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The Planning Inspectorate
National Infrastructure Planning
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09 January 2024

Ref: Planning Inspectorate Ref. TR020001

Dear Ms. Dowling,

Application by London Luton Airport Limited for an Order Granting Development Consent for the London Luton Airport Expansion – Rule 8 Letter: Deadline 7 Submission

I write in respect of the above-mentioned Development Consent Order. Please find attached the following documents:

- Response to the ExA's Further Written Questions (ExQ2).
- Buckinghamshire Council's comments on any further information/ submissions received by Deadline 6.
- Buckinghamshire Council Comments on the Applicant's Response to Buckinghamshire Council's Deadline 5 Submission.

Draft S.106 Agreement

The Council received the draft S.106 in the PM on the 04 January 2024. Buckinghamshire Council will be providing full comments on this document at Deadline 8.

I trust that this submission for Deadline 7 clearly sets out the position of Buckinghamshire Council in respect of this Development Consent Order for the expansion of London Luton Airport.

Yours sincerely,

Steve Bambrick

Steve Bambrick

Corporate Director – Planning, Growth & Sustainability

London Luton Airport Expansion

Buckinghamshire Council Comments on Further Deadline 6 Submissions

PINS REFERENCE: TR020001

January 2024



Directorate for Planning, Growth & Sustainability

Planning & Environment

Buckinghamshire Council

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2.47. With regards to the response provided by the Applicant in section 5.2 (Mitigation of Scope 1, 2 and 3 Emissions), the Council agrees with the observation made by the ExA regarding IEMA guidance. This is that offsetting should be the measure of last resort and that this should be incorporated into the GHG Action Plan, ensuring that emissions are reduced as far as possible before offsetting is considered.	
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1 Introduction

1.1. Terms of Reference

- 1.1.1. Buckinghamshire Council (the Council) is a neighbouring authority for the London Luton Airport Expansion Development Consent Order (DCO) referred to as 'the Scheme'.
- 1.1.2. This document provides the Council's overarching comments on the updated application documents submitted after Deadline 6, focusing on the 76 supplied by the Applicant.

1.2. Buckinghamshire Council's Position

- 1.2.1. The Council welcomes the Applicant's approach to continuing to supplement the information relating to the Proposed Development with additional submissions. Notwithstanding this, based on the review of the additional submissions supplied by the Applicant at Deadline 5, the Council maintains that its comments made to date have not been fully addressed.
- 1.2.2. The Council's latest position remains as per that expressed within its principal submissions - the Council's Written Representation (**REP1-042**) and Local Impact Report (**REP1A-001**), the Updated Principal Areas of Disagreement Summary Statement (**REP2-045**), comments previously supplied on Deadline 2 and 2A documents (**REP3-079**), Deadline 3 documents (**REP4-114**), Deadline 4 documents (**REP5-064**) and Deadline 5 documents (**REP6-086**). The Council's position is anticipated to evolve through the examination process and the continuing development of a Statement of Common Ground (SoCG) between the Council and the Applicant. The Council is receptive to continuing to engage with the Applicant and welcomes involvement in discussions on all matters raised in respect of its stated position.

2 Comments on Further Deadline 6 Submissions

2.1. REP6-001: Deadline 6 Submission – Cover Letter

2.1.1. The content of this submission is noted. The Council notes that the Applicant has submitted an updated SoCG reflecting the latest discussions with the Council. In addition, the Council notes with interest the areas of the draft Development Consent Order that are being considered for update at Deadline 7 – this advance notice is welcome. The Council does not have any further comments.

2.2. REP6-002: 1.06 Guide to the Application (Application Document Tracker)

2.2.1. This submission has been reviewed and the Council welcomes its inclusion to assist with navigating Applicant content and relevant versions. The Council does not have any further comments.

2.3. REP6-003; REP6-004: 5.02 Appendix 4.2 Code of Construction Practice (clean and Tracked Change Version)

2.3.1. This submission has been reviewed. The changes relate to matters that are not a principal concern for the Council.

2.4. REP6-005; REP6-006: 5.02 Appendix 17.5 Outline Remediation Strategy (for Former Eaton Green Landfill) (clean and Tracked change version)

2.4.1. This submission has been reviewed. The Council does not have any comments.

2.5. REP6-007; REP6-008: 5.02 Appendix 17.6 Outline Foundation Works Risk Assessment (clean and Tracked change version)

2.5.1. This submission has been reviewed. The Council does not have any comments.

2.6. REP6-009; REP6-010: 5.02 Appendix 18.3 Outline Construction Traffic Management Plan (clean and Tracked change version)

2.6.1. This submission has been reviewed. The Council welcomes the introduction of the Pre-Construction condition surveys for traffic management plans and considers the included matters to be appropriate for the purposes of the Construction Traffic Management Plan (CTMP). It is noted that the collection of this information is only useful if it is to be applied in some manner through the life of the construction phase. It should therefore be accompanied by a matching survey at the end of the construction period, with measures included to address any areas of damage or deterioration that can be identified through the surveys as being caused by the construction activities. Thresholds for remedial action should be established and agreed prior to the agreement of the full CTMPs.

- 2.7. REP6-011: 8.02 Statement of Common Ground between London Luton Airport Limited and World Fuel Services
- 2.7.1. This submission has been reviewed. The Council does not have any comments.
- 2.8. REP6-012: 8.03 Statement of Common Ground between London Luton Airport Limited and Prax Downstream UK Limited
- 2.8.1. This submission has been reviewed. The Council does not have any comments.
- 2.9. REP6-013; REP6-014: 8.05 Statement of Common Ground between London Luton Airport Limited and Historic England (clean and Tracked change version)
- 2.9.1. This submission has been reviewed. The Council does not have any comments.
- 2.10. REP6-015; REP6-016: 8.06 Statement of Common Ground between London Luton Airport Limited and Thames Water Utilities Ltd (clean and Tracked change version)
- 2.10.1. This submission has been reviewed. The Council does not have any comments.
- 2.11. REP6-017; REP6-018: 8.07 Statement of Common Ground between London Luton Airport Limited and the Environment Agency (clean and Tracked change version)
- 2.11.1. This submission has been reviewed. The Council does not have any comments.
- 2.12. REP6-019; REP6-020: 8.08 Statement of Common Ground between London Luton Airport Limited and Affinity Water (Tracked Change Version) (clean and Tracked change version)
- 2.12.1. This submission has been reviewed. The Council does not have any comments.
- 2.13. REP6-021; REP6-022: 8.10 Statement of Common Ground between London Luton Airport Limited and the Civil Aviation Authority (clean and Tracked change version)
- 2.13.1. This submission has been reviewed. The Council does not have any comments.
- 2.14. REP6-023; REP6-024: 8.11 Statement of Common Ground between London Luton Airport Limited and National Highways (clean and Tracked change version)
- 2.14.1. This submission has been reviewed. The Council does not have any comments.

- 2.15. [REP6-025; REP6-026: 8.12 Statement of Common Ground between London Luton Airport Limited and the UK Health Security Agency \(clean and Tracked change version\)](#)
- 2.15.1. This submission has been reviewed. The Council agrees with the statements made by UK HSA in relation to the value of monitoring the health and quality of life of local communities, particularly in terms of noise impacts on health (SoCG ID 3.6.2 and 3.6.3). The Council notes that this was a matter discussed at Issue Specific Hearing (ISH) 8, supported by an action from the ExA for UK HSA and the Applicant to meet to discuss this further. The Council will review the expected update at Deadline 7.
- 2.15.2. The Council welcomes the additions to the CoCP that are highlighted by the Applicant in response to SoCG ID. 3.6.5 relating to community engagement. The Council is supportive of the intention to train relevant staff in community relations, well-being and environmental topics and the connection made by the Applicant of the benefit of this approach in terms of supporting community engagement throughout the construction phase. The Council is keen to ensure that Buckinghamshire communities are included amongst those that will benefit from engagement and that it will not be limited to host authorities.
- 2.16. [REP6-027; REP6-028: 8.13 Statement of Common Ground between London Luton Airport Limited and Luton Borough Council \(clean and Tracked change version\)](#)
- 2.16.1. This submission has been reviewed. The Council does not have any comments.
- 2.17. [REP6-029; REP6-030: 8.14 Statement of Common Ground between London Luton Airport Limited and Central Bedfordshire Council \(clean and Tracked change version\)](#)
- 2.17.1. This submission has been reviewed. The Council does not have any comments.
- 2.18. [REP6-031; REP6-032: 8.15 Statement of Common Ground between London Luton Airport Limited and Hertfordshire County Council \(clean and Tracked change version\)](#)
- 2.18.1. This submission has been reviewed. The Council does not have any comments.
- 2.19. [REP6-033; REP6-034: 8.16 Statement of Common Ground between London Luton Airport Limited and North Hertfordshire District Council \(clean and Tracked change version\)](#)
- 2.19.1. This submission has been reviewed. The Council does not have any comments.

