .			
Assessment methodology – modelling assessment and criteria					
DBC79 80	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	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <p>LOAELs, SOAELs and UAELs (for defined day, evening and night time periods) used by the Applicant for the construction noise and</p>	DBC 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 <u>01 January</u> 2023	Agreed

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	vibration assessment	vibration assessments are set out in Table 16.11 and Table 16.12 of Chapter 16 of the Environmental Statement [APP-080REP1-003] .			
DBC80 4	Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment	<p>The Applicant has employed a robust methodology for the air noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Noise modelling has been undertaken using Aviation Environmental Design Tool (AEDT) software.</p> <p>The primary assessment metrics are the 92-day summer $L_{Aeq,16h}$ and $L_{Aeq,8h}$ sound levels.</p> <p>The LOAELs, SOAELs and UAELs (day and</p>	DBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.	Suono response on behalf of Host Authorities dated <u>16.01. January 2023</u>	Agreed

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		<p>night) used by the Applicant for the air noise assessments are set out in Table 16.13 of Chapter 16 of the Environmental Statement [APP-080REP1-003].</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 [APP-080REP1-003].</p>			
DBC81 2	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	£ DBC are is 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 <u>16.01.2023</u> 16 January 2023	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC82 3	Ground noise prediction and assessment methodology.	<p>The Applicant has employed a robust methodology for the ground noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Modelling of ground noise has been undertaken in accordance with ISO 9613 and that the assumptions on stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the Environmental Statement [APP-080REP1-003] and LOAELs, SOAELS and UAELs for the different assessment periods are set out in Table</p>	DBC 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

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		16.13 of Chapter 16 of the Environmental Statement [APP-080REP1-003] .			
DBC83 4	Road Traffic Noise Assessment Methodology.	<p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL, SOAEL and UAEL values have been set out in Table</p>	<p>DBC agrees with the use of CRTN methodology.</p> <p>DBC agrees with the road selection within the noise assessment.</p> <p>DBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>DBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>DBC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16.01.2023 16 January 2023	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>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>			
DBC84 5	Justification for the setting of surface access noise UAELs	<p>The Applicant has applied an appropriate UAEL for the surface access noise assessment:</p> <p>UAEL: Daytime 74 dB LA_{e1,16hr} and night time 66 dB LA_{eq,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</p>	<p><u>DBC consider that the daytime UAEL for surface access noise should be 71 dB LA_{eq,16hr} consistent with the Heathrow Airport PEIR.</u></p> <p><u>DBC 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 DBC.</u></p>	<p><u>Suono submissions on behalf of the Host Authorities at Deadline 3</u> <u>Suono response on behalf of Host Authorities dated 16 January 2023</u></p>	<p><u>To be agreed</u> <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, and has been accepted as appropriate in the DCO decision for the A14 Cambridge to Huntingdon Improvement Scheme.</p> <p>Further information has been provided in a document "Surface Access Noise Modelling – Additional Information" [TR020001/APP/8.41]</p>			
DBC856	Validation of the surface access noise model	The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation	<p><u>DBC agree with the approach taken and validation of the surface access noise modelling.</u></p> <p><u>Further information document is being reviewed by DBC.</u></p>	Relevant representations	<u>To be agreed/Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>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 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</p>			

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		<p>may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information has been provided in a document submitted at Deadline 2, Surface Access Noise Modelling – Additional Information [TR020001/APP/8.41]</p> <p><u>Further information has been provided in a document Surface Access Noise Modelling – Additional Information [TR020001/APP/8.41]</u></p>			
	<p><u>Noise</u> Assessment methodology – determining significance</p>				

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<p>DBC86 7</p>	<p>2019 Actuals baseline</p>	<p>Forecast noise exposure with the development is compared to the future baseline and also to the 'current baseline' which is considered to be the actual noise levels in 2019, in line with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as "a description of the relevant aspects of the current state of the environment" in Schedule 4, paragraph 3).</p> <p>However, a sensitivity test using a '2019 Consented' baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to</p>	<p>DBC 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.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.202316 January 2023</p>	<p>Not agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>reach a modelled noise impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16 Noise and Vibration of the ES [APP-042REP1-003].</p> <p>An assessment against both the 2019 Actuals and 2019 Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.</p>			
DBC87 8	Use of a future baseline	The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and	DBC agrees with the of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.	Suono response on behalf of Host Authorities dated 16.01.2023 16 January 2023	Agreed

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		<p>therefore demonstrates a scenario where the airport is operating within its consented noise limits.</p> <p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <ul style="list-style-type: none"> • Daytime 57 dB L_{Aeq,16h} noise contour - 19.4 km². • Night-time 48 dB L_{Aeq,8h} noise contour - 37.2 km². <p>Long-term limits for 18mppa to be achieved by 2028:</p> <ul style="list-style-type: none"> • Daytime 57 dB L_{Aeq,16h} noise contour - 15.2 km². 			

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		Night-time 48 dB $L_{Aeq,8h}$ noise contour – 31.6 km ² .			
DBC889	Noise monitoring data	<p>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 assessment baseline is calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.</p>	<p>DBC <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.</u> do not consider that the noise monitoring data is sufficient to fully characterise the existing noise environment <u>have queried whether noise monitoring data is sufficient to fully characterise the existing noise environment.</u></p>	<p>Meeting with Suono on behalf of the Local Authorities 18.10 21.11.2023 Relevant representations</p>	<p><u>Agreed</u> Ongoing <u>Not agreed</u></p>

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	Noise mitigation				
DBC8990	Introduction appropriateness of the noise insulation scheme	The proposed Noise Insulation Scheme has been set out by the applicant Applicant in Draft Compensation Policies Measures and Community First [AS-128 REP4-042] .	DBC 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
DBC904	Noise Controls Night time quota period movement limit being retained	As noted in the <u>Comparison of Consented and Proposed Operational Noise Controls [REP5-014]</u> , the following the following noise controls will be included in the DCO: - <u>Noise Envelope, including noise contour area limits and thresholds</u> <u>Movement Limit of 9,650 in during the night</u>	DBC agrees with the <u>inclusion of these controls, night time quota period movement limit being retained</u>	<u>Meeting with Suono response on behalf of Host Authorities 21.11.2023 dated 16.01.2023 16 January 2023</u>	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>quota period (23:30 – 06:00)</u></p> <ul style="list-style-type: none"> - <u>Quota Count Limit of 3,500 during the night quota period (23:30 – 06:00)</u> - <u>Ban on QC2 and above movements during the night period (23:00 – 07:00)</u> - <u>Track Violation Penalties</u> <p><u>Departure Noise Violation Limits</u></p> <p>The extant movement Limit of 9,650 in the night quota period (23:30 – 06:00) will be secured through Requirement 27 of the Draft Development Consent Order [AS-067REP4-050].</p>			

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DBC91 2	Noise indicators	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dB _{L_{Aeq}16h} and 48dB _{L_{Aeq}8h} noise contour areas).	DBC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed
DBC92 3	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	DBC disagree with the use of a single noise indicator in the Noise Envelope and consider that other existing control measures should be maintained. DBC disagree with the use of a single noise indicator in the Noise Envelope	NEDG Final Report	Not agreed

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		<p>provide noise management targets but these do not form GCG Limits. The primary indicators used for day and night-time Limits are in line with CAA guidance.</p>			
DBC92 34	Formal review period of five years embedded in the Noise Envelope.	<p>The Applicant has proposed a formal review period of five years embedded in the Noise Envelope.</p> <p>The proposed Noise Envelope has been updated to clarify that a 'material change' (either the ICAO publishing a new 'noise chapter' or the approval of an Airspace Change Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying whether noise Limits</p>	<p>DBC 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>DBC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations such as the publication of a new ICAO noise chapter or the anticipated modernisation of airspace.</p>	NEDG Final Report	Agreed

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		can be reduced and noise benefits can be shared with the community.			
DBC93 45	<u>Effectiveness of Noise</u> Envelope	Appendix 16.2 of the ES [APP-111REP4-023] 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 Comparison of consented and proposed operational noise controls document [AS-121REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise	DBC <u>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 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.</u> is not satisfied that the Noise Envelope would be effective in controlling breaches of a noise Limit. DBC has received the document Noise Envelope – improvements and worked example [REP2-032] and is reviewing its contents.	<u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> <u>Relevant representations</u>	<u>Agreed</u> Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Envelope provides several enhancements to the current consented noise controls, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (see 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. Appendix 16.2 Operational Noise Management (Explanatory Note) of the Environmental Statement [APP-111REP4-023] sets out</p>			

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		<p>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-421REP5-014] 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 that are designed to prevent breaches before they occur, such as independent scrutiny</p>			

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		<p>and oversight, increased transparency, adaptive mitigation and management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [REP2-032TR020001/APP/8.3 6].</p>			

