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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.13 Statement of Common Ground between London Luton Airport Limited and Luton Borough Council

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.13

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

**8.13 STATEMENT OF COMMON GROUND BETWEEN LONDON
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND
LUTON BOROUGH COUNCIL**

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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) the Luton Borough Council.

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

Signature:



Name: Antony Aldridge

Position: Head of Development Consent Order Programme

Date: 7 February 2024

Signed on Behalf of LUTON BOROUGH COUNCIL

Signature:



Name: Sue Frost

Position: Service Director Sustainable Development

Date: 7 February 2024

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).
- 1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).
- 1.1.3 This SoCG has been prepared by the Applicant and Luton Borough Council in respect of the Proposed Development. In particular, this SoCG focuses on:
- a. Consultation
 - b. Need Case and Planning;
 - c. Employment and Training Strategy;
 - d. Surface access, including public transport, car parks, and modelling;
 - e. Environment, including air quality, noise, soils and geology, and biodiversity;
 - f. Flightpaths;
 - g. Green Controlled Growth; and
 - h. Design.
- 1.1.4 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:
- “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”*
- 1.1.5 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). However, LBC is also a host local authority under Section 42(a) of the Act and is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. LBC's involvement in this SoCG is from the perspective of a host local authority. The airport is managed and operated by London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.

1.2.2 The Applicant and LBC 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 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;

¹On 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 of the application for development consent was submitted, the outcome of the inquiry was still unknown and, therefore, all of the core assessment work was undertaken for the application 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.

- (iv) airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- (v) landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- (vi) enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
- (vii) extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- (viii) landscape and ecological improvements, including the replacement of existing open space; and
- (ix) further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040², with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

² 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 LUTON BOROUGH COUNCIL

2.1 Summary of engagement

- 2.1.1 The pre-application statutory consultation carried out by the Applicant, and the way in which it has informed the application for development consent, is set out in full in the **Consultation Report [AS-048]**. As a statutory consultee, LBC 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 Luton Borough Council (LBC)

3.1.1 The status column indicates the final position of the matters within this SoCG. All matters have been resolved to 'agreed' or 'not agreed'.

Table 3-1: Summary of 'consultation' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
CONSULTATION					
Approach to consultation and engagement					
LBC1	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.	LBC agrees that consultation to date has been robust and meaningful.	Joint and individual responses to statutory consultation in 2019 and 2022 and LBC's adequacy of consultation response submitted on 13.03.2023.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
LBC2	Adequacy of non-statutory consultation	The Applicant will continue to engage with LBC post submission of the application for development consent.	LBC has engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular Planning Officers Coordination Group (POCG), and topic specific Technical Working Groups (TWG).	Regular POCG and topic specific meetings since 2018 – see Appendix 1	Agreed

Table 3-2: Summary of ‘planning’ matters with LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
PLANNING					
Planning policy					
LBC3	Green Belt very special circumstances	<p>The Applicant considers that very special circumstances have been demonstrated for locating the Surface Movement Radar (SMR) and associated works (access track and fencing), and the identified harm to the Green Belt is clearly outweighed by the benefits it would deliver. This is in accordance with the Airports National Policy Statement (ANPS), National Planning Policy Guidance (NPPF) and Policy LLP4 of the Luton Local Plan.</p> <p>The Design and Access Statement Volume I [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [REP5-016] includes a</p>	<p>Works within the Luton Green Belt were discussed with LBC at the Planning Policy Compliance workshop on 21/12/2022. LBC confirmed in its Local Impact Report (LIR) that LBC is satisfied that the need for a Green Belt location for the SMR and associated infrastructure has been appropriately demonstrated.</p> <p>LBC is also satisfied that the SMR is essential to operation of the Proposed Development and, therefore, that the SMR is inherently tethered to the Very Special Circumstances (VSC) associated with the Proposed Development.</p> <p>LBC state in LIR paragraph 4.6.14 that the submission is</p>	Deadline 3 Submission - Comments on Applicant's Response to Luton Borough Council's Local Impact Report [REP3-105]	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		Green Belt Assessment in Appendix B [APP-196] .	adequate in respect of Green Belt considerations affecting Luton. The LBC Deadline 3 response letter dated 05.10.2023 states “the LPA does not have any comments to make in respect of the impact upon the Green Belt” on page 2.		
LBC4	Compliance of the Proposed Development with relevant planning policy	Compliance of the Proposed Development with relevant planning policy as a whole has been demonstrated in the Planning Statement [REP5-016] .	LBC have stated in paragraph 5.1.12 of the LIR they consider that the development is in line with the Government’s aviation policy which supports airport growth and airports making best use of their existing runways subject to environmental issues being addressed. The LBC Deadline 3 response adds “ <i>there are no comments to make concerning the Applicant’s response to the principle of development set out in the LIR.</i> ” It is noted the draft DCO envisages, however, that the Proposed Development would	Agreed in LIR [REP1A-004] except with regard to noise see LBC75.	Agreed with the exception of noise which is covered under item LBC75.

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
			<p>extend beyond the current plan period to 2031 and, therefore, the Examining Authority (ExA) will need to take this into account when determining what weight should be attached to specific policies within the Local Plan.</p>		
<p>LBC5</p>	<p>Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation</p>	<p>The Applicant has consulted with LBC 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 applicant should consult Highways England, Network Rail and highway and transport authorities, as appropriate, on the assessment and proposed mitigation measures. The assessment should distinguish between the construction and operational project stages for the</i></p>	<p>LBC agree that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.</p>	<p>Agreement confirmed at meeting on 08.12.2023.</p>	<p>Agreed</p>

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<i>development comprised in the application.”</i>			
LBC6	Consultation undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11	<p>The Applicant has consulted with LBC 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</i></p>	LBC agree that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.	Agreement confirmed at meeting on 11.01.2024.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<i>timings for the applicant’s own surface access proposals.”</i>			
LBC7	Pre-application engagement undertaken in relation to land use	<p>The Applicant has undertaken pre-application discussions with LBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>“During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.”</i></p>	LBC agree 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.	Agreement confirmed via email on 05.12.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		This has included discussion on development within the Green Belt and replacement open space.			
LBC8	Engagement undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155	<p>Engagement with the Lead Local Flood Authorities and highway authorities has been undertaken by the Applicant in accordance with ANPS paragraph 5.155 which states:</p> <p><i>“Where the preferred scheme may be affected by, or may add to, flood risk, the Applicant is advised to seek early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. These discussions can be used to identify the likelihood and possible extent and nature of the flood risk, help scope the flood risk assessment, and identify the information that may be required</i></p>	LBC agree that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155.	Agreement confirmed via email dated 21.12.2023.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p><i>by the Secretary of State to reach a decision on the application.”</i></p> <p>Subsequently, the supporting Flood Risk Assessment has been completed in line with the requirements outlined in this policy and is provided in Appendix 20.1 of the ES [AS-046].</p>			
LBC9	<p>Engagement undertaken in relation to the scope and methodology of the Landscape and Visual Impact Assessment (LVIA), in accordance with ANPS paragraphs 5.214-5.216.</p>	<p>Engagement between the Applicant, LBC and other relevant stakeholders on the LVIA is set out in Section 14.4 of Chapter 14 Landscape and Visual [AS-079] of the ES. Matters regarding the scope and methodology of the assessment are set out in Sections 14.3 and 14.5 respectively. Accordingly, the Applicant considers that the requirements for the assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.</p>	<p>LBC agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.</p>	<p>Agreed with LBC, HCC, NHDC and CBC at the LVIA Open Space TWG on 07.06.2022.</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC10	Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	<p>The Applicant has consulted with LBC in accordance with National Networks National Policy Statement (NNNPS) paragraph 5.204 which states that:</p> <p><i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.”</i></p> <p>Full details of the engagement have been set out and signposted in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p>	LBC agree that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	Agreement confirmed via email on 05.12.2023.	Agreed
LBC11	Consultation undertaken in relation to design, in accordance with NPPF paragraph 137.	<p>The Applicant has undertaken engagement regarding the design of the Proposed Development, including with LBC. This is set out in full in the Design and Access Statement Volume I [AS-049]. This accords with NPPF paragraph 137 which states:</p> <p><i>"Design quality should be considered throughout the evolution and assessment of</i></p>	LBC agree that consultation was undertaken in relation to design, in accordance with NPPF paragraph 137, and is satisfied that going forward the Applicant is committed to design review.	Agreement confirmed at meeting on 11.01.2024.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p><i>individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot."</i></p>			

Table 3-3: Summary of ‘need case’ matters with LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
NEED CASE					
Aviation Policy					
LBC12	Compliance with National Aviation Policy	<p>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>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</p>	LBC 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.	Agreed via email on 05.12.2023	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
Growth and demand forecasts					
LBC13	Methodology for preparing Passenger Demand Forecasts	Passenger demand forecasts, as set out in the Need Case [AS-125] , have been developed using an appropriate methodology.	LBC agree that the passenger demand forecasts have been developed using an appropriate methodology.	Discussions regarding this matter between Chris Smith Aviation Consultancy Limited (CSACL), York Aviation and the host authorities with confirmation in writing on 21.12.2023.	Agreed
LBC14	Assumptions in Passenger Demand Forecasts	Assumptions including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables, have been used to develop the Applicant’s demand forecasts.	LBC agrees that the passenger demand forecasts have used these assumptions.	Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation in writing on 21.12.2023	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
LBC15	Passenger Demand Forecasts	<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. The Applicant has undertaken the sensitivity testing of the forecasts requested in the ExA’s written questions NE.2.1 and 2.2 and The Applicant’s Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts [REP8-037] was submitted at Deadline 8. These sensitivity tests, using the alternative assumptions proposed by the Host Authorities, demonstrated that there is no material impact on the Core, Faster and Slower Growth Cases used for the assessment of the impacts and benefits of the Proposed Development.</p>	<p>LBC consider that there are issues with a number of the assumptions used, most notably the passenger handling capabilities attributed to Gatwick and Heathrow, both of which could handle larger numbers than attributed to them by the Applicant, which could impact on the rate of growth and the timing of delivery of impacts and benefits at Luton. It is our view that many of the economic, price and elasticity assumptions carry a degree of down-side risk meaning the forecasts are likely to be optimistic thereby further slowing growth at Luton.</p>	<p>LBC stated their concerns at various stages during the Examination and having reviewed the Applicant’s Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts, LBC are still not satisfied [REP8-058] and [REP9-064].</p>	Not agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC16	Position on Passenger Demand Forecasts	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 conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for the Core Planning Case (subject to the reservations noted above about the passenger forecasts).	Agreed via email on 05.12.2023	Agreed
Night quota period					
LBC17	Appropriateness and realistic profile of flights over day and night	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	LBC agrees that the Need Case sets out a realistic profile of flights for the day and night periods. LBC supports the retention of the cap of 9,650 annual flights in the night period and would	Agreed via email on 05.12.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>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 night quota period movement cap is secured via the Air Noise Management Plan [REP9-047]..</p>	<p>expect the night quota count cap to be included as a requirement and not left to the discretion of the Applicant.</p>		

Table 3-4: Summary of ‘surface access’ matters LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
LBC18	Future monitoring of the highway network around the airport	<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 (FTP) [TR020001/APP/7.13]. The Transport Assessment [APP-203, AS-123, APP-205, 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>An Outline Transport Related Impacts Monitoring and</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. The approach to the TRIMMA, and the setting out of LBC’s role in the ATF’s Terms of Reference, is agreed.</p>	<p>Discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed at a meeting on 21.09.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Mitigation Approach (OTRIMMA) [REP8-043] was submitted at Deadline 8 and the Sustainable Transport Fund (STF) [TR020001/APP/8.119] was submitted at Deadline 9. The TRIMMA provides a means of identifying when proposed highway mitigation should be delivered, and is also a mechanism of agreeing on the final form of this mitigation and of supporting the delivery of other mitigation required as a result of the Proposed Development. The TRIMMA will be governed through the Airport Transport Forum (ATF). LBC's role in the ATF Steering Group will be agreed in the ATF's Terms of Reference, which was submitted at Deadline 4 [REP4-083]. The final Terms of Reference for the ATF Steering Group will be contained in the TRIMMA.</p>			
<p>Assessment</p>					

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC19	Scope of the traffic and transport assessment	The traffic and transport assessment, as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] , is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	LBC agree on the scope of the traffic and transport assessment, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed at a meeting on 23.10.2023	Agreed
LBC20	Assessment years used within the Traffic and Transport Assessment	The assessment in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] has been undertaken for three Assessment Phases for the assessment years of 2027, 2039 and 2043. The Assessment Phases used within the traffic and transport assessment have also informed other environmental topics including the air quality assessments.	LBC agree with the assessment years used within the traffic and transport assessment and agree that they are consistent with the air quality assessments.	Discussed at a meeting on 27.07.2023 and 03.08.2023, and agreed at a meeting on 21.09.2023	Agreed
	Mitigation				
LBC21	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent	LBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network	Host Authorities' joint 2022 Statutory	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.	solutions that will enable their support of the Proposed Development.	Consultation response	
LBC22	Mitigation measures	The Applicant has proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity. The mitigation measures are detailed in Section 8 of the Transport Assessment [APP-203, AS-123, APP-205, APP-206] .	LBC agree with the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023	Agreed
	Public / sustainable transport impacts				
LBC23	East-west public transport connectivity	The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport opportunities, noting that there has been a long-standing lack of strategic east-west public transport connectivity in the	The region lacks good public transport from east to west and vice versa, both by road and rail. Following the submission of various reports at Deadline 5 (including the outline TRIMMA (OTRIMMA) [REP5-041] , the Sustainable Transport Fund	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>region. 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 summarised in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p>Through this application, the Applicant 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 new terminal. The</p>	<p>(STF) [TR020001/APP/8.119], the Rail Impacts Summary [REP8-030] and the Bus and Coach Study [TR020001/APP/8.122] LBC confirm they are satisfied with the mechanisms to ensure greater connectivity across the region.</p>	<p>meeting on 08.12.2023</p>	

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		<p>Surface Access Strategy [APP-228] and FTP [TR020001/APP/7.13] set out how the Applicant and airport operator will work with each 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>The Applicant provided further information regarding the identification of bus/coach journey pairings at Deadline 5 and 8 in the Bus and Coach Study [TR020001/APP/8.122], and how these will be funded, through the STF [TR020001/APP/8.119] which was updated further at Deadline 9.</p>			
LBC24	Public transport capacity	As part of the Proposed Development, the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through Green Controlled Growth (GCG) Framework	From reviewing the Examination response LBC have greater clarity on 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	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a	Agreed

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		<p>[TR020001/APP/7.08] 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 Framework [TR020001/APP/7.08], and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the development of future 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. If deemed suitable through the 5-yearly Travel Plan monitoring detailed design for the coach station could be developed at the appropriate time, following grant of development consent.</p> <p>The Applicant has analysed the existing public transport network,</p>	<p>employee demand have also been clarified.</p> <p>This point is agreed.</p>	<p>meeting on 23.10.2023.</p>	

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		<p>including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>The Transport Assessment [APP-203, APP-205, APP-206 and AS-123] 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, APP-205, APP-206 and AS-123] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed Development. It is expected that existing commercial bus and coach operators would increase the frequency of services to support the demand where necessary. Further information is provided in the Bus and Coach</p>			

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		<p>Study [TR020001/APP/8.122] submitted at Deadline 5 and updated at Deadline 8.</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, APP-205, APP-206 and AS-123].</p>			
LBC25	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 FTP [TR020001/APP/7.13] 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</p>	<p>There is significant emphasis on increased public transport services in the FTP [TR020001/APP/7.13].</p> <p>LBC are satisfied with the level of detail provided 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.</p>	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023	Agreed

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		<p>and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback. 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 DART has made access by rail more attractive, and the Applicant and</p>			

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		<p>airport operator will work with train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the future, the airport operator will work closely with rail and bus service operators through the ATF and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p>The STF [TR020001/APP/8.119] and the Bus and Coach Study [TR020001/APP/8.122] provide information on how bus services will be funded, and which services may be prioritised for implementation.</p>			
LBC26	Travel plan delivery	The FTP [TR020001/APP/7.13] 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 toolbox consists of interventions and measures that	LBC are satisfied with the level of ambition 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.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a	Agreed

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		<p>can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the Surface Access Strategy [APP-228] and changing circumstances which will be recognised through the results of ongoing monitoring and stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the FTP [TR020001/APP/7.13] will have ambitious Targets that are over and above those set out in the GCG Framework [TR020001/APP/7.08], set 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</p>		<p>meeting on 08.12.2023.</p>	

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		<p>DCO, the decision for which would include consideration of the appropriateness of the Targets set out and the corresponding measures proposed to meet them.</p> <p>The approach to future monitoring and undertaking of surveys is set out in the FTP [TR020001/APP/7.13].</p> <p>The STF [TR020001/APP/8.119] and the Bus and Coach Study [TR020001/APP/8.122] provide information on how sustainable transport interventions will be funded, and which services may be prioritised for implementation.</p>			
Public / sustainable transport targets					
LBC27	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 existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, Luton airport has one of the lowest levels of public transport use. LBC welcome the recognition of this inadequacy and the wish to	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a	Agreed

