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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.15 Statement of Common Ground between London Luton Airport Limited and Hertfordshire County Council (Tracked Change Version)

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.15

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.15 STATEMENT OF COMMON GROUND BETWEEN LONDON
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND
HERTFORDSHIRE COUNTY COUNCIL (TRACKED CHANGE
VERSION**

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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) Hertfordshire County Council.

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

Signature:

Name:

Position:

Date:

Signed on Behalf of HERTFORDSHIRE COUNTY COUNCIL

Signature:

Name:

Position:

Date:

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).

1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).

1.1.3 This SoCG has been prepared by the Applicant and Hertfordshire County 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.

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

~~1.1.4 Needs Case~~

~~1.1.5 Consultation~~

~~1.1.6 Planning~~

~~1.1.7 Compensation~~

~~1.1.8 Employment and Training~~

~~1.1.9 Surface Access~~

~~1.1.10 Air Quality~~

~~1.1.11 Noise~~

~~1.1.12 Climate Change~~

~~1.1.13 Biodiversity and Landscape~~

~~1.1.14 Local Communities~~

~~1.1.15 Cultural Heritage~~

~~1.1.16 Green Controlled Growth~~

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

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

~~1.1.17~~1.1.5 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:

“A statement of common ground is a written statement prepared jointly by the ~~applicant~~Applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”

~~1.1.18~~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 Hertfordshire County Council is a host local authority under Section 42(a) of the Act. It is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and so has been consulted throughout the course of the development of the Proposed Development.
- 1.2.3 The Applicant and Hertfordshire County 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);
- (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;

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.~~

- (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 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 HERTFORDSHIRE COUNTY COUNCIL

2.1 Summary of engagement

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

3 MATTERS AGREED, ONGOING, OR NOT AGREED

3.1 Summary of matters with Hertfordshire County Council

Table 3-1: Summary of 'consultation' matters with Hertfordshire County Council (HCC)

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
CONSULTATION					
Approach to consultation and engagement					
HCC1	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.	HCC agrees that consultation to date has been robust and meaningful.	Joint and individual responses to Statutory Consultation in 2019 and 2022	Agreed
HCC2	Adequacy of engagement	The Applicant will continue to engage with the Host Authorities post submission of the application for development consent.	HCC has 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 3-23-2: Summary of ‘planning’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
PLANNING					
Planning policy					
HCC3	Proposed works in the Green Belt within the Borough	The Design and Access Statement [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [AS-122REP5-016] includes a Green Belt Assessment in Appendix B [APP-196] .	<u>HCC has reviewed the Planning Statement [REP5-016] and Green Belt Assessment [APP-196] and on the assumption that the development is judged against Green Belt policy as a whole confirms it notes 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.HCC to confirm its position in relation to the proposed works in the Green Belt within the County.</u>	<u>To be discussed at topic specific meeting Subject to discussionAgreed via email on 06.12.23.</u>	<u>Ongoing Agreed</u>
HCC4	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-122REP5-016].The Applicant seeks clarity from HCC with regards to its position on the</u>	HCC <u>are not yet able</u> to confirm its position on the compliance of the Proposed Development with relevant planning policy. <u>-The Hertfordshire Authorities (Hertfordshire County Council, North Hertfordshire District Council and</u>	<u>Continued engagement through the examination process on these topics and meeting</u>	<u>Ongoing</u>

		compliance of the Proposed Development with relevant planning policy, so as to be able to better understand, and respond to, that position.	Dacorum Borough Council) placed 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.	the level of mitigation and certainty of control required to achieve conformity. Continued engagement through the examination process in these topics. To be discussed at topic specific meeting	
HCC5	Consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with Airports National Policy Statement (ANPS) paragraph 5.1	The Applicant has consulted with HCC 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 Department for Transport guidance, or any successor to such methodology. The applicantApplicant 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</i>	HCC to confirms 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 confirmed at topic specific meeting <u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting	<u>Ongoing Agreed</u>

		<i>and operational project stages for the development comprised in the application.”</i>			
HCC6	Consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11	<p>The Applicant has consulted with HCC in accordance with ANPS paragraph 5.11 which states:</p> <p><i>“The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and 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 applicantApplicant’s own surface access proposals.”</i></p>	HCC to confirms it agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.	<u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting	<u>Ongoing Agreed</u>

<p>HCC7</p>	<p>Pre-application engagement undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113</p>	<p>The Applicant has undertaken pre-application discussions with HCC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>“During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.”</i></p> <p>This has included discussion on development within the Green Belt and replacement open space.</p>	<p>HCC 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><u>Ongoing Agreed</u></p>
<p>HCC8</p>	<p>Engagement undertaken in relation to flood risk, in accordance</p>	<p>Engagement with the Lead Local Flood Authorities and highway authorities has been undertaken by the Applicant in accordance with</p>	<p>HCC to confirms it agrees that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.</p>	<p><u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at</p>	<p><u>Ongoing Agreed</u></p>

	<p>with ANPS paragraph 5.155.</p>	<p>ANPS paragraph 5.155 which states:</p> <p><i>“Where the preferred scheme may be affected by, or may add to, flood risk, the Applicant is advised to seek early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. These discussions can be used to identify the likelihood and possible extent and nature of the flood risk, help scope the flood risk assessment, and identify the information that may be required by the Secretary of State to reach a decision on the application.”</i></p> <p>Subsequently, <u>I</u>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>		<p>topic specific meeting</p>	
<p>HCC9</p>	<p>Engagement undertaken in relation to the scope and methodology of the</p>	<p>Engagement between the Applicant and HCC and other relevant stakeholders on the LVIA is set out in Section 148.4 of ES Chapter 14 Landscape and Visual [AS-079] of</p>	<p>HCC <u>confirms it</u> agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in</p>	<p>Agreed with Luton Borough Council (LBC), HCC, North Hertfordshire</p>	<p><u>Agreed Ongoing</u></p>

	Landscape and Visual Impact Assessment (LVIA), in accordance with ANPS paragraphs 5.214-5.216	the ES . Matters regarding the scope and methodology of the assessment are set out in Sections 148.3 and 148.5 respectively. Accordingly, the Applicant considers that the requirements for the LVIA assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.	accordance with ANPS paragraphs 5.214-5.216. <u>The Host Authorities consider that light pollution effects (including transient), need further consideration in relation to the Chilterns AONB Special Qualities and for the more rural receptors to the east within the LVIA to fully satisfy ANPS paragraph 5.216.</u>	District Council (NHDC) and Central Bedfordshire Council (CBC) at the LVIA Open Space TWG on 7 June 2022 <u>Agreement confirmed via email dated 23.10.2023 except in relation to the identified outstanding light pollution matters identified. (See HCC71 and HCC 72, below)</u>	
HCC10	Consultation undertaken in accordance with the National Networks National Policy Statement (NNNPS)	The Applicant has consulted with HCC in accordance with NNNPS paragraph 5.204 which states that: <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.”</i>	HCC to <u>confirms</u> that it agrees that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	<u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic-specific meeting	<u>Agreed Ongoing</u>

<p>HCC11</p>	<p>Consultation undertaken in relation to design, in accordance with National Planning Policy Framework (NPPF) paragraph 132</p>	<p>The Applicant has undertaken engagement regarding the design of the Proposed Development, including with HCC. This is set out in full in the Design and Access Statement [AS-049]. This accords with NPPF paragraph 132 which states:</p> <p><i>"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicant<u>Applicants</u>, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."</i></p>	<p>HCC to<u>confirms</u> that it agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph 132.</p>	<p><u>Agreement confirmed via email dated 23.10.23</u> Agreement to be confirmed at topic specific meeting</p>	<p><u>Ongoing Agreed</u></p>
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Table 3-3-33: Summary of ‘compensation’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
COMPENSATION					
Unidentified local impacts mitigation strategy					
HCC12	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<u>mitigation</u> strategy and associated funding, as part of the Sustainable Transport Fund and will engage on these with Host Authorities.</p>	<p>ULIs need to be considered and a mechanism and funding to mitigate these be put in place. A separate fund with a specific remit to address ULIs would give HCC confidence that outside of Green Controlled Growth (GCG) and Community First Funding is in place to address issues that arise that are not forecast at the present time.</p>	<p>To be discussed at topic-specific meeting<u>Confirmation received via email on 06.12.23.</u></p>	<p>Ongoing<u>Not Agreed</u></p>

Table 3-3-44: Summary of ‘need case’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
NEED CASE					
Aviation Policy					
HCC13	<p><u>Compliance with National Aviation Policy</u> Compliance with aviation policy</p>	<p><u>The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125].</u></p> <p><u>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed. The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath</u></p>	<p><u>HCC agrees that national aviation policy, namely the ANPS, APF and MBU, is supportive of airports making the best use of their existing runways. Subsequent Government frameworks and strategies have confirmed support for expansion plans without restrictions upon airport growth subject to local environmental issues being addressed. The Hertfordshire host authorities do not agree that national aviation policy ‘is supportive of the Proposed Development’. National policy ‘is supportive of airports beyond Heathrow making best use of their existing runways’. But that support is subject to:</u></p> <ul style="list-style-type: none"> <u>‘development of airports can have positive and negative impacts, including on noise levels. The Hertfordshire Authorities We consider</u> 	<p><u>Agreed via email on 05.12.23</u> To be discussed at topic specific meeting Not agreed at ISH2</p>	<p><u>Agreed</u> Ongoing Not agreed.</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125]. The Applicant acknowledges that policy still requires the local environmental impacts to be addressed. The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the ANPS and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the proposed development as set out in the Need Case [AS-125].</p>	<p>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.</p> <p>• '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'.</p> <p>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 references (HCC14, NHDC14, DBC140).</p>		

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
			<p><u>Advice (subject to SoCG ID references HCC 140/141 NHDC191/120 and DBG131/ 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 those impacts are unacceptable.</u></p> <p><u>HCC to confirm its position on the relevant aviation policy context for the Proposed Development as set out variables and methodology in the Need Case [APP-213], and the forecasting methodology.</u></p>		
	Growth and demand forecasts				
HCC14	Position on the variables and methodology for	<u>Passenger demand forecasts, as set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology</u>	<u>HCC agree that the passenger demand forecasts have been</u>	<u>Discussions regarding this matter between CSACL, York</u>	<u>Ongoing</u> <u>Not</u>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
	<p>preparing the demand forecasts</p>	<p><u>and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables.</u></p> <p><u>The Applicant considers that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa. 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 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</u></p>	<p><u>developed using an appropriate methodology.</u></p> <p><u>HCC 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. HCC to confirm its position on the variables and methodology for preparing the demand forecasts as set out in the Need Case [AS-125], including the appropriateness of the sensitivity tests including the use of the Faster and Slower Growth Cases alongside the Core Planning Case as the basis for the assessment of effects. The Hertfordshire Authorities agree that the passenger demand forecasts have been developed using an appropriate methodology.</u></p> <p><u>The Hertfordshire ost Authorities consider that there are issues with some of the assumptions used, including economic assumptions,</u></p>	<p><u>Aviation and the host authorities are ongoing. Not agreed at SH2 To be discussed at topic specific meeting</u></p>	<p><u>agreed ongoing</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>other implications, including the benefits, of the Proposed Development. Passenger demand forecasts, as set out in the Need Case [AS-125] are robust and have been developed using an appropriate methodology and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables.</p> <p>The Applicant considers that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa.</p>	<p>price assumptions, elasticity assumptions and the passenger handling capabilities of Heathrow and Gatwick, that could impact on the rate of growth and the timing of delivery of impacts and benefits.</p>		
HCC15	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</p>	<p>The conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for the Core Development (subject to the reservations noted above about the passenger forecasts). The</p>	<p>Agreed via email on 05.12.23 Agreed via email on 06.12.23 To be discussed at</p>	<p>Agreed Agreed On going</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered aircraft to enter the airline fleets from the mid to late 2030s. The Applicant considers that these forecasts are an appropriate basis for assessing the environmental and other implications of the Proposed Development. The Applicant considers that conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use</p>	<p>conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for the Core Development (subject to the reservations noted above about the passenger forecasts).</p>	<p>topic specific meeting</p>	

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p><u>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.</u></p>			
	<p>Night quota period</p>				
<p>HCC16</p>	<p>Position on the appropriateness of retaining the current restrictions on movements during the night quota period (from 23:30 to 06:00).</p>	<p><u>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. 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],</u></p>	<p><u>HCC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.</u></p> <p><u>HCC 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. HCC to confirm its position on the appropriateness of the demand profile as the basis for the assessment of surface access and noise implications of the Proposed Development</u></p>	<p><u>Agreed via email on 05.12.23. To be updated. Genecon sought more clarity on what is meant by high-value economic activities. LG sent info on where this is addressed in the Need Case. Issue to be updated to reflect agreed or not agreed. To be discussed at</u></p>	<p><u>Agreed</u> <u>Ongoing</u> <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>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 <u>eco</u>Development.</p>		<p>topic specific meeting</p>	

Table 3-3-55: Summary of 'employment and training' matters with Hertfordshire County Council

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
	EMPLOYMENT AND TRAINING				
	Employment and Training Strategy Governance				

<p>HCC17</p>	<p>Employment and Training Strategy (ETS) to include regular monitoring</p>	<p>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></p>	<p>The ETS should include regular monitoring as part of the governance process, which includes Key Performance Indicators (KPIs) to demonstrate its success.</p>	<p>To be discussed at topic specific meeting <u>Agreed via email 02.11.23</u></p>	<p><u>Ongoing Agreed</u></p>
<p>Employment and Training Strategy</p>					
<p>HCC18</p>	<p>Approach and content of the ETS</p>	<p>The ETS [APP-215] aims to use the Proposed Development to support the growth strategies of the Host Authorities, and the Applicant has engaged with the Host Authorities through the Economics and Employment TWG, and will continue to engage post submission of the application for development consent.</p>	<p>HCC is satisfied with the proposed ETS, and request further engagement to ensure it is linked with local economic development strategies.</p>	<p><u>Agreed through Economics and Employment TWG</u> To be discussed at topic specific meeting</p>	<p><u>Ongoing Agreed</u></p>

Table 3-3-66: Summary of ‘surface access’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
HCC19	<u>Overarching Monitoring approach</u>	<p>The Applicant has established an approach to, and scale of, proposed monitoring. 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 [AS-131REP4-045]. The Transport Assessment [APP-203, AS-123 APP-205 and APP-206] sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required.</p> <p><u>The Applicant submitted an updated Travel Plan ‘toolbox of measures’ at Deadline 4 in the</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><u>Hertfordshire are working to agree additional monitoring sites with the Applicant at the A1081 north of Harpenden, Annabels Lane / Watery lane on the approach to M1 junction 9 and sites to monitor traffic</u></p>	<p>This was discussed at a meeting on 27.07.2023 and the 25.09.2023 and on 20.10.2023. It was agreed that this item was to remain as ongoing agreed ba. sedalbeit that on more the subsequent detailed points are still subject to ongoing discussion still ongoing in subsequent points. 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	Hertfordshire County Council's position	Source of agreement	Status
		<p><u>Framework Travel Plan [REP4-045]</u> which gives more details on implementation and timescales.</p> <p><u>The Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP4-085REP5-041]</u> was provided at <u>Deadline 4</u>.</p> <p>The Applicant will provide an update on submitted the Sustainable Travel Fund'd [REP5-056] 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.</p> <p><u>The applicant will provide the OTRIMMA document at deadline 5.</u></p>	<p><u>flows through Kimpton and Whitwell, Tea Green, Breachwood Green etc.</u></p>		