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DBC94 5	<u>Status of the current planning permission noise conditions</u> <u>Status of the current planning permission noise conditions</u>	<p><u>As set out in the Comparison of consented and proposed operational noise controls [REP5-014], the vast majority of the noise controls in the current consent will be secured in the DCO.</u></p> <p><u>The Applicant has received a note from the Host Authorities and has submitted a response in Response to Suono's note on Noise Controls [TR020001/APP/8.126] the current planning permission noise conditions would be replaced with noise controls secured through the DCO.</u></p> <p><u>The principal noise controls secured in the DCO are the Noise Envelope that sits within the Green Controlled Growth Framework</u></p>	<p><u>DBC 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.</u> <u>position to be confirmed.</u></p> <p><u>DBC are concerned that all the current planning conditions are not carried forward within the DCO and therefore there is less certainty for the surrounding communities that they will not be exposed to increases in noise.</u></p>	<u>Meeting with Suono on behalf of Host Authorities</u> <u>21.11.2023</u> <u>To be discussed at topic specific meeting.</u>	<u>Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>[APP-218] and the Fixed Plant Noise Management Plan [REP4-025]. 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.</u></p> <p><u>The Noise Envelope also provides several enhancements to the current consented noise controls, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</u></p> <p><u>In addition, the vast majority of the noise controls in the current</u></p>			

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		<p>consent will be secured in the DCO. As set out in the Comparison of consented and proposed operational noise controls [AS-121REP5-014], 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 Framework [APP-218REP5-022] and the Fixed Plant Noise Management Plan [APP-112REP4-025]. In essence, these noise commitments define the noise environmental outcomes to be achieved, or bettered,</p>			

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		<p>rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes. As a result, many of the individual and specific mitigation mechanisms secured in the current planning permission noise conditions would be replaced by the overall Limits and control mechanisms in the Noise Envelope and the Fixed Plant Noise Management Plan.</p> <p><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</u></p>			

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		<p><u>technology improvement whilst also providing certainty of the outcomes that will result even in the reasonable worst-case scenario.</u></p>			
<p><u>DBC956</u></p>	<p><u>Construction Vibration Thresholds in CoCPSOAEs</u></p>	<p><u>The Code of Construction Practice (CoCP) [REP4-011] has been updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and maintain consistent thresholds with Chapter 16 of the Environmental Statement [REP1-003]. identifies thresholds (Table 14.2) differing depending on the duration of the works and whether advance notification has been provided to</u></p>	<p><u>DBC agree with these changes position to be confirmed</u></p>	<p><u>Meeting between applicant Applicant and Suono 18.10.2023</u></p>	<p><u>Agreed Ongoing</u></p>

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		<p>residents/occupants. This approach is consistent with that set out in BS5228-2:2009 +A1 2014. The Code of Construction Practice (CoCP) [App-049] identifies thresholds (Table 14.2) 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>			
DBC967	Fixed Plant Noise Limits	<p>Following discussions with the Host Authorities, the Applicant has agreed that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan</p>	<p>DBC agree that this is an appropriate criterion for fixed plant noise.</p>	<p>Meeting between applicant Applicant and Suono 18.10.2023</p>	Agreed

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		<p><u>[APP-112REP4-025]</u> <u>be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the objective that the rating level $L_{Ar,Tr}$ of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level ($L_{A90,T}$), is not more than -10 dB, determined in accordance with British Standard 4142". The revised document was submitted at D4 [REP4-025, REP4-026]</u> <u>Following discussions with the Host Authorities, the applicant has agreed that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management</u></p>			

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		<p>Plan (APP-112REP4-025) be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the objective that the rating level LAr,Tr of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level (LA90,T), is not more than -10 dB, determined in accordance with British Standard 4142".</p>			
DBC978	<u>Control of noise and vibration from impact piling</u>	<p><u>Following discussions with the Host Authorities, the Applicant has included the following text in the revised version of the Environmental Statement - Appendix 4.2 Code of Construction Practice [APP-049REP4-011]</u></p>	<u>DBC agrees with this inclusion</u>	<u>Meeting between applicantApplicant and Suono 18.10.2023</u>	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<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."</u> The revised document was submitted at D4 [REP4-011/12] Following discussions with the</p>			

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		<p><u>Host Authorities, the Applicant proposes to include the following text in the Code of Construction Practice:</u></p> <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</u></p>			

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		<u>accordance with the terms of the approved piling method statement."</u>			
<u>DBC989</u>	<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-218REP5-022] 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>LBC 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				
<u>DBC99</u> <u>1096</u>	Quantitative assessment of health outcomes	The Applicant considers that the quantitative	DBC to confirm its position on the quantitative assessment of health outcomes associated	<u>To be discussed at topic specific meeting</u>	Ongoing

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	associated with aircraft noise	<p>assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078], is robust and has been undertaken applying an appropriate methodology and assumptions. This is based on the latest guidance and best practice from Department for the Environment, Food, and Rural Affairs and the World Health Organisation (WHO).</p> <p>The methodology for the assessment is set out in Appendix 13.4 Methodology for Health and Community Assessment of the ES [APP-086].</p>	with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078] .	Ongoing dialogue via email (16.11.2023). Joint host authorities area awaiting advice from their noise consultants.	

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DBC1001	Health and Communities	<p>The Environmental Statement (ES) at Chapter 13 Health and Community [APP-039AS-078] identifies effects on mental wellbeing arising from public concern and 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</p>	<p>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing through a proposed community engagement 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.</p>	<p>Ongoing discussion via email (16.11.23). Clarification requested from HCC (on behalf of DBC) on the operational effects requiring further mitigation.</p>	Ongoing

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		<p><u>and construction stages should have been referred to. This correction has been captured in the Errata Report also submitted at Deadline 1 [REP1-015 REP5-036]).</u> <u>Effects on 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 [APP-039AS-078] of the ES.</u></p>			
<u>DBC10</u> <u>14</u>	<u>Consideration of vulnerable population groups</u>	<u>The Applicant considers the datasets used to be appropriate.</u>	<u>The Hertfordshire Host Authorities are now satisfied that appropriate data was used to inform the baseline and agree that the Applicant took a</u>	<u>Agreed at meeting on 09.11.23.</u>	<u>Agreed</u>

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			<u>proportionate approach in their reporting.</u>		
	Soils and geology				
DBC97		<p>DBC to confirm agreement to the EIA methodology, specifically the magnitude, probability, duration, reversibility and significance of impacts included in the assessment text within the ES.</p>		<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

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<p>DBC98</p>		<p>DBC agree with the study area and ZOI for the soils and geology assessment.</p>	<p>Soils and Geology TWG meeting on 26 July 2021</p>	<p>Agreed</p>	

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	<p>DBC99</p>	<p>DBC to confirm its position on the ORS, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125]</p>		<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

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DBC100			<p>DBC 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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DBC104				To be discussed at topic specific meeting	Ongoing