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		<p>the FTP [TR020001/APP/7.13]. The Covid-19 pandemic has seen a drop-off in sustainable transport however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets.</p> <p>The FTP [TR020001/APP/7.13] 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</p>	<p>address it in the Proposed Development. LBC agrees the Proposed Development will address the significant challenges to achieving the stated modal shift, through the Travel Plan, TRIMMA and GCG Framework.</p>	<p>meeting on 08.12.2023.</p>	

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		<p>the results of ongoing monitoring and stakeholder feedback.</p> <p>Sustainable transport measures to meet mode share Targets will be funded through the STF [TR020001/APP/8.119].</p>			
LBC28	Non-sustainable mode share	<p>The GCG Framework [TR020001/APP/7.08] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the Airport. 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]. This aligns with the principle of Green Controlled Growth, which is to ensure that environmental impacts do not exceed those forecast in the Faster Growth case that is assessed in the Environmental Statement (ES). The Applicant is however</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.</p> <p>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>Following discussions with the Applicant and clarification on GCG limits and Travel Plan targets this item is now agreed.</p>	Discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		<p>committed to establishing and working towards achieving more ambitious surface access targets (as distinct from GCG Limits) through the FTP [TR020001/APP/7.13], which sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years. This approach, with Travel Plans refreshed every five years, allows a flexible and responsive approach to driving increased use of sustainable travel.</p>			
Car parks					
LBC29	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</p>	<p>LBC raised concerns 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. This could cause increased pressure for long term parking provisions in the surrounding areas, and the implications of this</p>	<p>Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.</p>	Agreed

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		<p>number of parking spaces will increase. 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 will be some growth in off-site parking, proportionate with the on-site parking growth, though a proportionate split will be maintained.</p> <p>The Applicant has reviewed LBC's letter from ISH7 [REP6-105] regarding the town-wide</p>	<p>need to be considered as part of the application for development consent.</p> <p>Following consultation with the Applicant this point is now agreed.</p>		

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		parking strategy, and is in agreement with its content.			
LBC30	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 authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed. This will be further managed through the OTRIMMA [REP8-043] and the processes within that.	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.	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed
LBC31	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	LBC accept that third party car parking facilities are not under the control of the Applicant and there is no commercial arrangement present to enable this monitoring.	Discussed at a meeting on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a	Agreed

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		<p>that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets.</p> <p>The 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 submitted the OTRIMMA [REP8-043] at Deadline 7.</p>		meeting on 23.10.2023.	
Framework Travel Plan					
LBC32	Toolbox of travel plan measures	<p>The GCG Framework [TR020001/APP/7.08] includes mode share Limits included in GCG will ensure that the operator delivers any sustainable travel measures from the FTP [TR020001/APP/7.13] toolbox that are necessary to stay within the Limits. These will be funded by the Applicant as detailed in the</p>	LBC understand that the “toolbox of travel plan measures” will be funded through the STF and are satisfied with the level of certainty the STF provides.	Discussed at meetings on the 27.07.2023, 03.08.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed

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		<p>STF [TR020001/APP/8.119] . Failure to stay within the GCG Limits would result in limitations being placed on airport growth; therefore, the 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 appropriately.</p>			
LBC33	Lift-sharing programmes	<p>The FTP [TR020001/APP/7.13] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. It includes a commitment to on-going approach to monitoring which will be important in the success of the Travel Plan. It also sets out the governance structure to support delivery of these programmes and measures, and the GCG mode share Limits provide the necessary incentive to ensure that the operator will deliver measures necessary to stay within the GCG Limits.</p>	<p>LBC understand that the five-yearly travel plans, outlined in the FTP and funded through the STF, provide a way to fund, incentivise, market and monitor lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing. LBC accept the level of engagement they will have on this through the ATF.</p>	<p>Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.</p>	Agreed

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LBC34	Framework Travel Plan scope	The FTP [TR020001/APP/7.13] establishes the format and content of future Travel Plans that are to be produced five-yearly.	LBC agrees on the scope of the FTP.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
Modelling					
LBC35	Model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	The Applicant has discussed the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log with LBC, who have agreed it.	LBC have confirmed the detail on model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed
LBC36	Approach to the modelling scenarios	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	LBC understands from this comment that a scenario in which additional capacity on the M1 is not provided has been modelled by the airport, and notes that the airport has concluded that the mitigations it was proposing for the scenario in which additional	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed

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		<p>9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</p> <p>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the</p>	<p>capacity is provided, still work. LBC have reviewed the modelling work undertaken and confirm there are no material negative knock-on effects on its own highway network as a consequence.</p>		

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		<p>Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</p> <p>The Applicant refers the HA to Section 14.3 of the Transport Assessment [APP-206].</p>			
LBC37	Assumptions for infrastructure measures	<p>The assumptions for these infrastructure measures have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.</p>	<p>As the designs within the East Luton highway study are only at outline design stage, the junction capacities may change when the junction designs are further developed. However, LBC agree that the assumed highway capacity at these locations in the 2027 case is appropriate to include the Do-Minimum scenario.</p> <p>Noted that some locations are likely to require further modification as a result of airport growth.</p>	Discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed
LBC38	Calibration and validation of models	<p>The details of calibration and validation of models are set out in the modelling Local Model Validation Report (LMVR) reports which have been agreed</p>	<p>LBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and</p>	Discussed at a meeting on the 27.07.2023 and agreed in a	Agreed

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		by both National Highways and the relevant highway authorities.	assumptions around the development/transport and highway scheme uncertainty log.	meeting on 03.08.2023.	
LBC39	The CBLTM-LTN and VISSIM modelling	The Applicant understands that LBC remains committed to the delivery of the East Luton project. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 Vauxhall Way will have been implemented. LBC accept that these improvements can be delivered before 2028.	Discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed
LBC40	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	LBC are satisfied with the approach to modelling, in terms of the included committed developments and transport infrastructure schemes.	Discussed at meetings on the 27.07.2023, 03.08.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed

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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>			
Local impact fund					
LBC41	General local highway network fund to cover additional improvements	<p>The Applicant, as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206], Surface Access Strategy [APP-228] and the OTRIMMA [TR020001/APP/8.97], proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation such as airport related traffic on less suitable roads. The Applicant will work with the local highway authorities through the ATF and support appropriate measures in the event that there are impacts which occur as a consequence of</p>	<p>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 authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the STF with priority given to reducing highways</p>	<p>Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023, 23.10.2023 16.01.2024 19.01.2024 and agreed in a meeting on 26.01.2024.</p>	Agreed

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		the implementation of the Proposed Development, outlined in the OTRIMMA. The mitigation of unforeseen impacts will be funded through the Sustainable Transport Fund [TR020001/APP/8119] which will be secured by requirement through the dDCO [TR020001/APP/2.01] .	impacts by modal shift prior to capacity interventions given the environmental benefits that would result.		
LBC42	The Extent of the highway network is included in the CBLTM-LTN model.	The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model.	LBC agree with the extent of the highway network included in the CBLTM-LTN model.	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed
LBC43	Principle of the Travel Plans and that liftshare.com and the cycle to work scheme	For lift-sharing programmes and other sustainable travel initiatives the FTP [TR020001/APP/7.13] 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	LBC have agreed the principle of the Travel Plans and that liftshare.com and the cycle to work scheme could be introduced as a means to encourage sustainable transport (Table 4.1).	Discussed at meetings on the 27.07.2023, 03.08.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		<p>results of ongoing monitoring and stakeholder feedback, to ensure that the Targets are achieved and will have the greatest impact on travel behaviour and mode choice. It is not an exhaustive list, and other interventions will be considered where required, but it represents those considered most appropriate by the Applicant at the point of submission of the application for development consent. The development of the Travel Plans will be managed by the TPC, who will be appointed by the Operator. The future Travel Plan document when developed will clearly set out the roles and responsibilities, delivery approach, and potential partners for each intervention / measure as requested.</p> <p>The STF [TR020001/APP/8.119] provides information on how lift sharing and cycle to work schemes may be funded.</p>			

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LBC44	Growing rail passenger numbers	<p>The Applicant is in discussion with LBC regarding interventions to support the growth of rail passenger numbers. The extent of these will depend on the monitoring and evaluation carried out as part of the future Travel Plans and linked to GCG.</p> <p>The Rail Impacts Summary [REP8-030] provides further information on the impacts of the Proposed Development on the rail network.</p>	LBC agree to this item on the basis that National Rail were and are consulted on relevant matters.	Discussed at a meeting on the 27.07.2023, 03.08.2023 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed
LBC45	Increasing the number of journeys made by car sharing	<p>Following the submission of the application for development consent, the Applicant has developed a STF [TR020001/APP/8.119] to be used to fund measures identified within the FTP [TR020001/APP/7.13] The Applicant will consider the most appropriate measures to bring forward from the toolbox of measures identified in the FTP. This can consider improvements</p>	LBC are satisfied on detail provided as to how the airport intends to increase the number of journeys made by car sharing, and accept further clarity has been provided on what is meant by 'improvements' to the car sharing platform (Section 6.3.9).	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed

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		to ‘car sharing’ in discussion with the airport operator.			
LBC46	On-demand bus services set out in the framework travel plan	Demand-responsive buses are a possible intervention proposed in the FTP [TR020001/APP/7.13] which may be included in future travel plans, and are therefore not guaranteed to be implemented. Future Travel Plans, that will be produced five-yearly, may pick up this intervention if it is deemed an appropriate tool at the time for increasing sustainable mode share for employees and for improving access to the airport. In this case, further detail will be given in the relevant Travel Plan on how this service may be provided, in terms of routes, geographic coverage, frequency, and other characteristics of the service. Annual Monitoring Reports, which will be produced annually to give insights into how passengers and staff are travelling to the airport, would inform this, to ensure the service	LBC are satisfied with the information gathered regarding the on-demand bus services that operate in the area. This information may inform future DRT services that may be proposed in future travel plans.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 16.01.2024.	Agreed

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		<p>would be of greatest effectiveness and efficiency.</p> <p>The Bus and Coach Study submitted at Deadline 5 [REP5-058] and updated for Deadline 8 [REP8-032], only considers set bus and coach routes. Demand responsive bus services can be considered post consent in the travel plans through more granular market and accessibility assessments.</p> <p>Two demand-responsive services currently operate near London Luton Airport, yet do not serve the airport itself. These include:</p> <ul style="list-style-type: none"> • HertsLynx, serving North and East Herts and Dacorum. Passengers choose from a variety of pick up and drop off locations, and can book by app, website, or telephone • South Beds Dial-a-ride, serving Central Bedfordshire, Buckinghamshire and 			

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		<p>Hertfordshire to Luton Town Centre, excluding London Luton Airport. It provides a door-to-door service to/from any destination and must be booked in advance.</p> <p>A demand responsive service to the airport could be investigated further through future travel plans in collaboration with the ATF Steering Group, and may involve extending existing services to London Luton Airport, or establishing a new service.</p>			
LBC47	Employee cycle parking at parkway station	The use of employee cycle parking would be reviewed as part of monitoring Travel Plan. Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	LBC would like to see employee cycle parking at parkway station coupled with free or subsidised use of DART for those employees that travel by cycle (Section 6.5.3). LBC accept this matter is agreed based on the Applicant's commitment to delivering the necessary measures as part of the Travel Plan.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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LBC48	Updating the Travel Plan	<p>The FTP [TR020001/APP/7.13] states: “<i>Targets within each TP must be reviewed and updated where considered necessary in following circumstances: a. every five years, when there is a requirement for the production of a new TP; b. where Targets are set with deadlines of less than five years, when that shorter deadline has been reached; and c. when Targets have been achieved based on the evidence from (annual) monitoring, the Targets must be reviewed and new Targets set where further progress is considered achievable within the remaining period of the TP</i>”. The FTP proposes to increase the frequency of staff travel surveys, moving to annual surveys rather than the current frequency of every two years. The TP frequency of every five years aligns with the ASAS frequency (as set out in the APF as every five years to match with the previous LTP cycle).</p>	<p>The five-year travel plan update period and frequency of monitoring set out in the Applicant Position is agreed.</p>	<p>Discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed in a meeting on 21.09.2023.</p>	Agreed

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LBC49	Annual Monitoring Report	An Annual Monitoring Report will be produced to report on trips to and from the Airport. This information can be used to inform progress towards the targets set out in the Travel Plan. It is proposed to update targets every five years to allow the measures that have been introduced to start to affect travel behaviour. This also aligns with the Airport's commitment that the Travel Plan will serve as the ASAS.	The five year travel plan update period and frequency of monitoring as set out in the Applicant Position is agreed.	Discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed in a meeting on 21.09.2023.	Agreed
LBC50	Adopting a travel plan	The airport operator does not have the controls to influence the travel behaviour of airport-based companies. However, monitoring of airport related trips will be agreed and confirmed within the Travel Plan and TRIMMA (Transport Related Impacts Monitoring and Mitigation Approach), which will be informed by the Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [REP8-043] submitted at Deadline 8. Where	LBC believe there should be a reasonable endeavour to move all airport-based companies to adopt a travel plan (monitoring should not exclusively be reserved for those that are participating in travel planning).	Discussed at meetings on the 27.07.2023, 03.08.2023 and 23.10.2023 and agreed in a meeting on 16.01.2024.	Agreed

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		possible and using reasonable endeavours, the Applicant will seek to encourage other businesses based on the airport campus to adopt the Travel Plan, and the FTP [TR020001/APP/7.13] has been updated as such for Deadline 8.			
LBC51	Travel Plan period	It is considered that the monitoring periods set out in the FTP [TR020001/APP/7.13] , are sufficient to ensure meaningful and measurable change has occurred. As such, one year is deemed too short a time period but annual monitoring will take place and report on progress towards those targets.	LBC agree that annual monitoring is sufficient to ensure Targets are being met, to support the five-yearly Travel Plans.	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023.	Agreed
LBC52	Use of DART	Luton Airport staff receive free travel on the DART service. Luton residents can get travel for half-price by scanning a QR code at the DART station.	LBC understand that there is free use of DART for all airport employees (Table 5.1). Therefore this point is agreed.	Discussed at a meeting on the 27.07.2023 and 03.08.2023, and agreed at a meeting on 21.09.2023.	Agreed

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LBC53	Off peak rail services	The Applicant will monitor rail services as part of the Travel Plan. If deemed appropriate improvements can be discussed with Train Operating Companies and Network Rail via the ATF. Terms of reference (ToR) for the ATF were provided at Deadline 8 as Appendix A of the OTRIMMA [REP8-043] .	LBC have considered the additional information on the ATF Terms of Reference [REP4-083] provided at Deadline 4, and accept the level of detail given regarding how east-west rail services may be improved to increase access to the airport.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed
LBC54	Planning permission for a park and ride / mobility hub at Butterfield Business Park	The Applicant understands that LBC is pursuing planning permission for a park and ride / mobility hub at Butterfield Business Park. The Applicant cannot consider changes to the transport network that have not yet been given planning permission. However, if and when the mobility hub is approved, measures to ensure integration between this and surface access to Luton Airport may be covered in future Travel Plans, which provide more detail around how sustainable transport accessibility and mode share can be improved. This may include	LBC is pursuing planning permission for a park and ride / mobility hub at Butterfield Business Park to coincide with highway improvements along Vauxhall Way. LBC agree with the acknowledgement of its proposals within the airport's submissions, and consideration given to how this scheme could integrate with surface access policy and future travel plans increase modal shift for those accessing the airport.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		working with public transport operators to explore how routes and timetables can be optimised and integrated between the Airport and the Business Park.			
LBC55	Improving local and regional bus services	Further detail on public transport interventions will be provided in subsequent Travel Plans. As these interventions are developed, they will consider how the Applicant will work with the Enhanced Partnership Board.	With respect to improving local and regional bus services, LBC are satisfied with how the Applicant intends to work with Luton Council's Enhanced Partnership Board, a decision making body comprising local bus operators and Luton Council that make strategic decisions to improve bus provision and customer satisfaction (Table 5.2).	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed
LBC56	Strengthening bus services	<p>Consideration of strengthening the feasibility of investing in pilot bus services to the airport will be informed by the baseline surveys that will be undertaken post-consent.</p> <p>The STF [TR020001/APP/8.119] and the Bus and Coach Study [TR020001/APP/8.122] provide information on how bus services</p>	LBC support the interventions relating to strengthening bus services that serve the airport, and the intentions for how these will be funded.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed

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		will be funded, and which services may be prioritised for implementation.			
LBC57	Travel Plan content	The Applicant can confirm the FTP [TR020001/APP/7.13] and associated documents have been developed in collaboration with the airport operator.	LBC is content that the FTP has been discussed with the existing airport travel plan coordinator.	Discussed at a meeting on the 27.07.2023 and agreed in a meeting on 03.08.2023	Agreed
LBC58	Cycling and walking enhancements	<p>A Travel Plan will be produced upon notification of consent. Following baseline surveys the most appropriate measures will be put forward as part of the Travel Plan. As set out in the FTP [TR020001/APP/7.13] this will include working with LBC to deliver elements of the LCWIP. A number of the improvements to crossings that are required as part of the identified LCWIP route will be delivered as part of the Vauxhall Way.</p> <p>As stated in the Applicant's Post Hearing Submission – Issue Specific Hearing 4 (ISH4)</p>	LBC is in agreement with the approach to planning and funding cycle and walking enhancements. This includes how Cycle Route J, identified in LBC's LCWIP, and cycling infrastructure and facilities within the airport site boundary, may be fully or partially funded through the STF and the ATF.	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed