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		<p>The applicant will provide details of the 'Sustainable Travel Fund' at deadline 5.</p>			
	Assessment				
HCC20	<p>Scope of the Traffic and Transport Assessment Scope of the traffic and transport assessment</p>	<p><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 more detailed information can be found in the Strategic Modelling Forecasting Report 7.02 Transport Assessment Appendices – Part 2 of 3, Appendix F Strategic Modelling</u></p>	<p>HCC to confirm its 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 traffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.</p> <p><u>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to</u></p>	<p>This was discussed at a meeting on 27.07.2023 <u>and agreed on the 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	Hertfordshire County Council's position	Source of agreement	Status
		<p><u>Forecasting Report [APP-201]. The Applicant is happy to extract additional traffic flow information where required. The traffic and transport assessment is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.</u></p> <p><u>Trip distribution plans expanded across Hertfordshire to include a wider geographic scope. Moreover, the applicant is happy to extract traffic flows where required.</u></p>	<p><u>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</u> <u>Host authorities to confirm plans by 27/10/2023</u></p>		
HCC21	<p><u>Assessment years used within the Traffic and Transport Assessment</u> <u>Assessment years used within the</u></p>	<p>The assessment has been undertaken for three assessment Phases for the assessment years of 2027, 2039 and 2043. The assessment Phases used within the traffic and transport assessment have also informed other environmental topics</p>	<p><u>HCC confirm that the assessment years align with the development growth and the county strategic model, HCC also note the model aligned with the County model 2036. HCC to confirm its position on the assessment years used within the traffic</u></p>	<p>This was discussed at a meeting on 27.07.2023 <u>and on 20.10.2023 this matter was agreed on.</u> <u>with ongoing meetings also planned where this can be discussed if required.</u></p>	<p><u>Agreed</u> <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
	traffic and transport assessment	including the air quality assessments.	and transport assessment, and that they are consistent with the air quality assessments.		
	Mitigation				
HCC22	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent.	HCC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	Host Authorities joint 2022 Statutory Consultation response	Agreed
HCC23	Mitigation measures	<p>The Applicant has proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.</p> <p>The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips. The proposals do not preclude</p>	<p><u>Discussions are ongoing regarding the mitigation proposals at the three Hitchin junctions which should be designed to be compliant with local policy to provide for sustainable transport, rather than just capacity improvements.</u>HCC to confirm its position on the proposed mitigation measures in relation to the impacts of airport</p>	This was discussed at a meeting on 27.07.2023 <u>and 20.10.2023</u> with ongoing meetings planned following the Rule 9 work.	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		alternative proposals being brought forward.	expansion on surface access network capacity.		
	Public / sustainable transport impacts				
HCC24	East-west public transport connectivity	<p>The Applicant notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region and the Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.</p> <p>However, significant modelling and assessment work has been performed around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the Proposed Development. This is</p>	<p>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals do not appear to address this issue. No additional public transport measures are proposed for East to West travel to Luton, other than by rail and existing public transport. <u>HCC to provide suggestions for bus/coach improvements. Moreover, HCC 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>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding</u></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	Hertfordshire County Council's position	Source of agreement	Status
		<p>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 [AS-131REP4-045] 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 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</u></p>	<p><u>that will be available to pump-prime services in the early stages of expansion.</u></p> <p><u>Response on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that additional public transport routes in Hertfordshire would be provided.</u></p> <p>The host authority outlined the poor levels of service provision on the B653 corridor and the interchange at Dart Station.</p>		

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		<p><u>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). Additionally, further detail is being provided on implementation and timescales of the 'toolbox of measures', which will be provided at Deadline 4. More information on bus and coach measures will be provided at Deadline 5 alongside the STF.</u></p>			

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HCC25	Public transport capacity	<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 Framework in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Mode share Limits are clearly set out in GCG, and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. The detailed design for the coach station will be</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 await the results of the Network Rail capacity assessment to confirm their position regarding the rail network capacity. It is understood this is due at Deadline 7.</p> <p>With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.</p>	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>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</p>	<p><u>substantial proposals to change this.</u></p>		

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		<p>existing commercial bus and coach operators would increase the frequency of services to support the demand where this was necessary.</p> <p>Whilst Covid-19 has impacted on the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p><u>The 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] more information on bus and coach measures will be provided at Deadline 5 alongside and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. The applicant is looking at the</u></p>			

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>Travel Plan 'toolbox of measures' by deadline 4 and to also provide more details on implementation and timescales. Moreover, the STF and bus / coach improvements will be provided at deadline 5.</p>			
HCC26	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,</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><u>The HCC rResponse on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that additional</u></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	Hertfordshire County Council's position	Source of agreement	Status
		<p>through the results of ongoing monitoring and stakeholder feedback.</p> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for bus and coach operators. The toolbox approach, underpinned by the monitoring and stakeholder feedback, enables the Applicant to work with stakeholders and operators to develop measures which are effective in responding to demand. As set out in the toolbox, this can include, for example, subsidies for bus enhancements. Improvements to the public transport network are not entirely within the gift 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</p>	<p><u>public transport routes in Hertfordshire would be provided.</u></p>		

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		<p>work with train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the future, the airport operator will work closely with rail and bus service operators through the Airport Transport Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p><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.</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 more information on bus and</p>			

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		<p>coach measures will be provided at Deadline 5 alongside the Sustainable Transport Fund (STF). Additionally, further detail is being provided on implementation and timescales of the 'toolbox of measures', which will be provided at Deadline 4. More information on bus and coach measures will be provided at Deadline 5 alongside the STF</p>			
HCC27	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]</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>This was discussed at meetings on 27.07.2023, and 02.08.23, <u>and 25.09.23 and agreed on the 20.10.2023.</u></p>	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>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 [REP4-045][AS-131][REP4-045] will have ambitious Targets that are over and above those set out in the GCG Framework [APP-218]REP5-022REP3-017REP5-022, set out in consultation with stakeholders. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The airport operator is committed to funding these, as they have done in the recent past. Ultimately, each one of the future Travel Plans would be subject to approval by the relevant planning authority under the process to discharge the requirements of the DCO, the decision for which would include consideration of the</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>		

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>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-131REP4-045]. <u>The Travel Plan will encourage sustainable travel practices and shift people from private car usage. The Sustainable Transport Fund is also be discussed to ensure there is funding available to deliver the interventions set out in Future Travel Plans.</u></p> <p><u>The applicantApplicant will provide more detail clarifying the limits set out in the GCG Framework [REP3-017REP5-022APP-218REP5-022] against the targets set out in the Framework Travel Plan [REP4-045AS-131].</u></p>			

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<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.</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 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.</p>			

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HCC28	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 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</p>	<p>In achieving real shifts to public transport as well as encouraging cycling and walking, the regular reporting and enforcing of Travel Plan targets is clearly essential and the role of HCC and the proposed ATF needs to be developed further, including how any ATF is constituted and funded. HCC has noted will consider the longevity of the ATF and maintenance going forward as further detail on the structure of the ATF is provided notes concerns over on the longevity of the ATF and maintenance as with more details will be required going forward requested.</p>	<p>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.</p>	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>further engagement to determine specifics.</p> <p>The GCG Framework [REP3-017REP5-022], APP-218REP5-022], Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045AS-131]</p> <p>set out the governance structure, including the future role of the existing Airport Transport Forum (ATF) (including for local authorities) and how it will report into the operator and Environmental Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p><u>The 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</u> Applicant will confirm how funding for this matter will</p>			

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		<u>be secured such as through S106 agreements.</u>			
	Public / sustainable transport targets				
HCC29	Existing public transport connectivity	The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206], Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-045AS-131] . The Covid-19 pandemic has seen a drop-off in sustainable transport however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to	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). <u>HCCWe</u> welcome the recognition of this inadequacy and the wish to address it, but we do not feel the proposals go far enough to delivering this. HCC consider that there are significant challenges which need to be addressed to achieve that stated modal shift. <u>With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpندن) alongside the lack of confirmed provision for new bus / coach services</u>	This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u>	Ongoing

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		<p>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>The Applicant will share details of submitted the Sustainable Transport 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</p>	<p><u>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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		between deadline 4 and deadline 6.			
HCC30	Mode shift	<p>The GCG Framework [REP3-047REP5-022APP-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. Therefore, it is proposed that the newly set targets are more ambitious</p>	<p>HCC 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. HCC would welcome further discussions on this target.</p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23 and agreed on the 20.10.2023.</p>	Ongoing

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		<p>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</p>			

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		<p>diversification of Targets will allow for the collection, analysis and ongoing review of more granular data and an improved understanding of how interventions and measures are performing.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [REP4-045AS-131] contains the provisional targets for the first future Travel Plan, 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</p>			

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		<p>measures for further improving sustainable transport within the area.</p> <p>The Applicant will share details of submitted the Sustainable Transport 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.</p> <p>The applicantApplicant will provide more detail clarifying the limits set out in the GCG Framework [REP3-017REP5-022APP-218REP5-022] against the targets set out in the Framework Travel Plan [REP4-045AS-131].</p>			

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HCC31	Non-sustainable mode share	<p>The GCG Framework [REP3-017REP5-022APP-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 assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].Notwithstanding. <u>Notwithstanding</u> this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan [REP4-045AS-131] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years.</p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and agreed on the 20.10.2023.</u></p>	Ongoing

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		<p><u>The applicant</u> Applicant will provide more detail clarifying the limits set out in the GCG Framework [REP3-017REP5-022APP-218REP5-022] against the targets set out in the Framework Travel Plan [REP4-045AS-131].</p>			
	Car parks				
HCC32	Parking demands	<p>The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. <u>Without intervention, the increase in passenger numbers could lead to a</u></p>	<p>HCC is concerned that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the additional parking demand would be generated at off-site locations. There may be increased pressure for long term parking provisions in the surrounding areas, and the implications of this need to be considered as part of the application for development consent.</p>	<p>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>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]. The potential impact of the increase in passenger numbers all arriving by car would be significant, as such there are Limits and measures in place to maximise access to the airport by public transport.</p> <p>Any future third-party proposals for off-site car parking would require a separate planning application to the relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application assumes that there</p>	<p>The applicantApplicant should provide clarification on how off-site car parking is considered in the modelling analysis.</p>		

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		<p>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 the Travel Plan 'toolbox of measures' at Deadline 4 as the Framework Travel Plan [REP4-045], which also provided more details on implementation and timescales. Moreover, the STF and Bus and Coach Study will be were provided at Deadline 5. 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</u></p>			

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		<p>STF and bus / coach improvements will be provided at deadline 5.</p> <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]. The applicant will also clarify how off-site parking is currently considered in the modelling analysis.</p>			
HCC33	Parking restraint and pricing policies	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	<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</u></p>	<p>This was discussed at a meetings on 27.07.2023 with ongoing meetings also planned where this can be discussed and 25.09.2023 and <u>agreed on the 20.10.2023.-</u></p>	Ongoing

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		<p>authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed.</p> <p><u>This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [REP4-085REP5-041] and the processes within that. This will be further managed through the Traffic Related Impact Management and Mitigation Assessment and the processes within that. More information will be provided at D4.</u></p>	<p><u>Hertfordshire, 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 with any private / offsite car park expansion that may occur and is not yet agreed.</u></p>		
HCC34	Monitoring and managing the impact of off-site car parks	The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine	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 <u>agreed in a meeting on 02.08.23.</u>	Agreed

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		<p>the ability of the Applicant to meet GCG Targets.</p> <p><u>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-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 prior to Deadline 3.</u></p>			
	<p>Framework Travel Plan</p>				

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HCC35	Toolbox of travel plan measures	<p>The GCG Framework [REP3-017REP5-022APP-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><u>The Applicant submitted the Sustainable Transport 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</u></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> <p><u>The fund should be available in perpetuity in some form.</u></p> <p><u>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding</u></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>	Ongoing

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		<p><u>engagements between deadline 4 and deadline 6.</u></p>	<p><u>that will be available to pump-prime services in the early stages of expansion.</u></p>		
<p>HCC36</p>	<p>Lift-sharing programmes</p>	<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 other interventions will be considered where required, but it represents those considered most appropriate by the</p>	<p><u>HCC acknowledge they understand</u> Query how the Applicant will fund, incentivise, market and monitor lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 25.09.2023 and agreed on the 20.10.2023.-</u></p>	<p><u>Ongoing Agreed</u></p>

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		<p>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 similar approach. The finer</p>			

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		<p>details of this are being developed and will be confirmed in December 2023.</p> <p>The Applicant will share details of submitted the Sustainable Transport Fund with the host authorities 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.</p>			
HCC37	Framework Travel Plan scope	<p>The Framework Travel Plan [REP4-045AS-131] establishes the format and content of future Travel Plans that are to be produced five-yearly.</p>	<p>HCC to confirm its position on the scope of the Framework Travel Plan [REP4-045AS-131]. The scope of the Framework Travel Plan [REP4-045] is acceptable</p>	<p>This was discussed at a meeting on 27.07.2023 <u>and 20.10.2023. Agreed via email on 06.12.23.</u> with ongoing meetings also planned where this can be discussed if required.</p>	<p><u>Ongoing Agreed Agreed.</u></p>
	Modelling				

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HCC38	Model scope, coverage and assumptions around the development / transport and highway scheme uncertainty log	<p>It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</p> <p>An updated Uncertainty Log has been issued to the Host Authority and will also be submitted as part of the Rule 9 final report, due 15.12.2023/42.</p>	<p>HCC <u>have requested more information on Post Covid work, including the updated uncertainty log. Once this information has been received HCC will review and confirm their position 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.</u></p>	<p>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.</p>	Ongoing

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HCC39	Approach to the modelling scenarios	<p>The approach to the modelling scenarios was agreed with National Highways in advance of undertaking the model testing. This included an acknowledgement that, due to existing capacity constraints on the M1 corridor between Junction 9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements</p>	<p><u>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. HCC 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. HCC still have questions on the Applicants approach to the Post Covid scenario and are therefore not currently able to provide a position on this.</u>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. If the present government review comes down on the side of no further Smart motorways, a sensitivity test will be needed to demonstrate that the proposals will not cause an unacceptable</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>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 by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</p>	<p>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>		
HCC40	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	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	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

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		<p>reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.</p>	<p>airport. Funding for the initial measures is not confirmed.</p>		
HCC41	<p>Calibration and validation of models</p>	<p>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.</p>	<p>HCC 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.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and 20.10.2023.</u></p>	<p>Agreed</p>
HCC42	<p>The CBLTM-LTN and VISSIM modelling</p>	<p>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</p>	<p><u>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. HCC is satisfied that there is certainty that this</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 <u>and agreed in a meeting on 20.10.2023.</u></p>	<p><u>Agreed</u> <u>Ongoing</u></p>

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		works through the upgrades to the Stopsley Way junction area.	<p>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.</p>		
HCC43	All known committed development and transport infrastructure schemes	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	<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> <ul style="list-style-type: none"> Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues). 	This was discussed at meetings on 27.07.2023 and 02.08.23.	Ongoing