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	Biodiversity				
DBC10 <u>297102</u>	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-029] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their	DBC 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 <u>HCC staff attended on behalf of DBC staff attended</u> (see Appendix 1)	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		conclusions. The scope and results of the baseline survey work was discussed and shared with DBC throughout the pre-application phase of the DCO process.			
DBC10 398103	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] .	DBC 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] .	<u>TWGs in the pre-application phase of the project which HCC staff attended on behalf of DBC (see Appendix 1)</u> TWGs in the pre-application phase of the project which DBC staff attended (see Appendix 1)	Agreed
DBC10 499104	Biodiversity surveys	The Applicant reports that biodiversity survey effort for the Proposed Development showed consistent results throughout the pre-application phase to inform the assessment.	DBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.	<u>TWGs in the pre-application phase of the project which HCC staff attended on behalf of DBC (see Appendix 1)</u> TWGs in the pre-application phase	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		Given the time that will elapse before construction of the project phases, and considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species.		of the project which DBC staff attended (see Appendix 1)	
DBC10 <u>505</u>	Sites of ecological value	The Applicant's engagement with DBC on the topic of biodiversity has ensured accurate information about sites of ecological value is considered in the biodiversity assessment.	DBC agrees that the Applicant's engagement was adequate in this regard.	TWGs in the pre-application phase of the project which <u>HCC staff attended on behalf of DBC</u> DBC staff attended.	Agreed
DBC10 <u>626</u>	<u>Residual Impacts for biodiversity</u>	<u>The Applicant's residual impacts on biodiversity features are accurately presented.</u>	<u>Dacorum Borough Council agrees that the Applicant's residual impacts on biodiversity features are accurately presented.</u>	<u>TWGs in the pre-application phase of the project which HCC staff attended on behalf of DBC</u> DBC staff	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
				<u>attended</u> (see Appendix 1). <u>Biodiversity meeting 2.8.23.</u>	
<u>DBC10737</u>	<u>Scope and scale of mitigation for biodiversity</u>	<u>The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.</u>	<u>Dacorum Borough Council agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.</u>	<u>TWGs in the pre-application phase of the project which DBC staff attended (see Appendix 1).</u> <u>Biodiversity meeting 2.8.23.</u>	<u>Agreed</u>
<u>DCB108</u>	<u>Embedded mitigation</u>	<u>The Applicants approach to embedded mitigation is appropriate.</u>	<u>DBC previously mentioned that the approach to embedded mitigation does not appear to be appropriate and in some cases refers to compensatory habitat provision for features that are lost. Therefore, the validity of the assessment in this regard can be questioned.</u> <u>The Applicant should update the assessment to ensure embedded mitigation captures the appropriate design measures and not additional mitigation or compensation.</u>	<u>Biodiversity meeting 2.8.23 with HCC officers acting on behalf of DBC.</u>	<u>Ongoing</u> <u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p><u>No further issues were raised by HCC on behalf of DBC on this matter in the subsequent engagement in August 2023.</u></p>		
	<p>Water Resources and Flood Risk</p>				
<p>DBC109 846</p>	<p>Drainage design for the airport and off-site highways</p>	<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><u>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 drainage design principles to be followed at the detailed design stage. This is</u></p>	<p><u>DBC 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 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. DBC to confirm</u></p>	<p><u>Agreed via email 28.09. September 2023</u></p>	<p><u>Ongoing Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<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 that <i><u>'No part of the authorised development may commence until for that part written details of a surface and foul water drainage plan, including means of pollution control and monitoring, have been submitted and approved in writing by the relevant planning authority following consultation with the Environment Agency, the lead local flood authority and the relevant sewerage undertaker, on matters related to its functions, no part of the authorised development is to commence until for that part written details</u></i></p>	<p>position on the drainage design following further engagement with the Applicant.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<i>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>			
DBC110 957	Drainage Design Statement <u>Water usage</u>	<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]</u> sets out in section 5 the <u>drainage design principles</u> to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft DCO [AS-067] <u>REP5-003</u>.</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity</p>	<u>DBC has no further comment on this matter.</u> DBC to confirm position on water use/re-use following further engagement with the Applicant.	<u>Agreed via email 28.09. September 2023</u>	<u>Agreed</u> <u>Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Water's supply requirements to the Terminals resulting from the operation of the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the Water Cycle Strategy (Appendix 20.5 of the ES [APP-138REP4-033])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>			
DBC111 01068	Hydrogeological Characterisation Report	The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [REP4-029APP-136] summarises the hydrogeological understanding of the site.	<u>DBC 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 regarding the discharge of</u>	<u>Agreed via email 28.09. September 2023</u>	<u>Agreed</u> <u>Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>The report has predicted maximum groundwater levels across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency's Hertfordshire Groundwater Model and monitoring network.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles. The Design Principles [REP5-034] sets out in section 5 the <u>drainage design principles</u> to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [AS-067REP5-003]). This</p>	<p><u>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>DBC to confirm position on the groundwater assessments and impacts to receptors following further engagement with the Applicant.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>includes item DDS.017 which notes the <i>'detailed design will provide at least 1m clearance between the highest water table and the underside of buried tanks and other underground structures. The drainage design willis to consider the impacts of groundwater mounding, to ensure that the infiltration tanks do no result in groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in 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</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>ongoing regarding the risks to the Principal Aquifer from any discharges to ground.</p> <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'</p> <p><u>Design principle 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	Dacorum Borough Council Position	Source of agreement	Status
		<u>being proposed within a SPZ3'</u>			
DBC112 079	Flood Risk Assessment	<p>The Flood Risk Assessment in Appendix 20.1 of the ES [AS-046REP4-038] 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><u>DBC 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 DCO requirements.</u>DBC to confirm position on flood risk following further engagement with the Applicant.</p>	<p><u>Agreed via email 28.09. September 2023</u></p>	<p><u>Agreed</u>Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Pluvial flood risks have been identified as a potential flood risk for the Proposed Development. The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles <u>The Design Principles [REP5-034] sets out in section 5 the drainage design principles</u> to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [AS-067REP5-003]). 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</i></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<i>capacity for climate change.</i>			
	Climate Change				
DBC11 323081 0	Definitions of likelihood and severity, in relation to Climate Change	The Applicant outlined definitions of likelihood and severity, in relation to Climate Change.	DBC 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	Agreed
DBC11 434091 4	Increased aircraft movements and Jet Zero	The forecasts of an increase in aircraft movements has been prepared consistent with the underlying assumptions used by the Department for Transport (DfT) in considering their Jet Zero scenario pathways. The ES	Rapidly expanding aviation is the fastest growing source of greenhouse gas (GHG) emissions. The Proposed Development envisages 103,000 additional flights a year, a 60% increase on current levels, which will produce an enormous increase in emissions. There is a climate	To be discussed at topic specific meeting	Ongoing <u>Not agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		demonstrates how the Proposed Development will decarbonise in line with the Government's Net Zero Strategy. Jet Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's Transport Decarbonisation Plan.	emergency, and this application ignores that reality.		
DBC115 4502	GHG emissions and the climate emergency	The GHG chapter of the ES [APP-038REP3-007] presents the GHG assessment of the Proposed	This growth will inevitably produce very significant increases in GHG which DBC considers to be neither "sustainable growth" nor "sustainable development". The	To be discussed at topic specific meeting	<u>Ongoing</u> <u>Not agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Development, prepared according to best practice and based on the most reliable information available at the time. It is for the Examining Authority and Secretary of State to determine the balance of benefits against environmental harms. The ES demonstrates how the Proposed Development will decarbonise in line with the Government's Net Zero Strategy. Jet Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and CORSIA, both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's Transport</p>	<p>Proposed Development, which would produce an estimated 1.3m tonnes of carbon emissions each year, seems flawed and is incompatible with the urgent action required to respond to the climate emergency.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		Decarbonisation Plan. As such the Applicant does not believe that the application for development consent is flawed nor incompatible with Government climate policy.			
New item added by HertsDB C 116	GHG emission boundary		Potential underestimate of GHG emissions from aviation. The Applicant has currently concluded that the Proposed Development will increase carbon emissions by approximately 5,000,000 tonnes CO2e. Clarity is required on the compatibility of the GHG emissions accounting approach used in Chapter 12 – Greenhouse Gas Emissions of the ES [REP3-007]. The GHG emissions accounting approach that has been take only accounts for one way aviation trips above 3000 feet, which is not considered to be in line with Institute of Environmental	Not agreed and is included in the PADSS.	Not agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p><u>Management & Assessment (IEMA) GHG guidance.</u></p> <p><u>For instance, Section 5.2 of the IEMA Guidance states: "The assessment should seek to quantify the difference in GHG emissions between the proposed project and the baseline scenario (the alternative project / solution in place of the proposed project). Assessment results should reflect the difference in whole life net GHG emissions between the two options". Only accounting for emissions from one-way flights above 3000ft does not account for whole life net GHG emissions arising from the Proposed Development.</u></p>		
<p><u>DBC 117New item added by Herts</u></p>	<p><u>GHG: determination of significance within the ES</u></p>		<p><u>Potential reassessment of significance required. Clarity is required on the determination of a Minor Adverse effect rather than Moderate Adverse, despite it being predicted by the Applicant to increase</u></p>	<p><u>Not agreed and is included in the PADSS.</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p><u>carbon emissions by approximately 5,000,000 tonnes CO2e. This assessment is not in line with the latest IEMA GHG best practice guidance and given the predicted magnitude of carbon emission increase resulting from the Proposed Development.</u></p> <p><u>For instance, in Section 6.3 of the IEMA guidance, for an effect to be Minor Adverse (not significant), the project must be "doing enough to align with and contribute to the relevant transition scenario, keeping the UK on track towards net zero by 2050 with at least a 78% reduction by 2035 and thereby potentially avoiding significant adverse effects".</u></p>		
	<p>Economics and Employment</p>				

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC11 85613</p>	<p>Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development</p>	<p>The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the Need Case [AS-125] and the Environmental Statement Chapter 11 [APP-037] have been robustly produced using an appropriate methodology, including the effects during construction and operation, and that the economic benefits 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><u>HCC agrees with the methodology for assessing the effects on Economics and Employment from the construction and operation of the proposed development and that the benefits would make a material contribution to levelling up in Luton.</u> DBC's view on the methodology for assessing the effects on Economics and Employment from the construction and operation of the proposed development and that the benefits would make a material contribution to levelling up in Luton.</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC11 <u>96724</u></p>	<p><u>Economic benefits deriving from the additional air connectivity</u> Wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development</p>	<p><u>The wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development, as set out in the Need Case [AS-125], are significant and will make a significant contribution to attracting additional high value economic activities to Luton and the surrounding area.</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</p>	<p><u>DBC 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>DBC considers that the socio-economic impact of the proposed development upon Luton as well as the sub-regional impact is wholly positive. The Airport is a vital asset in the region with the Enterprise Zone built around it, and the aviation sector is a key area for growth and recovery post the Covid 19 Pandemic, with the growth of the Airport being a central pillar to the Council's Strategic Vision.</u> DBC agree that there will be wider economic benefits, but concerns remain in relation to the timing of delivery and the value to the surrounding areas, and this is for further discussion. DBC to confirm its</p>	<p><u>Agreed via email on 05.12.23</u> For discussion at topic specific meeting.</p>	<p><u>Agreed</u> Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		high value economic activities to Luton and the surrounding area.	view on the wider economic benefits.		
DBC12 011783 5	Scoping out of the assessment on the impact of the Proposed Development on tourism deficit	The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.	DBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.	Agreed at Economics and Employment TWG meeting on 28 May 2019	Agreed

Table 3-8: Summary of 'flightpath' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
FLIGHTPATHS					

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
Use of flightpaths in assessments					
DBC1218946	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.	<p>DBC <u>NHDC</u> are content on the <u>use of existing flightpaths in noise assessments.</u></p> <p>to confirm its position on the use of existing flightpaths in assessments.</p>	<p><u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> To be discussed at topic specific meeting</p>	<u>Agreed</u> Ongoing

Table 3-9: Summary of 'Green Controlled Growth' matters with Dacorum Borough Council

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
Green Controlled Growth Framework					