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		<p>[REP3-051], the highway improvements proposed as part of the airport expansion include measures that would be complimentary to cycle route J, including an off-road shared path and crossing improvements.</p>			
<p>LBC59</p>	<p>Background growth (do-minimum) and/or airport expansion (do-something)</p>	<p>The Applicant considers that congestion and delay have been set out in detail in the submitted Transport Assessment [APP-203, AS-123, APP-205, APP-206]. The flows used as part of the do-something modelling are robust and over-estimate the impacts of the Airport given that Century Park (New Horizons Park) was not included in the do-minimum scenarios and also given that all of the demand is constrained within the model (ie, there is no potential leakage of demand from re-routing). Nevertheless, as part of the detailed design, the modelling can be refined to address the conditions at the time. Decision-making around this mitigation will</p>	<p>LBC note that a number of locations are identified for improvement on Luton’s highway network. These respond to background growth (do-minimum) and/or airport expansion (do-something). LBC are satisfied that the proposals put forward in the OTRIMMA sufficiently reflect the actual factors that influence congestion and delay as a result of other potential transport enhancements and future uncertainty.</p>	<p>Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 16.01.2024.</p>	<p>Agreed</p>

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		be undertaken through the ATF. Further information was provided in the OTRIMMA [TR020001/APP/8.97] submitted at Deadline 4 and Deadline 8, and Deadline 11.			
LBC60	Site constraints and changes in land-use	Surface Access improvements will be subject to monitoring and evaluation carried out through the Travel Plan. More information will be provided in the future Travel Plans and the OTRIMMA [REP8-043] , provided at Deadline 8.	LBC agrees that the point in time at which improvements are set to be made needs a proportionate degree of flexibility. This is because potential site constraints and changes in land-use, not anticipated and outside the influence of LBC or the airport, could necessitate an earlier or later delivery date (Appendices Part 1 of 3).	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and 23.10.2023 and agreed in a meeting on 16.01.2024.	Agreed
LBC61	Highway mitigation drawings	The Applicant will provide a detailed design of highway mitigations at Detailed Design phase.	LBC recognise that highway mitigation drawings reflect early-stage 'outline' design. LBC accept that further discussions will need to take place to develop detailed designs. Detailed design will be consistent with national/local policy and consider how the needs of all road users have been	Discussed at meetings on the 27.07.2023, 03.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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			taken into account (Appendices Part 1 of 3).		
LBC62	Funding of highway mitigation	Following the submission of the application for development consent, the Applicant has developed a STF [TR020001/APP/8.119] , to be used to fund measures identified within the FTP [TR020001/APP/7.13] and any MT2 highway mitigation measures as outlined in the OTRIMMA [TR020001/APP/8.97] . The fund will be governed through the ATF. This is secured by requirement through the dDCO [TR020001/APP/2.01] .	LBC understand that an explicit fund has been established that aligns with the Council’s 5 year Highways Works Plans. LBC agree with the approach to governance set out in the Applicant’s position.	Discussed at meetings on the 27.07.23, and 27.08.23, and agreed in a meeting on 21.09.2023.	Agreed
LBC63	Traffic data	Whilst it is noted that the traffic data used is from 2016/2017, it is also recognised that the ability to update the baseline forecasts has not been possible given the continued uncertainty on traffic flows over time. As such, and in common with other transport	LBC notes the ExA’s request to update the traffic modelling work in line with recent guidance on how to model the effects of Covid-19. LBC accept and agree with this new information provided in the Rule 9 Response [AS-064] .	Discussed at meetings on the 27.07.2023, 27.08.2023, 11.10.2023 and agreed in a meeting on 23.10.2023.	Agreed

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		models, reliance has been made of the best available data.			
LBC64	Surface Access Strategy and mitigation measures	<p>The Surface Access Strategy [APP-228] presents the Applicant’s vision and objectives for surface access and the priority areas and interventions that form the Applicant’s approach to achieving this vision. It summarises how the implementation of the SAS and progress against its objectives, including mode share Limits and surface access Targets, will be monitored in the future through the Green Controlled Growth (GCG) Framework [TR020001/APP/7.08] and the FTP [TR020001/APP/7.13] respectively. The legally binding GCG Framework contains a series of clearly specified ‘Limits’ for the environmental effects of the expanding, expanded, and lifetime operation of the airport. By enshrining these Limits within the DCO, the GCG Framework ensures that the actual effects of</p>	<p>Following a meeting re the Joint Strategic Needs Assessment, LBC confirmed that the data sets used by the Applicant were satisfactory and that the impacts had been adequately assessed.</p> <p>LBC are satisfied with the measures identified to mitigate the impacts of the development upon the health and wellbeing of the local communities surrounding the airport.</p>	Discussed at meetings on the 27.07.2023, 27.08.2023 and 23.10.2023 and agreed in a meeting on 08.12.2023.	Agreed

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		<p>the Proposed Development, as they manifest over time, are monitored and timely measures are taken to ensure that those Limits are not exceeded. The assessment of performance against the Limits for the four environmental areas, including surface access, will be undertaken annually, with defined monitoring and reporting requirements set out as part of the framework and secured through the DCO. In this way, the GCG Framework [TR020001/APP/7.08] serves to ensure that the 'reasonable worst case' environmental effects are not exceeded. If they were to be exceeded, growth at the airport would have to stop, and mitigation would be implemented in accordance with the processes mandated by the GCG Framework.</p>			

Table 3-5: Summary of ‘environment’ matters with LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
ENVIRONMENT					
Air quality					
LBC65	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 LBC.	LBC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14.06.2023	Agreed
LBC66	Air quality study area	The Applicant considers that the study area, as detailed in Sections 7.3.5 to 7.3.9 in Chapter 7 Air Quality of the ES [AS-076] , is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the study area.	EIA Scoping Meeting 12 April 2018 Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14.06.2023	Agreed

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LBC67	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 (CoCP) [REP8-013] 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 [REP4-013]. The construction dust mitigation included in the Code of Construction practice is detailed in section 8 of Appendix 4.2 of the ES [REP8-013]. These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.</p>	LBC 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 LBC 14.06.2023</p>	Agreed
LBC68	Modelling methodology	The Applicant considers the modelling methodology including the data sources, model setup including use of	LBC agrees with the modelling methodology including data sources, model set up including use of	Air Quality TWG meetings	Agreed

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	including data sources	the Atmospheric Dispersion Modelling System (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 LBC.	ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.	from 2018 to 2022 SoCG meeting with LBC 14.06.2023	
LBC69	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 LBC.	LBC agrees with the significance criteria used in the assessment.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14.06.2023	Agreed

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LBC70	Odour impact methodology and results	<p>The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028], to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.</p> <p>The Applicant received a query regarding how odour complaints will be reported. A note was shared with LBC at Deadline 6. An updated note on including the Proposed Odour Reporting Process [REP8-034] has been shared with LBC to review updates.</p>	<p>LBC agrees with the odour impact methodology and results and requests additional information on odour report methodology.</p> <p>LBC provided comments to the proposed odour reporting process submitted by the Applicant at Deadline 6 [REP8-034] in its Post-Hearing Submission [REP6-106] and Responses to ISH8 Action Points [REP6-107].</p> <p>LBC is now content that the Odour Reporting Process [REP8-034] adequately addresses the previous comments made by LBC.</p>	<p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with LBC 14.06.2023 and confirmation in writing on 22.01.2024.</p>	Agreed
LBC71	Air quality assessment results for construction and operational phases	<p>The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases are detailed in Appendix 7.9 of Chapter 7 Air Quality of the ES [AS-076]</p>	<p>LBC agrees with the air quality assessment results for construction and operational phases.</p>	<p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with LBC 14.06.2023</p>	Agreed

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		and Appendix 7.3 of Chapter 7 Air Quality of the ES [REP4-013] . The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.			
LBC72	Good practice mitigation identified for the operational phase	The Applicant considers the good practice mitigation identified for the operational phase, as detailed in Appendix 7.5 of Chapter 7 Air Quality of the ES [APP-065] , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with LBC.	LBC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with LBC 14.06.2023	Agreed
LBC73	GCG Thresholds and Limits – Air Quality	Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [TR020001/APP/7.08] , the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within the scope of GCG. As GCG Limits will be aligned to	LBC confirmed its position on this approach, noting in-principle support in comments on draft DCO documents. LBC requested that the Interim target for PM _{2.5} should be appropriately accounted for in the air quality GCG approach. This was included in the Applicant's GCG	Air Quality Meeting with LBC 21.06.2023 and confirmation in writing on 22.01.2023 and 23.01.2023 and 26.01.2024	Agreed

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		<p>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>It was discussed at the meeting on 21.06.2023 that the GCG Framework [TR020001/APP/7.08] would not preclude the Applicant from observing the monitoring and taking action, pre-empting annual results, as it would be in</p>	<p>Framework at Deadline 5 [REP5-022].</p> <p>LBC sought clarity on the timeframes for the monitoring result reporting and the investigation following a threshold or limit being exceeded. The Applicant included commentary in their response to written questions at Deadline 7 [REP7-054] and in their update to the Annex D of the GCG Framework [TR020001/APP/7.08] and confirmed in an email of 26.01.2024 a watching brief and action on a precautionary basis using the provisional data.</p>		

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		the Applicant’s interest – taking a ‘watching brief’ approach and taking action on a precautionary basis using provisional data.			
	Noise policy, legislation and guidance				
LBC74	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 Noise and Vibration of the ES [REP9-011] (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.	LBC agrees these documents to be appropriate.	Meeting with Suono and Host Authorities 12.01.2024	Agreed
LBC75	Compliance with aviation noise policy	The Planning Statement [REP5-016] sets out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework “to limit and where possible reduce the number of people in	LBC’s summary position is set out in post hearing submission [REP3-094] .	Meeting with Suono and Host Authorities 12.01.2024	Not agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry”.</p> <p>The Government’s current Overarching aviation noise policy statement was published after the DCO application and is therefore not referenced in the application documents. The Proposed Development’s compliance with the new policy statement has been set out in Commentary on the Overarching Aviation Noise Policy Statement [REP1-012].</p>			
Noise assessment methodology – modelling assessment and criteria					
LBC76	Construction noise and vibration predication and assessment methodology	<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>	LBC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<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 Noise and Vibration of the ES [REP9-011].</p>			
LBC77	Air noise prediction and assessment methodology	<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</p>	<p>LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023.</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>Table 16.13 of Chapter 16 of the ES [REP9-011].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of the ES [REP9-011].</p>			
LBC78	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.	LBC are content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed
LBC79	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</p>	LBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

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		<p>Chapter 16 of the ES [REP9-011] and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the ES [REP9-011].</p>			
<p>LBC80</p>	<p>Surface access noise prediction and assessment methodology</p>	<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 ES [REP9-011].</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the ES [REP9-011].</p>	<p>LBC agrees with the use of CRTN methodology.</p> <p>LBC agrees with the road selection within the noise assessment.</p> <p>LBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>LBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>LBC agrees with the surface access noise change criteria.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023.</p>	<p>Agreed</p>

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LBC81	Daytime surface access UAEL	<p>The Applicant has applied an appropriate daytime 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 ES [REP9-011]).</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 Surface Access Noise Modelling – Additional Information [REP3-045].</p>	<p>LBC consider that the daytime UAEL for surface access noise should be 71 dB $L_{Aeq,16hr}$ consistent with the Heathrow Airport PEIR.</p> <p>LBC 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.</p>	Suono submissions on behalf of the Host Authorities at Deadline 3	Not agreed

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LBC82	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 [REP9-011]. 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</p>	LBC agree with the approach taken and validation of the surface access noise modelling.	Meeting with Suono and Host Authorities 12.01.2024	Agreed

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		<p>volumes and speed than the annual average data.</p> <p>Further information has been provided in Surface Access Noise Modelling – Additional Information [REP3-045].</p>			
Noise assessment methodology – determining significance					
LBC83	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</p>	LBC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead.	Suono response on behalf of Host Authorities dated 16.01.2023.	Not agreed

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		<p>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 [REP9-011].</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>			
LBC84	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</p>	LBC agrees with the approach of using a future baseline that is compliant with the airport’s current consented long term noise limits.	Suono response on behalf of Host Authorities dated 16.01.2023.	Agreed

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		<p>Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <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. • Night-time 48 dB LAeq,8h noise contour – 31.6 km². 			
LBC85	Ambient noise monitoring data	<p>Chapter 16 of the ES [REP9-011] 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</p>	<p>LBC 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,</p>	<p>Meeting with Suono on behalf of the Host Authorities 21.11.2023.</p>	Agreed

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		calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.	but this is not possible with the presented results.		
	Noise mitigation				
LBC86	Noise insulation scheme	The proposed Noise Insulation Scheme has been set out by the Applicant in the Compensation Policies Measures and Community First [TR020001/APP/7.10] .	LBC agrees with the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.	Meeting with Suono and Host Authorities 12.01.2024	Agreed
LBC87	Noise Controls	As noted in the Green Controlled Growth Framework [TR020001/APP/7.08] and the Air Noise Management Plan [REP9-047] , the following noise controls are included in the DCO: - Noise Envelope, including noise contour area limits and thresholds.	LBC agrees with the inclusion of these controls.	Meeting with Suono on behalf of the Host Authorities on 21.11.2023.	Agreed

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		<ul style="list-style-type: none"> - Movement Limit of 9,650 during the night quota period (23:30 – 06:00). - Quota Count Limit of 3,500 during the night quota period (23:30 – 06:00). - Ban on QC2 and above movements during the night period (23:00 – 07:00). - Track Violation Penalties. - Departure Noise Violation Limits. <p>The Air Noise Management Plan [REP9-047] submitted at Deadline 7 and updated at Deadline 9, sets out the additional measures to control aircraft air noise arising from the operation of the Proposed Development including Track Violation Penalties and Departure Noise Violation Limits. This Plan is secured by a requirement in Schedule 2 of the Draft DCO [TR020001/APP/2.01].</p>			

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		<p>The Draft Section 106 Agreement [TR020001/APP/8.167] secures the payment of the Track Violation and Departure Noise Violation fines into the Community Fund.</p>			
LBC88	Noise indicators proposed for inclusion within the Noise Envelope	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dBL _{Aeq,16h} and 48dBL _{Aeq,8h} noise contour areas).	LBC agrees with the numerical value chosen to represent the noise contour area Limits.	NEDG Final Report (Annex A) in Appendix 16.2 of the ES [REP4-023]	Agreed
LBC89	Formal review period of five years embedded in the Noise Envelope	<p>The Applicant has proposed a formal review period of five years embedded in the Noise Envelope.</p> <p>The proposed Noise Envelope has been updated to clarify that a 'material change' (either the ICAO publishing a new 'noise chapter' or the approval of an Airspace Change Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying</p>	<p>LBC 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>LBC also supports that the Noise Envelope would be reviewed if there were to be</p>	NEDG Final Report (Annex A) in Appendix 16.2 of the ES [REP4-023]	Agreed

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		<p>whether noise Limits can be reduced and noise benefits can be shared with the community.</p>	<p>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>LBC90</p>	<p>Effectiveness of Noise Envelope</p>	<p>Appendix 16.2 of the ES [REP4-023] 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 [REP5-014] 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</p>	<p>LBC 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.</p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p>	<p>Agreed</p>

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		<p>mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (see Green Controlled Growth Explanatory Note [TR020001/APP/7.07]) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring. Appendix 16.2 Operational Noise Management (Explanatory Note) of the ES [REP4-023] 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 [REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several</p>			

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		<p>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>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [REP2-032].</p>			
LBC91	Additional noise controls	As set out in the Comparison of consented and proposed operational noise controls [REP5-014] , the vast majority of the noise controls in the current consent will be secured in the DCO.	LBC notes that this was a matter discussed at ISH9 and the Council’s position is provided in their post hearing submission [REP6- 094] .	Meeting with Suono on behalf of Host Authorities 21.11.2023.	Not agreed

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		<p>The Applicant received a note from Suono on behalf of the Host Authorities on 13.11.2023 regarding carrying over of noise controls from the current planning permission and submitted a response in Response to Suono's note on Noise Controls [REP6-052].</p>	<p>LBC notes the following:</p> <ul style="list-style-type: none"> - there is a P18 / P19 noise condition requiring the future QC limit to reduce to 2,800, which would be possible if the Applicant used the Core Case to set noise limits from, as per LBC97 - the P18 / P19 S.106 constrain early morning shoulder period movements to 7,000 ATMs. <p>LBC takes the position that the following noise controls should be included as recommended by the NEDG:</p> <ul style="list-style-type: none"> - a future QC limit below that of the extant, included QC limit of 3,500 acting in the core night period (2330-0600). - an ATM movement cap (or QC limit) applying to the early morning shoulder period (0600-0700). 		