- 2.20. [REP6-035; REP6-036: 8.17 Statement of Common Ground Between London Luton Airport Limited and Dacorum Borough Council \(clean and Tracked change version\)](#)
- 2.20.1. This submission has been reviewed. The Council does not have any comments.
- 2.21. [REP6-037; REP6-038: 8.18 Statement of Common Ground between London Luton Airport Limited and Buckinghamshire Council \(clean and Tracked change version\)](#)
- 2.21.1. This submission has been reviewed – it reflects the up-to-date position as at Deadline 6, detailing matters of concern to the Council that have been raised through the SoCG process. The Council’s position remains broadly as set out in this document as well as its Deadline 6 submissions, however, some progress has been made with the Applicant subsequently.
- 2.21.2. Notwithstanding the above, the Council has significant concerns regarding the progression of the s106 agreement and the delay in the sharing of this document which the Council, received on 04 January 2024. As a relevant neighbouring authority, Buckinghamshire Council has not been party to discussions on the s106 agreement and therefore has been unable to engage in meaningful discussions in order to ascertain the certainty with which proposed mitigation has been adequately secured. This also raises doubts over how the Council may secure mitigation benefiting its residents through alternative means – this cannot be achieved without the Applicant undertaking adequate consultation with the Council on its contents.
- 2.22. [REP6-039; REP6-040: 8.19 Statement of Common Ground between London Luton Airport Limited and the East of England Ambulance Service \(clean and Tracked change version\)](#)
- 2.22.1. This submission has been reviewed. The Council does not have any comments.
- 2.23. [REP6-041; REP6-042: 8.20 Statement of Common Ground between London Luton Airport Limited and the Bedfordshire Fire and Rescue Service \(clean and Tracked change version\)](#)
- 2.23.1. This submission has been reviewed. The Council does not have any comments.
- 2.24. [REP6-043; REP6-044: 8.21 Statement of Common Ground between London Luton Airport Limited and NATS \(En Route\) PLC \(clean and Tracked change version\)](#)
- 2.24.1. This submission has been reviewed. The Council does not have any comments.

- 2.25. [REP6-045; REP6-046: 8.22 Statement of Commonality for Statements of Common Ground \(clean and Tracked change version\)](#)
- 2.25.1. This submission has been reviewed. The document reflects the most up-to-date position of the SoCG at Deadline 6.
- 2.26. [REP6-047; REP6-048: 8.34 Status of Negotiations/Compulsory Acquisition Schedule \(clean and Tracked change version\)](#)
- 2.26.1. This submission has been reviewed. The Council does not have any comments.
- 2.27. [REP6-049; REP6-050: 8.42 Statement of Common Ground between London Luton Airport Limited and Natural England \(clean and Tracked change version\)](#)
- 2.27.1. This submission has been reviewed. The Council does not have any comments.
- 2.28. [REP6-051: 8.125 Air Noise Management Plan](#)
- 2.29. This submission has been reviewed. The Council does not have any comments.
- 2.30. [REP6-052: 8.126 Response to Suono's note on Noise Controls](#)
- 2.31. This submission has been reviewed. The Council does not have any comments.
- 2.32. [REP6-053: 8.127 Applicant's Response to Deadline 5 submissions](#)
- 2.32.1. This submission has not been reviewed. This is on the basis that the Applicant responds specifically to points raised by the Council within **REP6-055**, which is included later in this document.
- 2.33. [REP6-054: 8.127 Applicant's Response to Deadline 5 Submissions Appendix A - LADACAN](#)
- 2.33.1. This submission has been reviewed. The Council does not have any comments.
- 2.34. [REP6-055: 8.127 Applicant's Response to Deadline 5 Submissions Appendix B - Buckinghamshire Council](#)
- 2.34.1. This submission has been reviewed. The Council has provided comments within an updated version of the table that was appended to the Applicant's document. This is provided as a separate Deadline 7 submission.
- 2.34.2. In summary, comments are provided by the Council on the topic areas listed below. The Council also notes that the Applicant has not provided any responses to the health matters raised in the Council's Deadline 5 submission – the Council would like this omission to be addressed by the Applicant.

- Surface access – Travel Plan targets; Sustainable Transport Fund (STF), trip generation data, traffic flow validation, cycle access.
- Airport Transport Forum membership and interaction with the OTRIMMA.
- Economic matters – employment growth and ability of all to access employment opportunities.
- Climate Change – Sensitivity studies; SAF and next generation fuels; carbon price.

2.35. [REP6-056: 8.127 Applicant's Response to Deadline 5 Submissions Appendix C - Central Bedfordshire Council](#)

2.35.1. This submission has been reviewed. The Council does not have any comments.

2.36. [REP6-057: 8.127 Applicant's Response to Deadline 5 Submissions Appendix D - Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council](#)

2.36.1. This submission has been reviewed. The Council does not have any comments.

2.37. [REP6-058: 8.127 Applicant's Response to Deadline 5 Submissions Appendix E - National Highways](#)

2.37.1. This submission has been reviewed. The Council does not have any comments.

2.38. [REP6-059: 8.128 Written Question Responses - Applicant's Response to Buckinghamshire Council's Comments](#)

2.38.1. This submission has been reviewed. The Council is pursuing the most pertinent matters through the SoCG process and where agreement has not been reached with the Applicant, this will be reflected in the final PADSS.

2.38.2. The Council highlights the following matters for the attention of the ExA: :

- The Council maintains that the Ivinghoe Neighbourhood Plan policy TRA2 is relevant, particularly following the analysis that the Council has undertaken of the trip generation data provided by the Applicant at Deadline 6. This is relevant to BCG. 1.2.
- CC.1.1. remains a point of disagreement between the Council and the Applicant, relating to the conduct of sensitivity analyses. The Council does not consider that it was resolved at ISH8.
- The Council has reviewed the Applicant's response to its comments on the dDCO related questions. It does not consider that the Applicant's responses have altered its position on these matters.

- GCG.1.12/1.13 - The Applicant's latest updates to the relevant terms of reference regarding quorate have not addressed BC concerns. The Council maintains that a minimum of 50% of other representatives should be present for a quorum to be met.
- SE1.4 - The Council received the draft s.106 in the PM on the 04 January 2024. Buckinghamshire Council will be providing full comments on this document at Deadline 8 and maintains its position until such time that it has been able to undertake a detailed review.
- HAC.1.5 - matters relating to the health assessment methodology were discussed in greater detail through ISH8. The Council notes that the response provided by the Applicant at the ISH differed to that included in this document. The Council will progress on the basis that materials that are being prepared for Deadline 7 (i.e. post-dating ISH8) will reflect the latest updated perspective for all parties. The Council expects that this will be a continued topic for discussion.
- HAC1.14 and HAC.1.15 - elements of these responses have been superseded by discussions at ISH 8 and the comments made in relation to HAC1.5 are relevant in this regard. The Council notes that the Applicant's focus is on aircraft noise. However, the Council is keen to ensure that the Applicant does not overlook the potential for traffic derived noise to result in potentially significant adverse effects on health and well-being in the wider study area, below thresholds for the noise topic assessment methodology – this is a continued topic for discussion.

2.39. [REP6-060:8.129 Written Question Responses - Applicant's Response to Central Bedfordshire Council's Comments](#)

2.39.1. This submission has been reviewed. The Council does not have any comments.

2.40. [REP6-061: 8.130 Written Question Responses - Applicant's Response to Hertfordshire Host Authorities' Comments](#)

2.40.1. This submission has been reviewed. The Council does not have any comments.

2.41. [REP6-062: 8.131 Written Question Responses - Applicant's Response to Luton Borough Council's Comments](#)

2.41.1. This submission has been reviewed. The Council does not have any comments.

2.42. [REP6-063: 8.132 Written Question Responses - Applicant's Response to Comments by The Harpenden Society, LADACAN and NEF](#)