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
DBC122 <u>192015</u> <u>7</u>	Principle of GCG	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 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 <u>if it delivers on its intentions and is adequately defined, controlled and delivered.</u>	Host Authority Response to Second Statutory Consultation prepared by Vincent + Goring, 4 April.04. 2022	Agreed <u>in principle.</u>
Thresholds and Limits					
DBC123 <u>01168</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 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</u>	<u>DBC's position is that discussions on processes relating to Thresholds and Limits (noting comments raised in relation to timings) are still ongoing and subject to further discussions.</u> <u>DBC to confirm its position on processes relating to Thresholds (noting comments raised in relation to timings at DBC127)</u>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p>Limits for each of the environmental topics within the scope of the GCG Framework [APP-218REP5-022], 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, whilst acknowledging the statutory requirements associated with the operation of the airport.</p>			
<p>DBC124 12179</p>	<p>GCG Thresholds and Limits</p>	<p>The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [REP5-022APP-218REP3-017REP5-022] with the Faster Growth sensitivity test (with the exception of Air Quality, see row DBC1240) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</p>	<p>DBC <u>does not</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.</p>	<p>Draft documents review comments – October 2022 Email received 27.09.th September 2023 Email received September 2023</p>	<p>Agreed ongoing</p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
<p>DBC125 231820</p>	<p>GCG Thresholds and Limits – Air Quality</p>	<p><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 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.</u>Given the constraints around</p>	<p>DBC <u>still have ongoing issues to confirm its position</u> on this approach, noting queries raised through response to draft application documents in October 2022.</p> <p>Comments made through relevant representations, <u>including Deadline 5 Submission – Comments on any further information/submissions received by Deadline 4 [REP5-068]</u>, on appropriateness of use of annual average concentrations, and appropriateness of proposed monitoring approach in this context.</p> <p>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) around interim 2028 PM2.5 limit.</p> <p><u>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.</u></p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p>monitoring of air quality impacts outlined in the GCG Framework [APP-218REP5-022], 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 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.</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
DBC126 341921	GCG Thresholds and Limits - GHG	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 [APP-218REP5-022] 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.	<u>DBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</u> DBC to confirm position, noting queries raised through response to draft DCO documents in October 2022.	<u>To be confirmed at topic specific meeting</u> To be confirmed at topic specific meeting	<u>Ongoing</u> <u>Ongoing</u>
DBC127 4502	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [APP-218REP5-022] 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 [REP4-045AS-131] .	<u>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.</u> DBC to confirm position, noting queries raised through	<u>To be confirmed at topic specific meeting</u> To be confirmed at topic specific meeting	<u>Ongoing</u> <u>Ongoing</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
			<p>response to draft DCO documents in October 2022.</p> <p>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.</p>		
DBC128 <u>513</u>	GCG Thresholds and Limits - Review - GHG	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP5-022] 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. The Applicant considers it appropriate to exclude emissions from aviation (LTO and CCD) from the scope of the GCG Framework as the Government has confirmed its</p>	<p>DBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</p> <p>Discussions are ongoing and are likely to be the subject of planned meetings.</p>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		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.			
DBC122 4	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets to be set through the Framework Travel Plan [REP4-045AS-131] .	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.	To be confirmed at topic specific meeting	Ongoing
DBC123 5	GCG Thresholds and Limits – Review	The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [APP-218REP5-022REP5-022] , on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental	DBC to confirm position, noting provisional support for this position expressed in response to draft DCO documents in October 2022.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		effects than those identified in the Environmental Statement.			
	Monitoring and Reporting				
	<u>Monitoring and reporting</u>				
DBC129 646	Transition Period	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p> <p><u>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</u></p>	<p><u>DBC supports the removal of the transition period for noise.</u></p> <p><u>The Applicant has not explained and justified why it is not possible for the Airport Operator to be prepared to implement the new monitoring regimes under the GCG from the date of service of the notice under Article 44(1) of the draft DCO [REP4- 003], and DBC considers that the Applicant should commence implementation of the monitoring regimes under GCG</u></p>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p><u>[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.</u></p> <p><u>No transition period will apply for noise.</u></p>	<p><u>following the grant of the DCO, prior to triggering GCG.</u></p> <p>DBC to confirm its position on proposed Transition Period.</p>		
DBC130 2757	GCG Monitoring and Reporting - Timings	<p>The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with international guidance and national legislation on how growth 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]</u></p>	<p><u>DBC have significant concerns with the adequacy of the Green Controlled Growth mechanism and their concerns with the timescales related to it.</u></p> <p><u>Given the need to assemble the representatives of the ESG, consider what may be quite considerable submissions and take the necessary technical advice 21 days is too short a determination period. It is suggested that a period of 8 weeks would be appropriate. DBC consider that the GCG Framework [APP-218] To be further discussed at planned meetings REP5-022] pays</u></p>	<p><u>DBC Response to ExA Written Questions To be confirmed at topic specific meeting</u></p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p><u>submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan) from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current proposal as this would result in the Green Controlled Growth (GCG) timescales extending beyond the September deadline for the airport to declare its capacity for the following summer season and would therefore not be workable.</u></p>	<p>insufficient regard to the long lag time between drivers of change and outcomes being unambiguously measured.</p>		
Environmental Scrutiny Group and Technical Panels					

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
DBC131 2868	Environmental Scrutiny Group (ESG) Membership	<p><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 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</u></p>	<p><u>DBC has expressed 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. Local authority involvement is likely to be required from beyond DBC to other authorities that are impacted by the airport operations.</u></p>	<p><u>HA SoCGs – GCG Meeting, 9.10.th October 2023</u> To be confirmed at topic specific meeting</p>	<p><u>Ongoing Disagree Not Agreed</u></p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p>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 relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [APP-220].</p>			
DBC132 979	ESG Membership	<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</u></p>	<p><u>DBC supports the proposed inclusion of members independent of both the local authorities and the airport operator in the ESG to provide the relevant impartial expertise on airport operations and slot allocation.</u>DBC to</p>	<p><u>HA SoCGs – GCG Meeting, 9.10.2023^{9th} October 2023</u>To be confirmed at</p>	<p><u>Agreed</u>o <u>ngoing</u></p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p><u>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.</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 [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><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.</u></p>	<p><u>confirm its position on proposed independent members of the ESG.</u></p>	<p><u>topic specific meeting</u></p>	

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
DBC133 <u>02830</u>	ESG Membership	<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 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-218REP5-022] 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,</u></p>	<p>DBC 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. DBC have concerns regarding the limitations of specifying the requirement for local authority representatives on ESG to be “planning professionals” and whether these individuals would have the ability to make decisions on behalf of the local authorities.</p> <p><u>DBC have suggested that this be redrafted to outline the requirement for local authority representatives to have the “appropriate professional qualifications” and the ability to make decisions on behalf of their respective local authority.</u></p>	To be confirmed at topic specific meeting	<u>Ongoing Not agreed.</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p>who will have the relevant experience of considering reports from technical specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure that any decisions made by the ESG are made on an impartial, apolitical basis.</p>			
<p>DBC134 <u>12931</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 DBC) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by</u></p>	<p><u>DBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</u></p> <p><u>DBC would like to confirm the rates that should be considered in the development of the annual cap per local authority.</u></p> <p><u>DBC would also like the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</u></p>	<p><u>To be confirmed at topic specific meeting</u> To be confirmed at topic specific meeting</p>	<p><u>Ongoing</u> Ongoing</p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		<p><u>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 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></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 relevant Host Authorities) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be</u></p>			

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
		procured by the ESG, rather than directly by the airport operator.			
<u>DBC135</u> <u>20LBC</u> <u>XXX</u>	<u>ESG -</u>	<u>The Applicant proposes to establish the ESG as a corporate entity to provide independence from the airport.</u>	<u>DBC in principle supports the approach to establish ESG as a corporate entity.</u> <u>DBC will be seeking further legal advice before confirming this position.</u>	<u>To be confirmed at topic specific meeting</u>	<u>Ongoing</u>

Table 3-10: Summary of ‘Green Controlled Growth’ matters with Dacorum Borough Council

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
DESIGN					
<u>DBC1363</u> <u>166</u>	Design Principles and Design Code	The Applicants position is as set out in Dead line 4 Hearing Actions	Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North	<u>To be discussed</u>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>[REP4-70]. The Applicant has engaged with DBC to discuss this position and how the Design Principles document can be refined as a live document. The Design Principles [REP54-00334]: [APP-225REP5-034] has been updated for issued at Deadline 5.</p> <p>The Applicant has added a number of additional design principles to Design Principles [REP4-00335]: [APP-225REP5-034] at Deadline 5 and will continue to engage on refining these throughout the examination process.</p> <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</p>	<p>Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [APP-225REP5-034] which states:.</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/REP4-004 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</u></p>	<p><u>at topic specific meeting.</u></p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>be appropriate as set out in [REP4-70] Issue Specific Hearing 6 Action 31.</p> <p><u>Since Deadline 4 the Applicant has undertaken further engagement with Dacorum Borough Council with regard to its position on the need for a design review process for the proposed terminal, its plaza and the proposed hotel. The Applicant set out their position at ISH8 Item 10 - Design (refer to Applicant's Post Hearing Submission - Issue Specific Hearing 8 (ISH8) [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>broadly cover the same kind of issues in much the same depth. The authorities will continue to engage with the applicant as necessary.</u></p> <p><u>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.</u></p> <p><u>The Design Principles, including Landscape -specific Design Principles should outline design intent in relation to building height, 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.</u></p>		