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LBC92	Total movement cap as a noise control	<p>As set out in [REP7-056] in response to Written Question NO.2.5, the Applicant position is that an annual movement cap is not necessary or appropriate.</p> <p>Without prejudice to this position, if any annual movement cap were to be imposed it should not be less than 225,000 annual aircraft movements.</p>	LBC confirmed its position at Deadline 8 in response to the ExA's commentary on, or schedule of changes to the draft DCO, noting that it was content with the suggested 209,420 cap [REP8-052] .	Confirmed on 23.01.23 in response at Deadline 8 [REP8-052]	Not agreed
LBC93	Shoulder period movement cap as a noise control	<p>As set out in in response to Written Question NO.2.6 [REP7-056], the Applicant position is that a shoulder period (0600 - 0700) movement cap is not necessary or appropriate.</p> <p>Without prejudice to this position, if any shoulder period (0600 - 0700) movement cap were to be imposed it should not be less than 12,460 annual aircraft movements. Justification for this limit and how it relates to the noise assessment is provided in Applicant's</p>	LBC confirmed its position at Deadline 8 in its response to the ExA's Rule 17 questions, noting that there was no justification for the Applicant's suggested 13,000 limit, nor was it demonstrated whether the noise assessment undertaken by the Applicant could accommodate this figure [REP8-057] .	Confirmed on 23.01.23 in response at Deadline 8 [REP8-057]	Not agreed

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		<p>Position on Noise Contour and Movement Limits [REP9-055].</p>			
<p>LBC94</p>	<p>Construction Vibration Thresholds in CoCP</p>	<p>The CoCP [REP8-013] was updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and maintain consistent thresholds with Chapter 16 of the ES [REP9-011].</p>	<p>LBC agrees with these changes.</p>	<p>Meeting between Applicant and Suono 18.10.2023</p>	<p>Agreed</p>
<p>LBC95</p>	<p>Fixed Plant Noise Limits</p>	<p>Following discussions with the Host Authorities, the Applicant has updated Appendix 16.3 of the ES - Fixed Plant Noise Management Plan [REP4-025] be updated to require that “Fixed plant will be designed, constructed, operated and maintained with the objective that the rating level $L_{Ar,Tr}$ of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level ($L_{A90,T}$), is not more than -10 dB, determined in accordance with British Standard 4142”.</p>	<p>LBC agree that this is an appropriate criterion for fixed plant noise.</p>	<p>Meeting between Applicant and Suono 18.10.2023</p>	<p>Agreed</p>

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LBC96	Control of noise and vibration from impact piling	<p>Following discussions with the Host Authorities, the Applicant has included the following text in the CoCP [REP8-013]:</p> <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>	LBC agrees with this inclusion.	Meeting between Applicant and Suono 18.10.2023	Agreed
LBC97	GCG Thresholds and Limits – Noise	The Noise Envelope Limits and Thresholds are aligned with the Faster Growth Scenario to ensure that the noise effects will not exceed the assessed 'reasonable worst case' in the	LBC considers that noise Limits should be set by reference to the Core Planning Case.	Meeting between Applicant and Suono 18.10.2023	Not agreed

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		<p>ES. An Updated Faster Growth scenario was introduced in Applicant’s Position on Noise Contour and Movement Limits [REP9-055] which assumes a faster fleet transition to new-generation aircraft, reducing noise effects and reducing the Noise Envelope Limits and Thresholds in turn. An assessment of the total adverse effects on health and quality of life of the Updated Faster Growth scenario is provided in Appendix A of [REP9-055]. The assessment notes that, as was the case for the ES Faster Growth scenario, the additional significant effects that arise in assessment Phase 1 compared to the Core Planning Case would be avoided through the provision of the full cost of insulation, so the noise effects in the Updated Faster Growth scenario are both limited and reduced.</p>			
	<p>Landscape and Visual Impacts</p>				

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LBC98	LVIA methodology	The Applicant has set out and explained the methodology used to carry out the LVIA. Chapter 14 of the ES [AS-079] provides an overview of the methodology used. A detailed description of the methodology used is provided in Appendix 14.1 of the ES [AS-036] . The methodology used for the LVIA was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees with the methodology used to carry out the LVIA.	LVIA TWG meetings on 03.03.2020, 02.04.2020, 07.10.2020, 09.12.2020, 24.03. 2021, 16.09.2021, 07.06.2022 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC99	Engagement on LVIA matters	The Applicant has engaged sufficiently with LBC during LVIA TWG meetings on 03.03.2020, 20.04.2020, 07.10.2020, 09.12.2020, 24.03.2021, 16.09.2021 and 07.07.2022.	LBC is satisfied that it has been sufficiently engaged with regarding the LVIA, via the LVIA TWG meetings.	Topic specific meeting with LBC on 13.06.2023	Agreed
LBC100	Significant landscape and visual impacts and proposed appropriate	The Applicant has identified the likely significant landscape and visual impacts of the proposed development together with appropriate mitigation measures. These are reported	LBC agrees with the Applicant's position that the LVIA identifies any significant landscape and visual impacts and proposed appropriate mitigation measures for these	LVIA TWG meetings on 03.03.2020, 02.04.2020, 07.10.2020, 09.12.2020,	Agreed

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	mitigation measures	in Chapter 14, Appendix 14.4 of the ES [AS-086] and Appendix 14.5 of the ES [AS-139] .		24.03. 2021, 16.09.2021, 07.06.2022 and topic specific meeting with LBC on 13.06.2023	
LBC101	Assessment phases considered in the LVIA	The Applicant has set out the project phases considered in the LVIA.	LBC agrees with the assessment phases considered in the LVIA.	LVIA TWG meeting on 20.04.2020, 07.10.2020, 16.09.2021 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC102	Tranquillity with regards to landscape and visual effects	The Applicant has set out and explained the approach to considering tranquillity with regards to landscape and visual effects. The approach was discussed and shared with LBC throughout the pre-application phase of the project.	LBC agrees with the approach to considering tranquillity with regards to landscape and visual effects.	LVIA TWG meetings on 20.04.2020 and 09.12.2020	Agreed

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LBC103	Residential Visual Amenity Appraisal	The Applicant has presented the methodology and residential properties considered within the Residential Visual Amenity Assessment (RVAA). The RVAA is provided at Appendix 14.8 of the ES [APP-106] . The RVAA concludes that no neighbouring residents would engage the Residential Visual Amenity Threshold.	LBC agrees with the methodology and residential properties considered within the RVAA.	LVIA TWG meeting on 03.03.2020 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC104	Assessment Viewpoints and the Representative Viewpoints identified for the LVIA	The Applicant has presented sufficient information in relation to the Assessment Viewpoints (provided at Appendix 14.6 of the ES [AS-088 – AS-094, and AS-140]) and Representative Viewpoints (Appendix 14.7 of the ES [REP8-017]).	LBC agrees with the Assessment Viewpoints and the Representative Viewpoints identified for the LVIA.	LVIA TWG meetings on 03.03.2020, 7.10.2020 and topic specific meeting with LBC on 13.06.2023	Agreed
LBC105	Growth rates for proposed planting	The Applicant has set out a range of growth rates for proposed planting. These have been discussed and agreed with the HCC Countryside and Rights of Way Officer and LVIA TWG and are set in Chapter 14	LBC agrees with the growth rates for proposed planting outlined by the Applicant.	LVIA TWG meetings on 03.03.2020, 7.10.2020 and topic specific meeting with	Agreed

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		<p>of the ES [AS-079] and summarised below:</p> <ul style="list-style-type: none"> • Hedgerows planted with transplants (0.6-0.8m height) are assumed to be 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 years and at least 8-10m after 25 years. 		<p>LBC on 13.06.2023</p>	

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		<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. <p>Light standard trees (2.5-3m) are assumed to achieve heights of 5m after 8 years, 7-8m after 15 years, 9-10m after 25 years.</p>			
LBC106	Study area for the cumulative assessment	The Applicant has provided a cumulative landscape and visual impact assessment (CLVIA) within Chapter 21 of the ES [AS-032] within the study area defined in Figure 12.1 [AS-032] .	LBC confirm it is content with the study area for the cumulative assessment.	LVIA working group meetings and meeting on 27.10.2023 and confirmed in writing on 22.12.2023	Agreed

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LBC107	Strategic Landscape Masterplan (SLMP)	The Applicant shared the Strategic Landscape Masterplan (SLMP) [APP-172] with LBC in December 2022.	The current proposals within the Strategic Landscape Masterplan (SLMP) [APP-172] are considered to be constructive in providing a positive impact on the local environment with regards to biodiversity.	Agreed via email on 30.01.2023	Agreed
LBC108	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029] aligns with the SLMP [APP-172] and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	LBC agrees that the Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029] is consistent with the aims of Biodiversity Net Gain (BNG) delivery within the BNG Report in Appendix 8.5 of the ES [APP-067] , as well as the SLMP [APP-172] . There is no reason why this cannot be achieved.	LVIA working group meetings and meeting on 27.10.2023 and confirmed in writing on 22.12.23	Agreed
LBC109	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with LBC as the open space and landscape proposals evolve over the course of examination and detailed design stage, following	LBC advises that discussions about the long-term stewardship of the public open space and landscape will need to continue should the DCO be approved.	LVIA working group meetings and meeting on 27.10.2023 and s106 meetings on	Agreed

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		<p>approval of the DCO, if approved.</p> <p>The future management of Wigmore Valley Park will involve the creation of a Community Trust which is secured in the Draft Section 106 Agreement [TR020001/APP/8.167]. An Operational Management Plan will be prepared by the Applicant for the ongoing management and maintenance of the park as set out in the Section 106.</p>	<p>LBC is satisfied that the Section 106 Agreement [TR020001/APP/8.167] with the setting up of the Wigmore Valley Park Community Trust to secure the management and maintenance of the park will secure the long term stewardship of the open space.</p>	<p>19.01.24 and 26.01.24</p>	
	Open Space				
LBC110	Changes to the layout of the revised Wigmore Valley Park	<p>The new park will be placed into the control of a Community Trust which would include as Trustees local community representation. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future and the funding of the Community Trust, management and maintenance</p>	<p>LBC welcomes the changes to the layout of the revised Wigmore Valley Park, and the proposed establishment, through the Section 106 Agreement [TR020001/APP/8.167], of the Wigmore Valley Park Community Trust to maintain and manage the park.</p>	<p>Topic specific meeting with LBC on 13.06.2023 and confirmed in writing 26.01.2023</p>	Agreed

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		<p>of the park is secured in the Draft Section 106 Agreement [TR020001/APP/8.167]. Further detail 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>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 LBC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved.</p>			
LBC111	Planning permission to	The Applicant has secured planning permission for Green	Regarding NCP PP (21/02300/FUL), LBC	Discussed at topic specific	Agreed

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	provide enhanced facilities	<p>Horizon Park to provide enhanced facilities, and has considered how the proposals link with the layout and design of the wider strategic landscape masterplan areas during the development of the Strategic Landscape Masterplan (SLMP) [APP-172], which was discussed with LBC 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 (GHP) (formerly New Century Park) application and the wider proposals associated with the DCO.</p> <p>Detail on how the proposals within Wigmore Valley Park fit within the proposals outlined in the SLMP for the DCO 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 intends to carry out the works</p>	<p>welcomes that the Applicant has secured planning permission to provide enhanced facilities, LBC considers that these proposals link with the layout and design of the wider strategic landscape masterplan area. Obligations should be picked up in the DCO, with conditions being captured within the requirements and within the Section 106 agreement.</p> <p>LBC considers the park layout is acceptable.</p>	<p>meeting on 27.10.2023</p> <p>Agreement confirmed via email on 18.01.2024</p>	

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		<p>to the children's play area, skate park and pavilion as permitted in the GHP permission and is currently in discussion with LBC regarding the discharge of conditions relating to those elements of the scheme.</p> <p>The Applicant provided a joint submission with the Host Authorities at Deadline 5 on existing conditions and s106 obligations that would be carried forward into the DCO; GHP was considered in this submission [REP5-098]. Following further discussions with the HAs, the Draft Section 106 Agreement [TR020001/APP/8.167] submitted at Deadline 7 and updated at Deadline 9 included the obligation from the GHP permission to pay the Sports Pitch and Changing Room Re-Provisions Contribution.</p> <p>The Applicant has confirmed in the response to the ExA's commentary on the Draft DCO</p>			

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		<p>at Deadline 8 [TR020001/APP/2.01] that the skate park and play facilities (proposed under the GHP consent and included in the SLMP) will be included within Work No. 5b (01) of the Draft DCO [TR020001/APP/2.01], ultimately securing these elements of the GHP proposals within the DCO, should they not come forward under the GHP consent.</p>			
	Local communities				
LBC112	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 [REP7-009], 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</p>	At the meeting on 25 July 2023 LBC confirmed that the health methodology is acceptable.	Discussed at topic specific meeting on 25.07.2023.	Agreed

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		<p>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>			
LBC113	Future baseline	The future baseline considered for health and community was agreed through engagement with LBC.	LBC agrees with the future baseline considered for health and community.	Agreed at community workshop on 9.07.2019	Agreed
LBC114	Methodology within the health chapter of the ES	The Applicant confirms that the methodology within the Health and Community Chapter of the ES [REP7-009] was akin to a standalone Health Impact Assessment.	LBC Public Health are satisfied that a health chapter in the EIA was an acceptable approach to health assessment as long as the methodology was akin to that used in a stand-alone Health Impact Assessment (HIA).	Agreed at health working group meeting on 15.07 2021	Agreed
LBC115	Mechanism to mitigate the effect on Prospect House Day Nursery	The Applicant considers that an appropriate mechanism to mitigate the effect on Prospect House Day Nursery and to ensure alternative facilities to meet demand will be provided.	LBC accepts the proposed approach captured in the Draft Section 106 Agreement [TR020001/APP/8.167] .	Discussed at topic specific meeting on 25.07.2023 and confirmed at	Agreed

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		<p>As described in paragraph 13.10.6 of Chapter 13 Health and Community of the ES [REP7-009], Prospect House Day Nursery is not anticipated to be demolished until assessment Phase 2a, therefore after 2032. A potential alternative property has been identified and the Applicant has committed to ensure that alternative facilities are provided, and agreements are in place, with adequate prior notice, to accommodate these services prior to the existing building being required for the Proposed Development. A further assessment to confirm replacement capacity requirements will be conducted closer to the time of closure. The residual mitigated effects on the nursery have been identified as minor adverse and not significant.</p> <p>The Applicant has been engaging with Prospect Day Nursery and has in place a signed assurance letter with</p>		<p>Deadline 8 [REP8-058].</p> <p>Confirmation of agreement received via email on 26.01.2024.</p>	

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		<p>the nursery which provides assurance that the Applicant will work with the nursery to relocate their business at the end of their existing lease.</p> <p>Further consideration has been given to the inclusion of obligations to Prospect House Day Nursery in the Applicant’s Section 106 Agreement. The Draft Section 106 Agreement [TR020001/APP/8.167] submitted at Deadline 7 and updated at Deadline 9 confirms that the Applicant covenants with LBC that an assessment to confirm capacity requirements will be conducted prior to the acquisition/closure of Prospect House Day Nursery using compulsory acquisition powers in the Development Consent Order or through private agreement, and the results of the assessment will inform the re-provision of the nursery.</p>			

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LBC116	Embedded mitigation to address significant moderate adverse effect on mental wellbeing	<p>The health assessment identifies a significant moderate adverse effect on mental wellbeing due to public concern and uncertainty during the planning and construction stages of the Proposed Development. The Applicant considers that the embedded mitigation proposed to respond to this effect is appropriate and sufficient.</p> <p>The embedded mitigation includes a commitment by the lead contractor to prepare a construction-specific community engagement plan for the construction operations of the Proposed Development, as detailed in Appendix 4.2 CoCP [REP8-013] of the ES. The plan will provide the overall approach to community engagement and a detailed guide to the enquiries and complaints procedure. The residual effects section of the health and community chapter highlights that people's mental</p>	LBC accepts the proposed embedded mitigation.	Agreed at topic specific meeting on 25.07.2023	Agreed

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		<p>wellbeing within the affected communities is likely to continue to be impacted adversely by concerns related to the Proposed Development, however ongoing engagement would provide information which may help to reduce uncertainty and stress relating to the potential effects of the Proposed Development.</p>			
<p>LBC117</p>	<p>Impact on housing</p>	<p>The assessment assumes that approx. 48% of construction workers would be home based and live within commuting distance (60-minute drive), so would not require local accommodation. Some demand would also be met by other types of accommodation such as Bed and Breakfast. On this basis impacts on housing demand are considered to be low and overall effects minor adverse (not significant).</p>	<p>LBC previously raised concerns about the combined effects on the housing market of the temporary construction workforce and the use of Luton hotels by the Home Office to accommodate asylum seekers.</p> <p>Luton has since provided the following response to ExA Question HAC.1.9 [REP4-187]. This position was confirmed in the meeting on 13.11.23 and it was agreed to close this issue, with no further action required.</p>	<p>LBC response to ExA Q HAC.1.9 was discussed and agreed at meeting on 13.11.2023.</p>	<p>Agreed</p>

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			<p><i>“Since the initial comment was raised in August 2023 in LBC’s LIR (REP1A-004 paragraph 4.11.11), the Council has been in regular dialogue with the Home Office about the local position which is well understood in terms of impact. It is therefore envisaged that the local footprint will continue to reduce over the coming months, which is in line with regional planning approaches as overseen by the East of England Local Government Association Strategic Migration Partnership. In addition, the Council is seeing accelerated decisions from the Home Office, leading to a number of asylum seekers either having positive or negative decisions and leaving these hotels/establishments. This will mean that less of this cohort will be accommodated in these properties but there will be some impact on the borough, where some of the</i></p>		