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		<p>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>As such, this scenario has not been run.</p>			
	Local impact fund				
HCC44	General local highway network fund to cover additional	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	<u>NHDC/HCC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP4-085/REP5-041] to cover additional improvements in physical highway infrastructure</u>	This was discussed at meetings on 27.07.2023, and 02.08.23 <u>and 20.10.2023 and updated to agreed on submission of the OTRIMMA.</u>	Ongoing

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	improvements	<p>monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation such as airport related traffic on less suitable roads 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 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</p>	<p><u>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.</u> There remains a case for a general local highway network fund to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways</p>		

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		<p>identified funding source for sustainable transport measures set out within the Framework Travel Plan [AS-131][REP4-045]. Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be provided in December 2023.</p> <p><u>Details of the OTRIMMA [REP4-085][REP5-041] 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. Details of the OTRIMMA will be shared with the relevant Host Authorities in advance of planned SoCG</u></p>	<p>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>		

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		engagement between Deadline 4 and Deadline 6.			
		HCC Queries			
HCC45	Responsible growth	The GCG Framework [REP3-017REP5-022APP-218REP5-022] is proposed to respond to the aspiration to grow in a responsible and sustainable manner. It has been designed to ensure that ongoing airport growth can only take place within acceptable environmental limits, with enforcement and oversight from an independent scrutiny group.	The issues that remain to be addressed continue to be of a scale that HCC's position remains as articulated in its response to the first statutory consultation, as follows: <i>'Unless and until there is evidence to demonstrate, and mechanisms to ensure, that the Airport can grow and be operated in a responsible manner, in the spirit of the Government's aspiration for a partnership for sustainable growth set out in Aviation 2050, which contains its environmental impacts to within prescribed acceptable and agreed limits that are enforceable, can achieve an overall betterment in the amenity and health of the communities impacted by it – both immediate and further</i>	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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			<p><i>afield, and can adequately provide for the surface access needs required of it, the County Council has an in-principle objection to growth of the Airport. This evidence does not currently exist.'</i></p>		
HCC46	Details of Travel Plans and the ATF	<p>The Applicant has engaged with HCC through both statutory and non-statutory consultation, and on a regular basis outside of these consultations, prior to submitting the application for development consent. The Applicant will continue dialogue and engagement throughout the examination phase of the process. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045AS-131] clearly set out the details of how future Travel Plans will be developed and Targets set, and also describes the governance process for updating future Travel Plans and how, through the Airport Transport Forum,</p>	<p><u>Hertfordshire are in general agreement to the Framework Travel Plan which will need to be agreed further with the local authorities at the appropriate time. In relation to the ATF, Hertfordshire are in general agreement to the provisions.</u>Details of Travel Plans and role of the ATF are not clear and there will need to be substantive engagement in advance of the submission of the application for development consent.</p>	<p>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.</p>	Ongoing

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		<p>HCC will be consulted and engaged with throughout the delivery of the Proposed Development.</p> <p><u>The applicant Applicant is in the process of producing a ATF terms of reference document and will be shared with the examining authority at deadline 4.</u></p>			
HCC47	Highway model network extent	The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model.	HCC agree with the extent of the highway network included in the CBLTM-LTN model.	This was discussed at meetings on 27.07.2023 and 02.08.23.	Agreed
HCC48	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 Hertfordshire.</u></p> <p><u>The approach to modelling was agreed with officers at relevant highway authorities including</u></p>	HCC 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. HCC request the	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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		<p><u>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.</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>Applicant shares the associated results and assumptions for the junction capacity assessments.</p>		

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		<p>The Rule 9 modelling will include the strategic model growth in the Vissim model. The Applicant initially started developing the Proposed Development in 2017 with the aim to submit an application for development consent in 2019/20. However the submission of the application was delayed until 2023 as a result of the Covid-19 pandemic. Given the original timelines, the two models were developed independently limiting the ability to take forecast future growth in traffic directly from one model into the other. Nevertheless, checks were undertaken at common locations to ensure model flows appeared as reasonable as possible.</p> <p>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</p>			

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		<p>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 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>			

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		<p>Consistency between the two models was checked to ensure that there were no significant differences by comparing traffic levels between the two models at the edge of the Vissim model extents. Notwithstanding this, to provide the Host Authorities and National Highways with further confidence in the proposed highway mitigation measures, the application for development consent included a sensitivity test in which the growth from the strategic model was incorporated into the local VISSIM model. 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</p>			

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		network is not materially affected. The proposed highway mitigation strategy is unchanged.			
HCC49	Impact of Covid-19	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 have changed between 2016 and 2022/2023 should be provided.	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing
HCC50	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	This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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			<p>appreciate the impacts that are being presented in real terms</p>		
<p>HCC51</p>	<p>Sustainable Transport Fund</p>	<p>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.</p> <p>The applicant<u>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>submitted the Sustainable Travel Fund (STF) [REP5-056] at Deadline 5.</p>	<p>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 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</u></p>	<p>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.</p>	<p>Ongoing</p>

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			<p><u>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>HCC52</p>	<p>Breach of Limits lag in stopping airport expansion</p>	<p>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 illustrated in Figure 2.10 of the GCG Explanatory Note [APP-247REP5-020], based on the availability of monitoring results, it is evident that performance against the Limits in one calendar year cannot inform the</p>	<p>There could be a long time lag between detection of a breach in surface access controls and the halting of airport growth. Localised impacts could be untenable for an extended period of time before any mitigating action is necessary. A clearer mechanism for detecting a breach and halting growth and implementing mitigation is sought.</p>	<p>This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.</p>	<p>Ongoing</p>

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		<p>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 implications of a Level 2 Threshold or Limit being exceeded are significant, it is in</p>			

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		<p>the airport operator's interests to address any potential breaches as soon as possible to avoid ongoing constraints on growth.</p> <p>The Outline Transport-Related Monitoring and Mitigation Approach (TRIMMA) [REP4-085REP5-041], includes developed from the Outline TRIMMA (Appendix I to the Transport Assessment) [APP-202] 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>			
HCC53	Mode share Limits	<p>The GCG mode share Limits are one aspect of both the GCG Framework and wider surface access control measures. The GCG Framework [REP3-017REP5-022APP-218REP5-022] also includes air quality Limits, which require monitoring</p>	<p>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,</p>	<p>This was discussed at a meeting on the 27.07.2023 <u>and on the 20.10.2023 it was agreed.</u> with ongoing meetings also planned where this can be discussed if required.</p>	<u>Agreed</u> <u>Ongoing</u>

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		<p>at defined locations on the local road 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>Hertfordshire 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>		
HCC54	Absolute passenger numbers	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	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	This was discussed at a meeting on the 27.07.2023 with ongoing meetings also planned where this can be discussed if required.	Ongoing

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		<p>worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F: Surface Access Monitoring Plan (APP-224REP5-032). The GCG Framework only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the Framework Travel Plan [REP4-045AS-131] requires further, more granular monitoring to take place, to better inform the additional targets to be defined by the Travel Plan and success of individual surface access measures.</p> <p>Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation measures</p>	<p>an extended period before requiring restrictions on airport growth. Additional detail is required for the adjoining local authorities to fully understand the potential impacts of the growth impacts within their 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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		set out in the Transport Assessment.			
HCC55	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 <u>Examining Authority A</u> stated it "has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance. The <u>Examining Authority A</u> also requests that the Applicant engages with stakeholders, including National Highways and the Local Highway Authorities, at the earliest possible opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based.'. The proposed approach set forward</p>	<p><u>HCC 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</u>HCC to confirm its position.</p>	<p>This was discussed at a meeting on the 02.08.2023 and 20.10.2023</p>	Ongoing

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		<p>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 Government's pause of "smart motorways" will (1) retain the motorway — widening as a core</p>			

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		<p>scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2 J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</p>			
<p>HCC56</p>	<p>Broad principles of designs</p>	<p>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</p>	<p><u>Regarding the proposed highway mitigations at the three Hitchin junctions, Hertfordshire 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</u></p>	<p>This was discussed at a meeting on the 02.08.2024 and <u>20.10.2023.</u></p>	<p>Ongoing</p>

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		<p>the appropriate mitigation will be subject to future monitoring as part of the TRIMMA.</p> <p>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.</p>	<p><u>principles” for MT2 mitigations which have a (“Requirement to consider that all works include a commitment to enhance conditions for active travel”).</u>HCC to confirm its position.</p>		
HCC57	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>HCC to confirm its position.</p>	<p>This was discussed at a meeting on the 02.08.20235 and 20.10.2023.</p>	Ongoing

Table 3-3-77: Summary of 'environment' matters with Hertfordshire County Council

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
ENVIRONMENT					
Air quality					
HCC58	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 HCC.	HCC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31 July 2023	Agreed
HCC59	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	HCC agrees with the study area.	EIA Scoping Meeting on 12 April 2018 Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31 July 2023	Agreed

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		meetings and the SoCG meeting with HCC.			
HCC60	Construction dust assessment methodology and findings	<p>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 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 HCC.</p>	HCC agrees with the construction dust assessment methodology and findings, including mitigation included in the Code of Construction Practice which follows best practice.	<p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with HCC 31 <u>July.07.</u> 2023</p>	Agreed

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HCC61	<p>Modelling methodology including data sources, model set up including use of Atmospheric Dispersion Modelling System (ADMS), receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology</p>	<p>The Applicant considers the modelling methodology including the data sources, model setup including use of the ADMS, modelled receptor locations, assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification methodology to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1. of Chapter 7 Air Quality of the ES [AS-028]. The modelling methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with HCC.</p>	<p>HCC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.</p>	<p>Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31 <u>July .07.2023</u></p>	<p>Agreed</p>

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HCC62	Significance criteria used in the assessment	The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of 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 HCC.	HCC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31. <u>07.</u> -July 2023	Agreed
HCC63	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] , to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with HCC.	HCC agrees with the odour impact methodology and results.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31. <u>07.</u> -July 2023	Agreed
HCC64	Air quality assessments for construction and	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for	HCC agrees with the air quality assessment results for construction and operational phases	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31. <u>07.</u> -July 2023	Agreed

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	operational phases	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 HCC.			
HCC65	Future air quality monitoring	<p>The Applicant acknowledges that HCC has requested consideration of future air quality monitoring to be addressed, namely for PM_{2.5} and ultrafine particles (UFP).</p> <p><u>A technical note will be 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>HCC has requested the Applicant to review future air quality monitoring considerations. The Applicant will continue to liaise with HCC regarding monitoring during operation via the SOCG process.</p> <p><u>It is agreed that UFP monitoring should not be undertaken in the absence of air quality standards.</u></p>	SoCG meeting with HCC <u>20.07. July 2023 and 22.11.23</u>	Ongoing

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		The Applicant's position on UFP monitoring is that it will not be undertaken as there are no legislated air quality standards.			
HCC66	Short term air quality effects, monitoring and mitigation	<p>The Applicant acknowledges that HCC 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><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>	The Applicant will continue to liaise with HCC regarding short term effects to air quality from airport (airside and traffic related) activity.	SoCG meeting with HCC 31 <u>July.07. 2023</u> <u>and 22.11.23</u>	Ongoing
HCC67	Emissions of pollutants	The Applicant acknowledges that HCC has requested further discussion regarding use of	The Applicant will continue to liaise with HCC regarding use of emissions inventories for air	SoCG meeting with HCC 31 <u>July.07. 2023</u> <u>and 22.11.23</u>	Ongoing

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	from airport sources	<p>emissions inventories as a measure to control and review emissions of pollutants from airport sources. The Applicant will continue to liaise with HCC on this matter.</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>	quality from airport (airside and traffic related) activity.		
HCC68	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	HCC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with HCC 31. 07. July 2023	Agreed

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		meetings and the SoCG meeting with HCC.			
Landscape and Visual Impacts					
HCC69	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.	HCC agree with the methodology used for the LVIA.	LVIA TWG meetings on 3.03. March 2020 , 20 April .04.2020 , 7.10-October. 2020 , 9 December12r. 2020 , 24.03. March 2021 , 16.09. September 2021 , and 7.06. June 2022 <u>and 30.10.2023</u> <u>Meeting on 30 October 2023</u>	Agreed
HCC70	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.	HCC is satisfied that they have been adequately engaged with regarding the LVIA, through the LVIA TWG meetings.	TWG meetings during 2020 to 2023	Agreed
HCC71	LVIA effects and mitigation	The Applicant considers that the LVIA identifies all significant landscape and visual effects and	HCC request clarification in relation to the aesthetic and perceptual qualities contributing to landscape	<u>Meetings on 6-October6.10 .2023 and 30-October10 .2023</u>	Ongoing

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		proposed mitigation measures for these effects.	character and of landscape effects on the Chilterns Area of Outstanding Natural Beauty (AONB)		
HCC72	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] <u>and as part of the AONB Special Qualities Assessment prepared by the Applicant.</u>	HCC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects.	Meeting on 30.10. October 2023 LVIA TWG meetings on 20 April 2020 and 9 December 2020	Ongoing
HCC73	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	HCC agree with the methodology and residential properties considered within the RVAA and its conclusions.	LVIA TWG meeting on 3 March <u>03.2020</u>	Agreed

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		Residential Visual Amenity Threshold.			
HCC74	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-102 REP4-037] and information regarding the direction and area covered is recorded beneath each of the viewpoint photographs included in Appendix 14.6 of the ES [AS-088 – AS-095]..	HCC agree with the presentation of information on the viewpoint photograph sheets.	LVIA TWG meeting on 7. 06. June-2022 <u>and 30.10.23.</u> <u>Meeting on 30 October 2023</u>	Agreed
HCC75	Assessment years and viewpoints portrayed in photomontages	The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of this ES [AS-037 REP3-009 – REP3-013AS-041] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development. The photomontages have been produced from viewpoint	HCC agree with the viewpoint locations portrayed in the photomontages.	LVIA TWG meetings on 3. 03. March-2020, <u>and 7. -October</u> <u>10. 2020 and 30.10.2023</u> <u>Meeting on 30 October 2023</u>	Agreed

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		locations mapped on Figure 14.8 of this ES [APP-106]. .			
HCC76	Growth rates for proposed planting as set out Section 14.8 of the ES	The Applicant outlines a range of growth rates for proposed planting in Section 14.8 of the ES and summarised below: <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 estimated height of 2-3.5m after 8 years, 4-5.5m after 15 years, 6-7.5m after 20 	HCC agree with the growth rates for proposed planting outlined by the Applicant.	LVIA TWG meetings on 4 and 5 02. February 2020 and 7 06. June 2022 and on <u>30.10.2023</u> <u>Meeting on 30 October 2023</u>	Agreed

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		<p>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. 			
HCC77	Strategic Landscape Masterplan (SLMP)	The Applicant shared the SLMP [APP-172] with the Host Authorities in December 2022.	The current proposals within the SLMP [APP-172] SLMP are considered to be constructive in providing a positive impact on the local environment with regards to biodiversity.	Agreed via email on 30.01. January 2023	Agreed

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HCC78	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan aligns with the SLMP [APP-172] SLMP and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	HCC agrees that the outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the SLMP [APP-172] SLMP . There is no reason why this cannot be achieved.	TWG meetings in pre-application phase attended by HCC officers (see Appendix 1 of this document)	Agreed
HCC79	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with HCC as the open space and landscape proposals evolve over the course of examination and during the detailed design stage, following approval of the DCO, if approved.	HCC 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 30.10.23	Ongoing
Open space					
HCC80	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	HCC 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	30.10.23 To be discussed at topic specific meeting	Ongoing