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

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
			<p>“.....The Host Authorities enter into engagement with the Applicant sharing and supportive of the issues raised by the ExA at ISH 6, in relation to the design principles:</p> <ul style="list-style-type: none"> •—— They are very high level; •—— There is uncertainty about how the principles will be translated into achievement of good design; •—— Concern that they do not go far enough and the document ‘could go much further’; •—— The potential to incorporate more specific design criteria (potentially subject to approval processes separated out into specific works within requirement 5); • The lack of clarity in relation to how the development has actually taken on board national and other design policy requirements—‘there 		

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
			<i>is a gap between your policies and what you've got proposed"</i>		

Table 3-11: Summary of additional ‘dDCO’ matters raised by with Dacorum Borough Council in their Local Impact Report

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
Additional matters raised in the LIRs <u>DRAFT DCO</u>					
Principle of the Development (Local Impacts, Adequacy of Application/dDCO)					
DBC1 323	Planning	<p>Section 8 of the Planning Statement [AS-122REP5-016] demonstrates how the Proposed Development complies with National and Local policy, with paragraph 8.2.8 in Section 8.2 stating the Proposed Development is fully aligned with the aims and objectives of Aviation 2050. The Green Controlled Growth Framework [APP-218] is a binding framework for managing the growth and operation of the airport through the coming decades within definitive environmental limits. GCG will manage the effects associated with:</p> <p>a. aircraft noise, via a Noise Envelope;</p>	<p>Dacorum Borough Council are concerned that “the application in its current form lacks sufficient clarity, transparency, and consistent methodology to provide sufficient reassurance to local communities that the airport can grow and be operated in a responsible manner to achieve sustainable growth as set out in Aviation 2050. The evidence does not currently exist that environmental, health and well-being, and surface access impacts will be within agreed and acceptable limits that can be appropriately enforced and will achieve overall betterment to local communities. Dacorum</p>		

		<p>b. air quality;</p> <p>c. greenhouse gas emissions (for airport operations and surface access); and</p> <p>d. surface access.</p> <p>As described in the Planning Statement [AS-122REP5-016], the compensatory mitigation measures for the Proposed Development (Draft Compensation Policies Measures and Community First [AS-128-REP4-042]) have been developed so that in combination with the embedded noise management measures as secured by the Noise Envelope within the GCG Framework [APP-218], they meet the Noise Policy Statement for England (Ref 2.3), paragraph 185a of the National Planning Policy Framework (Ref 2.4), paragraph 3.12 of the Aviation Policy Framework (Ref 2.5), the 2017 clarification of policy on aviation noise (Ref 2.6), and paragraph 5.68 of the Airports National Policy Statement (Ref 2.7), where noise adverse impacts</p>	<p>Borough Council therefore has in principle objection to growth of the airport pending satisfactory and appropriate resolution of those matters.”</p>		
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		<p>should be mitigated and reduced to a minimum.</p> <p>The surface access impacts of the Proposed Development have been fully assessed in the Transport Assessment [APP-203]. This is supported by a Surface Access Strategy [APP-228] has been prepared for the Proposed Development which sets out the long-term vision and objectives for surface access, covering a 20-year time period, to guide the long term growth of the airport alongside a Framework Travel Plan (FTP) [AS-131][REP4-045] sets out a framework for the content of travel plans to be produced every five years once expansion plans are approved.</p> <p>In light of the substantial increase in economic and consumer benefits delivered by the Proposed Development (see Section 8 of the Need Case [AS-125]), these would offset the increase in total adverse effects in the context of sustainable growth.</p>			
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<p>DBC1 334</p>	<p>Planning</p>	<p>The Applicant met with all of the Host Authorities in December 2022 to discuss planning policy compliance.</p> <p>Unfortunately, since then, there has been limited technical engagement with the Hertfordshire authorities due to delays in their appointment of external consultants. However, the Applicant remains keen to engage further with the Hertfordshire authorities to aid the development of the Statement of Common Ground (SoCG) and Principal Areas of Disagreement Summary Statements.</p>	<p>The Councils consider that the information submitted in the application does not enable the Councils to come to a view on whether the Proposed Development complies with planning policies. In order to establish this, the Councils request opportunities to engage technically with the Applicant in relation to relevant matters, with a view to informing the on-going preparation of Statements of Common Ground/Principal Areas of Disagreement, Summary Statements and to provide clarity on the proposals and their compliance in this regard.</p>		
<p>DBC1 345</p>	<p>Stakeholder Engagement/dDCO</p>	<p>It is regrettable that detailed discussion on the draft DCO (dDCO) has been unable to be progressed at an earlier date, due in large part to the late appointment of specialist advisers to act on behalf of the Host Authorities.</p> <p>The Applicant is currently liaising with the Host Authorities to set up</p>	<p>No engagement on the dDCO has taken place since the Application was submitted on 27 March 2023.</p>		

		<p>a meeting ahead of the Issue Specific Hearings in September to discuss the dDCO. The dDCO was circulated to the Host Authorities in September 2022 for their review and comment.</p> <p>Nevertheless, a number of meetings with the Planning Officers Coordination Group to discuss the DCO more widely have been held since the application was submitted. These have taken place in March, June, July and August 2023.</p> <p>The Applicant is keen to continue this engagement with the Host Authorities moving forward.</p>			
Traffic and Transport and Surface Access					
DBC1 356	Constructi on-Traffic Managem ent Plan	The full Construction Traffic Management Plan (CTMP) will be developed by the appointed contractor and will be substantially in accordance with the Outline CTMP (Appendix 18.3 of the ES [APP-130]) which contains provision for the establishment of a traffic management working group	Paragraph 16.3 details that the CTMP provides the structure for the document that will be set out in a way in which the following will be managed to reduce the impact of construction traffic to include the following matters: a) highway safety; b)		

		<p>(TMWG) that will be a forum for stakeholders' engagement prior to commencement of the Proposed Development. The forum will include the lead contractor, local authority highways authorities and National Highways. The TMWG would be responsible for monitoring the execution of the CTMP. The TMWG will also consider the cumulative impact from construction traffic. The Proposed Development will control all site deliveries through an electronic delivery management system (DMS) that will manage and control deliveries to site. The system will be managed by the logistics contractor. The lead control will set out in detail the delivery procedures in the CTMP.</p>	<p>management of deliveries to the construction site; c) practices to reduce the number of construction vehicles movements; d) abnormal loads; and e) protection of the public highway. However, the outline CTMP [PINS ref: APP-130] appears not to consider where construction delivery vehicles will wait off-site for their appointment on site, or to take breaks or end their daily driving hours, or even park overnight for an early morning delivery.</p> <p>There is a risk that the number of construction deliveries to the airport could lead to local impacts on laybys, truck stops and service areas being full of airport bound vehicles and that this may lead to it being more difficult for other businesses in Luton and the surrounding towns to have deliveries due to constraints on these rest areas.</p>		
<p>DBC1 367</p>	<p>Constructi on Traffic</p>	<p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] shows that the majority of construction related vehicles are</p>	<p>The Councils are not yet able to confirm whether these management plans and TMWG will be sufficient to minimise</p>		

	<p>Managem ent Plan</p>	<p>expected to arrive from the west via the M1 and as such the impacts within the Hertfordshire area would be limited. Nonetheless, the Applicant is happy to continue engagement on the management plans with all Host Authorities.</p>	<p>and mitigate local traffic impacts across Hertfordshire and would welcome further technical engagement in the content of the management plans and membership for all three Councils in the working group.</p>		
<p>DBC1 378</p>	<p>Constructi on Traffic Managem ent Plan</p>	<p>The Applicant considers that the issue raised regarding the design level of the mitigation measures was answered within the Applicant’s Response to Relevant Representations Part 2A of 4 [REP1-021] page 245, in response to RR-0558, RR-1119, and RR-0297.</p>	<p>The Councils are of the view that some of the proposed mitigation measures in Hertfordshire are set out to a minimal level of detail or have been designed without appropriate consideration of improvements for active and sustainable travel modes. The submitted drawings do not appear to have considered the vertical dimension within the design, and there are locations where gradients or other factors such as forward visibility may mean that the scheme cannot operate safely or be constructed to meet design standards.</p>		
	<p>Air Quality</p>				

<p>DBC1 389</p>	<p>Air quality assessment methodology</p>	<p>The Applicant considers that the issue raised regarding the assessment methodology tools agreement with Natural England was answered within the Applicant's Response to Relevant Representations Part 2A of 4 [REP1-021] page 58, in response to RR-0558, RR-1119, and RR-0297.</p> <p>The Applicant considers that the issue raised regarding monitoring in general and in particular for NO2 was answered within the Applicant's Response to Relevant Representations Part 2A of 4 [REP1-021] page 26, in response to RR-0558 and RR-0297. The Applicant will continue to discuss PM monitoring with the authorities as addressed in item HCC65 of the SoCG between the Applicant and Hertfordshire County Council [TR020001/APP/8.15], submitted at Deadline 2.</p> <p><u>A technical note will be provided in due course, detailing the considerations included in the air quality with regards to PM_{2.5}, UFP,</u></p>	<p>In order for the Councils to fully understand the Air Quality impacts of the proposed scheme, the Councils are seeking clarification that the assessment methodology and tools have been agreed with Natural England, particularly in regard to ammonia emissions and nitrogen deposit impacts within Hertfordshire.</p> <p>Furthermore, the Councils consider that the proposed use of 'AQMesh or equivalent' is not sufficient to demonstrate compliance with Government standards as such indicative methods (even with MCERTS certification) do not meet Defra reference method equivalence criteria. It is the Council's view that the Palas Fidas 200, which meets the Defra reference method equivalence criteria and enables simultaneous measurement of PM10 and PM2.5, would be suitable for this purpose.</p>		
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		<u>short term measurements and emissions inventory.</u>			
<u>DBC1 3940</u>	Air quality	<p>The methods employed are established, recognised and accepted across the industry and Natural England have accepted the findings of the assessment.</p> <p>This matter is addressed in the Statements of Common Ground submitted at Deadline 2;</p> <p>[TR020001/APP/8.15] (item no. HCC61), [TR020001/APP/8.16] (item no. NHDC59) and [TR020001/APP/8.17] (item no. DBC58).</p>	<p>There is concern regarding the National Highways method of determining the impacts on ammonia and nitrogen deposition levels at designated habitat sites due to road traffic emissions, in particular the lack of transparency of this method and the question of acceptance by Natural England. However, the nearest Herts SSSIs to the airport are 6 and 9 km to the east (Wain Wood, Knebworth Woods) and Ashridge is located 14km away to the Southwest. These locations are not associated with any major routes to the airport. Based on this information submitted to date and notwithstanding aircraft pollution if any is identified. The Councils do not currently expect the increased traffic emissions to be significant enough to negatively impact HRAs but would welcome further discussions</p>		