2.42.1. This submission has been reviewed. The Council does not have any comments.

- 2.43. [REP6-064: 8.133 Applicant's Post Hearing Submission - Compulsory Acquisition Hearing 2 \(CAH2\)](#)
- 2.43.1. This submission has been reviewed. The Council does not have any comments.
- 2.44. [REP6-065: 8.134 Applicant's Post Hearing Submission - Issue Specific Hearing 7 \(ISH7\)](#)
- 2.44.1. This submission has been reviewed. The Council is now satisfied that the modelling validation on the B489 is suitable for assessment. Recent submissions by the Applicant have provided data on the projected traffic on the B489 and these show that in the early hours of the morning there is a significant increase in airport related trips. Currently there are 123 (two way) airport related trips between 03:00 and 07:00 and this is proposed to rise to 179 (two way) airport related trips against a current total of two way movements during this period of 245.
- 2.44.2. The Council awaits the submissions from the Applicant that are set out in action point 3 from ISH7.
- 2.44.3. The Council continues to seek confirmation that the SFT will be able to provide sufficient funds to implement measures in the early stages of the development, through the collection of a levy on the car parking charges. The Council awaits further information to be provided by the Applicant on this matter in response to action point 10.
- 2.44.4. The Council is concerned that the provision of walking and cycling infrastructure relies on the delivery of the LBC LCWIP schemes. The Council considers the proper approach to be assuming responsibility for the delivery of any elements of the schemes required to provide access to the airport based on the development program for the airport.
- 2.44.5. The Council remains concerned that the OTRIMMA places burdens of costs on the local authorities in order to provide the evidence that will be needed to access mitigation type 2. Since the hearing (ISH7), it has been suggested that the Applicant consider the implementation of a reimbursement mechanism for costs incurred by local authorities in gathering data sufficient to make a successful application for the delivery of type 2 mitigation, due to effects that are demonstrably attributed to the expansion of the airport. The Council awaits clarification of this by the Applicant.
- 2.45. [REP6-066: 8.135 Applicant's Post Hearing Submission - Issue Specific Hearing 8 \(ISH8\)](#)
- 2.45.1. This submission has been reviewed. The Council has comments relating to noise, health and community, climate change and greenhouse gas emissions, which are made in turn.

Noise and Vibration

- 2.45.2. Within ISH8, the Council made a substantial number of points in relation to health. On this basis, point 4.2.4 is inaccurate – the Council indicated that it had a series of matters to raise but intended to do this as part of agenda item reported by the Applicant at 4.4. Further, it is noted that these are not referenced by the Applicant within the main body text of the Applicant’s ISH8 post-submission hearing. Action point 13 has been noted by the ExA and the Council will review the Applicant’s response to this after Deadline 7.

Climate Change

- 2.45.3. The Applicant’s response, provided in section 9.1, does not change the Council’s position that the Applicant should be able to demonstrate the impacts of the slower developments in SAF and next generation fuels. Where the Applicant has undertaken a Monte Carlo analysis of various sensitivities, beyond what has been relied on from the Jet Zero Strategy, the Council would welcome an overview of the impacts on growth and carbon prices for review and comment.
- 2.45.4. As detailed in para 9.6.6, the Council welcomes the Applicant’s commitment to follow all legislation, policy and guidance with regards to non-CO₂ effects as they develop, which will incorporate the true impact of aviation on and greenhouse gas emissions and climate change.

2.46. [REP6-067: 8.136 Applicant's Post Hearing Submission - Issue Specific Hearing 9 \(ISH9\)](#)

- 2.46.1. This submission has been reviewed. The Council has comments in relation to transport, noise and GCG.

Transport

- 2.46.2. The Council is willing to accept the Applicant’s position that the Council does not have a seat on the ESG with respect to surface access arrangements, only subject to the Council being satisfied that the TRIMMA is able to be considered acceptable and fit for purpose. At present the Council remains concerned that the TRIMMA is unclear in its drafting and therefore may not achieve its objectives – the Applicant needs to provide further information to demonstrate its viability and effectiveness.
- 2.46.3. The Council shares the ExA’s concerns regarding the achievement of mode share targets and the use of the Sustainable Transport Fund or TRIMMA to do so. At present it is still not known what the values of these funds are to be and if there would be sufficient within the funds to deliver the required public transport provisions.
- 2.46.4. The new Surface Access flow diagram (EV16-002) shows no link between GCG and the FTP or TRIMMA once the development commences. The Council considers this to be a weakness of the proposals, and that the FTP is weakened as a result.

GCG is shown to operate independently of these documents, and it has been stated that if GCG targets are not met then measures will be implemented from the airport's day to day running costs. The Council considers that these should be linked documents and suggests that at least at the point of the 5 yearly Travel Plan updates, GCG targets should be considered to ensure that the STF value is appropriate and able to support the Travel Plan in achieving objectives of GCG.

Climate change

- 2.46.5. The Council has no response regarding the Applicant's basis for the GHG emissions limits and thresholds detailed in the Green Controlled Growth Framework until responses have been provided to ISH9 actions 27 and 28, which will provide context regarding the thresholds and limits.
- 2.47. With regards to the response provided by the Applicant in section 5.2 (Mitigation of Scope 1, 2 and 3 Emissions), the Council agrees with the observation made by the ExA regarding IEMA guidance. This is that offsetting should be the measure of last resort and that this should be incorporated into the GHG Action Plan, ensuring that emissions are reduced as far as possible before offsetting is considered.
- 2.48. [REP6-068: 8.137 Applicant's Post Hearing Submission - Issue Specific Hearing 10 \(ISH10\)](#)
- 2.49. This submission has been reviewed. The Council does not have any comments.
- 2.50. [REP6-069: Deadline 6 Submission - 8.138 Applicant's Post Hearing Submission - Open Floor Hearing 3 \(OFH3\)](#)
- 2.50.1. This submission has been reviewed. The Council does not have any comments.
- 2.51. [REP6-070: 8.139 Applicant's Response to Issue Specific Hearing 7 Action 3 - Ivinghoe Junction Modelling Review](#)
- 2.51.1. This submission has been reviewed. The Council acknowledges that the junction in question falls within the fully modelled area with source data from mobile phones. It also acknowledges and maintains its longstanding position that it recognises that the impacts on the B489 corridor are smaller than those experienced elsewhere.
- 2.51.2. The Council's contention is whether the impacts of the changes in the traffic movements result in effects that are significant due, for example, to the nature of the highway within this area and its relationship to the village layouts and environment, including the proximity of residential receptors to the affected routes. The Council acknowledges that greater information has been presented with regard to the Dunstable Leighton Buzzard Screenline count locations and the presence of a count location on the B489 does provide some increased confidence of the outputs at the junction in question. It is also acknowledged that the

validation results in this location are demonstrating a high level of accuracy at the screenline.

- 2.51.3. The Council also acknowledges that the numbers of staff expected to use the route will be extremely low and the concern relates to passenger commuting patterns. The Council's position regarding the heightened sensitivity that should be assigned to the B489 corridor is unchanged. The Council maintains that small changes in traffic flows amount to high proportionate changes and the perception and experience of these changes will have a significant effect on residents proximate to the corridor. On this basis, the Council asserts that the Applicant should give fuller consideration to the nature of the resultant effects and that the proportional changes in flows, particularly in the early morning period, merit intervention to reduce the magnitude of effects (principally for mental health and well-being, associated with disturbance).
- 2.51.4. The Applicant is presenting within this document that the daily increase in vehicle numbers at the point of full development is 343 two way movements per day. The peak movements are in the hour 07:00 – 08:00. In the preceding four hours, the data shows an increase of 57 two way movements. The Council counts show that for this period there are currently 156 two way movements. The relative increase in the early hours of the morning is therefore significant as a proportion of the current situation. It is recognised that over the lifetime of the development there will be some level of background growth in traffic, however given the time of the night that is being considered, this is not likely to be a significant factor in and of itself.
- 2.51.5. The Applicant has drawn attention to the acknowledgement of known pre-existing concerns in the area and therefore seeks to further justify their position with an expectation that a scheme would need to be delivered irrespective of the airport expansion. The Council has already implemented measures in the area to manage traffic and risks. The Council is not seeking development in the area that would increase traffic or exacerbate safety concerns and so maintains its position that it is appropriate for the Applicant to deliver the scheme requested, since the airport is the triggering development.
- 2.52. [REP6-071: Deadline 6 Submission - 8.140 Applicant's Response to Issue Specific Hearing 4 Action 7 - Update on M1 Junction 10 Road Safety Audit](#)
- 2.52.1. This submission has been reviewed. The Council does not have any comments.
- 2.53. [REP6-072: Deadline 6 Submission – 8.141 Applicant's Response to Issue Specific Hearing Action 10 Action 19 Summary of Section 106 Heads of Terms](#)
- 2.53.1. Whilst the Council welcomes the submission of the updated Section 106 Heads of Terms at Deadline 6, this document falls short of providing the necessary information to ascertain the certainty with which proposed mitigation has been

adequately secured. For example, the current Mitigation Route Map [AS-047] states that only Section 2 of the ETS will be secured via the s106. The delay in the sharing of the draft s106 with the Council, received on the 04 January 2024, has meant that the Council has not been party to discussions on the s106 agreement and therefore has been unable to engage in meaningful discussions in order to ascertain the certainty with which proposed mitigation has been adequately secured. This also raises doubts over how the Council may secure mitigation benefiting its residents through alternative means – this cannot be achieved without the Applicant undertaking adequate consultation with the Council on its contents.