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		<p>stakeholders. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future. Further detail on the future management of Wigmore Valley Park, along with details of how the habitats will be created and managed, is included within the Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029].</p> <p><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 HCC as the open space and landscape proposals evolve over the course of examination and during <u>the</u> detailed design stage,</u></p>	<p>on the replacement open space, and detail on how the proposed structures on Wigmore Valley Park fit within the <u>the SLMP [APP-172],SLMP.</u></p>		

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		following approval of the DCO, if approved.			
HCC81	Planning permissions to provide enhanced facilities	<p>This is noted by the Applicant and was considered during the development of the <u>SLMP [APP-172]</u>, which 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 are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed Development [REP4-073].</u></p>	HCC welcome that the Applicant has secured planning permission to provide enhanced facilities, and requests that consideration is given to how these proposals link with the layout and design of the wider SLMP area.	To be discussed at topic specific meeting <u>Meeting on 30.10.23</u>	Ongoing

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Noise policy, legislation and guidance					
HCC82	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.	HCC agrees these documents to be appropriate.	Relevant representations	Agreed
HCC83	Compliance with aviation noise policy including the objective in the Aviation Policy Framework	The Planning Statement [APP-194REP5-016] sets out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework <i>“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”</i> . The Government’s current Overarching aviation noise policy statement was published after the DCO application and is therefore	HCC’s <u>summary position is set out in post hearing submission [REP3-094]</u> has received this paper and it is being reviewed. Principal Areas of Disagreement Summary Statements (PADSS) [AS-057] PADSS identifies concern that policy assessment is not compliant with aviation noise policy.	Relevant representations	<u>Ongoing</u> <u>of agreed</u>

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		not referenced in the application documents. The Proposed Development's compliance with the new policy statement has been set out in Commentary on the Overarching Aviation Noise Policy Statement [REP1-012] .			
Noise assessment methodology – modelling assessment and criteria					
HCC84	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	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <p>LOAELs, SOAELs and UAELs (for defined day, evening and night time periods) used by the Applicant for the construction noise and vibration assessments are set out in Table 16.11 and Table 16.12 of Chapter 16 of the</p>	HCC 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</u> . January -2023	Agreed

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	noise and vibration assessment	Environmental Statement [APP-080REP1-003].			
HCC85	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 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</p>	HCC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.	Suono response on behalf of Host Authorities dated 16.01. January 2023	Agreed

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		<p>the Environmental Statement [APP-080REP1-003].</p>			
HCC86	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	HCC are content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours.	Suono response on behalf of Host Authorities dated 16. <u>01</u> . January -2023	Agreed
HCC87	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 16.13 of Chapter 16 of the</p>	HCC 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. <u>01</u> . January -2023	Agreed

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		<p>Environmental Statement [APP-080REP1-003].</p>			
HCC88	Methodology for the surface access noise assessment	<p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL, SOAEL and UAEL values have been set out in Table 16.16 of 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>	<p>HCC agrees with the use of CRTN methodology.</p> <p>HCC agrees with the road selection within the noise assessment.</p> <p>HCC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>HCC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>HCC agrees with the surface access noise change criteria.</p>	Suono response on behalf of Host Authorities dated 16.01. January 2023	Agreed

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HCC89	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 $L_{Ae1,16hr}$ and night time 66 dB $L_{Aeq,8hr}$. (Table 16.16 of Chapter 16 of the Environmental Statement [APP-080REP1-003]).</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, and has been accepted as appropriate in the DCO decision for the A14 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>	<p><u>HCC consider that the daytime UAEL for surface access noise should be 71 dB $L_{Aeq,16hr}$ consistent with the Heathrow Airport PEIR.</u></p> <p><u>HCC 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 is being reviewed by HCC.</u></p>	Suono response on behalf of Host Authorities dated 16.01. January 2023	<u>Ongoing</u> <u>Not agreed</u>

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HCC90	Validation of the surface access noise model	<p>The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and a robust quality assurance procedure for checking the model input data. Differences between the model outputs and spot check measurements are explained in paragraph 16.7.14 of 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 may have atypical traffic volumes and speed than the annual average data.</p>	<p><u>HCC agree with the approach taken and validation of the surface access noise modelling.</u></p> <p>Further information is being reviewed by HCC</p>	Relevant representations	<u>Ongoing</u> <u>Agreed</u>

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		Further information has been provided in a document submitted at Deadline 2, Surface Access Noise Modelling – Additional Information [TR020001/APP/8.41]			
Noise assessment methodology – determining significance					
HCC91	2019 Actuals baseline	<p>Forecast noise exposure with the development is compared to the future baseline and also to the 'current baseline' which is considered to be the actual noise levels in 2019, in line with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as “a description of the relevant aspects of the current state of the environment” in Schedule 4, paragraph 3).</p> <p>However, a sensitivity test using a '2019 Consented' baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to reach a modelled noise impact that would</p>	HCC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead.	Suono response on behalf of Host Authorities dated 16. <u>01.</u> January -2023	Not agreed

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		<p>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>			
HCC92	Use of a future baseline	<p>The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and therefore demonstrates a scenario where the airport is operating within its consented noise limits.</p> <p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p>	HCC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.	Suono response on behalf of Host Authorities dated 16 <u>01</u> January 2023	Agreed

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		<ul style="list-style-type: none"> Daytime 57 dB LAeq,16h noise contour – 19.4 km². Night-time 48 dB LAeq,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 LAeq,16h noise contour – 15.2 km². <p>Night-time 48 dB LAeq,8h noise contour – 31.6 km².</p>			
HCC93	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>HCC_ acknowledge that the ambient noise monitoring data would not directly influence the assessment of noise effects. A fully quantified noise environment would have allowed for a greater level of explanation and context to be given when discussing the noise effects, but this is not possible with the presented results. do not consider that the noise monitoring data is sufficient to fully characterise the existing noise environment have queried whether noise monitoring data is</p>	<p><u>Meeting with Suono on behalf of the Local Authorities 18.10.21.11.2023</u></p> <p>Relevant representations</p>	<p>Agreed On going Not agreed</p>

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			sufficient to fully characterise the existing noise environment		
Noise mitigation					
HCC94	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] .	HCC 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
HCC95	Noise Controls Night time quota period movement limit being retained	As noted in the Comparison of Consented and Proposed Operational Noise Controls [REP5-014] , the following noise controls will be included in the DCO: - extant <ul style="list-style-type: none"> - <u>Noise Envelope, including noise contour area limits and thresholds</u> - <u>Movement Limit of 9,650 in during the night quota period (23:30 – 06:00) will be secured through Requirement 276 of the Draft Development</u> 	HCC agrees with the <u>inclusion of these controls</u> . night time quota period movement limit being retained	<u>Meeting with Suono response on behalf of Host Authorities dated 16.01.21.11..2023 16 January 2023</u>	Agreed

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		<p><u>Consent Order [REP4-050AS-067].</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>			
HCC96	Noise indicators	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dBL _{Aeq,16h} and 48dBL _{Aeq,8h} noise contour areas).	HCC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report	Agreed
HCC98	Single noise indicator in the Noise Envelope	<p>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</p>	<p>HCC disagrees with the use of a single noise indicator in the Noise Envelope and consider that other existing control measures should be maintained.</p>	NEDG Final Report	Not agreed

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		<p>communicate airport noise to different audiences, provide a wider indication of noise performance indicators and hence provide noise management targets but these do not form GCG Limits. The primary indicators used for day and night time Limits are in line with CAA guidance.</p>	<p>HCC disagree with the use of a single noise indicator in the Noise Envelope</p>		
<p>HCC97</p>	<p>Formal review period of five years embedded in the Noise Envelope.</p>	<p>The Applicant has proposed a formal review period of five years embedded in the Noise Envelope.</p> <p>The proposed Noise Envelope has been updated to clarify that a 'material change' (either the ICAO publishing a new 'noise chapter' or the approval of an Airspace Change Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying whether noise Limits can be reduced and noise benefits can be shared with the community.</p>	<p>HCC 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>HCC 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>	<p>NEDG Final Report</p>	<p>Agreed</p>

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HCC98	<p><u>Effectiveness of Noise Envelope</u></p>	<p>Appendix 16.2 of the ES [APP-114REP4-023] 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 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</p>	<p>NHDC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning (both of which are proposed), Luton Airport may be able to manage noise so as not to need to reduce capacity. Sensible Local Rules, possibly implemented 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. HGC is not satisfied that the Noise Envelope would be effective in controlling breaches of a noise Limit.</p> <p>HGC has received the document Noise Envelope – improvements and worked example [REP2-032] and is reviewing its contents.</p>	<p><u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> <u>Relevant representations</u></p>	<p><u>Agreed On going</u></p>

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		<p>and to effectively prevent breaches from occurring.</p> <p>Appendix 16.2 Operational Noise Management (Explanatory Note) of the Environmental Statement [APP-114REP4-023] 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-124REP5-014] 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>			

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		<p>management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [TR020001/APP/8.36 REP2-032].</p>			
<u>HCC99</u>	<p><u>Status of the current planning permission noise conditions</u> <u>Status of the current planning permission noise conditions</u></p>	<p><u>As set out in the Comparison of consented and proposed operational noise controls [REP5-014], 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 [APP-218] and the Fixed Plant Noise Management Plan [REP4-</u></p>	<p><u>HCC 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>HCC are concerned that all the current planning conditions are not carried forward within the DCO and therefore there is less certainty for the surrounding</u></p>	<p><u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> <u>To be discussed through topic specific meetings</u></p>	<p><u>Ongoing</u></p>

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		<p>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.</p> <p>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.</p> <p>In addition, the vast majority of the noise controls in the current consent will be secured in the DCO. 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]</p> <p>As set out in the Comparison of consented and proposed operational noise controls [AS-121], the current planning</p>	<p>communities that they will not be exposed to increases in noise.</p>		

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		<p>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-218] and the Fixed Plant Noise Management Plan [APP-112]. In essence, these noise commitments define the noise environmental outcomes to be achieved, or bettered, rather than pre-defining the specific mitigation mechanisms employed to achieve the outcomes. As a result, many of the individual and specific mitigation mechanisms 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>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>			

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		<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>HCC100 NEW1</p>	<p><u>Construction Vibration Thresholds in CoCPSOAE1 s</u></p>	<p><u>The Code of Construction Practice (CoCP) [REP4-011]</u> identifies thresholds (Table 14.2) has been updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and identifies thresholds maintain consistent (Table 14.2) thresholds with <u>Chapter 16 of the Environmental Statement [REP1-003]</u>. 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. <u>The Code of Construction Practice (CoCP) [APP-049]</u> identifies thresholds (Table 14.2) differing depending on the</p>	<p><u>HCC 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 On going</u></p>

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		<p>duration of the works and whether advance notification has been provided to residents/occupants. This approach is consistent with that set out in BS5228-2:2009 +A1 2014.</p>			
<p><u>HCC101</u> <u>NEW2</u></p>	<p>Fixed Plant Noise Limits</p>	<p>The Code of Construction Practice (CoCP) [REP4-011] 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. Following discussions with the Host Authorities, the applicant/Applicant has agreed that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan (APP-112REP4-025) be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the objective that the rating level L_A,T_r of fixed plant under normal operation at</p>	<p>HCC agree that this is an appropriate criterion for fixed plant noise.</p>	<p>Meeting between applicantApplicant and Suono 18./10./2023</p>	<p>Agreed</p>

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		<p>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>			
<p>HCC102 NEW3</p>	<p>Control of noise and vibration from impact piling</p>	<p>Following discussions with the Host Authorities, the Applicant has agreed that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan [APP-112REP4-025] be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the 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 (LA90,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]Following discussions with the Host Authorities, the Applicant proposes to include the following text in the Code of Construction Practice:</p>	<p>HCC agrees with this inclusion</p>	<p>Meeting between applicantApplicant and Suono 18./10./2023</p>	<p>Agreed</p>

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		<p>“No impact piling shall commence until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to control noise and vibration and measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted and approved as part of the Section 61 process. Any piling must be undertaken in accordance with the terms of the approved piling method statement.”</p>			
<u>HCC103</u>	<u>GCG Thresholds and Limits – Noise</u>	<p><u>The Applicant considers that the principle of aligning noise Limits and Thresholds within the GCG Framework [REP3-017REP5-022APP-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></p>	<p><u>HCC considers that noise Limits should be to be set by reference to the Core Planning Case.</u></p>	<p><u>Meeting with Suono 18.10.2023</u></p>	<p><u>Not agreed</u></p>

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Local communities					
HCC104	Quantitative assessment of health outcomes associated with aircraft noise	<p>The Applicant considers that the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078], is robust and has been undertaken applying an 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>	HCC to confirm its position on the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [AS-078] .	<p>To be discussed at topic specific meeting</p> <p><u>Ongoing dialogue via email (16.11.2023). HCC awaiting advice from noise consultants.</u></p>	Ongoing
<u>HCC105</u> <u>7</u>	<u>Health and Communities</u>	<u>The Environmental Statement (ES) at Chapter 13 Health and Community [APP-039AS-078]</u>	<u>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing</u>	<u>Ongoing discussion via email (16.11.23). Clarification requested from HCC on the</u>	<u>Ongoing</u>

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		<p><u>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 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</u></p>	<p><u>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.</u></p>	<p><u>operational effects requiring further mitigation.</u></p>	

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		<u>Community [APP-039AS-078] of the ES.</u>			
<u>HCC106</u>	<u>Consideration of vulnerable population groups</u>	<u>The Applicant considers the datasets used in the health baseline to be appropriate and proportionate.</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 proportionate approach in their reporting.</u>	<u>Agreed at meeting on 09/11/23.</u>	<u>Agreed</u>
Soils and geology					
<u>HCC102</u>	<u>EIA methodology, specifically the magnitude, probability, duration, reversibility and significance of impacts</u>	<u>The Applicant considers the magnitude, probability, duration (temporary and permanent), reversibility and significance of impacts have been suitably assessed in accordance with guidance and these are reported in the assessment text in Section 17.9 of Chapter 17 Soils and Geology of the ES [APP-043]. <u>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB)</u></u>	<u>HCC 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.</u>	<u>To be discussed at topic specific meeting</u>	<u>Ongoing</u>

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		Guidance, which has since been superseded by new National Highways guidance.			
HCC103	Study area and Zone of Influence (ZOI) for the soils and geology assessment	The Applicant amended the study area for the ES, in line with the Planning Inspectorate's comments on the Scoping Report 2019. This was acknowledged and accepted by the Host Authorities at the Soils and geology TWG meeting on 26 July 2021. The study area and ZOI are reported in Section 17.3 of Chapter 17 Soils and Geology of the ES [APP-043].	HCC agree with the study area and ZOI for the soils and geology assessment.	Soils and Geology TWG meeting on 26 July 2021	Agreed
HCC104	Outline Remediation Strategy (ORS)	The Applicant considers the ORS, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125], to be comprehensive and addresses the potential and relevant pollutant linkages as identified in the conceptual site model which might be formed from construction works on the former Eaton Green Landfill. The document has been completed	HCC to confirm its position on the ORS, provided as Appendix 17.5 to Chapter 17 of the ES [APP-125]	To be discussed at topic specific meeting	Ongoing