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			<p><i>households with positive decisions will be accommodated by the Housing Service, if these households have a housing priority and the Council owes them a housing duty. Inevitably, not all of these households will be accommodated by the Council and some of these households will be dispersed to other areas outside of Luton. The impact at this time is not considered to be significant. Whilst it is also not anticipated that the workforce associated with the Proposed Development will have a significant affect upon the local housing market.”</i></p>		
<p>LBC118</p>	<p>Measures to mitigate the impacts of the development</p>	<p>The Applicant has identified appropriate measures to mitigate the impacts of the Proposed Development on the health and wellbeing of the local communities surrounding the airport. This includes</p>	<p>LBC stated at meeting on 25 July 2023 that no further discussion is required on this issue.</p>	<p>Agreed at topic specific meeting on 25.07.2023</p>	<p>Agreed</p>

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		<p>embedded and good practice mitigation (see Section 13.8 of Chapter 13 Health and Community [REP7-009] of the ES) and additional mitigation (see Section 13.10 of Chapter 13 Health and Community [REP7-009] of the ES).</p> <p>Mental wellbeing impacts will be mitigated through measures set out in the Community Engagement Plan, but this cannot be shown to remove the risk that anxiety about the Proposed Development will persist. Therefore, as a reasonable worst-case, a residual effect on mental wellbeing has been identified.</p> <p>The Applicant notes that the airport operator is responsible for community engagement associated with the operation of the airport and that it actively provides for this via its website. The airport operator will continue to provide for such engagement with the Proposed Development.</p>			

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LBC119	Assessment of the health effects of housing impacts	<p>The effects of the Proposed Development on the local housing market have been assessed in Chapter 11 Economics and Employment of the ES [APP-037]. The assessment concluded that there would be no significant effect on the local housing market from the construction or operation of the Proposed Development. Assumptions used in the assessment are set out in ES Chapter 11, including the use of vacancy rates at half the national average rate (based on 2020 English housing Survey). During construction, it is considered that the private rented homes sector, rather than hotels, would be the principal sector for accommodating non-home based workers.</p> <p>The assessment of the health effects of housing impacts reported in Chapter 13 Health and Community of the ES [AS-078] is based on the</p>	<p>Whilst LBC had commented that the existing pressure of accommodating refugees and asylum seekers needed to be considered in the baseline assessment, given the reduction in existing housing pressure from asylum seekers, potential impact of the development on Luton’s housing, at [REP4-187] the Council noted that it was not anticipated that the workforce associated with the Proposed Development would have a significant effect upon the local housing market, based on current conditions. The Council requested ongoing dialogue with the Applicant ahead of the peak construction period to review housing market conditions and potential effects.</p>	<p>Addressed by LBC in [REP4-187] and [REP5-075]</p>	<p>Agreed</p>

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		<p>housing assessment in Chapter 11. This concludes that effects on health across the Three Counties (Hertfordshire, Bedfordshire (including Luton) and Buckinghamshire) would not be significant, but notes that sensitivity is higher in Luton than the rest of the study area.</p> <p>Discussed with LBC at a meeting on 13.11.2023. Following this meeting, the following text has been included in the CoCP at Deadline 6 [REP6-004]: <i>'Engagement with Luton Borough Council prior to the commencement of works associated with the new Terminal 2, to review the potential construction workforce numbers and likely local rental accommodation requirements.'</i></p>			
	Soils and geology				
LBC120	Magnitude, probability, duration (temporary and	The Applicant considers the magnitude, probability, duration (temporary and permanent), reversibility and significance of	LBC have agreed to this, as stated in their Local Impact Report (LIR):	LBC Local Impact Report	Agreed

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	permanent), reversibility and significance of impacts	<p>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 [REP7-011] of the ES.</p> <p>The methodology is in accordance with Design Manual for Roads and Bridges (DMRB) Guidance, which has since been superseded by National Highways guidance.</p>	<p><i>“However, it is considered that Chapters 6, 13 and 17 of the ES adequately address land contamination, stability and ground water for the purposes of consideration under the dDCO”.</i></p>	<p>August 2023 [REP1A-004]</p>	
LBC121	Study area and (Zone of Influence) ZOI for the soils and geology assessment	<p>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 LBC 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 [REP7-011].</p>	<p>LBC agrees with the study area and ZOI for the soils and geology assessment.</p>	<p>Soils and Geology TWG meeting on 26.07.2021</p>	<p>Agreed</p>

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LBC122	Outline Remediation Strategy	<p>The Applicant considers the Outline Remediation Strategy (ORS), provided as Appendix 17.5 to Chapter 17 of the ES [REP6-005], 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 to current guidance on addressing risks from land contamination.</p> <p>The Applicant submitted a technical note at Deadline 7 [REP7-071] to satisfy LBC's concerns regarding landfill gas generation and control measures during the construction on the historical landfill.</p>	LBC confirm that it is satisfied with the Gas Mitigation Measures Technical Note TR020001/APP/8.164 Issue 01 which includes the supplementary details on the implementation of other or in combination gas mitigation measures as discussed at the meeting on 09.01.2024. This describes measures to be used, if the magnitude of migrating gas exceeds the capacity of the virtual gas curtain. The intent of this is to provide clear direction to the designer / engineer responsible.	Agreed at meeting on 09.01.2024 following review of gas mitigation Technical Note.	Agreed
LBC123	Inclusion of a geological watching brief relating to the	In response to the Planning Inspectorate's Scoping Opinion Report 2019 the Applicant has included a watching brief for	LBC confirm that it is satisfied with the inclusion of a geological watching brief (as identified in the ES [APP-	Confirmed in writing on 22.12.2023	Agreed

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	<p>excavation of chalk to the east of the airport.</p>	<p>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 [REP7-011] of the ES. This is also included in the CoCP in Appendix 4.2 of the ES [REP6-003]. The CoCP is secured by Requirement 8 of the draft DCO.</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 features is contained within Chapter 20 Water Resources of the ES [TR020001/APP/5.03], the CoCP Appendix 4.2 of the ES [REP8-013], and Drainage Design Statement, Appendix 20.4 of the ES [REP5-096].</p>	<p>043] and the CoCP [REP8-013]) relating to the excavation of chalk to the east of the airport.</p>		

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LBC124	Feasible options to control the potential for off-site 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, Soils and Geology [REP7-011] 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 [REP6-005] and in Section 17.8 embedded mitigation section of Chapter 17 Soils and Geology of the ES [REP7-011]. Additional detail has been included on the requirements to be achieved by the adopted measures and included in the ORS. The detailed design of the gas control will be determined as part of the Detailed Remediation Strategy to be produced by the lead contractor post DCO. This is secured by requirement 17 of the draft DCO. The remediation strategy is to be approved by</p>	<p>LBC request feasible options with for 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 queried whether the gas monitoring frequency was sufficient due to the character of the landfill changing quickly once construction commences.</p> <p>LBC confirm that it is satisfied with the Gas Mitigation Measures Technical Note [REP7-071] which includes the supplementary information on the implementation of other or in combination gas mitigation measures as discussed at the meeting on 09.01.2024. This describes measures to be used if the magnitude of migrating gas exceeds the capacity of the virtual gas curtain. The intent of this is</p>	Agreed at meeting on 09.01.2024 following review and discussion of the gas mitigation Technical Note.	Agreed

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		<p>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 Appendix 17.5 of Chapter 17 of the ES [REP6-005].</p> <p>Consultation with the Environment Agency for the Environmental Permit will also require agreement on the monitoring programme which will form part of the permit conditions. This will secure an</p>	<p>to provide clear direction to the designer / engineer responsible.</p> <p>LBC understands gas monitoring will be continuous to inform design of the gas mitigation measures and any remedial action if gas continues to migrate. LBC understands it will be provided with results from monitoring and information on the implementation and effectiveness of gas mitigation measures. LBC understands the continuous monitoring will commence approximately one year prior to works upon the landfill and continue during and after works to a time Environment Agency and LBC is satisfied the migration of gas will no longer pose impact.</p>		

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		<p>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> <p>The Applicant submitted a Gas Mitigation Measures Technical Note [REP7-071] at Deadline 7 to satisfy LBC’s concerns.</p>			
LBC125	Independent monitoring role	<p>The Applicant does not intend to appoint an independent monitoring role. The documentation submitted with the DCO application describes robust management, controls and monitoring which would ensure protection of the environment and human health. The management and controls are described in:</p>	<p>LBC proposed the idea of an independent checker for construction pollution, but the Applicant and their consultants have rejected this suggestion. LBC’s primary motivation was to establish a clear separation between the contractor and the employer in the event of serious pollution problems. Although LBC may consider this proposal valuable, it’s not a</p>	<p>SoCG with comments by LBC confirming by email 27.07.2023.</p>	Agreed

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		<p>CoCP, Appendix 4.2 of Chapter 4 of the ES [REP8-013], Secured by Requirement 7 of the draft DCO.</p> <p>The ORS, Appendix 17.5 of the ES [REP6-005] which would be the basis for the detailed remediation strategy prepared by the lead contractor and secured by Requirement 16 of the draft DCO. This document would be approved by the Local Planning Authority after consultation with the Environment Agency.</p> <p>In addition the contractor will be required to:</p> <ul style="list-style-type: none"> • meet health and safety requirements under the Construction (Design and Management) Regulations (CDM) and relevant guidance. • meet the terms of the environmental permit for the works on the landfill regulated by the Environment Agency 	<p>crucial issue and can therefore be agreed.</p>		

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		<p>which will require strict monitoring and controls and works undertaken by appropriately qualified and experienced persons.</p>			
<p>LBC126</p>	<p>Monitoring strategy for groundwater, vapour, leachate and ground gas</p>	<p>Substantial baseline monitoring of groundwater, vapour, leachate and ground gas has been completed over a 12-month programme of monitoring. An Outline Strategy Report for Groundwater, Ground Gas and Leachate Monitoring has been prepared by the Applicant to obtain additional baseline data whilst the application for development consent is being progressed, which is provided as Appendix 17.7 of Chapter 17 of the ES [APP-127].</p> <p>The first round of monitoring has now been completed with a second round completed in September 2023.</p>	<p>LBC agrees with the monitoring strategy for groundwater, vapour, leachate and ground gas.</p> <p>This is confirmed in the LBC LIR 2023, Section 4.5.7</p> <p><i>‘As set out within the SoCG, the LPA has agreed the monitoring strategy for groundwater, vapour, leachate and ground gas’</i></p>	<p>This monitoring strategy has been discussed and agreed with LBC Environmental Health Officers at a meeting on 9.02.2022.</p> <p>Confirmed in LBC LIR August 2023 [REP1A-004].</p>	<p>Agreed</p>

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LBC127	Dealing with matters of ground contamination through requirements of the dDCO	<p>The ORS within Appendix 17.5 of the ES [REP6-005] identifies measures to manage ground contamination and groundwater and settlement. The lead contractor will be required to comply with the CoCP (Appendix 4.2 of the ES [REP6-003]) which contains additional management and mitigation measures, and to provide a detailed Remediation Strategy prior to commencement of works, as secured by Requirements 9 and 17 of the Draft DCO [TR020001/APP/2.01].</p> <p>A Requirement is to be added to the Draft DCO [TR020001/APP/2.01] which will state the production of detailed Foundation Works Risk Assessments at detailed design. This will further address potential risk to groundwater from piling through the historical landfill.</p> <p>These documents are required to be agreed with the relevant</p>	LBC is satisfied that the requirements of the dDCO would robustly deal with matters of ground contamination, land stability and ground water, given that any impact would be significant if not managed and mitigated appropriately. This is imperative in respect of human health, protection of ground water, and the protection of the natural environment.	dDCO Requirements	Agreed

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		<p>local planning authority after consultation with the Environment Agency.</p> <p>Works on the landfill will be controlled via requirements in the Environmental Permit and regulated by the Environment Agency. A raft of documentation will be required for the Environmental Permit application and will include additional groundwater, ground gas and leachate monitoring, detailed hydrogeological risk assessment – piling, construction of control measures for gas and leachates, production of management plans to control all emissions. A groundwater authorisation will also be required from the Environment Agency before any works can commence.</p> <p>The Applicant has drafted a Technical Note to address LBC queries regarding the adequacy of proposed gas control measures to be</p>			

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		<p>installed on the landfill. This is to be submitted before D9.</p> <p>Schedule 2 Part 2 Section 7 of the draft DCO [TR020001/APP/2.01] identifies the requirements for the development to be undertaken in compliance with the CoCP, and relevant management plans provided alongside the ES. The Applicant considers the detail provided is sufficient.</p>			
	Biodiversity				
LBC128	Baseline data for biodiversity assessment	<p>The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. Chapter 8 Biodiversity of the ES [AS-027] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions. The scope and results of the baseline survey work was</p>	LBC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	Pre-application meetings and topic specific meeting with LBC 13.06.2023	Agreed

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		discussed and shared with LBC throughout the pre-application phase of the project.			
LBC129	Biodiversity net gain proposals	<p>Whilst it is still not mandatory for NSIPs such as the Proposed Development, the Applicant has set a voluntary ambition of achieving at least 10% BNG which is consistent with the ultimate intention of the Environment Act 2021.</p> <p>This is detailed within the BNG Report in Appendix 8.5 of the ES [APP-067]. BNG will be secured through the extensive landscaping and habitat creation proposals incorporated within the Proposed Development, details of how these habitats will be created and managed are set out in the Outline LBMP in Appendix 8.2 of the ES [AS-029]. Version 3.1 of the Defra Biodiversity Metric has been used to calculate the amount of habitat creation that needs to be included within the</p>	<p>It was previously noted that, Luton lies within the Oxford-Cambridge Arc and shared environmental principles for protecting, restoring and enhancing the environment within the Arc have been established and agreed by Leaders. An aspiration is for developments to deliver 20% BNG for developments in the Arc.</p> <p>Increasing biodiversity is a key aim of the Luton 2040 Vision and Net Zero Roadmap. LBC has encouraged the Applicant to maximise BNG through the development phases and treat 10% as a minimum target, with the aspiration of achieving greater increases where feasible.</p>	Topic specific meeting on 13.06.2023 and e-mail correspondence from biodiversity and landscape officer at LBC on 31.10.23 and LBC's Director of Sustainable Development on 18.12.2023.	Agreed.

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		<p>Proposed Development to mitigate the loss of habitats. The Defra metric takes account of the biodiversity value of those habitats lost to the Proposed Development and the time lag between this habitat loss and the establishment of newly created habitats to a level at which they provide an equivalent biodiversity resource. Habitat creation areas are detailed in Landscape Mitigation Plans in Figures 14.11 to 14.13 of the ES [REP4-037].</p> <p>With regards to targets for BNG within the Oxford-Cambridge Arc, it is understood that an aspiration for 20% net gain has been set out in the ‘Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc’ document published in March 2021. However, this document states that for NSIPs a minimum of 10% should be delivered. As such, it is</p>			

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		considered that the Applicant's target of 10% BNG is proportionate, but where possible greater gains should be delivered in line with LBC's Luton 2040 Vision.			
LBC130	Pre-construction surveys	The Applicant reports that biodiversity survey effort for the project 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.	LBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.	Biodiversity TWG meeting on 12.09.2022 and topic specific meeting with LBC 13.06.2023	Agreed
LBC131	Sites of ecological value	The Applicant's engagement with LBC on the topic of biodiversity has ensured accurate information about sites of ecological value is considered in the biodiversity assessment.	LBC agrees that the Applicant's engagement was adequate in this regard.	Topic specific meeting with LBC 13.06.2023	Agreed

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LBC132	Long-term management of the public open space	The Applicant has provided LBC with details on the long-term management of the public open space provided as part of the project, including the remit and functionality of the management trust.	Whilst noting the council's position on matter LBC122, the principle of the management agreement is acceptable.	Topic specific meeting on 13.06.2023 and e-mail correspondence from biodiversity and landscape officer at LBC on 31.10.2023.	Agreed
LBC133	Adequate replacement open space and biodiversity value to compensate for the loss of Wigmore Valley Park	The Proposed Development will provide adequate replacement open space and biodiversity value to compensate for the loss of Wigmore Valley Park. The Applicant has committed to ecological monitoring throughout the creation and operational phases of the development as detailed in Appendix 8.2 to the ES [AS-029] , the Outline Landscape and Biodiversity Management Plan . This will be further developed at detailed design phase once the DCO is made. Monitoring data will then be shared with LBC and support	LBC agrees with this approach and notes the outline design will be further developed once the DCO is made. LBC welcomes the provision of associated monitoring data.	Topic specific meeting on 13.06.2023	Agreed

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		the Applicant's BNG aspirations.			
	Waste and Resources				
LBC134	Assessment methodology	The Applicant considers that the assessment methodology is robust. The methodology proposed in the Scoping Report and presented in the 2019 PEIR was a bespoke methodology developed in the absence of any sector specific guidance. In March 2020, IEMA published the IEMA Guide to Materials and Waste in Environmental Impact, Guidance for a Proportionate Approach (IEMA Guidance). The methodology employed in the ES assessment and the 2022 PEIR is now aligned to this new guidance. This is a departure from the 2019 Scoping Opinion, which has been discussed with LBC. The full methodology is outlined in Section 19.5 of Chapter 19	LBC agrees with the assessment methodology.	Waste TWG meeting on 27.07.2021	Agreed