			through the application process.		
Noise and Vibration					
<u>DBC1</u> <u>401HC</u> <u>C168</u>	Noise management and control mechanisms	<p>The principal noise control secured in the DCO is the Green Controlled Growth Framework [APP-217REP5-020] and the Noise Envelope that sits within it. In essence, the Noise Envelope defines the noise environmental outcomes to be achieved, or bettered, rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes. As a result, many of the individual and specific mitigation mechanisms secured in the current planning permission noise conditions (such as those listed in the LIR) would be replaced by the overall Limits and control mechanisms in the Noise Envelope.</p> <p>Given that the airport expansion is planned over an extended period of time, this approach provides appropriate flexibility for the airport operator to identify and implement</p>	<p>There are no development plan policies directly relating to noise resulting from London Luton Airport. Inasmuch as the development plan seeks to restrict adverse environmental impacts, the proposal is considered not to be compliant.</p> <p>The application contains no requirements or DCO obligations for the following items, which are existing planning noise controls at Luton Airport:</p> <ul style="list-style-type: none"> • Night-time phasing out (and remaining out) of aircraft with a QC value greater than 1 on either departure or arrival; • Total annual QC movements of no more than 3,500, reducing to 2,800 from 2028; 		

		<p>the optimum mitigation at the time it may become required and draw on future technology improvement whilst also providing certainty of the outcomes that will result even in the reasonable worst-case scenario.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example has been provided which can be used to reasonably conclude that the NE would have avoided the historic breaches that occurred in 2017-2019, see Noise Envelope – improvements and worked example [TR020001/APP/8.36]. The worked example demonstrates how the current consented controls were not effective in avoiding the breaches, but that the controls in the Noise Envelope would have been had they been in place at that time.</p> <p>The Applicant was pleased to note the detail within the recommendations from the NEDG and has adopted many of those in the Noise Envelope proposals. Whilst the Applicant has carefully considered all of the</p>	<ul style="list-style-type: none"> • Annual movement limit of 7,000 in the early morning shoulder period; • Progressively reducing Noise Violation Limits. The above are all set out in Condition 9 of Planning Permission 15/00950/VARCON (dated 13th October 2017) and were also set out as requirements of the Noise Envelope by Host Councils in the final Noise Envelope Design Group report (Annex A of 5.02 Appendix 16.2 Operational Noise Management Explanatory Note). These controls would be appropriate requirements, are reasonable and must be maintained. 		
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		<p>recommendations from the NEDG, there are some recommendations which have not been adopted, and in such cases the Applicant has developed alternative proposals based upon relevant best practice, guidance and policy. A summary of the NEDG recommendations and the Applicant responses are provided in Annex B of Appendix 16.2 of the ES [APP-111].</p>			
<p><u>DBC1</u> <u>412HG</u> <u>C168</u></p>	<p>Noise Policy</p>	<p>The Applicant considers that the Proposed Development is fully compliant with UK aviation noise policy and emerging policy, as set out in Chapter 16 Noise and Vibration of the Environmental Statement [REP1-003], the Planning Statement [AS-122REP5-016] and Commentary on the Overarching Aviation Noise Policy Statement (OANPS) [REP1-012].</p> <p>It is not agreed that the wrong test has been used. The Applicant has undertaken an assessment of likely significant effects and mitigation in</p>	<p>The noise documents do not, in our view, present a case that complies with UK aviation noise policy or emerging policy, which is equally important when looking at timeframes well into the future. Assessments for various sources of noise are not portrayed consistently or transparently. The air noise assessment, which is typically the most important environmental issue for local communities, seeks to present a case of noise reduction over time through focusing on the</p>		

		<p>Environmental Impact Assessment (EIA) terms by comparing the situation with the Proposed Development (the Do-Something scenario) to the situation without the Proposed Development (the Do-Minimum scenario) in each assessment year in Chapter 16 Noise and Vibration [REP1-003] of the Environmental Statement. The future air noise baseline (the Do-Minimum) is 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 in compliance with extant planning conditions. This comparison has been undertaken in the core assessment and it is not correct that the comparison with the Do-Minimum is only presented as a sensitivity test.</p> <p>The statement that the comparison with the Do-Minimum case is only presented in a sensitivity test appears to contradict the Written Representation [REP1-069] which acknowledges (at paragraph 2.2.8.2.2) that “The assessment of</p>	<p>wrong test and use of a baseline that was not in compliance with extant planning conditions.</p> <p>The incorrect methodology allows claims of noise reduction, rather than the clear noise increase brought about by the proposed development compared to the do minimum case in all future years. This key indicator of the likely scale of impact is only presented as a sensitivity case.</p>		
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		<p>significant effects is based off the comparison of Do Something vs Do Minimum in all assessment years”.</p> <p>For aircraft air and ground noise the assessment also compares the Do Something scenario in each year to the 2019 Actuals baseline (or the 2019 Consented baseline in the sensitivity test).</p> <p>This comparison is to demonstrate how noise impacts will reduce over time, in line with the government policy objective to limit, and where possible reduce, the total adverse impacts on health and quality of life from aviation noise.</p> <p>The Airports National Policy Statement (ANPS, Ref 2.9) provides clarity that this objective should be tested in relation to a historic baseline: “The noise mitigation measures should ensure the impact of aircraft noise is limited and, where possible, reduced compared to the 2013 baseline assessed by the Airports Commission.” (paragraph 5.58) The ‘current baseline’ is considered to be the actual noise levels in 2019, in line with the Infrastructure</p>			
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		<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 impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16 Noise and Vibration of the ES [REP1-003]. 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 the identified significant effects would be avoided through the provision of the full cost of noise insulation.</p>			
<p>Green Controlled Growth</p>					

<p><u>DBC1</u> <u>423HG</u> <u>C168</u></p>	<p>Green Controlled Growth- Noise</p>	<p>The Noise Envelope (see Green Controlled Growth Explanatory Note [<u>APP-217REP5-020</u>]) has been designed to improve upon the existing noise control policy and to effectively prevent breaches from occurring. Appendix 16.2 Operational Noise Management (Explanatory Note) of the Environmental Statement [APP111] sets out how the proposed Noise Envelope contains mechanisms that would 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] 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>	<p>With regards to noise, the GCG Framework does not contain sufficient noise controls to be demonstrably effective. The current and necessary requirements are set out in the <u>Local Impact Report</u>, which would enable year-round control.</p>		
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		<p>management plans and noise Limit reviews.</p> <p>Further changes are now being proposed by the Applicant to further improve the controls offered by the Noise Envelope, and a worked example has been provided which can be used to reasonably conclude that the NE would have avoided the historic breaches that occurred in 2017-2019, see Noise Envelope - improvements and worked example [TR020001/APP/8.36].</p>			
Community and Health					
<u>DBC1</u> <u>434HC</u> <u>C168</u>	Health and Communities	<p>The Environmental Statement (ES) at Chapter 13 Health and Community [APP-039AS-078] identifies effects on mental wellbeing arising from public concern and 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</p>	<p>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing through a proposed community engagement 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</p>	<p><u>Ongoing discussion via email (16.11.23). Clarification requested from HCC on the operational effects requiring</u></p>	<p><u>Ongoing</u></p>

		<p>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 [REP1-015 REP5-036]). Effects on 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 [APP-039AS-078] of the ES.</p>	<p>Development. The Councils recommend that additional Requirements are provided to mitigate this negative impact.</p>	<p>further mitigation.</p>	
<p>Biodiversity and Habitat Regulation Assessment (HRA)</p>					
<p><u>DBC1</u> <u>445HC</u> <u>C168</u></p>	<p>Biodiversity</p>	<p>a) The Applicant considers that the issue raised regarding consistency of receptors was answered within the Applicant's Response to Relevant Representations Part</p>	<p>Notwithstanding the overall positive review, key concerns are highlighted however on:</p> <p>a) The consistency of assessment of receptors</p>		