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		<p>to current guidance on addressing risks from land contamination.</p>			
<p>HCC105</p>	<p>Inclusion of a geological watching brief relating to the excavation of chalk to the east of the airport</p>	<p>In response to the planning inspectorate's Scoping Opinion Report 2019 the Applicant has included a watching brief for the potential features of geological interest relating to the excavation of chalk to the east of the airport in Section 17.3 and Section 17.8 of Chapter 17 Soils and Geology of the ES [APP-043]. This is also included in the Code of Construction Practice (CoCP) in Appendix 4.2 of the ES [APP-049]. The CoCP is secured by Requirement 8 of the Draft DCO [AS-067].</p> <p>The Applicant does not consider it appropriate to include groundwater flood risk and monitoring of water related features in the geological watching brief. The information on groundwater flood risk and monitoring of water related</p>	<p>HCC 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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		<p>features is contained within Chapter 20 Water Resources of the ES [AS-031], the Code of Construction Practice Appendix 4.2 of the ES [APP-049], and Drainage Design Statement, Appendix 20.4 of the ES [APP-137].</p>			
HCC106	Mitigation of potential gas migration	<p>The Applicant considers feasible options to control the potential for off-site gas migration have been identified and described in the ES Chapter 17 [APP-125] and accompanying appendices. The options and the timing of their installation are described in the ORS, Appendix 17.5 of Chapter 17 of the ES [APP-125] and in Section 17.8 embedded mitigation section of Chapter 17 Soils and Geology of the ES. Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of the gas control will be determined as</p>	<p>HCC request feasible options with regards to gas mitigation measures in regard to potential for off-site mitigation, and request details covering the means to secure these and when they will be incorporated into construction. Also query whether the gas monitoring frequency is sufficient due to the character of the landfill changing quickly once construction commences.</p>	To be discussed at topic specific meeting	Ongoing

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		<p>part of the Detailed Remediation Strategy to be produced by the lead contractor post DCO. This is secured by Requirement 17 of the Draft DCO [AS-067]. The remediation strategy is to be approved by the local planning authority after consultation with the Environment Agency.</p> <p>The Applicant acknowledges the character of the landfill will change once construction commences. The gas monitoring programme for pre, during and post construction phases will be developed by the lead contractor post DCO to address this issue. The frequency of the monitoring is expected to reflect the potential for the gas regime in the landfill to be subject to rapid change as a result of construction works. This proposal is described in the ORS included as Appendix 17.5 of Chapter 17 of the ES [APP-125].</p>			

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		<p>Consultation with the Environment Agency for the Environmental Permit will also require agreement on the monitoring programme which will form part of the permit conditions. This will secure an appropriate monitoring frequency.</p> <p>The Applicant considers the gas monitoring programme developed post DCO and secured as described will address the likely changes in the gas regime due to construction works and ensure appropriate control measures are in place.</p>			
Biodiversity					
HCC107	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 sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of	HCC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	TWGs in the pre-application phase of the project which HCC staff attended (see Appendix 1)	Agreed

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		the surveys and their conclusions. The scope and results of the baseline survey work was discussed and shared with HCC throughout the pre-application phase of the DCO process.			
HCC108	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] .	HCC agrees with the Applicant's position on the proposals for a minimum of 10% BNG as set out in the Biodiversity Net Gain Report [APP-067] .	TWGs in the pre-application phase of the project which HCC staff attended (see Appendix 1)	Agreed
HCC109	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. 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.	HCC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.	TWGs in the pre-application phase of the project which HCC staff attended (see Appendix 1)	Agreed

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HCC110	Sites of ecological value	The Applicant's engagement with HCC on the topic of biodiversity has ensured accurate information about sites of ecological value is considered in the biodiversity assessment.	HCC agrees that the Applicant's engagement was adequate in this regard.	TWGs in the pre-application phase of the project which HCC staff attended.	Agreed
HCC111	Magnitude of effects	The Applicant has correctly described the magnitude of effects within Chapter 5 Approach to the assessment of the ES [AS-075] as referenced.	HCC agrees that the magnitude of effects is adequately addressed in Chapter 5 Approach to the assessment of the ES [AS-075] , as referenced.	HCC's individual 2022 Statutory Consultation response	Agreed
HCC112	Biodiversity data collection	The Applicant considers that the biodiversity data collected for the project is adequate to inform the impact assessment for the Proposed Development.	HCC is satisfied with the data collected over a number of years on the airport site and consider this sufficient to inform the Proposed Development.	HCC's individual 2022 Statutory Consultation response	Agreed
HCC113	Baseline Ecological Assessment and ecological surveys	The Applicant considers that the biodiversity data collected for the project is adequate to provide a thorough understanding of the site, inform the impact assessment including identification of important	HCC is satisfied that the Baseline Ecological Assessment and ecological surveys provide a comprehensive understanding of the site, identify its most important assets, and provide a	HCC's individual 2022 Statutory Consultation response	Agreed

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		assets, and to guide design of Biodiversity Net Gain measures and associated management.	sound basis for Biodiversity Net Gain and future site management requirements, opportunities, and considerations.		
HCC114	Proposed planting	<p>As proposed planting will take several years to fully establish, a phased removal of existing vegetation is proposed, and the vast majority of proposed landscape mitigation will be delivered at the start of construction.</p> <p>The Landscape Mitigation Establishment Schedule in Appendix 14.10 of the ES supports the overall LVIA and details when all elements of the proposed landscape mitigation planting scheme will be delivered. As detailed in this schedule, there is significant planting and translocation of existing plants in the initial period.</p>	<p>Advanced planting is fully supported by HCC in principle, and HCC notes that any early interventions need to be coordinated as part of an overarching strategic landscape masterplan.</p> <p>HCC agrees that the Landscape Mitigation Establishment Schedule in Appendix 14.10 of the ES supports the overall LVIA as stated.</p>	HCC's individual 2022 Statutory Consultation response	Agreed
HCC115	Residual Impacts for biodiversity	The Applicant's residual impacts on biodiversity features <u>isare</u> accurately presented.	Hertfordshire County Council agrees that the Applicant's residual impacts on biodiversity	TWGs in the pre-application phase of the project which HCC staff attended (see	Agreed

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			features is are accurately presented.	Appendix 1). Biodiversity meeting 2.8.23 with HCC officers.	
HCC116	Scope and scale of mitigation for biodiversity	The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	Hertfordshire County Council agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	TWGs in the pre-application phase of the project which HCC staff attended (see Appendix 1). Biodiversity meeting 2.8.23 with HCC officers.	Agreed
Cultural Heritage					
HCC118	Cultural Heritage Management Plan (CHMP)	The Applicant has prepared a CHMP which includes a comprehensive and appropriate set of mitigation measures for cultural heritage.	HCC is satisfied with the CHMP and acknowledges that it covers a wide range of archaeological mitigation. HCC is satisfied with the inclusion of the following additional sections to the CHMP: Site Specific Written Scheme of Investigation (SSWSI) content requirements, Outline Public Outreach Strategy, Air Quality monitoring at Someries Castle, and Deliverables.	Email from HCC Archaeologist on 25. .11. November 2022	Agreed

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HCC119	Study area for non-designated heritage assets	The Applicant proposes a 1km study area for non-designated heritage assets.	HCC agree with the 1km study area for non-designated heritage assets.	Agreed during pre-application engagement	Agreed
HCC120	Written Scheme of Investigation (WSI) scope and methodology for trial trenching	The WSI scope and methodology for trial trenching and trial trench evaluation was undertaken to inform the ES.	HCC agree with the WSI scope and methodology for trial trenching and trial trench evaluation undertaken to inform the ES.	Agreed via email from HCC Archaeologist 1. 07. July-2022	Agreed HCC115
HCC121	Archaeological mitigation works	The Applicant proposes archaeological mitigation works to be carried out in advance of construction activities in accordance with CHMP.	HCC agree that the majority of archaeological mitigation works would be carried out in advance of construction activities in accordance with CHMP.	Agreed via email from HCC Archaeologist 8. 12. December-2022	Agreed
HCC122	Heritage assets	The Applicant considers it is correct to scope out heritage assets from the ES [AS-077] where they are located outside of the Site and where they would not be physically impacted by the Proposed Development. Heritage	Appendix 10.2 Cultural Heritage Gazetteer: the gazetteer states that there are no physical impacts to non-designated above ground assets, so these are then scoped out. The settings impacts to non-	To be discussed <u>Confirmed Strategy agreed</u> at topic specific meeting <u>13.09. September 2023</u>	Ongoing <u>Agreed</u>

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		<p>assets (designated or non-designated) with the potential for change to their setting that could affect their heritage value are included in the assessment. It is recognised that the majority of heritage assets would experience little change to their setting that would affect their heritage value.</p> <p>As agreed with the authority, the Cultural Heritage Gazetteer [APP-073] has been updated <u>and submitted at D4</u> to include the assessment of impact to setting of non-designated assets and to better articulate the rationale for scoping out.</p>	<p>designated assets should be considered. As per the National Planning Policy Framework (NPPF) para 203: 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.' The Applicant should assess the setting of non-designated assets.</p> <p><u>HCC have agreed that the Cultural Heritage Gazetteer [APP-073] is to be updated (submitted at Deadline 4) to set out the assessment of impact to setting of non-designated assets and the rationale for scoping out assets.</u></p> <p><u>HCC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. HCC have confirmed agreement of the updated gazetteer via email on 20 November 2023.</u></p>	<p><u>Updated gazetteer agreed via email 20.11.2023.</u></p>	

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HCC123	Historic Hedgerows	<p>The impact on historic hedgerows as part of the historic landscape has been assessed in the ES [AS-077].</p> <p>The Desk Based Assessment (DBA) [APP-072] reports on the historical loss of hedgerows and how this has affected the character of the historic landscape. The ES [AS-077] reports that the historic landscape has limited heritage value and is not sensitive to change. The assessment of impact of partial hedgerow loss is assessed to result in a negligible effect in the ES.</p> <p><u>This rationale was discussed with HCC at topic specific meeting held 13 September 2023.</u></p>	<p>It is unclear if an assessment has been made of historic hedgerows (please see Legislation, Policy and Guidance). Confirmation that no assessment of historic hedgerows is required or an assessment of historic hedgerows if required.</p> <p><u>HCC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. HCC have confirmed agreement via email on 20 November 2023.</u></p>	<p><u>Confirmed Agreed at topic specific meeting 13.09. September 2023 To be discussed at topic specific meeting</u></p> <p><u>Confirmed via email 20.11.2023.</u></p>	Ongoing Ongoing Agreed
HCC124	Wirelines and block forms for visual representation	<p>The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development. Updated Accurate Visual Representations (AVRs) [AS-</p>	<p>Appendix 14.7 of the ES includes ES includes wirelines for some views and block forms for others. It is considered that block forms should have been used throughout. The Applicant should</p>	<p><u>Confirmed Agreed at topic specific meeting 13.09. September 2023 To be discussed at topic specific meeting</u></p>	Ongoing Agreed

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		<p>141REP3-010 to AS-145REP3-014 have been produced for the Proposed Development and these were submitted in response to a Rule 9 request from the Examining Authority (i.e. after Chapter 10 Cultural Heritage of the ES [AS-077] was submitted).</p> <p>Wirelines have been utilised for longer distance views to demonstrate how the proposals sit within the landscape. The Applicant's Landscape advisers considered block form and determined that block colour would only reveal a small component of the proposals and therefore wirelines were sufficient.</p>	<p>consider providing block forms where wirelines have been provided.</p> <p><u>HCC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. HCC have confirmed agreement of the updated AVRs via email on 20 November 2023.</u></p>	<p><u>Updated ARVs agreed via email 20.11.2023.</u></p>	
HCC125	Heritage assessments and the NPPF	<p>The ES Chapter 10 [AS-077] reports on the likely significant effects to cultural heritage resulting from the Proposed Development, in accordance with the requirements of the Infrastructure Planning (EIA) Regulations 2017.</p>	<p>Although the NPPF is mentioned in the reports, at no point is there is an assessment in NPPF terms (e.g. no harm, less than substantial harm, substantial harm, etc).</p>	<p><u>Confirmed Agreed at topic specific meeting 13.09. September 2023 To be discussed at topic specific meeting</u></p> <p><u>Updated gazetteer agreed via email 20.11.2023</u></p>	<p><u>Ongoing Agreed</u></p>

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		<p>A separate Heritage Statement is provided as Appendix D of the Planning Statement [APP-198] that considers potential harm to heritage assets in accordance with the NPPF. This is to enable the planning balance to be undertaken in weighing harm against public benefit.</p> <p>While there is no direct correlation between the significance of effect in EIA terms and the degree of harm referenced in national planning policy, it is acknowledged that those assets which are identified as experiencing a significant adverse effect are more likely to experience substantial harm. Appendix D of the Planning Statement [APP-198], therefore, only provides further assessment of those heritage assets where significant effects have been identified in order to understand where on the harm spectrum this impact falls.</p> <p><u>Further to the statement of harm in the Planning Statement, the</u></p>	<p><u>HCC have agreed that the Cultural Heritage Gazetteer [APP-073] will be updated (submitted at Deadline 4) to include the assessment of impact and assessment of harm.</u></p> <p><u>HCC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. HCC have confirmed agreement of the updated gazetteer via email on 20 November 2023.</u></p>		

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		<p><u>Applicant has agreed with the Archaeologist for HCC that the Cultural Heritage Gazetteer [APP-073] will be updated (to be submitted at Deadline 4) to include the assessment of impact and assessment of harm. The Gazetteer has been updated and submitted at D4.</u></p>			
HCC126	Roman building (HER ref. 7358)	<p>The Applicant considers the results of the impact assessment to be accurate and robust. The results of the archaeological evaluation [APP-078REP4-022] confirmed that the possible Roman building (HER ref. 7358) is not located in the area of the proposed access road and fuel pipeline connection. The impact assessment is based on this evidence and states correctly that there would not be an impact to the asset arising from development in this part of the Application Site. <u>The CHMP [APP-077REP4-020] has been updated to clarify the extent of potential</u></p>	<p>The ES Chapter has not sufficiently established whether the possible Roman building (HER ref. 7358) is present within the Proposed Development Site or not, and the potential adverse environmental effect is unreported. The Applicant should establish with greater certainty whether the asset is within the site or not. The Applicant should carry out further trial trench evaluation in the eastern part of phase 2 area 4.</p> <p><u>HCC have agreed that the CHMP [APP-077REP4-020] will be updated (submitted at Deadline 4) to include the extent of potential</u></p>	<p>Agreed at topic specific meeting 3.08.August2023</p> <p><u>Updated CHMP agreed via email on 27.10.October2023</u></p>	<u>Ongoing</u> <u>Agreed</u>