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		Waste and Resources of the ES [AS-081] .			
LBC135	Baseline data, including a future baseline for landfill capacity	The Applicant considers that the baseline methodology is robust. The baseline methodology is outlined in Section 19.5 (paragraphs 19.5.7-19.5.11) and the baseline is outlined in Section 19.7 of Chapter 19 Waste and Resources of the ES [AS-081] . The future baseline for landfill capacity is outlined in paragraphs 19.7.34-19.7.44 of Chapter 19 Waste and Resources of the ES [AS-081] .	LBC is satisfied with the baseline data, including a future baseline for landfill capacity.	Waste TWG meeting on 2.12.2021	Agreed
LBC136	Study area for construction materials	The Applicant considers that the study areas are robust. Study Areas have been established in accordance with the IEMA Guidance. The Study Areas are defined in Table 19.6 of Chapter 19 Waste and Resources of the ES [AS-081] . For construction resources the study area is national (UK or GB dependent	LBC agrees with the reduction in study area for materials (national to regional where baseline information is available).	SoCG meeting with LBC on 14.06.2023.	Agreed

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		on baseline information availability). Where baseline information is available regional data is also considered in the assessment (a smaller study area).			
LBC137	Percentages in the criteria for materials in the IEMA Guidance	The Applicant considers that the assessment methodology is robust. The full assessment methodology is outlined in section 19.5 of Chapter 19 Waste and Resources of the ES [AS-081] . The percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).	LBC agrees that the percentages in the criteria for materials in the IEMA Guidance are deemed to remain appropriate for a smaller study area (regional construction resources).	Waste TWG meeting on 13 06.2022	Agreed
LBC138	Material sensitivity within the waste and resources assessment	The Applicant considers that the material sensitivity is robust. Material receptor sensitivity is determined as Medium. On balance, the key materials required for the construction and operation of the Proposed Development are forecast (through trend	LBC agrees with the adjustment of material receptor sensitivity from low to medium in light of current issues with supply e.g., concrete.	SoCG meeting with LBC on 14.06.2023.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>analysis and other information) to suffer from some potential issues regarding supply and stock and are available comprising some sustainable features and benefits compared to industry-stand materials (e.g. recycled content). Material receptor sensitivity has been changed from low to medium since the 2022 PEIR in discussion with stakeholders with knowledge of material shortages on other large other infrastructure projects within the local area (outlined in paragraph 19.7.45 of Chapter 19 Waste and Resources of the ES [AS-081]).</p>			
LBC139	Waste and resources assessment methodology	<p>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 outlined in Table 19.41 Estimated construction material and percentage of</p>	<p>LBC agrees that the assessment considers impact by assessment phase and also by year within each assessment phase.</p>	<p>SoCG meeting with LBC on 14.06.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		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] .			
LBC140	Scoping out of operational resources	<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>	LBC agrees with the wording associated with scoping out of operational resources, and agrees with the scope of assessment for maintenance resources.	Feedback provided by CBC and HCC on wording via October 2021 email correspondence with Waste TWG. Text included in PEIR 2022.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council 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</p>			

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>(SWMP). Some data on 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					
LBC141	<p>Drainage design for the airport and off-site highways</p>	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The Design Principles [REP9-030] 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 [TR020001/APP/2.01].</p> <p>Schedule 2 of the draft DCO also notes that <i>‘No part of the authorised development may commence until for that part written details of a surface and</i></p>	<p>LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the DCO which requires consultation and agreement with the relevant authorities, and needs to be implemented in line with the Drainage Design Principles.</p> <p>LBC’s primary concern with the drainage was the implementation of pre-existing commitments to upgrade the drainage system, required as part of the Project Curium planning conditions;</p>	<p>Agreed via email, 01.12.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p><i>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></p>	<p>this concern is highlighted in a separate SoCG item below.</p>		
LBC142	Drainage Upgrades	<p>15/00950/VARCON (Project Curium) requires a number of drainage upgrades to the existing system, which have not yet been implemented. The Development Consent Order does not incorporate the drainage obligations of Project Curium as the scheme does not include the various physical interventions required as part of the Project Curium drainage works.</p> <p>The Applicant understands that the operator is implementing</p>	<p>Condition 13 of Planning Application 15/00950/VARCON (Project Curium) requires the development shall be implemented in accordance with the surface Water Management Strategy (15/00187/DOC) which includes a number of drainage upgrades to the existing Luton Airport system. This condition is to prevent surface and groundwater pollution in accordance with the objective of policy ENV14 of the Luton</p>	<p>Discussed at Water meeting on 12.01.2024 and confirmation of agreement received via email on 19.01.2024.</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>the western drainage upgrades over the next few years prior to the Phase 1 works.</p> <p>At Deadline 7, the draft DCO [TR020001/APP/2.01] was updated to amend article 44 so that the required drainage upgrades required as per Project Curium still need to be implemented unless LBC confirm in writing the obligation has been superseded.</p>	<p>Local Plan.</p> <p>At this point in time the drainage improvements have not been fully implemented, with upgrades outstanding in many areas.</p> <p>LBC's primary concern was that these drainage upgrades would not be implemented before the DCO comes in to force, and the main DCO drainage upgrades do not occur until Phase 2.</p> <p>At Deadline 7, article 44 of the draft DCO was updated to cover specified conditions in the LLAOL planning permission (whether P18 or P19) and require the delivery of built development which has not been completed when notice is served, and post completion monitoring or management. The specified conditions cover LBC's concerns regarding surface</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			water management and drainage under the LLAOL planning permissions.		
LBC143	Water balance	<p>The Design Principles [REP9-030] 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 [TR020001/APP/2.01].</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 [REP4-033])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>	LBC has no further comments on the water use/reuse on the basis that water efficiency measures are implemented to minimise any net increase in Affinity Water's supply to the terminals.	Confirmation of agreement received via email, 01.12.2023	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
LBC144	Hydrogeological Characterisation Report	<p>The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [REP4-029] summarises the hydrogeological understanding of the site.</p> <p>The report has predicted maximum groundwater levels across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency’s Hertfordshire Groundwater Model and monitoring network.</p> <p>The Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). This includes item DDS.17 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</i></p>	<p>On the basis that no part of the authorised development is to commence until the drainage plan is agreed with the relevant planning authority and design principles are implemented as documented in the Drainage Design Statement, LBC have no further comments on this item.</p>	<p>Confirmation of agreement received via email, 01.12.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p><i>consider the impacts of groundwater mounding, to ensure that the infiltration tanks do not result in groundwater flooding downstream.’</i></p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [REP4-035] outlines the initial assessment of the infiltration to ground from the proposed soakaways. Engagement with the Environment Agency is ongoing regarding the risks to the Principal Aquifer from any discharges to ground. Design principle DDS.48 of the Drainage Design Statement notes that <i>‘If the reserve option is adopted, the drainage and water treatment systems will be designed so that all discharges to ground do not contain hazardous substances, as defined in WFD, and are non-polluting, due to the underlying chalk being a Principal Aquifer and the infiltration tanks being proposed within a SPZ3’.</i></p>			

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LBC145	Flood Risk Assessment	<p>The Flood Risk Assessment in Appendix 20.1 of the ES [REP4-038] 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 Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the draft DCO). Design principle DDS.21 notes that <i>'the detailed design of all drainage attenuation systems shall be designed for a 1 in 100</i></p>	<p>LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the DCO [REP7-003] which requires consultation and agreement with the relevant authorities, and needs to be implemented in line with the Drainage Design Principles.</p> <p>As the risk of flooding from groundwater (that is hydrologically connected to the Proposed Development) may materialise at locations outside of the administrative boundary of Luton, LBC is proposing that the respective LLFAs – that is Central Bedfordshire LLFA and Hertfordshire County Council LLFA, are explicitly listed as requiring separate consultation for Requirement 12.</p>	Discussed at Water meeting on 12.01.2024 and disagreement confirmed on 19.01.2024.	Not agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p><i>year storm period plus an increase of 40% in capacity for climate change.’.</i></p> <p>The Flood Risk Assessment identifies the groundwater flood risk downstream of the site as low risk, based on the attenuation of flows.</p> <p>The relevant local 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 [TR020001/APP/2.01].</p> <p>The relevant local authority can decide (under requirements 34 and 35 of the draft DCO) to consult other listed local authorities if they consider it relevant (CBC and HCC are listed in requirement 34 and they are listed generally so as to engage their functions as planning, highway and flood authorities). In addition, the LLFA for an area is not prevented taking comments</p>			

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>from other LLFAs when it is consulted.</p>			
<p>LBC146</p>	<p>Consultation on drainage design</p>	<p>The Applicant acknowledges that the drainage design is to be further developed and has included a requirement in Schedule 2 of the draft DCO [TR020001/APP/2.01] that <i>‘No part of the authorised development may commence until for that part written details of a surface and foul water drainage plan, including means of pollution control and monitoring, have been submitted and approved in writing by the relevant planning authority following consultation with the Environment Agency, the lead local flood authority and the relevant sewerage undertaker, on matters related to its functions.’</i></p> <p>The drainage strategy and design of the Off-site Highway Interventions will be specified following the application for development consent,</p>	<p>The Applicant must take into account Lead Local Flood Authority (LLFA) requirements in relation to the drainage strategy and design for Off-site Highway Interventions.</p> <p>LBC accepts that the detailed design of drainage systems will be secured by Requirement 12 in Schedule 2 of the draft DCO [TR020001/APP/2.01] which requires consultation and agreement with the relevant authorities, and needs to be implemented in line with the Drainage Design Principles.</p>	<p>Confirmation of agreement received via email on 01.12.2023.</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		reflecting the drainage design principles documented within the Design Principles [REP9-030] .			
LBC147	Sustainable Urban Drainage Systems (SuDS)	<p>The Applicant notes that the entire DDS solution is predicated on the fundamental core principles of SUDs, specifically large scale attenuation aligned with infiltration to prevent downstream flooding and/or contamination.</p> <p>The drainage design objectives for Proposed Development do not include improvements to biodiversity for the reasons stated in Section 36.3.5 of the SuDs manual which relates to Aircraft Safety Risk Management and states: The [Civil Aviation Authority] CAA has identified SuDs components, in particular ponds, wetlands and green roofs, as a potential hazard to aircraft. Although the main concern is</p>	<p>LBC requires that the Applicant considers Sustainable Urban Drainage Systems (SuDS) in the design of the drainage system.</p> <p>Agreed following verbal and written explanations and updates to the DDS.</p>	Confirmation of agreement received via email on 01.12.2023.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>wildfowl including flocks of ducks, geese and swans, there is also concern about other flocking species such as rooks, starlings and gulls.</p> <p>Therefore the Proposed Development does not include SuDs that rely on vegetation features such as swales and reed beds as these are not compatible with the airfield location of the scheme and relies instead on engineered solutions. We note that all changes to infrastructure on the airfield need to be approved by the CAA.</p> <p>In terms of amenity, the proposed site of the drainage infrastructure is within the active airfield which is not a publicly accessible area due to reasons of safety and therefore has no requirement for amenity value.</p> <p>Pollution control and monitoring measures have been included</p>			

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		within section 5 of the Design Principles [REP9-030] .			
LBC148	Spatial scope for the water resources assessment	Chapter 20 Water Resources and Flood Risk of the ES [TR020001/APP/5.03] 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	LBC is satisfied with the study area for the water resources assessment.	Agreed at meeting with the LLFAs on 26.03.2018.	Agreed
LBC149	HEWRAT methodology	As outlined in Chapter 20 Water Resources and Flood Risk of the ES [TR020001/APP/5.03] , a screening assessment has been undertaken to determine risk posed by the proposed Airport Access Road and Off-site Highway Interventions on the local water receptors. The screening process identified 13 works which have the potential	LBC requested the HEWRAT methodology be reshared with them, so they can confirm their position. LBC has reviewed the HEWRAT methodology shared in late November 2023 and notes the requirement for an updated HEWRAT assessment to be undertaken and submitted at Detailed Design as per the	HEWRAT methodology shared on 28.11.2023 and discussed on 12.01.2024.	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>to lead to a change in pollutant loading.</p> <p>An initial HEWRAT (Highways England Water Risk Assessment Tool) assessment has been undertaken on these works to identify the potential requirement for additional surface water and pollutant management measures. These measures will be specified during the detailed design stages in consultation with the relevant local authority, as secured by the draft DCO (Schedule 2 requirement 123).</p>	<p>Drainage Design Principles [REP9-030].</p>		
Climate Change and GHGs					
LBC150	Definitions of likelihood and severity	<p>The Applicant outlined definitions of likelihood and severity. These are defined in Tables 9.10, 9.11 and 9.12 of Chapter 9 Climate Change Resilience of the ES [APP-035].</p>	<p>LBC agrees with the levels and definitions of likelihood and severity (consequence) which have been amended since the 2022 PEIR, in line with LLAOL’s Climate Change Adaptation Report published after completion of the PEIR.</p>	<p>Climate Change and GHG working group on 13.09.2022</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC151	Lifecycle greenhouse gas (GHG) impact	<p>The Applicant considers that the lifecycle greenhouse gas (GHG) impact assessment is robust in terms of its assessment of airport operations and surface access. The GHG assessment has been undertaken in line with the principles for environmental impact assessment and compliance in the ANPS, as presented in Chapter 12 Greenhouse Gases of the ES [REP3-007]. The GHG assessment identifies GHG emissions associated with the Proposed Development, within four defined categories: aviation, airport operations (also known as airport ground operations), surface access, and construction.</p> <p>The Green Controlled Growth Framework [TR020001/APP/7.08] defines a series of Limits for GHG emissions over the course of expansion, including for surface access emissions. The</p>	<p>LBC is especially cognisant of surface access implications of the Proposed Development. Whilst Scope 3 emissions may not be directly produced by the Airport, it is possible to influence these emissions, whether through the award of contracts with incentivisation schemes, or through measures to encourage a modal shift to public transport usage.</p> <p>LBC is satisfied that Green Controlled Growth Framework [TR020001/APP/7.08] together with the quinquennial updates to travel plans secured through the Framework Travel Plan [REP8-024] and the Sustainable Transport Fund [TR020001/APP/8.119] should influence and encourage a reduction in emissions associated with surface access transport.</p>	Discussed at topic specific meetings on GCG 10.01.2024 and 23.01.2024	Agreed

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		<p>magnitude of these Limits corresponds with the results of the GHG impact assessment, to ensure that the impacts are no worse than the reasonable 'worst case' scenario assessed.</p> <p>The Applicant has outlined a range of interventions and measures to support uptake of public transport in the FTP [TR020001/APP/7.13]. These measures may be funded through the STF [TR020001/APP/8.119]. The FTP states that future travel plans, to be produced five-yearly, will include sustainable mode share Targets striving to be more ambitious than the unsustainable surface access mode share Limits set out in the GCG Framework. Achieving these Targets will therefore also support a reduction in GHG emissions, through encouraging modal shift to public transport.</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC152	GCG Thresholds and Limits - GHG	<p>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [TR020001/APP/7.08] 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 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>LBC confirmed that the GCG Framework [TR020001/APP/7.08], with its limits and thresholds, and additional mechanisms such as the travel plans (building on the Framework Travel Plan [REP8-024]), and the Sustainable Transport Fund [TR020001/APP/8.119], together with Government targets pursued through the Jet Zero Strategy, should encourage a reduction in Scope 3 emissions.</p>	<p>Luton Outline GHG Action Plan Mitigation Measures and GHG data meeting – 23.01.2024</p>	Agreed
LBC153	GCG Thresholds and Limits - GHG	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent</p>	<p>LBC recognises that aircraft emissions during the landing and take-off cycle fall within Scope 3 and Government policy is that these are best</p>	<p>Confirmed at topic specific on 23.01.2024</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		(CCD) phases) from the scope of the GCG Framework [TR020001/APP/7.08] 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.	addressed at the national and international level (recognised in LBC's LIR [REP1A-004]). As such, LBC confirmed that aviation GHG emissions should be excluded from GCG Framework (though the airport should seek to influence airlines to reduce such emissions).		
	Cumulative Effects				
LBC154	Search area of 500m	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.	LBC has 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 ES [AS-032]	Agreed
	Economics and Employment				
LBC155	Methodology for assessing the effects on Economics and	The Applicant considers that the estimates of the economic benefits of the proposed development, as set out in the	LBC agrees with the methodology for assessing the effects on Economics and Employment from the	Agreed at the Economics and Employment	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
	Employment from the construction and operation of the Proposed Development	Need Case [AS-125] and the ES Chapter 11 [APP-037] have been robustly produced using an appropriate methodology, including the effects during construction and operation, and that the economic benefits are significant, specifically that the creation of employment and GVA (gross value added) will contribute significantly to ‘levelling up’ in Luton and regeneration of the Borough.	construction and operation of the proposed development and that the benefits would make a material contribution to levelling up in Luton.	TWG meeting on 19.03.2019.	
LBC156	Economic benefits deriving from the additional air connectivity	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>LBC 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.</p> <p>LBC 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</p>	Confirmation of agreement received via email on 05.12.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			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.		
LBC157	Scoping out of the assessment on the impact of the Proposed Development on tourism deficit.	The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the ES Scoping Report [APP-166] and accepted by the Planning Inspectorate in their Scoping Opinion.	LBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.	Agreed at Economics and Employment TWG meeting on 28.05.2019.	Agreed
	Cultural Heritage				
LBC158	Position on the Cultural Heritage Management Plan (CHMP)	The Applicant acknowledges the requested changes and will update the CHMP to include the measures. The CHMP was updated at Deadline 4 [REP4-020, REP4-021].	At topic specific meeting 29 June 2023, LBC Archaeology Advisor requested changes to the CHMP in relation to the reporting timescales of archaeological fieldwork	Confirmed at topic specific meeting held 29.06.2023. Updated CHMP agreed via	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
			<p>reporting and publication, and provisions for archiving.</p> <p>LBC have agreed the changes to the CHMP via email.</p>	email on 01.11.2023.	
LBC159	Preservation in situ strategy in the CHMP	The Applicant has amended the preservation in situ strategy to include excavation, as agreed with the CBC/LBC archaeologist, and the CHMP [REP4-020] resubmitted at Deadline 4 has been updated to reflect this agreed position.	LBC have agreed the mitigation strategy and the updates to the CHMP.	<p>Agreed at topic specific meeting held 29.06.2023.</p> <p>Updated CHMP agreed via email on 01.11.2023.</p>	Agreed
LBC160	Rothesay Conservation Area	Rothesay Conservation Area is located outside of the study area agreed with cultural heritage officers, which is why it is not included in the assessment in Chapter 10 Cultural Heritage of the ES [AS-077] . Hart House Business Centre is included in Appendix 10.1: Cultural Heritage Desk Based Assessment (DBA) of the ES [APP-072] . Hart House is referred to in the assessment	LBC agree with the scoping out of the Rothesay Conservation Area, being located outside the study area. LBC also are satisfied with the assessment of Hart House (Vauxhall Motors Office Block) and Wigmore Hall Farmhouse.	LBC's post hearing submissions [REP3-106] and LBC's response to the ExA's Written Questions [REP4-187]	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>by its National Heritage List for England List Entry Name: Office Block, Vauxhall Motors, and List Entry Number: 1249000 allocated by Historic England.</p> <p>The building is referenced in Section 5 and Section 6 of the Desk Based Assessment [APP-072]. The assessment notes that the area within the Order Limits do not contribute to the setting of the office block and it is therefore not included in the impact assessment. This is also noted during consultation with Historic England, which is documented in Table 10.6 of Chapter 10 Cultural Heritage of the ES [AS-077].</p>			