	<p>2A of 4 (Local Authorities) [REP1-021], page 60, in response to RR-0558, RR-1119 and RR-0297. In addition, Chapter 8 Biodiversity [AS-027] provides an explanation of how the sections are set out and that not all impacts are included in Section 8.9 at the beginning of the section.</p> <p>b) The Applicant considers that the issue raised regarding the framing of habitat compensation was answered within the Applicant's Response to Relevant Representations Part 2A of 4 (Local Authorities) [REP1-021] page 61, in response to RR-0558, RR-1119 and RR0297.</p> <p>c) The Outline Landscape and Biodiversity Management Plan (Appendix 8.2 of the ES) [AS-029] describes management requirement and will be further developed as a Requirement of the DCO. This outline plan will, once the project receives its DCO, be used to inform a detailed Landscape and Biodiversity Management Plan that will be agreed with the relevant local planning authorities. The open</p>	<p>through the chapter sections of 8.9 Assessment; 8.10 Additional Mitigation and 8.11 Residual Effects. It does not appear that all impacts are characterised in Section 8.9.</p> <p>b) The framing of habitat compensation as embedded mitigation within the Proposed Development. This requires consideration of the mechanism being deployed and the likelihood of long-term certainty of the mitigation proposed.</p> <p>c) As the majority of the lost habitat falls within the site boundary of the Proposed Development, the Councils realise that the majority of the mitigation would not be covered within the Government BNG Register if only off-site BNG is included. The Council's request that this should be subject to reporting to a Management Group or similar, made up of relevant Council representatives. This follows the model of a number of large</p>		
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		space and habitats proposed are likely to be managed by a Community Trust established by the Applicant, that Trust would have representation from the Hertfordshire authorities.	developments in the county e.g. Panshanger, SRFI, Gilston etc.		
Overall Commentary on Adequacy of dDCO and Requirements					
HCC1 68	dDCO	The Applicant notes the comments made and will engage further with the Councils to understand and progress these matters. The Applicant considers it is necessary to include deemed consent so as to prevent unnecessarily delaying delivery of the Proposed Development. The Applicant has proposed a reasonable period of time for the Councils to determine such requests for approval (i.e., 28 days). The Councils, and other authorities, will have had time during the examination of the project to understand better (compared to any usual approval unrelated to a DCO) the particular	The Councils note that consents/approvals are required from one or more of them under various provisions of the dDCO. However, there is the concept of a ‘deemed consent’ where if no response is received within a prescribed time limit (the time limits are generally 28 days—see article 13(6) as an example—except for applications under the DCO requirements, where an 8-week period applies—see paragraph 35 of Schedule 2) the consent or approval is deemed to have been granted. The Councils fully understand the Applicant’s need for certainty in terms of timing (and		

		<p>impacts and proposals forming part of the DCO.</p> <p>It is important to note that deemed consent provisions take effect in relation to a failure to reach a decision, not a failure to give consent. It is, of course, open to the Councils and other local authorities, if so minded, to refuse consent or to request further information within the time periods specified.</p> <p>The concept of deemed consent is well precedented: see, for example, article 12(6) of the A19/A184 Testo's Junction Alteration Order 2018, article 15(6) of the A30 Chiverton to Carland Cross Development Consent Order 2020, article 13(8) of the Southampton to London Pipeline Development Consent Order 2020 and article 15(6) of the 303 Sparkford to Ilchester Dualling Development Consent Order 2021.</p>	<p>that the Development should not be unduly delayed due to inactivity by the Councils but there is a material concern that the deemed consent time limits are much too short.</p> <p>As a Nationally Significant Infrastructure Project, the Proposed Development is a major, complex project. The Councils only have limited resources to deploy in dealing with various applications for consent/approval under the DCO, if granted. The Councils are concerned that the Applicant may submit a number of applications for consent/approval concurrently which could not be adequately considered within the relevant timeframes. This could mean that the deemed consent mechanism is triggered where an application is unsatisfactory for one reason or another that could have significant consequences—for example, in relation to the temporary stopping up of streets under article 13 or traffic regulation</p>		
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			<p>measures under article 16.</p> <p>There does not appear to be any safeguard against this which could result in the Councils not being able to fully discharge their statutory duties in their respective areas.</p>		
	dDCO	<p>The Applicant considers the word “substantially in accordance with” to be sufficiently clear, and its usage in other DCOs (including on projects of significant scale and size, see for example Schedule 2 to the A428 Black Cat to Caxton Gibbet Development Consent Order 2022) supports this conclusion. In terms of specific justification for this project, the use of the phrase is necessary and appropriate because the relevant outline management plans for the project are in outline at this stage and will require development following the granting of the DCO (if approved).</p> <p>The Applicant will engage further with the Councils to progress these matters.</p>	<p>Requirement 8 (Code of Construction Practice)—The Code of Construction Practice (CoCP) is a key construction works control document.</p> <p>The Councils have commented on the substance of this document (and the subsidiary outline plans) elsewhere, but wish to comment on the wording of the requirement itself as follows:</p> <p>Requirement 8(1) only requires the Development to be carried out ‘substantially in accordance’ with the CoCP and its subsidiary plans — it is the Councils’ view that this wording allows too much latitude for the Applicant to depart from measures within the CoCP.</p>		

			<p>Ultimately, Ultimately, for the CoC be fully secured or not, t. The Councils require that the word ‘substantially’ is deleted.</p>		
<p>HCC1 68</p>	<p>dDCO</p>	<p>It is considered important that the ESG includes representatives of local authorities to ensure that the views of those authorities that are impacted across the whole range of environmental topics within the scope of GCG are captured. However, it is important to strike an appropriate balance between the need to capture a diversity of views, the relevance of views to the impacts arising from expansion that may be experienced around the airport and the need for membership of ESG to be focused in support of its decision-making role and in the interests of managing the costs of administering GCG (both for the airport operator and for local authorities). It is on this basis that the membership of ESG reflects those local authorities that are forecast to experience environmental impacts at the level upon which the Limits and</p>	<p>However, in terms of the DCO requirements, the Councils have the following initial (but by no means complete set of) comments:</p> <p>Requirement 20 (Environmental Scrutiny Group)—it is noted that Dacorum Borough Council is not proposed to be a member of ESG but it is considered that it should be, given it is a host authority for the Development.</p> <p>In addition, discussion will be needed on the precise operation of the ESG, particularly in terms of all members having one vote, given (depending on the matter at hand) issues may affect different members (and, particularly the Councils) differently.</p>		

		<p>Thresholds included within GCG are based.</p> <p>Considering the four environmental topics within GCG in the context of Dacorum Borough Council (DBC):</p> <ul style="list-style-type: none"> • Air quality: no significant air quality impacts have been identified within DBC boundary, and no air quality monitoring as part of GCG is proposed within it. • Surface access: no off-site highway mitigation measures are proposed within DBC's boundary, and they are not a statutory Local Highway Authority. • Greenhouse gases: The impact of greenhouses gases is experienced and controlled at a national level, rather than a local one. • Noise: Forecast noise contours do extend within DBC's boundary. <p>On the basis that DBC are forecast to experience noise impacts, but the impacts from the other environmental topics are not significant, it is therefore considered appropriate for DBC to</p>			
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		<p>have a role on the Noise Technical Panel, but not the ESG.</p> <p>The operation of the ESG is set out within Green Controlled Growth Framework Appendix A – Draft ESG Terms of Reference [APP-219], which includes the proposed voting arrangements. The principles for the proposed membership of the ESG, as stated above, are such that it is appropriate for all members of ESG to have an equal vote for all decisions, as all local authorities on ESG would be equally affected.</p>			
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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 discuss terms of

Date	Attendees	Form of correspondence	Details
			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 and survey results and an

Date	Attendees	Form of correspondence	Details
			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, DBC, Aylesbury Vale District Council	Meeting	Noise TWG - Noise EHO EIA scoping meeting. The Noise Working Group was given the opportunity to discuss the contents of

Date	Attendees	Form of correspondence	Details
			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.
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

Date	Attendees	Form of correspondence	Details
			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 and assessment findings to date following receipt of the EIA scoping opinion
05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary

Date	Attendees	Form of correspondence	Details
			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 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.

Date	Attendees	Form of correspondence	Details
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) 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

Date	Attendees	Form of correspondence	Details
			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.
23.12.19	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
22.01.20	CBC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Quota System and the pros and cons of noise violation limits.
30.01.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.

Date	Attendees	Form of correspondence	Details
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 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,

Date	Attendees	Form of correspondence	Details
			the receptors to be considered in the LVIA.
11.03.20	CBC, NHDC, LBC	Meeting	NEDG meeting. The following topics were discussed: review of noise control measures and alternative measures and enforcement of the Noise Envelope.
25.03.20	NEDG members	Meeting	NEDG meeting. The purpose of this meeting was to discuss the noise control measures.
20.04.20	LBC, CBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting to discuss a range of matters related to the LVIA proposals and assessments.
08.07.20	HCC, LBC, CBC	Meeting	NEDG meeting. Discussions covered the noise model validation, 'number above' contour banding, quota count tolerances, noise monitoring locations, modal split for testing noise contour thresholds and limits, and the 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

Date	Attendees	Form of correspondence	Details
			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 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

Date	Attendees	Form of correspondence	Details
			incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets.
12.11.20	HCC	Meeting – MS Teams	The purpose of this meeting was to inform the council of the Proposed Development re-start, and discuss the scope of the trial trenching.
07.12.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment.
09.12.20	LBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review context and provide a response to the identified actions in the minutes dated 20.04.20 and review content of the minutes dated 07.10.22.
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.