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		<p><u>impact as agreed with the Archaeologist for HCC.</u></p> <p>The CHMP [APP-077REP4-020] sets out measures for further archaeological investigation and mitigation and will be<u>has also been</u> updated, <u>at the request of the Archaeologist for HCC</u>, to include provision for preservation in situ, where this option is feasible and warranted, and has been agreed with the Archaeologist for HCC.</p>	<p><u>impact, and the agreed further archaeological investigation and mitigation strategies.</u></p> <p><u>HCC have confirmed agreement of the updated CHMP via email on 27 October 2023 [REP4-020].-</u></p>		
HCC127	Construction phase impacts on possible buried remains associated with Winch Hill Farm	<p>The Applicant considers the results of the impact assessment to be accurate and robust.</p> <p>Winch Hill Farmhouse and foundations were demolished following listed building consent by North Hertfordshire District Council (18/03263/LBC) on 8 March 2019. Sub-surface remains associated with the farmhouse are unlikely to be present and Section 4.2 of the ES [AS-077] confirms</p>	<p>The ES Chapter has not reported the potential adverse environmental effect arising from construction phase impacts on possible buried remains associated with Winch Hill Farm, a 17th century farmstead with medieval origins (HER 11016).</p> <p><u>HCC have agreed the Applicant's position at topic specific meeting held 3 August 2023.</u></p>	Agreed at topic specific meeting <u>3.08. August 2023</u>	Agreed

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		<p>that the asset is not included in the impact assessment.</p> <p>In the unlikely event that remains associated with the medieval farmstead are present, they are likely to have been disturbed and their value impacted by the later farmhouse and trees that occupy the site. As such, any remains would likely be of low or very low heritage value and significant effects from the Proposed Development are not anticipated.</p> <p>Should unexpected archaeological remains be present, the CHMP [APP-077REP4-020] includes a process for ensuring that any remains would be protected until the local planning archaeologist has confirmed their value and whether they warrant further investigation.</p>			
HCC128	Possible previously unrecorded	The Applicant considers the results of the impact assessment to be accurate and robust. The ES includes the assessment of heritage assets as identified	The ES Chapter has not reported on the environmental effects of the Proposed Development in respect of the potential for possible, previously unrecorded	Agreed at topic specific meeting 3. 08. August 2023	<u>Ongoing</u> <u>Agreed</u>

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	archaeological remains	<p>through extensive baseline research and through ongoing consultation with heritage stakeholders. The evidence from the archaeological evaluation carried out to date ([APP-076REP4-019] and [APP-078REP4-022]) suggests potential for impacts to previously unrecorded archaeological remains is low.</p> <p>The CHMP [APP-077REP4-020] acknowledges that additional trial trench evaluation may identify previously unrecorded archaeological remains that may be impacted by the Proposed Development. These impacts may result in significant effects to buried archaeological remains and therefore a process for mitigating these effects is set out in the CHMP and will be carried out in accordance with a SSWSI agreed with the Archaeological Advisor for HCC.</p>	<p>archaeological remains dating from the prehistoric period onwards. In the unevaluated areas of the Proposed Development Site these could be significant. The impact on such possible, previously unrecorded archaeological remains needs to be assessed in the ES chapter and where impacts are identified, a suitable mitigation strategy put in place.</p> <p>HCC have agreed the Applicant's position at topic specific meeting held 3 August 2023.</p>		

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HCC129	Further evaluation of the Proposed Development Site	The Applicant considers that the requirement for further evaluation in some parts of the Site is clearly detailed in Section 10.10 of the ES [AS-077] and is also set out and illustrated in the CHMP [APP-077REP4-020] which has been agreed with the Archaeologist for HCC.	The ES should clarify that part of the Application Site has not yet been evaluated and state this as a clear limitation. <u>HCC have agreed with the Applicant's position at topic specific meeting held 3 August 2023.</u>	Agreed at topic specific meeting <u>3.08. August-2023</u>	Agreed
HCC130	Scope of impacts related to cultural heritage	<p>The Applicant considers that the ES [APP-036AS-077] comprises a robust assessment of the likely impacts to cultural heritage assets, including archaeology.</p> <p>The impacts on heritage assets arising from the construction of the Proposed Development are detailed in Chapter 10 Cultural Heritage of the ES [AS-077].</p> <p>For clarity, the CHMP will be <u>has been updated and submitted at D4</u> to include a brief <u>description of those areas within the Order Limits</u> where no physical impact <u>from construction</u> is anticipated.</p>	<p>The ES should provide information on the nature of the development proposals that might have an archaeological impact.</p> <p><u>HCC have agreed that the CHMP [APP-077REP4-020] will be updated (submitted at Deadline 4) to include the extent of potential impact, and the agreed further archaeological investigation and mitigation strategies.</u></p> <p><u>HCC have confirmed agreement of the updated CHMP via email on 27 October 2023.</u></p>	<p>Discussed-Agreed at topic specific meeting <u>3.08. August 2023</u></p> <p><u>Updated CHMP agreed via email on 27.10. October-2023.</u></p>	Ongoing <u>Agreed</u>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
<u>HCC131</u>	<u>Setting distance</u>	For the Applicant: <u>to add some text around your position. In Appendix 10.2 Cultural Heritage Gazetteer [APP-073], the Applicant has set out rationale for those assets scoped in / out of assessment. Where some assets were scoped out, the gazetteer specified that this was where the 'setting does not extend into the site'. The Applicant explained during topic specific meeting held 13.09.23 that this has been interpreted incorrectly and does not refer to a fixed spatial extent for setting. The Applicant agreed to update the terminology for clarity and the updated Gazetteer was submitted at D4.</u>	<u>In Appendix 10.2 Cultural Heritage Gazetteer (Tracked Change Version) [REP4-018] of the Environmental Statement Chapter 10 Cultural Heritage Revision 1 [AS-077], the text has been updated around fixed distance for setting and HCC are satisfied this issue is resolved.</u>	<u>Discussed at topic specific meeting held 13.09.23.</u> <u>Updated Gazetteer agreed.</u>	<u>Agreed.</u>
Waste and Resources					
<u>HCC128</u>	<u>Assessment methodology</u>	The Applicant considers that the assessment methodology is robust. The assessment considers impact by assessment phase and also by year within each assessment phase as	HCC agrees that the assessment considers impact by assessment phase and also by year within each assessment phase.	Email from HCC on 5 July 2023 confirms no comments	Agreed

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement		Status
		<p>outlined in Table 19.41 Estimated construction material and percentage of national consumption by year and Table 19.43 Estimated construction material and percentage of regional consumption by year of Chapter 19 Waste and Resources of the ES [AS-081].</p>		<p>on the draft SOCG.</p>		
<p>HCC129</p>	<p>Assessment methodology</p>	<p>The Applicant considers that the assessment methodology is robust. As outlined in paragraph 19.7.3-19.7.4 of Chapter 19 Waste and Resources of the ES [AS-081] assessing resources use during operation of the airport is not possible since:</p> <p>a. The exact types and quantity of resource use associated with the operation of the existing airport is currently unknown, since the airport uses a wide variety of resources, in some cases hundreds of different products.</p>	<p>HCC agrees with the wording associated with scoping out of operational resources, and agrees with the scope of assessment for maintenance resources</p>	<p>Feedback provided by CBC and HCC on wording via October 2021 email correspondence with Waste TWG. Text included in PEIR 2022.</p>	<p>Agreed</p>	

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>b. Data on resource usage is not readily available from the airport operator.</p> <p>c. There is no publicly available information on the national availability of such resources, so it is not possible to set a national baseline or apply a value or sensitivity to that availability.</p> <p>Resources are used on a day-to-day basis and periodically for maintenance activities e.g., airfield maintenance. Resource use from these maintenance activities during operation is expected to be generally the same in type to that generated by the existing airport; resources would be managed using the established procedures and facilities e.g., storage areas, that are used across the airport. Larger maintenance projects e.g., if resurfacing of the airfield was required, are likely to be covered by a project specific Site Waste Management Plan (SWMP). Some data on</p>			

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>resources required to maintain the airfield have been provided by the design team and are outlined in paragraphs 19.9.22-19.9.24 of Chapter 19 Waste and Resources of the ES [AS-081].</p>			
Water Resources and Flood Risk					
HCC132	Drainage design for the airport and off-site highways	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principlesThe Design Principles [REP5-034] sets out in section 5 the drainage design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft DCO [AS-067REP5-003].</p> <p>Schedule 2 of the Draft DCO [AS-067REP5-003] also notes that <u>No part of the authorised</u></p>	<p><u>HCC accepts that the detailed design of drainage systems will be secured by Requirement 132 in Schedule 2 of the Draft DCO [REP5-003AS-067] 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</u></p>	<p>To be discussed<u>Agreed vVia email, 28.09.-September-20-23</u></p>	<p><u>OngoingAgreed</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>development may commence until for that part written details of a surface and foul water drainage plan, including means of pollution control and monitoring, have been submitted and approved in writing by the relevant planning authority following consultation with the Environment Agency, the lead local flood authority and the relevant sewerage undertaker, on matters related to its functions. <i>no part of the authorised development is to commence until for that part written details of the surface and foul water drainage plan, including means of pollution control and monitoring have been submitted and approved in writing by the relevant planning authority.</i></p>	<p>requirements. HCC to confirm position on the drainage design following further engagement with the Applicant.</p>		
HCC133	<p>Drainage Design Statement <u>Water Balance</u></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 drainage design principles to be followed at the detailed design stage. This is</p>	<p>HCC to confirm position on water use/re-use following further engagement with the Applicant. HCC has no further comment on this matter</p>	<p>Agreed vVia email; 28.09.-September 20-23 To be discussed</p>	<p>Ongoing Agreed</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>secured in Schedule 2 of the Draft DCO [REP5-003AS-067].</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the operation of 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>			
HCC134 <u>312</u>	Hydrogeological Characterisation Report	<p>The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [APP-136REP4-029] summarises the hydrogeological understanding of the site.</p> <p>The report has predicted maximum groundwater levels</p>	<p><u>HCC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft DCO [AS-067REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water</u></p>	<p><u>Via email, 28-Sep Agreed via email 23.09. September 2023 To be discussed</u></p>	<p><u>Agreed</u> <u>On going</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency's Hertfordshire Groundwater Model and monitoring network.</p> <p>The Drainage Design Statement in Appendix 20.4 of the ES [APP-137] sets out in Table 8.1 the design principles<u>The Design Principles [REP5-034] sets out in section 5 the drainage design principles</u> to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [AS-067REP5-003]). This includes item DDS.1047 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 will is to consider the impacts of groundwater mounding, to ensure that the infiltration tanks do no result in</i></p>	<p><u>regarding the discharge of foul water and polluted surface water to the public sewerage system if, during detailed design, infiltration to ground should prove unfeasible or pose unacceptable risk. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO requirements.</u>HCC 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	Hertfordshire County Council's position	Source of agreement	Status
		<p><i>groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [APP-13REP4-0359] outlines the initial assessment of the infiltration to ground from the proposed soakaways. Engagement with the Environment Agency is ongoing regarding the risks to the Principal Aquifer from any discharges to ground. Design principle DDS.48042 of the Drainage Design Statement notes that <i>'the drainage and water treatment systems will be designed so that all discharges to ground do not intentionally contain hazardous substances, as defined in WFD, and are non-polluting 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</i></p>			

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<u><i>the infiltration tanks being proposed within a SPZ3'</i></u>			
HCC135 2933	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>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 The Design Principles [REP5-034] sets out in section 5 the drainage design</p>	<p><u>HCC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft DCO [REP5-003AS-067] 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> HCC to confirm position on flood risk following further engagement with the Applicant.</p>	<p>Via email, 28 Sep 23 To be discussed <u>Agreed via email 28.09.-September-2023</u></p>	<u>Agreed On going</u>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p><u>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 capacity for climate change.</i></p>			
<p>HCC136 <u>504</u></p>	<p>Flood Risk Assessment and - Groundwater</p>	<p>The Flood Risk Assessment [AS-046REP4-038] identifies the groundwater flood risk downstream of the site as low risk, based on the attenuation of flows.</p> <p>The relevant planning authority will be consulted on the drainage design at the Main Application Site and/or Off-site Highway Interventions as secured by Schedule 2 of the Draft DCO [AS-067REP5-003].</p>	<p><u>HCC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the Draft DCO [AS-067REP5-003] 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</u></p>	<p><u>Via email, 28 Sep 23</u> Agreed via email 28.09. September 2023 To be discussed</p>	<p><u>Agreed</u> <u>On going</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
			<p><u>be appropriately managed as part of the DCO requirements.</u>HCC to confirm position on the groundwater assessments and impacts to receptors following further engagement with the Applicant.</p>		
<p>HCC137 15</p>	<p>Spatial scope for the water resources assessment</p>	<p>Chapter 20 Water Resources and Flood Risk of the ES [AS-034REP4-009] outlines the spatial scope for the water resources assessment as all water resources receptors within 1km radius of the Main Application Site. This spatial scope has been extended to identify all receptors that are hydraulically linked to the Proposed Development</p>	<p><u>HCC has no further comment on this matter.</u>HCC to confirm position on Flood Risk following further engagement with the Applicant.</p>	<p><u>Via email, 28 Sep 23</u>Agreed via email 23 September 2023<u>To be discussed</u></p>	<p><u>Agreed</u>Ongoing</p>
<p>Climate Change</p>					
<p>HCC138 727</p>	<p>Increased aircraft movements and Jet Zero</p>	<p>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</p>	<p>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%</p>	<p>To be discussed at topic specific meeting</p>	<p><u>Ongoing</u>Not agreed</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>scenario pathways. 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 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.</p>	<p>increase on current levels, which will produce an enormous increase in emissions. There is a climate emergency, and this application ignores that reality.</p>		
<p>HCC139 <u>3838</u></p>	<p>GHG emissions and the climate emergency</p>	<p>The GHG chapter of the ES [APP-038REP3-007] presents the GHG assessment of the Proposed 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</p>	<p>This growth will inevitably produce very significant increases in GHG which HCC considers to be neither "sustainable growth" nor "sustainable development". The Proposed Development, which would produce an estimated 1.3m tonnes of carbon emissions each year, seems flawed and is incompatible with the urgent</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		<p>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 Decarbonisation Plan. As such the Applicant does not believe that the application for development consent is flawed nor incompatible with Government climate policy.</p>	<p>action required to respond to the climate emergency.</p>		
<p>HCC1409</p>	<p>GHG emission boundary</p>		<p><u>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</u></p>		<p><u>Not agreed and is included in the PADSS.</u></p>

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
			<p>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 Management & Assessment (IEMA) GHG guidance.</p> <p>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.</p>		

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
<p><u>HCC1410</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 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><u>Not agreed and is included in the PADSS.</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
Cumulative Effects					
HCC142 3949	Cumulative effects search area	The Applicant has used the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	HCC have no objections to the search area of 500m with regards to the criteria and relevant applications and allocations to be accounted for in the cumulative effects assessment.	2022 Preliminary Environmental Information Report and Table 21.6 of Chapter 21 of the Environmental Statement ES [AS-032]	<u>Ongoing</u> <u>Agreed</u>
Economics and Employment					
HCC143 03540	Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development	The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the Need Case [AS-125] and the Environmental Statement Chapter 11 [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	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.	Agreed at the Economics and Employment TWG meeting on <u>19-March.03.</u> -2019	Agreed

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
		Luton and regeneration of the Borough.			
<p>HCC144 136141</p>	<p><u>Economic benefits deriving from the additional air connectivity</u>Under 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 high value economic activities to Luton and the surrounding area.</p>	<p><u>HCC 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> <u>HCC 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>HCC to confirm its view on the wider economic benefits.</p>	<p><u>Agreed via email on 05.12.23</u> For discussion at topic specific meeting.</p>	<p><u>Agreed</u>On going</p>
<p>HCC145 23742</p>	<p>Scoping out of the assessment on the impact</p>	<p>The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in</p>	<p>HCC agrees with the scoping out of the assessment on the impact</p>	<p>Agreed at Economics and Employment TWG meeting on <u>28-May.05.</u>-2019</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
	of the Proposed Development on tourism deficit	the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.	of the Proposed Development on tourism deficit.		