Table 3-6: Summary of 'flightpath' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
FLIGHTPATHS					
Use of flightpaths in assessments					
LBC161	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.	LBC are content on the use of existing flightpaths in noise assessments	Meeting with Suono on behalf of Host Authorities 21.11.2023	Agreed

Table 3-7: Summary of 'Green Controlled Growth' matters with LBC

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
Green Controlled Growth Framework					
LBC162	Principle of GCG	The Applicant considers that the Green Controlled Growth (GCG) Framework [TR020001/APP7.08] 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.	Host Authority Response to Second Statutory Consultation prepared by Vincent + Goring, 04.04.2022	Agreed
Thresholds and Limits					
LBC163	GCG Thresholds and Limits	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 [TR020001/APP/7.08] and the processes associated with these Thresholds and Limits, represents	LBC supports the proposed approach of adopting Level 1, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [TR020001/APP/7.08] and the processes associated with these Thresholds and Limits.	HA SoCGs – GCG Meeting, 10.01.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		a clear and ambitious approach to managing airport growth in the context of environmental impact.			
LBC164	GCG Thresholds and Limits	The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [TR020001/APP/7.08] with the Faster Growth sensitivity test with the exception of Air Quality, see row LBC165, is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.	LBC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case.	Confirmation of disagreement received via email on 19.01.2024	Not Agreed
LBC165	GCG Thresholds and Limits – Surface Access	The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [TR020001/APP/7.08] 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 FTP [TR020001/APP/7.13] .	LBC agrees with the proposed approach for defining both surface access Limits within the GCG Framework and surface access Targets through future Travel Plans.	Surface Access SoCG Meeting, 11.10.2023	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
LBC166	GCG Thresholds and Limits - Review	<p>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 [TR020001/APP/7.08], 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 ES.</p> <p>In response to concerns raised by the Host Authorities regarding ensuring monitoring plans remain up-to-date with good practice and relevant guidance, the Applicant has introduced an explicit requirement to consider new and emerging best practice as part of the review of monitoring plans. This amendment was made to the GCG Framework [REP9-022] and GCG Explanatory Note [REP9-020] at Deadline 9.</p>	<p>The Applicant committed to updated drafting on the 17.01.2024 to include an explicit requirement to ensure "current" best practice is considered as part of reviews of Monitoring Plans. LBC understand this update is to be made to the GCG documents at Deadline 9.</p>	<p>Email sent by the Applicant on the 17.01.2024</p>	<p>Agreed</p>
LBC167	GCG Thresholds and Limits – Sanctions for	<p>The Applicant has outlined its position regarding the proposal by both the Host Authorities and the ExA for the inclusion of sanctions where there is a repeated and</p>	<p>LBC is concerned that the only requirement in GCG if Mitigation Plan fails is to produce a new Mitigation Plan.</p>	<p>Email received from Fiona</p>	<p>Not Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	continued breaches	<p>prolonged exceedance of a Limit in the Applicant's Position Paper on Financial Penalties [TR020001/APP/8.187] submitted at Deadline 9. As outlined in this document, the Applicant rejects the proposal for the imposition of a financial penalty regime on the grounds that they:</p> <ul style="list-style-type: none"> a. are unnecessary and wholly unjustified in light of the robust and comprehensive GCG Framework the Applicant has put forward; b. are inappropriate given the existing enforcement mechanism endorsed by Parliament in the context of breaches of the DCO; c. do not meet the planning policy tests; d. do not meet the specific tests which are relevant to the imposition of conditions; e. are being proposed without a clear legal basis; f. are unprecedented; 	<p>LBC propose that there should be financial sanctions imposed alongside the requirement to produce a new Mitigation Plan.</p> <p>LBC are willing to discuss the level and structure of the proposed financial penalties with the Applicant.</p>	Ross on the 09.01.2024	

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>g. are being sought to be justified by reference to precedents which are wholly irrelevant;</p> <p>h. assume a function for the Department for Transport which it has hitherto not accepted or been consulted upon; and</p> <p>i. are not appropriate in the context of a single decision on a DCO application</p> <p>The Applicant considers that the GCG process has been set up to avoid repeated breaches, and that (in contrast to current consent) the ESG will have approval role over mitigation. Therefore, it would be disproportionate and unreasonable to seek sanctions where all parties have agreed that mitigation is appropriate.</p> <p>The Applicant also notes that GCG explicitly links the Limits to growth, so if in breach the airport cannot grow – this is a significant commercial incentive to stay</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		within Limits and to address breaches as soon as possible.			
Monitoring and Reporting					
LBC168	Transition Period	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p> <p>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 DCO [TR020001/APP/2.01] 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>	LBC supports the proposals for timings of monitoring for GCG topic areas, and welcomes the removal of the transition period for noise and the Applicant's commitment to baseline Air Quality monitoring ahead of serving notice under Article 44(1).	Confirmation of agreement received via email on 01.02.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>No transition period will apply for noise.</p> <p>The Applicant does not consider additional baselining monitoring is required for the purposes of GCG and the proposed transition period, however in response to specific concerns raised by the Hertfordshire authorities, the Applicant will use reasonable endeavours (noting that this will require installation of air quality monitoring equipment outside of the red line boundary) to undertake Air Quality monitoring 6 months ahead of serving notice under Article 44(1). This amendment has been incorporated in the Environmental Statement - Appendix 7.5 Outline Operational Air Quality Plan [TR020001/APP/5.02] submitted at Deadline 9.</p>			
LBC169	GCG Monitoring and	The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed	While LBC's concerns remain regarding the time allowed for the ESG to approve a Level 2 Plan being too short, LBC accepts the amendment from a 21-day period	HA SoCGs – GCG Meeting, 10.01.2024	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
	Reporting - Timings	<p>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>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP7-022] 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</p>	<p>to a 28-day period proposed by the Applicant for the ESG to approve a Level 2 Plan (and Mitigation Plan), given the constraints in timescales that exist for the GCG process.</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>(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.</p>			
<p>Environmental Scrutiny Group and Technical Panels</p>					
<p>LBC170</p>	<p>Environmental Scrutiny Group (ESG) Membership</p>	<p>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 [REP7-022] 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</p>	<p>LBC acknowledges and is aligned with the position of the Hertfordshire authorities regarding the desire for Dacorum to be a member of the ESG.</p>	<p>HA SoCGs – GCG Meeting, 09.11.2023</p>	<p>Not Agreed</p>

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panels Terms of Reference [REP7-024] .			
LBC171	ESG Membership	<p>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 [REP7-022] 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>	LBC 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.	HA SoCGs – GCG Meeting, 09.11.2023	Agreed
LBC172	ESG Membership	A key principle of the GCG Framework [TR020001/APP/7.08] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development and that any	LBC accepts the principle that representative should be officer and not member but are concerned that the current drafting is too restrictive and may mean that appropriate officers with right level of seniority could	Confirmation of not agreed received via email on 01.02.2024	Not Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>decisions made by the ESG are made on an impartial, apolitical basis.</p> <p>In response to concerns raised by LBC and the ExA regarding, the Applicant has made amendments to the Green Controlled Growth Explanatory Note [TR020001/APP/7.07] and Green Controlled Growth Framework Appendix A: ESG Terms of Reference [TR020001/APP/7.08] changing the reference from “suitably qualified senior planning professional” to “competent officer” regarding the requirements for an appropriate representative of a local authority on the ESG. The Applicant proposes that matters of competency in regard to local authority representation on the ESG should be at the discretion of the chair of the ESG.</p> <p>The Applicant considers it entirely appropriate that the chair of the ESG should be able to decide upon matters of competence in this context, and that an independent chair will be capable</p>	<p>not attend. The Host Authorities welcome the amendments to now reference “competent officers working with the relevant local authorities” but remain concerned that nomination of a suitably qualified person should rest with the Council and not the Chair of the ESG.</p> <p>LBC consider that the choice of representative for the Technical Panels should rest with the Council and the suitability of a representative should not be at the discretion of the chair.</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		of making an objective determination of whether an individual meets this requirement.			
LBC173	Environmental Scrutiny Group (ESG) - Quorum	<p>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the ESG to be quorum, the Applicant has amended the drafting of the ESG Terms of Reference [TR020001/APP/7.08] submitted at Deadline 9 to:</p> <ol style="list-style-type: none"> 1. Require at least two local authority representatives to be in attendance. The Applicant considers that with the attendance of three independents, and at least two local authorities, sufficient technically competent persons as well as those representing local communities will be present without increasing the risk of the GCG process being frustrated. 2. In the event that quorum cannot be achieved at the 	LBC welcome the amendments made at deadline 9 in relation to quorum.	Confirmation of agreement received via email on 01.02.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</p> <p>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</p>			
LBC174	Technical Panel - Quorum	<p>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the Technical Panel to be quorum, the Applicant is proposing to amend the drafting of the Technical Panels Terms of Reference [TR020001/APP/7.08] submitted at Deadline 9 to:</p> <ol style="list-style-type: none"> 1. Require at least two local authority representatives to be in attendance. The Applicant considers that with the attendance of three independents, and at least two local authorities, sufficient technically 	LBC welcome the amendments made at deadline 9 in relation to quorum.	Confirmation of agreement received via email on 01.02.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>competent persons as well as those representing local communities will be present without increasing the risk of the GCG process being frustrated.</p> <p>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</p> <p>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</p>			
LBC175	ESG - Funding	<p>The airport operator will be responsible for the secretarial and administrative costs associated with the operation of the ESG.</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</p>	<p>LBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</p> <p>LBC supports the proposal to use £100/hr as the basis for calculating Local Authority funding as confirmed by the Applicant on an email on the 17.01.2024 and to</p>	Confirmation of agreement received via email on 01.02.2024	Agreed subject to the completion of the section 106

ID ref	Matter	The Applicant’s position	Luton Borough Council position	Source of agreement	Status
		<p>sit on each Technical Panel. This is to ensure that the other organisations (including LBC) 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> <p>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.</p> <p>The intention is for this funding to be secured either through the section 106 Agreement or by way of an alternative legal agreement.</p>	<p>be secured through the S106 agreement.</p> <p>LBC welcomes the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</p>		agreement
LBC 176	ESG Establishment of ESG as	The Applicant proposes to establish the ESG as a corporate entity to provide independence from the airport. One of the very important drivers in the	LBC support the establishment of the ESG as a corporate entity to provide independence from the airport.	Email received from David Gurtler on the 19.01.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
	a Corporate Entity	<p>Applicant's approach has been to ensure that the ESG is independent and is also seen to be truly independent. GCG is intended to be a clear and explicit communication to the local communities and surrounding host authorities that the structures in place are at arm's length from the operator, the owner and, indeed, in order to address a perceived conflict, LBC itself. It is on that basis that the Applicant considers the corporate entity is the right thing to do.</p> <p>Furthermore, by creating a separate legal entity which is distinctly the decision-maker, it will reduce the risk to those on local authority representatives, for example, a decision to refuse (or approve) being amenable to judicial review, and local authorities and/or representatives being liable.</p> <p>The implications for local authorities are therefore that the corporate entity (a company limited by guarantee) will secure</p>			

ID ref	Matter	The Applicant's position	Luton Borough Council position	Source of agreement	Status
		<p>independence, reduce potential legal liability enabling the ESG to undertake their functions, and also ensure that the legal powers open to companies are given to the ESG (e.g., in terms of appointments and entering into contracts).</p>			

Table 3-8: Summary of ‘employment and training’ matters with LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council’s position	Source of agreement	Status
EMPLOYMENT AND TRAINING					
Employment and Training Strategy					
LBC177	Employment and Training Strategy proposals	The Employment and Training Strategy (ETS) [REP8-020] aims to use the Proposed Development to support the growth strategies of LBC. The Applicant has engaged with LBC through the Economics and Employment Technical Working Group, and LBC is satisfied with the approach and content of the ETS.	LBC is satisfied with the approach and content of the ETS.	Email received 29.06.2023	Agreed
Employment and Training Strategy Governance					
LBC178	Employment and Training Strategy Governance	The ETS will be regularly monitored as part of the governance process, with a monitoring approach to be agreed with LBC once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and	LBC is satisfied with this approach.	Email received 29.06.2023	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council’s position	Source of agreement	Status
		review progress against its own objectives, to ensure their efficiency.			

Table 3-9: Summary of 'design' matters with LBC

ID ref	Matter	The Applicant’s position	Luton Borough Council’s position	Source of agreement	Status
	DESIGN				
LBC179	Design Code	<p>The Applicant has responded to Issue Specific Hearing 6, Action 33: Principles of Good Design in [REP5-043] 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 [REP4-070] Issue Specific</p>	<p>Refer to [REP4-190] Luton Borough Council response to ISH6 Q31 suitability of Design Principles Document [REP9-030] which states:</p> <p><i>“Whilst the New Century Park (LBC ref: 17/02300/EIA) development included a condition requiring design guides to be submitted and approved ahead of the reserved matters for the development, that development is somewhat different to that</i></p>	Agreed on 03.11.2023	Agreed

ID ref	Matter	The Applicant’s position	Luton Borough Council’s position	Source of agreement	Status
		<p>Hearing 6 Action 31 and within the Applicant’s response to Written Questions – Physical effects of development and operation ID PED.2.1 [REP7-052]. It is noted that Luton Borough Council share the Applicant’s view that design codes would not be required for the Proposed Development.</p>	<p><i>proposed in the DCO, since it encompassed numerous buildings being delivered in phases, whereas the DCO only includes two buildings that would be public facing (the new terminal and the new hotel). Consequently, LBC does not consider that design guides are appropriate in relation to the DCO.”</i></p> <p>LBC has responded to Written Questions PED 1.5 [REP4-187] to say that <i>“it is not considered that design codes would be required in relation to the DCO.”</i></p>		
LBC180	Design Principles	<p>The Applicant’s position is as set out in Deadline 4 Hearing Actions [REP4-070]. The Applicant has engaged with LBC to discuss this position and how the Design Principles document has been refined as a live document.</p> <p>The Design Principles [REP9-030] has been updated and issued at Deadline 8. This version</p>	<p>LBC has met with the Applicant in relation to the Design Principles and understands that the Applicant proposes to provide further information (see [REP4-190] ISH6 Q31).</p> <p>LBC provided the Applicant with comments on the Design Principles in an email on 20 December, suggesting (in</p>	Agreed at the meeting on 25.01.2024	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
		<p>includes additional wording in relation to Terminal 2 Luton DART station in response to feedback from LBC, a section on the programme of works and the inclusion of a draft Terms of Reference for the Design review.</p> <p>The Applicant has reviewed minor comments provided by LBC (29 January 2024) on the Design Principles and included updates in Design Principles [REP9-030] issued at Deadline 9 to address these comments.</p>	<p>summary) that the Design Principles be updated to include an intention for a high quality, coherent detailed design, with a visual expression of innovation and sustainability, and detail a sense of place and passenger experience. Plus, the addition of illustrative material to give an indication of design intent.</p> <p>LBC acknowledge that a new version of the Design Principles [REP9-030] was submitted at Deadline 7, Deadline 8 and Deadline 9 taking on board the comments that LBC made and is agreed by LBC as it now includes stronger principles on design, place, identity, user experience.</p>		
LBC181	Design Review	<p>Since Issue Specific Hearing 8 Item 10 the Applicant has undertaken further engagement with LBC as documented within the Applicant's response to November Hearing Actions (Compulsory Acquisition</p>	<p>Following Issue Specific Hearing 8 and LBC's comments on design review, the Applicant agreed to include design review within the Design Principles and this has been worked on and regularly developed both in the Design</p>	<p>Confirmed at meetings 12.12.2023. 16.01.2024 and 25.01.2024</p>	Agreed