2.54. [REP6-073: 8.142 Applicant's Response to Issue Specific Hearing 8 Action 22- Proposed Odour Reporting Process](#)

2.54.1. This submission has been reviewed. The Council does not have any comments.

2.55. [REP6-074: Deadline 6 Submission - 8.143 Applicant's Response to Issue Specific Hearing 8 Action 21- Hitchin AQMA Impact Assessment Summary Note](#)

2.55.1. This submission has been reviewed. The Council does not have any comments.

2.56. [REP6-075: 8.144 Draft Chilterns AONB Special Qualities Assessment](#)

2.56.1. This submission has been reviewed. The Council does not have any comments.

2.57. [REP6-076: 8.147 Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring](#)

2.57.1. This submission has been reviewed. The Council does not have any comments.

London Luton Airport Expansion

Buckinghamshire Council Response to the Applicant's Response to Deadline 5 Submissions Appendix B- Buckinghamshire Council

PINS REFERENCE: TR020001

January 2024



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1 Introduction

1.1. Terms of Reference

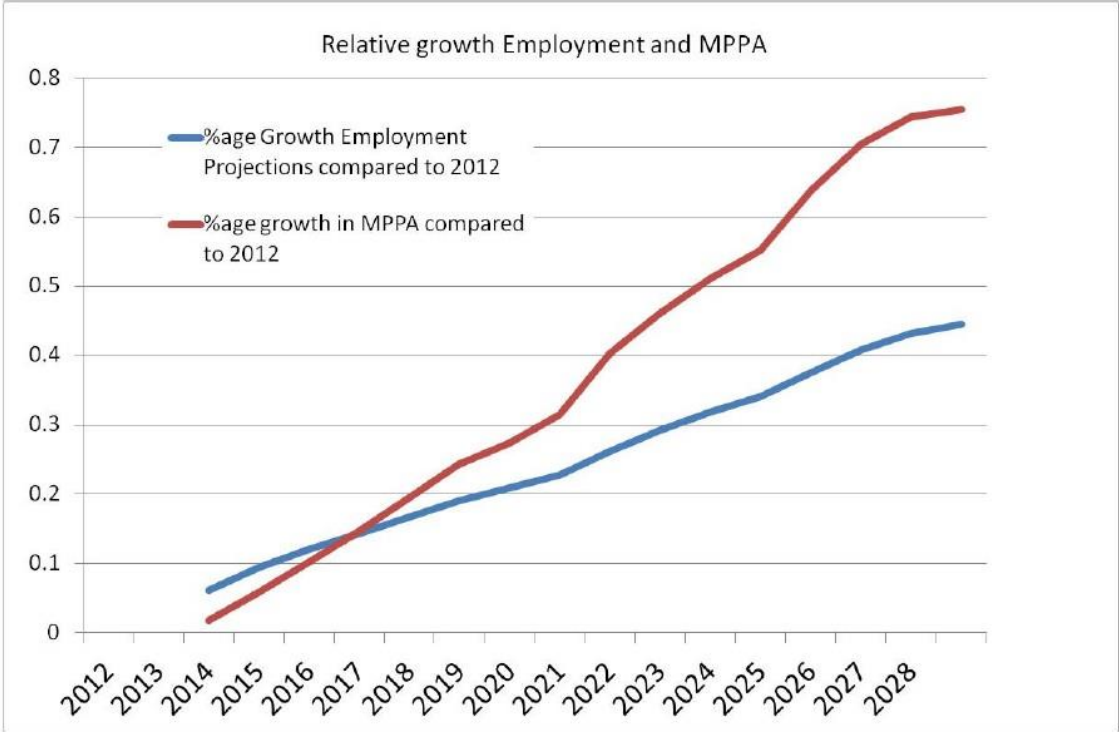
1.1.1. Buckinghamshire Council (the Council) is a neighbouring authority for the London Luton Airport Expansion Development Consent Order (DCO) referred to as 'the Scheme'.

1.1.2. This document provides the Council's response to the Applicant's Response to Deadline 5 Submissions Appendix B - Buckinghamshire Council (**REP6-055**). The Council has provided comments within an updated version of the table that was appended to the Applicant's document.

2 Buckinghamshire Council Response to the Applicant's Response to Deadline 5 Submissions Appendix B - Buckinghamshire Council

I.D	Topic	Deadline 5 submission (Verbatim)	Luton Rising's Response	Buckinghamshire Council's Response at Deadline 7
1	Surface Access	<p>The Framework Travel Plan still does not set an annual frequency for the measurement of targets as a maximum. The Council remains of the position that this should be the maximum period between surveys undertaken to provide a meaningful measure of the effectiveness of Travel Plan interventions in achieving its aims. This maximum period should be entrenched within the FTP.</p> <p>With reference to section 4.2, targets should be reviewed on an annual basis to ensure that trends are identified and if there is information to show a target is unlikely to be met, additional measures should be introduced to either support the measure to achieve the target, or review if the measure should be changed in order to achieve the overarching objective during the life of the Travel Plan period.</p> <p>The Council takes the opportunity to reiterate the position presented during ISH4 that the 5-year TP period is too long for review processes and allows travel behaviours to become entrenched that would then be harder to amend through the next TP cycle.</p> <p>The Council is pleased to see that there is a recognition of the need to identify and subsidise new bus routes, within the TP toolbox. However, there is a lack of certainty that this will be introduced as it forms part of a list of options. The Council remains of the position that certain elements of the FTP should be absolute commitments within this document.</p> <p>The Council does not consider that this document has addressed the concerns raised previously in its written representations (REP3-082) and SoCG.</p>	<p>Please see response 4, paragraph 3, submitted at Deadline 4 [TR020001/APP/8.107] for response to annual monitoring. The review cycle reflects that of the Airports Surface Access Strategy, as recommended in the <i>Aviation Policy Framework</i>. Travel Plan commitments will be made within the first future Travel Plan. A commitment to funding of sustainable transport interventions has been made through the Sustainable Transport Fund. This will be administered by the Airport Transport Forum Steering Group, of which Buckinghamshire Council is proposed as a member.</p>	<p>The Council acknowledges the Applicant's statements made during Issue Specific Hearing 7 (ISH7) that progress against Travel Plan targets will be considered on an annual basis and reviewed through the Airport Transport Forum (ATF). This addresses the Council's concerns that the 5 yearly reviews would not provide sufficient management of the travel plan.</p> <p>The Council remains concerned that the STF is not sufficiently detailed and does not provide sufficient funding to ensure the implementation of the proposed measures.</p>