Date	Attendees	Form of correspondence	Details
17.12.20	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to discuss the draft engagement plan, consultation with hard-to-reach groups, engagement on the EIA methodology, and provide local authorities with a PPA update.
12.2020	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. This included an update on the Proposed Development, revised Economic impact assessment approach discussion, Employment and Training Strategy update, and discussion of the wider economic impacts.
20.01.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to provide the host local authorities with an update on the Proposed Development and to discuss the proposed governance for GCG.
17.02.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: general update, EIA approach, GCG, SoCGs, Works Order 6.
03.03.21	LBC, CBC, Stevenage Borough Council, NHDC	Meeting – MS Teams	Noise TWG. Agenda: introductions and working group membership update,

Date	Attendees	Form of correspondence	Details
			<p>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.</p>
18.03.21	<p>LBC, CBC, NHDC, DBC, East Herts District Council, Stevenage Borough Council, Buckinghamshire Council</p>	<p>Meeting – MS Teams</p>	<p>Climate change and GHG TWG meeting. Agenda: discussion of the design changes, EIA, consultation, Net Zero Strategy and GCG.</p>
24.03.21	<p>LBC, CBC, NHDC.</p>	<p>Meeting – MS Teams</p>	<p>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.</p>

Date	Attendees	Form of correspondence	Details
21.04.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: Proposed Development review update, summary of key issues within TWGs, GCG, PPA Works Order 6 and the POCG engagement plan.
26.04.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting. Agenda: update on changes to the Proposed Development, GCG, 2019 statutory consultation feedback, timing and engagement schedule and the key issues to be addressed.
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.

Date	Attendees	Form of correspondence	Details
06.07.21	LBC, NHDC, Stevenage Borough Council, St Albans City and District Council, Hertfordshire LEP, SEMLEP	Meeting – MS Teams	Economics and employment TWG meeting. Agenda: update on the Proposed Development, employment and training strategy and wider economic impacts.
13.07.21	NHDC, CBC, HCC, LBC NATS, LADACAN, easyJet, St Albans City & District Council, DHL, Wizz Air, Independent Commission on Civil Aviation Noise, Buckinghamshire Council	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline passenger forecasts, model validation and GCG.
14.07.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table and POCG feedback on future agenda items, update on the approach to statutory consultation including scope, update on aviation demand forecasts, PPA spend update and engagement with WSP, and the role of TWGs in reaching agreement.
15.07.21	LBC, CBC, NHDC, HCC, UK Health Security Agency	Meeting – MS Teams	Health TWG meeting: engagement with health stakeholders on outstanding queries from the PEIR consultation including an update on the Proposed Development,

Date	Attendees	Form of correspondence	Details
			methodology and approach, study area and receptors, Wigmore Valley Park, and monitoring.
26.07.21	LBC, CBC, NHDC	Meeting – MS Teams	Contaminated land TWG meeting: update on the Proposed Development design including changes and discussion of issues including the zone of influence from Proposed Development- justification for distances, assessment methodology, existing baseline conditions- clarification on area it covers, inclusion of Off-site Highway Interventions, settlement in areas of deposited material, exposure of features of geological interest when chalk is excavated, Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid in soils and groundwater in vicinity of fire training facility, risks posed by former Eaton Green Landfill to groundwater, risks from piling former landfill- expose and mobilise contaminants leading to contamination of groundwater and public water supply, and overview of work to date and the key issues .

Date	Attendees	Form of correspondence	Details
27.07.21	LBC, CBC, NHDC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date, current and future baseline, assessment methodology, waste disposal facilities to be used, cumulative assessment, and proposed mitigation.
04.08.21	NHDC	Meeting – MS Teams	EqIA meeting. The purpose of this meeting was to understand the baseline context of the area, in particular whether there are any protected characteristic groups in the local area that may be significantly impacted by the Proposed Development. Understanding whether there are specific resources that the project team should be aware of or are near to the scheme. Identifying relevant local groups that should be engaged with.
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

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

Date	Attendees	Form of correspondence	Details
22.09.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – SoCC feedback, and NEDG update.
29.09.21	Host local authorities and neighbouring local authorities	Meeting – MS Teams	The purpose of this meeting was to provide an update to the host and neighbouring local authorities about the Proposed Development, statutory consultation, surface access, EIA and GCG.
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

Date	Attendees	Form of correspondence	Details
			provide information on the major accidents and disasters methodology and the preliminary assessment results.
20.10.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, statutory consultation – SoCC feedback and seldom heard strategy, EIA cumulative effects assessment, key issues summary table – POCG confirm whether they agree with updates/POCG feedback on future agenda items.
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

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

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

Date	Attendees	Form of correspondence	Details
			reducing private vehicle mode share and increasing sustainable travel mode share to the airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
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	Meeting – MS Teams	Noise TWG. Agenda: air noise assessment methodology, overview of the PEIR results, noise contours, contour areas and population exposure.

Date	Attendees	Form of correspondence	Details
	Council, Stevenage Borough Council		
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,

Date	Attendees	Form of correspondence	Details
			covering surface access points.
25.05.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	POCG meeting. Agenda: programme overview, update on statutory consultation, relationship with WSP (PPA and Work Order), SoCG process overview.
07.06.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review comments provided in WSP feedback following 2022 consultation, set out how the Applicant proposes to address comments raised, agree changes to approach where necessary.
07.06.22	CBC, LBC, HCC, Natural England, Herts and Middlesex Wildlife Trust, Beds, Cambs & Northants Wildlife Trust	Meeting – MS Teams	Biodiversity TWG: discussion on the validity of baseline data, study areas, BNG, and additional points raised during consultation.
13.06.22	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting: discussion on the feedback received to the 2022 statutory consultation.
24.06.22	LBC, CBC, HCC, National Highways	Meeting	Surface access meeting to explain the benchmarking approach to the determination of the future public transport mode share for air passengers, rail

Date	Attendees	Form of correspondence	Details
			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 Applicant proposes to address comments raised, agree changes

Date	Attendees	Form of correspondence	Details
			to approach where necessary, summarise BNG calculations.
08.07.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: discuss the comments raised following the submission of the PEIR and present updates for discussion.
08.07.22	Lead local flood authorities (LBC, CBC, HCC)	Meeting – MS Teams	Water TWG: discussion of the proposals with the lead local flood authorities including statutory consultation comments.
12.07.22	NHDC, CBC, Environment Agency, LBC,	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the programme, review of the 2022 statutory consultation comments and responses, gas mitigation, foundation works risk assessment, reuse of landfill waste, management of materials overview, steps to environmental permit, groundwater monitoring – PFAS.
12.07.22	CBC, LBC, HCC, NHDC	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss the surface access vision, aims and objectives, and the proposed surface access GCG limits. Details were also given

Date	Attendees	Form of correspondence	Details
			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.
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

Date	Attendees	Form of correspondence	Details
			have been addressed and overview of assessment findings presented.
14.09.22	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: feedback from the statutory consultation and updates regarding GCG, and a briefing on the high-level structure and content to assist the POCG review of the documents.
14.09.22	LBC, NHDC, CBC	Meeting – MS Teams	NEDG meeting to develop the Noise Envelope and GCG proposals.
26.09.22	CBC, LBC, NHDC, HCC, DBC, Buckinghamshire Business First, Bedford Borough Council, Bedfordshire Chamber of Commerce, Buckinghamshire Local Enterprise Partnership, East Herts District Council, Hertfordshire Chamber of Commerce, Hertfordshire Local Enterprise Partnership, SEMLEP, St Albans City & District Council, Stevenage Borough Council	Meeting – MS Teams	Economics and Employment TWG. The purpose of this meeting was to discuss the Employment and Training Strategy and the wider economic benefits that would flow from the DCO.

Date	Attendees	Form of correspondence	Details
05.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
10.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
12.10.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	GCG workshop. The purpose of this meeting was to discuss the updated GCG proposals, the ESG, technical panels and community representation, and GCG limits.
12.10.22	CBC, LBC, NHDC, East Herts District Council, Milton Keynes City Council, Welwyn Hatfield Borough Council, Buckinghamshire Council, DBC	Meeting – MS Teams	Climate Change and GHG TWG. During the meeting, information was provided on updates to the GHG assessment since the PEIR, how relevant legislation, policy and

Date	Attendees	Form of correspondence	Details
			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.
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.

Date	Attendees	Form of correspondence	Details
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 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

Date	Attendees	Form of correspondence	Details
			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.
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

Date	Attendees	Form of correspondence	Details
			authorities) to discuss the demand forecasts.
<u>15.09.23</u>	<u>Suono on behalf of the Host Authorities</u>	<u>Meeting – MS Teams</u>	<u>Noise topic specific meeting to discuss draft SoCG</u>
<u>19.09.23</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Surface access meeting on the Sustainable Transport Fund and TRIMMA</u>
<u>06.10.23</u>	<u>DBC, NHDC, NHDC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss landscape and visual matters in draft SoCG</u>
<u>18.10.23</u>	<u>Suono on behalf of the Host Authorities</u>	<u>Meeting – MS Teams</u>	<u>Noise topic specific meeting to discuss draft SoCG</u>
<u>20.10.23</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Surface access topic specific meeting to discuss draft SOCG.</u>
<u>03.11.2023</u>	<u>CBC, LBC, HCC, NHDC</u>	<u>Meeting – MS Teams</u>	<u>Design related matters</u>
<u>21.11.2023</u>	<u>Suono on behalf of the Host Authorities</u>	<u>Meeting – MS Teams</u>	<u>Noise topic specific meeting to discuss draft SoCG</u>