Table 3-3-88: Summary of ‘flightpath’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council's position	Source of agreement	Status
FLIGHTPATHS					
Use of flightpaths in assessments					
HCC14633843	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.	HCC <u>are content on the use of existing flightpaths in noise assessments</u> to confirm its position on the use of existing flightpaths in assessments.	<u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u> To be discussed at topic specific meeting	<u>Agreed</u> Ongoing

Table 3-3-99: Summary of 'design' matters with Hertfordshire County Council

ID ref	Matter	The Applicant's position	Hertfordshire County Council's position	Source of agreement	Status
DESIGN					
Hedgerows					
HCC147 3944	Hedgerow planting locations	The Applicant has proposed off-site hedgerow planting in a number of locations as part of the Proposed Development	HCC agree with the proposed off-site hedgerow planting locations.	4 and 5 <u>02. February</u> 2020, 16 <u>09. September</u> 2021 and 7 <u>06. June</u> 2022	Agreed
HCC148 505	Design Principles and Design Code	The Applicants position is as set out in Dead line 4 Hearing Actions [REP4-070] . The Applicant has engaged with HCC to discuss this position and how the Design Principles document can be refined as a live document. The Design Principles [REP5-034] [APP-225] has been updated for issued at Deadline 5. The Applicant has added a number of additional design	<u>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [APP-225].</u> <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-</u>	<u>To be discussed through topic specific meetings.</u>	Ongoing

		<p>principles to Design Principles [REP5-034] [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 [TR020001/APP/8.111REP5-043] issued at deadline 5 which explains how the principles of good design have been met through the proposals against the national and other design policy requirements.</p> <p>The Applicant considers that a more prescriptive design code would not be appropriate as set out in [REP4-70] Issue Specific Hearing 6 Action 31.</p> <p>Since Deadline 4 the Applicant has undertaken further engagement with Hertfordshire County 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</p>	<p><u>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 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>		
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		<p>Specific Hearing 8 (ISH8) [TR020001/APP/8.135] and acknowledges Action 53 from ISH8 to discuss this further. <u>The Applicant is currently setting up a meeting to discuss this for WC 11th December 2023.</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, 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</u></p>		
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intends to respond at Deadline 6 (REP5-062).

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). Refer to ~~[REP4-161]~~ Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 – AP31 suitability of **Design Principles** ~~[APP-225REP5-034]~~ which states:

~~“.....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:~~

- ~~● They are very high level;~~
- ~~● There is uncertainty about how the principles will be~~

			<p>translated into achievement of good design;</p> <ul style="list-style-type: none">• 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); <p>The lack of clarity in relation to how the development has actually taken on board national and other design policy requirements— 'there is a gap between your policies and what you've got proposed'</p>		
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Table 3-3-1010: Summary of ‘Green Controlled Growth’ matters with Hertfordshire County Council

ID ref	Matter	The Applicant’s position	Hertfordshire County Council position	Source of agreement	Status
Green Controlled Growth					
Green Controlled Growth Framework					
HCC1496 15	Principle of GCG	<u>The Applicant considers that the Green Controlled Growth Framework [REP5-022] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits.</u> The Applicant considers that the Green Controlled Growth Framework [APP-218REP5-022] 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, 4.04. April-2022	Agreed
Thresholds and Limits					
HCC1504 726	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</u>	<u>HCC’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> to	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>of the GCG Framework [REP5-022], and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact. The Applicant considers that the proposed approach of adopting Level 1 Thresholds, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [REP3-017REP5-022APP-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>confirm its position on processes relating to Thresholds and Limits (noting comments raised in relation to timings)</p>		
<p>HCC1518 37</p>	<p>GCG Thresholds and Limits</p>	<p>The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [APP-218REP5-022 REP5-022REP3-017REP5-022] with the Faster Growth sensitivity test (with the exception of Air Quality, see HCC148) is appropriate and will</p>	<p>HCDBC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case. HCC 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</p>	<p>Email received 27th September.09.2023 Email received September 2023 Draft application</p>	<p>Agreed Ongoing</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</p>	<p>will capture the worst case scenario for the four aspects of GCG.</p>	<p>documents review comments – October 2022</p>	
<p>HCC1529 48</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</u></p>	<p>HCC still have ongoing issues to confirm its position on this approach, noting queries raised through response to draft application documents in October 2022.</p> <p>Comments made through relevant representations <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 <u>Principle Areas of Disagreement Summary Statements (PADSS) [AS-057]</u> 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</u></p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>impact) to mitigating the identified impacts. Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP3-017REP5-022APP-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 believes it is unreasonable for growth to be constrained at the airport provided that it has made a proportional contribution (relative to its level of impact) to mitigating the identified impacts.</p>	<p><u>continue to engage with the Applicant on this through the SoCG process.</u></p>		

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
<p>HCC1530 459</p>	<p>GCG Thresholds and Limits - GHG</p>	<p><u>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [REP5-022] they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</u></p> <p><u>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</u>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</p> <p>To demonstrate the Applicant's commitment to delivering reductions</p>	<p>HCC to confirm position, noting queries raised through response to draft application documents in October 2022.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</p>			
<p>HCC154</p>	<p>GCG Thresholds and Limits - GHG</p>	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP5-022] 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 (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP3-017REP5-022APP-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</p>	<p>HCC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		and Aviation Strategy: Making Best Use policy.			
HCC155	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [REP3-017REP5-022APP-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] .	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>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.</u>	To be confirmed at topic specific meeting	Ongoing
HCC156	GCG Thresholds and Limits - Review	<u>The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [REP5-022], on the basis that there will be no ability</u>	HCC to confirm position, noting provisional support for this position expressed in response to draft application documents in October 2022. Discussions are ongoing and	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental Statement. The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [REP3-017REP5-022APP-218REP5-022], on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental Statement.</p>	<p>are likely to be the subject of planned meetings.</p>		
<p>Monitoring and Reporting</p>					
<p>HCC157</p>	<p>Transition Period</p>	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p>	<p><u>HCC 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 HCC considers that the</u></p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>It is proposed that the transition period will apply for air quality, greenhouse gases and surface access last for the remainder of the calendar year in which notice under Article 44(1) of the Draft Development Consent Order [REP5-003] is served. The GCG process for these environmental topics will apply in full from 1 January following the service of notice under Article 44(1) to allow monitoring to be carried out over a full calendar year for these topics.</p> <p><u>No transition period will apply for noise.</u></p>	<p><u>Applicant should commence implementation of the monitoring regimes under GCG following the grant of the DCO, prior to triggering GCG. HCC to confirm its position on proposed Transition Period.</u></p>		
HCC158	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>HCC 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</u></p>	<p><u>GBG-HCC Response to ExA Written Questions To be confirmed at topic specific meeting</u></p>	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p><u>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP5-024] submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan) from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current proposal as this would result in the Green Controlled Growth (GCG) timescales extending 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>would be appropriate. HCC consider that the GCG Framework [REP3-017REP5-022APP-218REP5-022] pays insufficient regard to the long lag time between drivers of change and outcomes being unambiguously measured.</p>		
<p>Environmental Scrutiny Group and Technical Panels</p>					

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
HCC159	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].</u></p> <p>The Applicant considers that it is appropriate to determine local authority involvement on the ESG based on those local authorities that experience a broad range of impacts as a result of the Proposed</p>	<p><u>HCC is aligned with Dacorum Borough Council in its desire to be included as part of the ESG and therefore disagrees with the extent of host authorities nominated by the Applicant to be part of the ESG. Local authority involvement is likely to be required from beyond the Host Authorities to other authorities that are impacted by the airport operations.</u></p>	<p><u>HA SoCGs – GCG Meeting, 9th October 2023. 10.2023 To be confirmed at topic specific meeting</u></p>	<p><u>DisagreeN</u> <u>ot</u> <u>Agreed</u> <u>Ong</u> <u>oing</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>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>			
<p>HCC160</p>	<p>ESG Membership</p>	<p><u>The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [REP5-024] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</u></p> <p><u>The Applicant does not consider it appropriate for it, the airport operator,</u></p>	<p><u>HCC 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. HCC to confirm its position on proposed independent members of the ESG.</u></p>	<p><u>HA SoCGs – GCG Meeting, 9th October 2023. 10.2023 To be confirmed at topic specific meeting</u></p>	<p><u>Agreed Ongoing</u></p>

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p>or airlines operating at the airport to have a role on the ESG to preserve its impartiality. The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [APP-219] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p>			
HCC161	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</u></p>	<p><u>HCC 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.</u></p> <p><u>HCC have suggested that this be redrafted to outline the requirement</u></p>	<p>To be confirmed at topic specific meeting <u>Confirmation received via email on 06.12.23</u></p>	<p>Ongoing <u>Not Agreed.</u></p>

ID ref	Matter	The Applicant’s position	Hertfordshire County Council position	Source of agreement	Status
		<p>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 [REP3-017REP5-022APP-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, 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>for local authority representatives to have the “appropriate professional qualifications” and the ability to make decisions on behalf of their respective local authority. The Host Authorities wish to participate in the ESG but it is unclear why/whether it should have to be a planning officer from planning departments, it should be for the local authorities to determine an appropriate representative.</p>		

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
HCC162	ESG - Funding	<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 HCC) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</u></p> <p><u>The Applicant also propose to fund local authority involvement with the ESG and Technical 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</u></p>	<p><u>HCC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</u></p> <p><u>HCC would like to confirm the rates that should be considered in the development of the annual cap per local authority.</u></p> <p><u>HCC would also like the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</u></p>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
		<p><u>Agreement or by way of an alternative legal agreement.</u></p> <p>The Applicant proposes to fund the chair and independent specialist on aviation that sit on the ESG, as well as the independent technical experts that sit on each Technical Panel. This is to ensure that the other organisations (including relevant Host Authorities) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</p>			
HCC163	ESG – Establishment of ESG as a Corporate Entity	The Applicant proposes to establish the ESG as a corporate entity to provide independence from the airport.	<p>HCC in principle supports the approach to establish ESG as a corporate entity.</p> <p>HCC will be seeking further legal advice before confirming this position.</p>	To be confirmed at topic specific meeting	Ongoing

~~Table 3-11: Summary of additional matters raised by Hertfordshire County Council in their Local Impact Report~~

Table 3-11: Summary of 'dDCO' matters with Hertfordshire County Council

ID-ref	Matter	The Applicant's position	Hertfordshire County Council position	Source of agreement	Status
Additional matters raised in the LIRs					
Principle of the Development (Local Impacts, Adequacy of Application/dDCO)					
HCC15660	Planning	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-218REP5-022] is a binding framework for managing the growth and operation of the airport through the coming decades within definitive environmental limits. GCG will	Hertfordshire County Council maintains its ongoing in-principle pre-submission objection: "Unless and until there is evidence to demonstrate, and mechanisms to ensure, that the Airport can grow and be operated in a responsible manner, in the spirit of the Government's aspiration for a partnership for sustainable growth set out in Aviation 2050, which contains its environmental impacts to within prescribed acceptable and agreed		

	<p>manage the effects associated with:</p> <ul style="list-style-type: none"> a. aircraft noise, via a Noise Envelope; b. air quality; c. greenhouse gas emissions (for airport operations and surface access); and d. surface access. <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-218REP5-022], 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</p>	<p>limits that are enforceable, can achieve an overall betterment in the amenity and health of the communities impacted by it —both immediate and further afield, and can adequately provide for the surface access needs required of it, the County Council has an in-principle objection to growth of the Airport. This evidence has not currently been provided as part of the application submission.”</p>		
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		<p>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 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-</p>			
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		125]), these would offset the increase in total adverse effects in the context of sustainable growth.			
HCC1576 1	Planning	<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>HCC1586 2</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 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>	<p>No engagement on the dDCO has taken place since the Application was submitted on 27 March 2023.</p>		
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Traffic and Transport and Surface Access					
HCC1596 3	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 (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	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) 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. There is a risk that the number of construction		

		<p>contractor. The lead control will set out in detail the delivery procedures in the CTMP.</p>	<p>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>		
HCC1604	<p>Constructi on Traffic Managem ent Plan</p>	<p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] shows that the majority of construction related vehicles are 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>The Councils are not yet able to confirm whether these management plans and TMWG will be sufficient to minimise 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>		
HCC1615	<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</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</p>		

		<p>Relevant Representations Part 2A of 4 [REP1-021] page 245, in response to RR-0558, RR-1119, and RR-0297.</p>	<p>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>HCC1626</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</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>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, short term measurements and emissions inventory.</u></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>		
<p>HCC1637</p>	<p>Air quality</p>	<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]</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</p>		

		<p>(item no. NHDC59) and [TR020001/APP/8.17] (item no. DBC58).</p>	<p>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 through the application process.</p>		
<p>Noise and Vibration</p>					
<p>HCC1648</p>	<p>Noise management and control mechanisms</p>	<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</p>	<p>There are no development plan policies directly relating to noise resulting from London Luton Airport. Inasmuch as the development plan seeks to</p>		

	<p>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 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</p>	<p>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</p> <p>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; • 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 		
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	<p>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 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</p>	<p>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.</p>		
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		<p>in Annex B of Appendix 16.2 of the ES [APP-111].</p>			
<p>HCC1658</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 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</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 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</p>		

	<p>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 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</p>	<p>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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~~each year to the 2019 Actuals baseline (or the 2019 Consented baseline in the sensitivity test).~~

~~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.~~

~~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 Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as “a description of the relevant aspects of the current~~

		<p>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>			
	Green Controlled Growth				
HCC1668	Green Controlled Growth – Noise	The Noise Envelope (see Green Controlled Growth Explanatory Note [APP-217REP5-020]) has been designed to improve upon	With regards to noise, the GCG Framework does not contain sufficient noise controls to be demonstrably		

	<p>the existing noise control policy and to effectively prevent breaches from occurring.</p> <p>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 management plans and noise Limit reviews.</p> <p>Further changes are now being</p>	<p>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>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>			
<p>Community and Health</p>					
<p>HCC1678</p>	<p>Health and Communities</p>	<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</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</p>	<p><u>Ongoing discussion via email (16.11.23). Clarification requested from HCC on the operational effects requiring further mitigation.</u></p>	<p><u>Ongoing</u></p>

		<p>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>recommend that additional Requirements are provided to mitigate this negative impact.</p>		
		<p>Biodiversity and Habitat Regulation Assessment (HRA)</p>			
HCC168	Biodiversity	<p>a) The Applicant considers that the issue raised regarding consistency of receptors was answered within the Applicant's Response to Relevant Representations Part 2A of 4 (Local Authorities) [REP1-</p>	<p>Notwithstanding the overall positive review, key concerns are highlighted however on:</p> <p>a) The consistency of assessment of receptors through the chapter sections</p>		