2	Surface Access	<p>The submitted trip distribution plans present a visible increase in the number of passengers travelling through Buckinghamshire to the west of Luton when comparing the with and without expansion in 2043. However, quantitative data has not been included within this document to allow the Council to determine the full extent of this impact.</p> <p>It has been previously raised that the Buckinghamshire villages to the west of Luton are sensitive to traffic changes, even if the increase in traffic through these locations appear to have a smaller impact than other routes identified. The Council therefore remains of the position that further work is requested to allow a judgement to be made on the extent of mitigation works which may be necessary within Buckinghamshire.</p> <p>The plans do not show peak hour impacts or the impact of the distribution in the early mornings or interpeak periods when development traffic would have cause to impact on other matters such as health and environmental concerns. This omission should be addressed to allow the necessary assessment to be undertaken and reported as a supplement to the relevant chapters in the ES.</p>	<p>The purpose of the Trip Distribution Plans [REP5-037] is to illustrate the daily volumes and routing to/from the airport by year and scenario. The plans have not been produced to show the quantitative assessment, which is presented in the Transport Assessment 7.02 Transport Assessment Appendices – Part 2 of 3, Appendix F Strategic Modelling Forecasting Report [APP-201].</p> <p>The results of quantitative assessments during the 08:00-09:00 morning peak hour, 10:00- 16:00 average interpeak hour and 17:00 evening peak hour are presented in the Strategic Modelling Forecasting Report 7.02 Transport Assessment Appendices – Part 2 of 3, Appendix F Strategic Modelling Forecasting Report [APP-201]. The peak hour impacts are shown in Figure 5.3: Forecast Change in Traffic Volumes (vehicles) between TAG-based “Without” and “With” Expansion, Simulation Network and in Figure 5.4: Forecast Change in Traffic Volumes (vehicles) between TAG-based “Without” and “With” Expansion, Luton Borough. The peak hour trip distributions of airport traffic are shown in Figure 5.5: Forecast Routing to / From London Luton Airport. These figures show that there is no potential impact, and hence no need for mitigation.</p>	<p>The Council acknowledges that the impacts of the development do not represent large numbers of vehicle trips during the peak hours.</p> <p>The Council’s concerns remain regarding intensification of use of the route through the early hours of the morning and during the day. Consideration of the effects of the traffic impacts needs to acknowledge baseline sensitivity and percentage increases in the context of traffic impacts as determinants of human health – the consideration must therefore be greater than pure highway capacity terms.</p> <p>The Council has undertaken a review of the additional data supplied by the Applicant at Deadline 6. this shows increases in movements in the most sensitive locations along the route of 56 additional movements between the hours of 03:00 and 07:00 or a 145% increase in development traffic. The current total movements during this time period are 245 two-way movements, background growth over the same time period would not be expected to be significant over the same time period given the time of day. Consequently, this would lead to impacts on residents that are believed to be sufficient to warrant intervention by the Applicant, principally to address potential disturbance/sleep disturbance and modal conflict.</p>
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I.D	Topic	Deadline 5 submission (Verbatim)	Luton Rising's Response	Buckinghamshire Council's Response at Deadline 7
3	Economic case	<p>REP4-075: 8.89 Applicant's response to Issue Specific Hearing 2 Actions 5 and 6 – Past Employment Estimates</p> <p>The Council notes the detail provided on past employment estimates and recognises the difficulties associated with estimating employment based upon SIC codes. Whilst the employment forecasts from Halcrow have been provided for 2028, it would be helpful to understand the forecast level of employment in earlier years to understand how actual growth compared to forecast growth.</p> <p>Similarly, further detail could be provided to strengthen the arguments around the Airport's contribution to levelling up and tackling deprivation. This could include more up to date statistics and more information on the beneficiaries of some of the earlier employment and training schemes. This would help to substantiate the argument for the impact of future expansion on levelling up, for both Luton and surrounding counties.</p> <p>The Council welcomes engagement and involvement with the Employment and Training Strategy associated with the DCO. The Council is keen to utilise this involvement, particularly through representation on the Local Economic Development Working Group, to try and maximise the economic benefits for Buckinghamshire. The Council will be seeking to ensure activities align with local need and priority and to facilitate linkages with education, training and support providers in Buckinghamshire.</p> <p>Challenges, however, remain with accessibility by public transport to the Airport. As highlighted in the comments on surface access, addressing this is fundamental to achieving the economic objectives of expansion, particularly around the levelling up agenda. Failing to do so could undermine the aims and activities associated with the Employment and Training Strategy, for Buckinghamshire and other authorities either hosting or close to the Airport.</p>	<p>In terms of the previous forecasts of employment growth, Halcrow did not provide employment estimates explicitly for years other than 2028 but they did provide a graph reproduced below to illustrate growth in employment in their mid-estimate case compared to forecast growth in passenger numbers.</p> <p><i>Figure 6.2 Employment and mppa forecasts for the development scenario</i></p>  <p><i>Source Halcrow 2012, LLAOL 2012</i></p> <p>For the reasons set out in REP5-075, the Halcrow employment estimates are not strictly comparable with those set out in ES Appendix 11.1 [APP-079] and a comparison between their estimates of airport related job creation are compared to the actual results at paragraph 2.4.5 of REP4-075.</p> <p>As previously confirmed, Buckinghamshire Council will be included within the Local Economic Development Working Group and will be engaged with through this forum.</p>	<p>The Council notes the clarification provided on actual employment growth compared to forecast growth. Further detail relating to the impact of earlier employment and training schemes in more deprived areas would be beneficial, although the Council recognises this was not a specific ask on the Applicant in ISH2.</p> <p>The point on public transport has not been addressed within the economic case; this is considered in the response to the questions on surface access. As outlined above, concerns remain over the STF (i.e. its ability to fund all necessary interventions).</p>

4	Climate Change	<p>REP4-078: 8.90 Applicant's response to Issue Specific Hearing 2 Actions 15, 17, 22, 23: Greenhouse Gases and Climate Change Matters</p> <p>The Applicant's response to action 15 highlights that Inset 12.4 of Chapter 12 of the ES (REP3-007) provides a quantified sensitivity test, based on the High Ambition Scenario in the Jet Zero Strategy that's incorporated in the Core Planning Case. The Council maintains that, by definition, this is not a sensitivity analysis. It is rather a breakdown of the contribution of each of the different measures. A sensitivity test would analyse the impact of differential rates of delivery of each of these measures. This point has been made repeatedly and the Council fundamentally objects to the</p>	<p>The Applicant's position is that Inset 12.4 of Chapter 12 GHG of the ES [REP3-007] is not a quantitative sensitivity analysis, but that it does however effectively represent a proxy for a sensitivity test, in that it illustrates the relative contribution of each mitigation measure to the aviation emissions in the Core Planning Case. A full, quantified sensitivity study to assess the impact of different rates of delivery of each measure to be carried out would by necessity involve a large number of variables, given that differential delivery rates for three different mitigation measures, and combinations thereof, would need to be modelled. This complex and time-consuming process would be of limited value in demonstrating the overall impact on overall emissions rates.</p>	<p>The Council welcomes the Applicant's admission that it has not carried out a sensitivity study and that it is using the High Ambition Scenario taken from the Jet Zero Strategy as a proxy. As stated by the Council previously, it is not and should not be understood as a sensitivity study, (see [REP5-064, §2.40]).</p> <p>The response does not change the Council's position that the Applicant should be able to demonstrate the impacts of the slower developments in SAF and next generation fuels; and show the effect of a higher or lower carbon price upon cumulative GHG emissions.</p>
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I.D	Topic	Deadline 5 submission (Verbatim)	Luton Rising's Response	Buckinghamshire Council's Response at Deadline 7
		<p>Applicant's misuse of the term sensitivity study, which is becoming misleading due to its repeated misuse.</p> <p>The Applicant places an unwarranted level of confidence in the introduction of Sustainable Aviation Fuels (SAF) and next generation aircraft. The above are uncertain. This is recognised as a challenge within the JZS and a sensitivity analysis leading to quantitative assessment is therefore appropriate. This is further demonstrated in the Department for Transport's 'Jet Zero Illustrative Scenarios and Sensitivities' document, that: "The emissions reductions delivered in practice by SAF will depend on the type of SAF used in future. It is envisaged that some SAF production pathways, with the integration of carbon capture and storage into the production process, will be able to achieve 100% lifecycle savings. However, due to the current early stages of SAF (and carbon capture) development, there is significant uncertainty around the types of SAF that will make up the fuel mix in future." (p.24).</p> <p>This further demonstrates the need to perform sensitivity analysis regarding SAF and Zero Emissions Aviation technologies to ensure that stated benefits in the areas of greenhouse gas emissions are not overstated.</p> <p>Regarding the Applicant's response to action 17, the Council welcomes the breakdown of how many flights are caught by CORSIA, the UK ETS or neither and the provision of the forecast emissions. Though this demonstrates one scenario, the Council's position regarding the need to model uncertainties in areas such as carbon price and the availability of low/zero carbon aviation remains unchanged.</p> <p>By undertaking such an exercise, the Applicant will also be able to demonstrate the impacts of the slower development in the decarbonisation of aviation. Where this could be the case, the slower development in SAF and next generation aircraft would result in greater reliance on the UK Emissions Trading Scheme and CORSIA to offset the resulting GHG emissions from increased passenger number, as well as the BAU emissions. With the increased need for offsetting, this could impact on the Right to Fly at low-cost aspect put forward by the DCO, with the cost of offsetting passed through to the customer by airlines and potentially resulting in reduced passenger numbers due to affordability.</p>	<p>As previously noted, should the mitigation measures described in the Jet Zero Strategy (Ref 1) be delivered more slowly than anticipated, the emissions from aviation will continue to be controlled via market-based mechanisms including the UK ETS and CORSIA. Increased costs resulting from the controls exerted by these mechanisms will have an impact on demand (represented by the Slower Growth Case), but will also act to stimulate and incentivise innovation and speed the development of emissions mitigation measures.</p> <p>Variations in the delivery of SAFs, improvements in efficiencies, and the introduction of zero emissions aircraft, therefore, will have an impact on emissions that is moderated by the effect of market based mechanisms. The Faster and Slower Growth Cases described in the Need Case [AS-125] have taken these effects into account.</p> <p>In relation to the Council's point about low cost flights, it is important to note that the costs of carbon included within the demand forecasts as set out in Section 6 of the Need Case [AS- 125] are not simply the current ETS or CORSIA costs but trend towards the BEIS 2021 target carbon costs for appraisal purposes, consistent with the assumptions adopted by the Department for Transport in their Jet Zero modelling. The nature of these costs is explained more fully at point 10 of REP5-050. Hence, to the extent that there are higher costs in future to address the need to reduce carbon emissions, these are already accounted for in the demand forecasts for the Proposed Development.</p>	

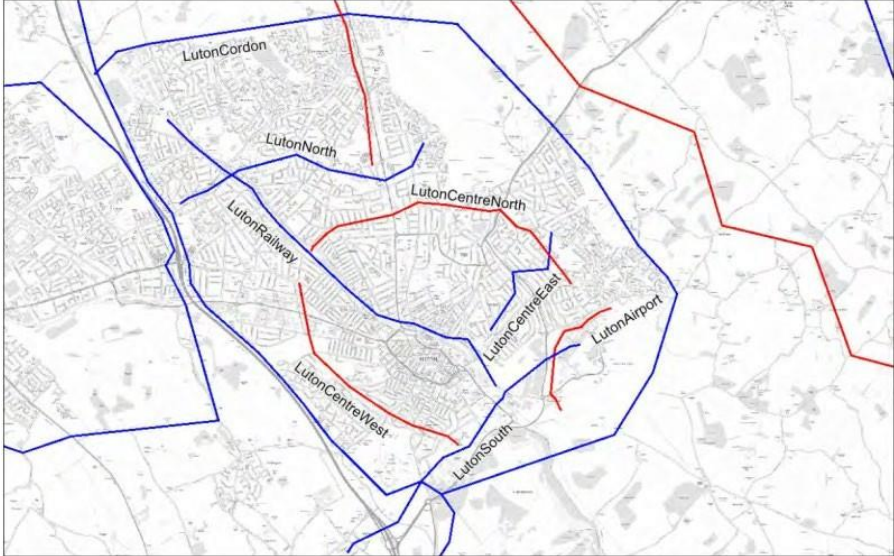
5	Noise and vibration	<p>REP4-080: 8.92 Applicant's response to Issue Specific Hearing 3 Action 1: Assessment of night-time construction noise</p> <p>The Council accepts that the conclusions of 'no significant effects' within the Applicant's submissions follow the recognised noise assessment methodology. However, the Council considers that this approach fails to reflect the potential significance of nighttime noise disturbance impacts, leading to sleep disturbance or deprivation that can manifest as adverse mental health and well-being effects that may be significant even over a short duration. There is a need for this to be reflected in the ES and suitable mitigation measures to be clarified and appropriately secured.</p>	<p>The assessment methodology for construction noise, including accounting for night-time noise impacts, follows industry standard approaches and has been agreed with the Host Authorities as recorded in the Statements of Common Ground. It is not agreed that this approach fails to reflect the potential significance of night-time noise disturbance impacts.</p>	<p>Buckinghamshire awaits detailed information on any lorry routes that run through its communities and reserves its position. It would seek to engage with the Applicant at that time.</p>
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I.D	Topic	Deadline 5 submission (Verbatim)	Luton Rising's Response	Buckinghamshire Council's Response at Deadline 7
6	Surface Access	<p>REP4-083: 8.95 Applicant's response to Issue Specific Hearing 4 Action 17: Terms of reference for the Airport Transport Forum (ATF)</p> <p>It is noted that the terms of reference do not make any reference to the decision-making process or the commissioning of implementation of interventions identified through the TRIMMA. Further clarification is required on the ATF's role with respect to this implementation and decision-making process. The Council considers that whilst the full membership of the ATF would be able to bring forward suggestions for mitigation type 2 requirements through the TRIMMA, it is not clear if the full membership would have the expertise to assess the suggestions and therefore determine a decision on the implementation of type 2 mitigation within the TRIMMA. It is suggested that those decisions should be retained within the steering group.</p>	<p>8.95 Applicant's response to Issue Specific Hearing 4 Action 17: Terms of reference for the Airport Transport Forum (ATF) [TR020001/APP/8.95] refers to the terms of reference for the ATF, whereas the TRIMMA will be administered via a separate steering group formed of a subset of the members of the ATF; this is detailed in the Outline Transport Related Impacts Monitoring and Mitigation Approach [TR020001/APP/8.97], which states:</p> <p><i>The full Terms of Reference for the Steering Group will be provided in final TRIMMA. The final TRIMMA must be substantially in accordance with this OTRIMMA and be approved in writing by the relevant planning authority, following consultation with the relevant highway authority on matters related to its function. The airport cannot be operated above its extant passenger cap until the TRIMMA has been approved.</i></p> <p>It is proposed that the Steering Group will make decisions regarding the delivery of MT2, as stated in sections 2 and 4 of the Outline Transport Related Impacts Monitoring and Mitigation Approach [REP5-041].</p>	<p>The Council welcomes its addition to the ATF and the submission of the documents regarding its management.</p> <p>The Council considers it necessary for the Applicant to give further attention to the refinement of the terms of reference of the ATF and the OTRIMMA. In particular, some mechanism of cost claw back remains necessary.</p>
7	Surface Access	<p>REP4-084: 8.96 Applicant's response to Issue Specific Hearing 4: Action 29: Catchment area for staff walking and cycling.</p> <p>It is noted that the outer most catchment of the cycling isochrones clip the edges of Buckinghamshire. It is questioned whether the Applicant has applied any correction factors for topography and available routes when producing these isochrones.</p> <p>The Council does not consider that there are any safe or suitable routes between the county boundary and the airport that could be considered appropriate for any significant numbers of people commuting between villages in the east of Buckinghamshire and the airport. In order to consider these isochrones to be representative of routes that people could be expected to use for sustainable access to the airport, an audit of available routes should have been carried out and areas where improvements are required identified to allow suitable corridors to be provided.</p>	<p>The street-based cycle isochrones account for speed changes due to the underlying elevation (speed will be lower for uphill journeys) and road type specific speed restrictions, with a standard speed on a flat road of 13mph.</p> <p>To undertake a full audit of all cycle routes was not considered necessary prior to examination. Exact routes were not considered at this stage, as the appropriate place to address this is in the future Travel Plans as part of the monitoring and mitigation process.</p>	<p>The Council welcomes this response; however, a full on-street audit is required from Luton Town Centre to the airport.</p> <p>The Council has undertaken a test cycle from Eddlesborough to the airport and found that the route is well defined and signed until reaching Luton Town Centre; beyond that point the route becomes undefined and ceases to direct cyclists to the airport. Whilst some elements can be addressed through the future travel plans, a proper audit of sustainable access by all modes, including cycles, should be carried out prior to that point and significant deficiencies should be addressed through the Type 1 mitigation.</p>