	<p>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>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</p>		
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		<p>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.</p>	<p>number of large developments in the county e.g. Panshanger, SRFI, Gilston etc.</p>		
<p>Overall Commentary on Adequacy of dDCO and Requirements</p>					
<p>HCC168</p>	<p>dDCO</p>	<p>The Applicant notes the comments made and will engage further with the Councils to understand and progress these matters.</p> <p>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</p>	<p>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.</p>		

		<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 Teste'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>The Councils fully understand the Applicant's need for certainty in terms of timing (and 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</p>		
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			<p>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 measures under article 16. 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</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</p>		

		<p>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>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, <u>for</u> the CoC be fully secured or not, <u>t</u>. The Councils require that the word ‘substantially’ is deleted.</p>		
ID ref	Matter	The Applicant’s position	Hertfordshire County Council position	Source of agreement	Status
	DRAFT DCO				
	Draft DCO				

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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

Date	Attendees	Form of correspondence	Details
			discuss terms of reference and frequency of meetings for future engagement.
18.10.18	LBC, CBC, HCC, Thames Water	Meeting – Luton Town Hall, Luton Borough Council, George Street, Luton, LU1 2BQ	Drainage meeting. Agenda: project updates, landside drainage strategy and foul water discharge.
09.11.18	HCC	Meeting	The purpose of this meeting was to discuss requirements for archaeological evaluation and geophysical survey.
14.11.18	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
15.11.18	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
20.11.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion on how the design evolved through assessment of design options by environmental disciplines, sharing of the emerging 'preferred option', summary of non-statutory consultation results

Date	Attendees	Form of correspondence	Details
			and survey results and an early indication of likely mitigation measures.
26.11.18	LBC, CBC, NHDC, Buckinghamshire Council	Meeting	Health TWG meeting - communities and health EIA scoping meeting.
12.12.18	LBC, HCC, NHDC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting. The purpose of this meeting was to develop further the working arrangements between the local authority participants and the Applicant, and to exchange information leading to the optimal development of the DCO proposals in its local context.
12.12.18	NHDC, HCC	Meeting	Replacement of open space meeting.
11.01.19	LBC, CBC, NHDC	Meeting	Air Quality TWG meeting - Air Quality EHO EIA scoping meeting.
18.01.19	LBC, CBC, HCC	Meeting	Waste Officers EIA scoping meeting. The purpose of this meeting was to provide an introduction to the Proposed Development and the waste and resources assessment.
25.01.19	LBC, NHDC, Stevenage Borough	Meeting	Noise TWG - Noise EHO EIA scoping meeting. The Noise

Date	Attendees	Form of correspondence	Details
	Council, DBC, Aylesbury Vale District Council		Working Group was given the opportunity to discuss the contents of the scoping report and request clarification on any topic.
18.02.19	LBC, HCC, Wildlife Trust, Natural England	Meeting	Biodiversity TWG.
20.02.19	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
25.02.19	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
26.02.19	CBC, NHDC, HCC, LBC, Chilterns Conservation Board	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. Provided update on ongoing landscape and ecology assessment work and associated methodologies. Discussion on Preferred Option Draft Layout and engineering requirements. Discussion on non-statutory consultation feedback followed by an accompanied site visit.

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

Date	Attendees	Form of correspondence	Details
			and assessment findings to date following receipt of the EIA scoping opinion
05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary findings and approach to employment, training and skills
04.06.19	HCC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan.
07.06.19	LBC, CBC, NHDC	Meeting	Air Quality TWG to discuss the EIA Scoping Report, assessment scenarios and modelling.
24.06.19	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion about Planning Inspectorate responses to the EIA Scoping Report and proposed surveys and assessment to be contained within the ES.
08.07.19	LBC, CBC, HCC	Meeting	The purpose of the meeting was to inform the conservation officers and archaeologists of the progress of the

Date	Attendees	Form of correspondence	Details
			heritage research and assessment.
07.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on employment estimates, best practice on employment, training and skills, wider impacts consultations update.
05.09.19	NHDC, DBC, CBC	Meeting	Noise TWG meeting. The Noise Working Group were asked for feedback on the draft 2019 PEIR, and it was discussed how ongoing work to be undertaken for the ES could be refined for a further assessment.
17.09.19	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport passenger profile, review of outline employment and training strategy.
07.10.19	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. Officers were informed about the forthcoming Statutory Consultation and Scoping responses were also discussed.
14.10.19	LBC, NHDC	Meeting	Noise Envelope Design Group (NEDG)

Date	Attendees	Form of correspondence	Details
			meeting. The following points were discussed: the requirement to establish an NEDG, purpose and objectives of an NEDG and confirmation of the Terms of Reference.
08.11.19	LBC, CBC, HCC	Meeting	Surface Access meeting to discuss the strategic modelling, key modal split and rail/coach assumptions, mitigation measures and the Framework Travel Plan and the DCO progress and timetable.
13.11.19	CBC, HCC, NHDC	Meeting	NEDG meeting. The following points were discussed: enforcement regime, noise management controls, NEDG process and management and noise contour predictions.
04.12.19	LBC, CBC	Meeting	NEDG meeting. The following points were discussed: pros and cons of management control, NEDG review periods, enforcement regime and Proposed Development movement forecasts.
16.12.19	DBC	Statutory consultation response	Individual statutory consultation response submitted via email.

Date	Attendees	Form of correspondence	Details
23.12.19	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
22.01.20	CBC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Quota Systema and the pros and cons of noise violation limits.
30.01.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.20	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting set out the strategy for responding to comments raised by the Host Authorities in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.
05.02.20	HCC	Meeting	The purpose of this meeting was to review changes to the public rights of way.
05.02.20	CBC, HCC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position Paper on Noise Contours, pros and cons of noise

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

Date	Attendees	Form of correspondence	Details
08.07.20	HCC, LBC, CBC	Meeting	NEDG meeting. Discussions covered the noise model validation, 'number above' contour banding, quota count tolerances, noise monitoring locations, modal split for testing noise contour thresholds and limits, and the review process for noise measures.
17.09.20	HCC, LBC	Meeting	NEDG meeting. Discussions covered the contents of the draft Interim Report, noise model validation and the forward plan for the NEDG.
30.09.20	HCC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.
07.10.20	LBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its

Date	Attendees	Form of correspondence	Details
			associated landscape mitigation, and review whether previously agreed points would be affected by the proposed design changes.
23.10.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide information on design changes and discuss the issues raised during previous meetings, at scoping and during statutory consultation.
10.11.20	LBC, CBC, HCC, NHDC	Meeting	Travel Plan Workshop to identify measures that could be incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets.
12.11.20	HCC	Meeting – MS Teams	The purpose of this meeting was to inform the council of the Proposed Development re-start, and discuss the scope of the trial trenching.
07.12.20	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment.

Date	Attendees	Form of correspondence	Details
09.12.20	LBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: review context and provide a response to the identified actions in the minutes dated 20.04.20 and review content of the minutes dated 07.10.22.
17.12.20	HCC	Meeting	Surface Access meeting to discuss the air passenger forecasts and the revised dates for the assessment, and report the initial findings from the re-run of transport models.
17.12.20	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to discuss the draft engagement plan, consultation with hard-to-reach groups, engagement on the EIA methodology, and provide local authorities with a PPA update.
12.2020	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. This included an update on the Proposed Development, revised Economic impact assessment approach discussion, Employment and Training Strategy update, and discussion

Date	Attendees	Form of correspondence	Details
			of the wider economic impacts.
20.01.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. The purpose of this meeting was to provide the host local authorities with an update on the Proposed Development and to discuss the proposed governance for GCG.
17.02.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: general update, EIA approach, GCG, SoCGs, Works Order 6.
03.03.21	LBC, CBC, Stevenage Borough Council, NHDC	Meeting – MS Teams	Noise TWG. Agenda: introductions and working group membership update, engagement next steps, issues from the 2019 statutory consultation, study area, baseline noise monitoring and locations, receptors, assessment methodology, health impacts, noise model validation, in combination assessment/air space changes, noise management plan, noise envelope update, operational noise monitoring proposals, and the Noise Insulation Scheme.

Date	Attendees	Form of correspondence	Details
18.03.21	LBC, CBC, NHDC, DBC, East Herts District Council, Stevenage Borough Council, Buckinghamshire Council	Meeting – MS Teams	Climate change and GHG TWG meeting. Agenda: discussion of the design changes, EIA, consultation, Net Zero Strategy and GCG.
24.03.21	LBC, CBC, NHDC.	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: provide an update about the Proposed Development, agree the previous meeting minutes, review the resolution strategy for the host local authorities' statutory consultation comments to confirm agreement about the status of the comments.
21.04.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: Proposed Development review update, summary of key issues within TWGs, GCG, PPA Works Order 6 and the POCG engagement plan.
26.04.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting. Agenda: update on changes to the Proposed Development, GCG, 2019 statutory consultation feedback, timing and engagement

Date	Attendees	Form of correspondence	Details
			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.
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,	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update,

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

Date	Attendees	Form of correspondence	Details
			<p>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 .</p>
27.07.21	LBC, CBC, NHDC	Meeting – MS Teams	<p>Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date,</p>

Date	Attendees	Form of correspondence	Details
			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 meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory

Date	Attendees	Form of correspondence	Details
			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.
22.09.21	LBC, CBC, NHDC, 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 – 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 provide information on the major accidents and disasters methodology and the

Date	Attendees	Form of correspondence	Details
			preliminary assessment results.
20.10.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, statutory consultation – SoCC feedback and seldom heard strategy, EIA cumulative effects assessment, key issues summary table – POCG confirm whether they agree with updates/POCG feedback on future agenda items.
04.11.21	LBC, CBC, NHDC, HCC, Milton Keynes Council, East Herts District Council, Buckinghamshire Council	Meeting – MS Teams	Climate change and GHG TWG meeting. The purpose of this meeting was to provide an overview of changes to the Proposed Development since the last meeting, share the preliminary results of the updated GHG and climate change resilience assessments for the 2022 PEIR, and provide an update on GCG.
07.11.21	LBC, NHDC, CBC, HCC, NATS, LADACAN, easyJet, St Albans City & District Council, WizzAir, DHL,	Meeting – MS Teams	NEDG meeting. Agenda: update from the Applicant on the Proposed Development timelines, update on passenger forecast modelling and fleet mix modelling, what has happened since the

Date	Attendees	Form of correspondence	Details
			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.

Date	Attendees	Form of correspondence	Details
17.12.21	LBC, CBC, HCC, NHDC, Jacobs (representing National Highways)	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss potential measures and interventions for reducing private vehicle mode share and increasing sustainable travel mode share to the airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
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.

Date	Attendees	Form of correspondence	Details
03.02.22	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council	Meeting – MS Teams	Noise TWG. Agenda: air noise assessment methodology, overview of the PEIR results, noise contours, contour areas and population exposure.
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.

Date	Attendees	Form of correspondence	Details
04.04.22	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
05.04.22	DBC	Statutory consultation response	Individual response to statutory consultation submitted via email.
04.05.22	HCC	Meeting	Discussion regarding the council's consultation response, covering surface access points.
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 &	Meeting – MS Teams	Biodiversity TWG: discussion on the validity of baseline data, study areas, BNG, and additional

Date	Attendees	Form of correspondence	Details
	Northants Wildlife Trust		points raised during consultation.
13.06.22	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting: discussion on the feedback received to the 2022 statutory consultation.
24.06.22	LBC, CBC, HCC, National Highways	Meeting	Surface access meeting to explain the benchmarking approach to the determination of the future public transport mode share for air passengers, rail capacity assumptions, and employee public transport mode share.
29.06.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting agenda: review of actions from May POCG meeting, relationship with WSP (PPA and Work Order), SoCG process, AOB.
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	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

Date	Attendees	Form of correspondence	Details
	and UK Health Security Agency		effects, community engagement, monitoring, unaccompanied minors, and Covid-19.
07.07.22	LBC, CBC, HCC, Wildlife Trust, Natural England, London Luton Airport Operations Limited	Meeting – MS Teams	Biodiversity TWG meeting. Agenda: refresh of the Proposed Development and future timings, review comments provided in stakeholder feedback following the 2022 statutory consultation, set out how the Applicant proposes to address comments raised, agree changes to approach where necessary, summarise BNG calculations.
08.07.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: discuss the comments raised following the submission of the PEIR and present updates for discussion.
08.07.22	Lead local flood authorities (LBC, CBC, HCC)	Meeting – MS Teams	Water TWG: discussion of the proposals with the lead local flood authorities including statutory consultation comments.

Date	Attendees	Form of correspondence	Details
12.07.22	NHDC, CBC, Environment Agency, LBC,	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the programme, review of the 2022 statutory consultation comments and responses, gas mitigation, foundation works risk assessment, reuse of landfill waste, management of materials overview, steps to environmental permit, groundwater monitoring – PFAS.
12.07.22	CBC, LBC, HCC, NHDC	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss the surface access vision, aims and objectives, and the proposed surface access GCG limits. Details were also given regarding how performance against targets will be monitored and reported, and about governance procedures.
21.07.22	CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council, DBC, Stevenage Borough Council, Buckinghamshire Council, St	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

Date	Attendees	Form of correspondence	Details
	Albans City & District Council		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 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.

Date	Attendees	Form of correspondence	Details
14.09.22	LBC, NHDC, CBC	Meeting – MS Teams	NEDG meeting to develop the Noise Envelope and GCG proposals.
26.09.22	CBC, LBC, NHDC, HCC, DBC, Buckinghamshire Business First, Bedford Borough Council, Bedfordshire Chamber of Commerce, Buckinghamshire Local Enterprise Partnership, East Herts District Council, Hertfordshire Chamber of Commerce, Hertfordshire Local Enterprise Partnership, SEMLEP, St Albans City & District Council, Stevenage Borough Council	Meeting – MS Teams	Economics and Employment TWG. The purpose of this meeting was to discuss the Employment and Training Strategy and the wider economic benefits that would flow from the DCO.
05.10.22	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 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.

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

Date	Attendees	Form of correspondence	Details
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.
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	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to

Date	Attendees	Form of correspondence	Details
	District Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council, Welwyn Hatfield Borough Council		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 provided preliminary feedback on this.
20.07.23	LBC, CBC, HCC, NHDC & DBC <u>(Represented by WSP)</u>	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.

Date	Attendees	Form of correspondence	Details
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 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>

Date	Attendees	Form of correspondence	Details
<u>15.09.23</u>	<u>HCC and LBC</u>	<u>Meeting – MS Teams</u>	<u>Water resources 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>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss landscape/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>19.10.23</u>	<u>HCC and LBC</u>	<u>Meeting – MS Teams</u>	<u>Water resources 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>27.10.23</u>	<u>HCC</u>	<u>Email</u>	<u>Email confirming agreement of updated CHMP</u>
<u>02.11.2023</u>	<u>NHDC and HCC</u>	<u>Email</u>	<u>Monitoring and evaluation of outcomes within the Employment Training Strategy.</u>
<u>03.11.2023</u>	<u>CBC, LBC, HCC, NHDC</u>	<u>Meeting – MS Teams</u>	<u>Design related matters</u>
<u>22.11.2023</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>

Date	Attendees	Form of correspondence	Details
<u>24.11.2023</u>	<u>HCC</u>	<u>Meeting – MS Teams</u>	<u>Design related matters</u>