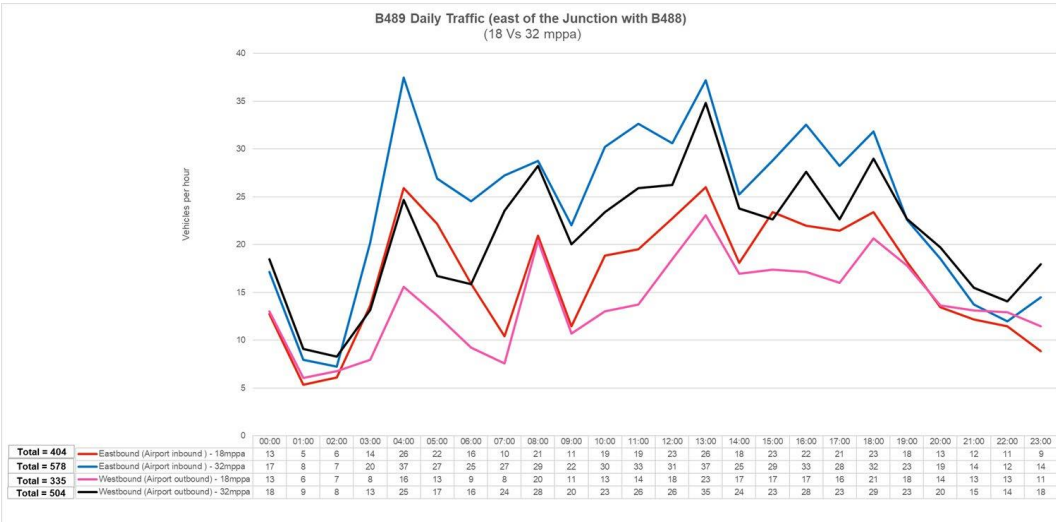
8	Surface Access	<p>REP4-085: 8.97 Outline Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA)</p> <p>The Council considers paragraphs 2.1.2 and 2.1.3 to be misleading. They set out that the TRIMMA is to be governed by a subgroup of the ATF steering group, but it then goes on to give details of the steering group and not the subgroup. It is the Council's position and understanding from discussion with the Applicants that the whole steering group should be the governing group.</p> <p>The Council is concerned that the Applicant is setting out that Highway Authorities should be responsible for the costs of undertaking monitoring on behalf of the Applicant to show that their development has given need for mitigation type 2. A local authority has no funds of its own and is reliant on taxpayers to carry out its</p>	<p>As shown in Table 2.1 the ATF's subgroup and the Steering Group which will govern the TRIMMA are the same body.</p> <p>The Applicant has assessed the impact of the Proposed Development and has proposed mitigation for identified impacts. The Residual Impacts Fund will exist to mitigate previously unforeseen impacts which have been demonstrated to have arisen due to the proposed development.</p>	<p>The Council awaits the Applicant's response regarding the potential for reimbursement of costs for type 2 mitigation. Further information remains to be awaited regarding the value and administration of the Residual Impacts Fund.</p>
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I.D	Topic	Deadline 5 submission (Verbatim)	Luton Rising's Response	Buckinghamshire Council's Response at Deadline 7
		<p>functions. It should be incumbent on the Applicant to assess and mitigate the impacts of its own development.</p> <p>It is not possible to provide the ExA a position on the acceptance of the RIF as this has not been presented to the Council at this time. It is however said to be finite, which will be acceptable on the basis that it is of a significant enough value to deliver a range of potential schemes and will not be exhausted too readily, and therefore nullifying the proposals of the mitigation type 2.</p> <p>The Council welcomes the examples of the RIF Indicative Principles, of a maximum allocation per year, and a maximum allocation per authority, as ways of ensuring that each authority has the ability to access funding if required.</p>		
9	Surface Access	<p>REP4-086: 8.98 Applicant's response to Issue Specific Hearing 4 Action 2: Covid 19 Additional Modelling Technical Note 1</p> <p>The Council acknowledges the national trends identified within the Technical Note and is conscious of the work undertaken within the host authorities' areas. It is noted that no assessment has been carried out within Buckinghamshire and so it is not possible for the Council to determine if these trends are replicated within its network. The Council's concern remains that the modelling has not been validated for the Buckinghamshire Network and so conclusions drawn from the strategic modelling work cannot, as yet, be considered robust in this area.</p> <p>As part of the Deadline 3 submission, the Council offered to provide recent survey data to be used as part of a 2023 baseline or requested that the Applicant carry out their own surveys of this route. However, this request has not been included as part of the recent submissions. This offer to the Applicant remains.</p>	<p>The Applicant considers the strategic transport model is a suitable tool to assess the level of traffic impact on the highway network in Buckinghamshire for the following reasons:</p> <ol style="list-style-type: none"> 1. The model has been calibrated and validated as per the DfT's TAG guidance and considered fit for purpose by all Host Authorities and National Highways. 2. The model includes Buckinghamshire within its modelled simulation, with the fully modelled area covering much of the county. This is shown in 7.02 Transport Assessment Appendices - Part 1 of 3 Appendix E1: Highway LMVR (LMVR) [APP- 201], Figure 4.1 CBLTM-LTN Fully Modelled Area and in the LMVR Figure 7.1 Luton Airport and Non-Airport CBLTM-LTN Zones. 3. The mobile phone demand data, upon which the model travel demands have been built, includes the whole of Buckinghamshire, as shown in the LMVR [APP-201] Figure 5.7 CBLTM-LTN Mobile Network Cordon. 4. The model has also been calibrated / validated to screenlines for demands to/from the county, as shown in LMVR [APP-201] Figure 11.2 'Initial Assignment Calibration' Screenline Classification (Calibration=blue Validation=Red) – Overview. <p>The CBLTM-LTN is a strategic model covering a large area and the focus on calibration and validation is concentrated around the scheme, and its area of impact. Therefore, the CBLTM-LTN core calibration and validation area covers the area surrounding London Luton Airport as reported in Figure 11.3 of the LMVR [APP-201], which is replicated below.</p>	<p>The Council has been informed that the Applicant is now not willing to undertake a comparison of data collected by the Council on recent traffic flows along the B489. However, the Applicant has provided additional information (REP6-070) with specific data on the locations of the validation counts. The Council has undertaken its own review of this additional information and is now satisfied that the B489 data is sufficient for the assessment of the traffic impacts on that corridor.</p>

1.a.1.

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			 <p>For the wider area, Figure 11.2 of the LMVR [APP-201] shows further screenlines which include one titled 'Dunstable Leighton Buzzard', which is also replicated below.</p>	

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			<div data-bbox="1041 373 1941 1199" data-label="Figure"> </div> <p data-bbox="1035 1241 2080 1371">The validation results for the 'Dunstable Leighton Buzzard' screenline shows a strong match between modelled and observed traffic flows, to the recommended level of the DfT TAG guidance. The results are reported in Table 11.8 of the LMVR [APP-201], and reproduced, with the addition of the modelled and observed traffic flows, below.</p> <table border="1" data-bbox="1065 1402 2074 1686"> <thead> <tr> <th colspan="8">AM Peak Flow in Vehicle per Hour</th> </tr> <tr> <th>Direction</th> <th>Counts</th> <th>Observed</th> <th>Modelled</th> <th>Difference</th> <th>%</th> <th>Screenline</th> <th>%Links</th> </tr> </thead> <tbody> <tr> <td>Northbound</td> <td>9</td> <td>1,831</td> <td>1,821</td> <td>-10</td> <td>-0.5%</td> <td>✓</td> <td>100%</td> </tr> <tr> <td>Southbound</td> <td>9</td> <td>2,420</td> <td>2,422</td> <td>2</td> <td>0.1%</td> <td>✓</td> <td>89%</td> </tr> <tr> <th colspan="8">Inter-Peak Flow in Vehicle per Hour</th> </tr> <tr> <td>Northbound</td> <td>9</td> <td>1,389</td> <td>1,394</td> <td>5</td> <td>0.4%</td> <td>✓</td> <td>100%</td> </tr> <tr> <td>Southbound</td> <td>9</td> <td>1,355</td> <td>1,359</td> <td>4</td> <td>0.3%</td> <td>✓</td> <td>100%</td> </tr> <tr> <th colspan="8">PM Peak Flow in Vehicle per Hour</th> </tr> <tr> <td>Northbound</td> <td>9</td> <td>2,640</td> <td>2,645</td> <td>5</td> <td>0.2%</td> <td>✓</td> <td>78%</td> </tr> <tr> <td>Southbound</td> <td>9</td> <td>1,912</td> <td>1,928</td> <td>16</td> <td>0.8%</td> <td>✓</td> <td>100%</td> </tr> </tbody> </table> <p data-bbox="1035 1677 2080 1740">The screenline performance provides confidence in the base model in relation to traffic travelling to and from the Buckinghamshire road network.</p> <p data-bbox="1035 1745 2157 1808">Considering the above, the Applicant does not see the need to utilise any additional data from Buckinghamshire, as the already reported model performance (for movements to/from</p>	AM Peak Flow in Vehicle per Hour								Direction	Counts	Observed	Modelled	Difference	%	Screenline	%Links	Northbound	9	1,831	1,821	-10	-0.5%	✓	100%	Southbound	9	2,420	2,422	2	0.1%	✓	89%	Inter-Peak Flow in Vehicle per Hour								Northbound	9	1,389	1,394	5	0.4%	✓	100%	Southbound	9	1,355	1,359	4	0.3%	✓	100%	PM Peak Flow in Vehicle per Hour								Northbound	9	2,640	2,645	5	0.2%	✓	78%	Southbound	9	1,912	1,928	16	0.8%	✓	100%	
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			<p>the county) are considered 'fit for purpose.' Moreover, the relatively low demands to and from Buckinghamshire, as has been reported in the Trip Distribution Plans, also support this position. However, if the data is provided the Applicant is willing to undertake a comparison.</p>	
10	Surface Access	<p>REP4-087: 8.99 Applicant's response to Issue Specific Hearing 4: Action 6 Traffic on B489 Link</p> <p>This note only details the forecasted traffic flow differences for the network peak hours and does not provide flow differences across a 24-hour period. Further information is therefore requested to allow a final judgement to be made on the full impact on this route and any necessary mitigation measures that may be required.</p> <p>Furthermore, both the submitted Transport Assessment and the Traffic on B489 Link document do not contain information on the baseline survey data used as part of the strategic modelling. The model used to inform the forecasted traffic growth is not validated within Buckinghamshire and the Council is therefore unaware of the survey data used to inform this. As part of the Deadline 3 submission, the Council offered to provide recent survey data to be used as part of a 2023 baseline or requested that the Applicant carry out their own surveys of this route. However, this request has not been included as part of the recent submissions. The Council can therefore not be confident that the modelling provided is reliable and further work is required.</p>	<p>The Applicant has extracted the daily airport traffic, from the reported Trip Distribution Plans, travelling along the B489, and then profiled the traffic over 24-hours utilising the airport passengers trip generation profile. The results are shown in the figure below.</p> <p>The figure shows that the highest hourly increase in airport traffic along the B489 is less than 20 vehicles per hour at each direction, and less than 30 vehicles per hour two-way.</p>  <p>Further information on baseline data is contained in 7.02 Transport Assessment Appendices - Part 1 of 3 Appendix B: Strategic Modelling - Model Specification Report and 7.02 Transport Assessment Appendices - Part 1 of 3 Appendix C: Strategic Modelling Data Collection Report [APP-201]. The model validation is contained in 7.02 Transport Assessment Appendices - Part 1 of 3 Appendix E1: Highway LMVR [APP- 201].</p> <p>Further information on the model validation in general and across the 'Dunstable Leighton Buzzard' screenline, as well as the need for additional data, is in the response to I.D 9.</p>	<p>The Council has now been able to compare the Applicant's validation counts against the Council's own survey data. The Council is satisfied that the results are suitable for assessment purposes.</p>

11	Air quality	<p>REP4-088: 8.100 Applicant's Response to Issue Specific Hearing 5 Action 9: Effects in relation to Pollution Climate Mapping Locations</p> <p>This submission has been reviewed. The Council notes the Applicant's statement at para. 6.1.3 that the Proposed Development is not predicted to impact compliance for PM2.5. Further, that monitoring of PM2.5 is included as part of the GCG Framework, which will be subject to a review every 5 years and that this will help to identify whether additional monitoring is needed. The Council is concerned that although the air quality monitoring is understood to be annual, there is a risk that any changes to air quality objectives (i.e. the targets set by Government) may not actually be reflected and therefore become enforceable until they are incorporated</p>	<p>Paragraph 4.4.1 in the GCG Framework (Tracked Change Version) [REP3-018] was updated following the Applicant's response to Issue Specific Hearing 5 (ISH5) Action 18 provided in Applicant's Response to the Examining Authority's Deadline 4 Hearing Actions [REP4-070]. The changes state:</p> <p><i>"It is proposed that if legal limits or interim targets change, this will trigger a review of GCG Air Quality Limits and Thresholds. It is proposed that this review should be carried out by the airport operator within six months of new legal limits being published, and the findings of this review should be submitted to the Air Quality Technical Panel and the ESG for comment."</i></p>	<p>The Council welcomes this amendment to the GCG Framework and are satisfied that it addresses the concerns previously raised.</p>
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		<p>in the GCG framework, which are proposed on a five year cycle. The Council therefore reiterates to the ExA that it believes the GCG reviews should be annual.</p>	<p>Therefore, in the event of new legal limits or interim targets, this would immediately trigger a review rather than following a five year or annual cycle.</p>	
12	Green Controlled Growth	<p>REP4-089: 8.101 Applicant's response to Issue Specific Hearing 5 Action 16: Green Controlled Growth Scope Monitoring</p> <p>This submission has been reviewed and the Council welcomes the proposed changes to the GCG Framework for Phase 2a as set out within the document. The Council agrees that out of scope monitoring locations should continue to be reviewed within this phase of construction and that they should be brought back in scope if required. This will ensure that if there were to be any changes in future air quality concentrations from those which are forecast within the air quality assessment at the time of the phase 2a development, they will be appropriately considered and reviewed.</p> <p>The Council would also urge the Applicant to adopt the proposed changes to Phase 2b of the construction in addition the Phase 2a</p>	<p>The Applicant notes the support for proposed changes regarding the review mechanism now included for out-of-scope monitoring locations for Phase 2a.</p> <p>The Applicant also notes that proposed changes to the Green Controlled Growth Framework [REPS-022] have been made in response to specific concerns raised by the ExA regarding the need to review out of scope air quality monitoring locations for Phase 2a. These concerns have arisen specifically for Phase 2a due to there being no 'in scope' locations identified for this phase and a more responsive approach to review was sought to ensure this remained the case for this particular phase. This is not the case for all other phases (including Phase 2b) where 'in-scope' locations have been identified and are therefore already subject to the GCG process.</p> <p>While this amendment has been made to accommodate concerns regarding this unique case for Phase 2a, the Applicant has confidence in and stands by the findings of the Air Quality Assessment reported in Chapter 7 Air Quality of the Environmental Statement [AS-076] and therefore does not consider it appropriate to introduce a review process for Phase 2b where 'in-scope' locations have already been identified.</p> <p>The Applicant considers that this amendment regarding Phase 2a, along with the existing mechanism for scoping in air quality monitoring locations, to be a robust approach to ensuring adequate air quality monitoring data will be available for assessment against the GCG Thresholds and Limits.</p>	<p>The Council notes the applicant's explanation as to why it is deemed unnecessary to introduce a review process for Phase 2b and has no further comment on this matter.</p>

13	P19 (surface access, noise, GCG)	<p>The Applicant makes the case (2.2.1) that the assessments written up in the ES have all been subject to a sensitivity analysis in anticipation of the baseline position changing from 18mppa to 19mppa and, consequently, the Applicant asserts that the conclusions remain robust. The Council interprets this as meaning that there is no intention by the Applicant to revisit the assessments. The Council has reservations about whether this approach is acceptable for all topics, particularly socio-economics, where the change in baseline has direct implications for the quantum of benefits that have been cited by the Applicant (e.g. jobs created) as well as mitigation measures, noting that the Applicant highlights the impact of the change on the maximum Community First Fund per annum, as an illustration of this point.</p> <p>The Transport Assessment did not include a sensitivity analysis as per the above (2.2.4). The Applicant asserts that, nonetheless, maintaining a baseline of 18mppa means that the impacts of the proposed Development are reported as marginally greater, meaning that the assessment remains robust. The Council accepts the principle of this approach and conclusion; however, the principal concern for the Council is the absence of the baseline validation in Buckinghamshire, irrespective of whether that baseline remains at 18mppa or is altered to 19mppa.</p> <p>The change in baseline from 18mppa to 19mppa is acknowledged as meaning that an element of the job creation and GVA reported in the ES will need to move into</p>	<p>The Council's interpretation is correct that the Applicant considers the conclusions remain robust and that there is no intention to revisit the assessments. Chapter 5 of the Environmental Statement (ES) [AS-075] describes the overall approach to sensitivity tests and each technical assessment of the ES reports the conclusions for each sensitivity test, including Chapter 11 on Economics and Employment [APP-037] which concludes that the changes in potential impacts are small and overall there would be no change to the assessment of effects.</p> <p>The Applicant considers the issue regarding baseline validation of the strategic traffic model in Buckinghamshire was addressed in Item 4 (pages 6 and 7) of 8.56 Applicant's response to Deadline 2 submissions (Comments from Interested Parties on Deadline 1 submission) Appendix D - Buckinghamshire Council [REP3-064].</p>	<p>Buckinghamshire Council maintain that the change in baseline has an impact upon the forecast benefits expected from expansion, including a reduction in the number of jobs to be created. This in turn would have an impact on the amount of Community First Fund that is available.</p>
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		<p>the baseline. The Applicant estimates the difference to be c.300 jobs and considers that this change is not material to the overall assessment of the effects of or need for growth at the airport (2.2.6). The Council is not in agreement with the Applicant that a reduction of 300 jobs (through transference into the baseline) is not material. Furthermore, the Council considers that a more detailed analysis of the consequential implications of the change in baseline mppa may identify a number of other matters that need alteration – the Council wishes to see this aspect of the assessment reviewed in a more thorough and transparent manner.</p> <p>The Applicant considers the impact of the change in the baseline to be marginal in respect of the environmental effects within the scope of the GCG. Also in relation to noise, it is noted that the commentary to P19 condition 8 signposts the Applicant's intention to make further updates to its proposals for noise controls secured in the DCO – something to be published at Deadline 5. The Council awaits this document with interest.</p>		
14	Surface Access	<p>REP4-106: 8.109 Applicant's response to Issue Specific Hearing 4 Action 2: Covid 19 Additional Modelling Technical Note 2 Risk Assessment</p> <p>Technical notes have been submitted by the Applicant regarding the updates to the transport modelling in line with guidance from the DfT. It was previously requested by the Council that the Applicant should provide calibration information within Buckinghamshire to confirm that the model results are reliable for the local road network within Buckinghamshire. This has not been provided as part of the recent submissions.</p> <p>The Council remains of the position that validation is required within Buckinghamshire to confirm that the model results are reliable within Buckinghamshire.</p>	Please see responses given to I.D 9 and 10.	The Council has now been able to compare the Applicant's validation counts against the Council's own survey data. The Council is satisfied that the results are suitable for assessment purposes.

REFERENCES

Ref 1 Department for Transport (2022) Jet Zero Strategy: Delivering net zero aviation by 2050.