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
		<p>Hearing 2 and Issue Specific Hearings 7 -10) ISH8 – Action Point 53 [REP7-072] which confirms the Applicant's agreement to the introduction of an independent design review process for Terminal 2 (Work Nos. 3b(01) and 3b(02)), T2 Plaza (Work No. 3f) and the Hotel (Work no 4a). An outline of this design review process is defined within the draft Terms of Reference (ToR) within the Design Principles [REP8-022] submitted at Deadline 8.</p> <p>The Applicant reviewed information provided by LBC on 29 January 2024 on the draft ToR and included updates to the Design Principles at Deadline 9 [REP9-030].</p> <p>In addition, following the Rule 17 request, the Applicant has included within the draft ToR (mentioned above) two additional Works namely, the Coach Station (Work No. 3d) and the Luton DART Terminal 2 Station (Work</p>	<p>Principles [REP9-030] and in the Draft Section 106 Agreement [TR020001/APP/8.167].</p>		

ID ref	Matter	The Applicant's position	Luton Borough Council's position	Source of agreement	Status
		<p>No. 3g), within the proposed Independent Design Review process.</p> <p>It should be noted that the Applicant does not consider the proposed car park P12 (Work No 4r) requires an Independent Design Review as the introduction of this Work is proposed at Stage 2b after the Terminal, Plaza, Luton DART Station and Coach Station have already been constructed. Therefore, the context for the car park will already have been set by these Works.</p> <p>The Draft Section 106 Agreement [TR020001/APP/8.167] includes an obligation for LBC to establish and appoint a Design Review Panel in accordance with the Design Principles. The Applicant will meet the reasonable costs of the Panel.</p>			

Appendix 1

Table 3-10: Engagement between the Applicant and LBC

Date	Attendees	Form of correspondence	Details
26.02.2018	LBC, CBC, HCC, Environment Agency	Meeting	The purpose of this meeting was to introduce key environmental stakeholders for EIA scoping.
21.03.2018	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
26.03.2018	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.
06.04.2018	LBC, CBC, HCC	Meeting	Biodiversity TWG. Introduction to the

Date	Attendees	Form of correspondence	Details
			Proposed Development and agreement on details of the proposed scope of habitat and species surveys being undertaken and methodologies used.
10.04.2018	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.
12.07.2018	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.
03.10.2018	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Planning Officers Coordination Group (POCG) meeting. The purpose of the meeting was to review the draft Planning Performance Agreement (PPA) circulated to the host local authorities prior to the meeting and to discuss terms of reference and

Date	Attendees	Form of correspondence	Details
			frequency of meetings for future engagement.
18.10.2018	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.
14.11.2018	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
20.11.2018	LBC, CBC, HCC	Meeting	Biodiversity TWG. Discussion on how the design evolved through assessment of design options by environmental disciplines, sharing of the emerging 'preferred option', summary of non-statutory consultation results and survey results and an early indication of likely mitigation measures.
26.11.2018	LBC, CBC, NHDC, Buckinghamshire Council	Meeting	Health TWG meeting - communities and health EIA scoping meeting.
12.12.2018	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

Date	Attendees	Form of correspondence	Details
			DCO proposals in its local context.
11.01.2019	LBC, CBC, NHDC	Meeting	Air Quality TWG meeting - Air Quality EHO EIA scoping meeting.
18.01.2019	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.
25.01.2019	LBC, NHDC, Stevenage Borough Council, DBC, Aylesbury Vale District Council	Meeting	Noise TWG - Noise EHO EIA scoping meeting. The Noise Working Group was given the opportunity to discuss the contents of the scoping report and request clarification on any topic.
01.02.2019	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
18.02.2019	LBC, HCC, Wildlife Trust, Natural England	Meeting	Biodiversity TWG.

Date	Attendees	Form of correspondence	Details
20.02.2019	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	POCG meeting.
26.02.2019	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.
14.03.2019	LBC, CBC	Meeting	Major accidents and disasters meeting to introduce the Proposed Development.
18.03.2019	LBC	Meeting	EqIA TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed Development and receive input from stakeholders.
20.03.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. A general overview of the Proposed Development was provided.

Date	Attendees	Form of correspondence	Details
25.04.2019	LBC, CBC, Thames Water, Environment Agency	Meeting – Luton Town Hall, Luton Borough Council, George Street, Luton, LU1 2BQ	Drainage strategy meeting. Agenda: drainage strategy and changes to existing drainage arrangements and discharge consents.
25.04.2019	LBC	Meeting	Health and community discussion regarding open space survey methodology.
22.05.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Preliminary findings and approach to employment, training and skills
07.06.2019	LBC, CBC, NHDC	Meeting	Air Quality TWG to discuss the EIA Scoping Report, assessment scenarios and modelling.
24.06.2019	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.
28.06.2019	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway

Date	Attendees	Form of correspondence	Details
			improvements and discuss the contents of the Framework Travel Plan.
08.07.2019	LBC, CBC, HCC	Meeting	The purpose of the meeting was to inform the conservation officers and archaeologists of the progress of the heritage research and assessment.
17.07.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on employment estimates, best practice on employment, training and skills, wider impacts consultations update.
15.08.2019	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
17.09.2019	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. Update on statutory consultation, review of airport passenger profile, review of outline

Date	Attendees	Form of correspondence	Details
			employment and training strategy.
07.10.2019	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.
14.10.2019	LBC, NHDC	Meeting	Noise Envelope Design Group (NEDG) meeting. The following points were discussed: the requirement to establish an NEDG, purpose and objectives of an NEDG and confirmation of the Terms of Reference.
01.11.2019	LBC	Meeting	Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models, committed local highway improvements and discuss the contents of the Framework Travel Plan.
08.11.2019	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

Date	Attendees	Form of correspondence	Details
			DCO progress and timetable.
04.12.2019	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.
06.12.2019	LBC	Meeting	This meeting reviewed the definitive map of Public Rights of Way within Luton Borough, to ascertain the correct footpath and bridleway references, and discussed principles for the stopping up of FP38 and BW37 to facilitate construction.
07.12.2019	Director Public Health, LBC	Meeting – MS Teams	Health and community assessment meeting to review the PEIR Health and Community assessment.
23.12.2019	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
22.01.2020	CBC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position on Paper on Quota System and the pros and cons of noise violation limits.

Date	Attendees	Form of correspondence	Details
30.01.2020	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.2020	LBC, CBC, NHDC, HCC	Meeting	Surface access TWG.
04.02.2020	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 LBC in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments.
05.02.2020	CBC, HCC, LBC, NHDC	Meeting	NEDG meeting. The following points were discussed: Draft Position Paper on Noise Contours, pros and cons of noise violation limits, LAeq,T contours to be retained, 'number above' contours.
18.02.2020	HCC, CBC, LBC, NHDC	Meeting	Biodiversity TWG.
03.03.2020	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. The meeting agreed viewpoint and photomontage locations and, based on the layout put forward at statutory consultation,

Date	Attendees	Form of correspondence	Details
			the receptors to be considered in the LVIA.
11.03.2020	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.
25.03.2020	NEDG members	Meeting	NEDG meeting. The purpose of this meeting was to discuss the noise control measures.
20.04.2020	LBC, CBC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting to discuss a range of matters related to the LVIA proposals and assessments.
08.07.2020	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.
17.09.2020	HCC, LBC	Meeting	NEDG meeting. Discussions covered the contents of the draft Interim Report, noise model validation and

Date	Attendees	Form of correspondence	Details
			the forward plan for the NEDG.
23.09.2020	LBC	Meeting – MS Teams	Surface access meeting. Agenda: provide an update on the proposals.
07.10.2020	LBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its associated landscape mitigation, and review whether previously agreed points would be affected by the proposed design changes.
23.10.2020	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.
10.11.2020	LBC, CBC, HCC, NHDC	Meeting	Travel Plan Workshop to identify measures that could be

Date	Attendees	Form of correspondence	Details
			incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets.
07.12.2020	LBC, CBC, HCC	Meeting – MS Teams	Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment.
09.12.2020	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.
14.12.2020	LBC	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.
17.12.2020	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

Date	Attendees	Form of correspondence	Details
			provide local authorities with a PPA update.
12.2020	CBC, LBC, NHDC	Meeting	Economics and Employment TWG meeting. This included an update on the Proposed Development, revised Economic impact assessment approach discussion, Employment and Training Strategy update, and discussion of the wider economic impacts.
20.01.2021	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.
17.02.2021	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: general update, EIA approach, GCG, SoCGs, Works Order 6.
03.03.2021	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

Date	Attendees	Form of correspondence	Details
			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.
18.03.2021	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.
24.03.2021	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.
21.04.2021	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: Proposed Development review update, summary of key issues within TWGs, GCG, PPA Works

Date	Attendees	Form of correspondence	Details
			Order 6 and the POCG engagement plan.
26.04.2021	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting. Agenda: update on changes to the Proposed Development, GCG, 2019 statutory consultation feedback, timing and engagement schedule and the key issues to be addressed.
19.05.2021	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table, GCG engagement documents and the POCG engagement plan.
16.06.2021	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.
21.06.2021	LBC	Meeting – MS Teams	Surface access TWG meeting. During this meeting an explanation of the Proposed Development status during early and mid-2021 was given, alongside the reasons for carrying out a comprehensive review.
06.07.2021	LBC, NHDC, Stevenage Borough Council,	Meeting – MS Teams	Economics and employment TWG meeting. Agenda:

Date	Attendees	Form of correspondence	Details
	St Albans City and District Council, Hertfordshire LEP, SEMLEP		update on the Proposed Development, employment and training strategy and wider economic impacts.
13.07.2021	NHDC, CBC, HCC, LBC, NATS, LADACAN, easyJet, St Albans City & District Council, DHL, Wizz Air, Independent Commission on Civil Aviation Noise, Buckinghamshire Council	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline passenger forecasts, model validation and GCG.
14.07.2021	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.
15.07.2021	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

Date	Attendees	Form of correspondence	Details
			Development, methodology and approach, study area and receptors, Wigmore Valley Park, and monitoring.
26.07.2021	LBC, CBC, NHDC	Meeting – MS Teams	Contaminated land TWG meeting: update on the Proposed Development design including changes and discussion of issues including the zone of influence from Proposed Development- justification for distances, assessment methodology, existing baseline conditions- clarification on area it covers, inclusion of Off-site Highway Interventions, settlement in areas of deposited material, exposure of features of geological interest when chalk is excavated, Perfluorooctanoic acid (PFOA) and Perfluorooctanesulfonic acid in soils and groundwater in vicinity of fire training facility, risks posed by former Eaton Green Landfill to groundwater, risks from piling former landfill- expose and mobilise contaminants leading to contamination of groundwater and public water supply, and

Date	Attendees	Form of correspondence	Details
			overview of work to date and the key issues .
27.07.2021	LBC, CBC, NHDC	Meeting – MS Teams	Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date, current and future baseline, assessment methodology, waste disposal facilities to be used, cumulative assessment, and proposed mitigation.
05.08.2021	LBC	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 Proposed Development. Identifying relevant local groups that should be engaged with.
10.08.2021	LBC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of

Date	Attendees	Form of correspondence	Details
			the 21.5 mppa for 2027 scenario.
18.08.2021	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – opportunity for the POCG to seek any 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.
08.09.2021	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.
16.09.2021	LBC, CBC, NHDC, HCC	Meeting – MS Teams	Landscape and Visual Impact Assessment TWG meeting. Agenda: Proposed Development update, points of

Date	Attendees	Form of correspondence	Details
			agreement, design changes, adjustments to agreed matters, further matters for agreement, and actions from the meeting.
22.09.2021	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – SoCC feedback, and NEDG update.
29.09.2021	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.
30.09.2021	LBC	Meeting	Meeting with LBC EHO to discuss ongoing and future air quality monitoring locations.
13.10.2021	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.
14.10.2021	LBC	Meeting	Surface Access meeting to present the key forecasting assumptions and

Date	Attendees	Form of correspondence	Details
			results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
15.10.2021	LBC, CBC, Bedfordshire Police	Meeting – MS Teams	The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and provide information on the major accidents and disasters methodology and the preliminary assessment results.
20.10.2021	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.
04.11.2021	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

Date	Attendees	Form of correspondence	Details
			for the 2022 PEIR, and provide an update on GCG.
07.11.2021	LBC, NHDC, CBC, HCC, NATS, LADACAN, easyJet, St Albans City & District Council, WizzAir, DHL,	Meeting – MS Teams	NEDG meeting. Agenda: update from the Applicant on the Proposed Development timelines, update on passenger forecast modelling and fleet mix modelling, what has happened since the last meeting, noise footprint.
19.11.2021	LBC	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.
22.11.2021	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.
24.11.2021	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

Date	Attendees	Form of correspondence	Details
			update, and GCG update – approach to limits.
02.12.2021	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting. The purpose of this meeting was to share the preliminary results of the waste and resources assessment for the 2022 PEIR, and provide an update on the waste infrastructure baseline (new Environment Agency data).
07.12.2021	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.
16.12.2021	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.
16.12.2021	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting: discussion of the PEIR air quality chapter assessments

Date	Attendees	Form of correspondence	Details
			and results, including an overview of the assessment methodology, assessment results and the timing and engagement schedule.
17.12.2021	LBC	Meeting – MS Teams	Lead local flood authority engagement. The purpose of this meeting was to present the Proposed Development and the preliminary flood risk assessment.
17.12.2021	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.
25.01.2022	LBC	Meeting	Pre-consultation briefing for surface access.
26.01.2022	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

Date	Attendees	Form of correspondence	Details
			about document architecture and general wayfinding.
02.02.2022	Host local authorities, neighbouring local authorities	Meeting – MS Teams	Statutory consultation briefing session 2. The purpose of this meeting was to provide an overview of the documents which are part of the statutory consultation, and give a tour of the virtual consultation room.
03.02.2022	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.
09.02.2022	Environment Agency, LBC	Meeting – MS Teams	Contaminated land TWG meeting agenda: update on the timeline for the Proposed Development, proposed ground gas monitoring strategy, proposed groundwater and leachate monitoring strategy, Perfluoroalkyl and PFAS, PFOA, summary and data sharing.

Date	Attendees	Form of correspondence	Details
01.03.2022	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.
18.03.2022	LBC	Meeting – MS Teams	Discussion regarding the council's consultation response, covering surface access points.
04.04.2022	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
11.05.2022	LBC	Meeting	Discussion regarding the council's consultation response, covering surface access points.
25.05.2022	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.
07.06.2022	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

Date	Attendees	Form of correspondence	Details
			approach where necessary.
07.06.2022	CBC, LBC, HCC, Natural England, Herts and Middlesex Wildlife Trust, Beds, Cambs & Northants Wildlife Trust	Meeting – MS Teams	Biodiversity TWG: discussion on the validity of baseline data, study areas, BNG, and additional points raised during consultation.
10.06.2022	LBC	Meeting	General update on further surface access analysis undertaken following statutory consultation.
13.06.2022	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting: discussion on the feedback received to the 2022 statutory consultation.
24.06.2022	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.
29.06.2022	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.

Date	Attendees	Form of correspondence	Details
04.07.2022	LBC, CBC, Bedfordshire, Luton & Milton Keynes Clinical Commissioning Group, Office for Health Improvement and Disparities and UK Health Security Agency	Meeting – MS Teams	Health TWG meeting agenda: update on the Proposed Development, outstanding issues from the 2022 statutory consultation including the quantification and monetisation of health effects, community engagement, monitoring, unaccompanied minors, and Covid-19.
07.07.2022	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.
08.07.2022	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.

Date	Attendees	Form of correspondence	Details
08.07.2022	Lead local flood authorities (LBC, CBC, HCC)	Meeting – MS Teams	Water TWG: discussion of the proposals with the lead local flood authorities including statutory consultation comments.
12.07.2022	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.
12.07.2022	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.
21.07.2022	CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council,	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to discuss the contents of the ES which relate to noise,

Date	Attendees	Form of correspondence	Details
	DBC, Stevenage Borough Council, Buckinghamshire Council, St Albans City & District Council		the noise baselines and monitoring, updated validations, aircraft movement forecasts, supplementary noise metrics, sound insulation, mitigation options, committed developments, and the Noise Envelope.
01.08.2022	LBC	Meeting	General update on the further surface access analysis undertaken following statutory consultation.
03.08.2022	LBC, CBC, NHDC, DBC	Meeting – MS Teams	POCG meeting. Agenda: discuss the POCG activities and scope, and discuss the SoCG template.
12.09.2022	LBC, CBC, Bedford Council, Wildlife Trust	Meeting – MS Teams	Biodiversity TWG meeting. The purpose of this meeting was to provide an update of the final design that will be assessed at DCO, summarise the BNG calculations and introduce SoCGs.
13.09.2022	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

Date	Attendees	Form of correspondence	Details
			assessment findings presented.
14.09.2022	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: feedback from the statutory consultation and updates regarding GCG, and a briefing on the high-level structure and content to assist the POCG review of the documents.
14.09.2022	LBC, NHDC, CBC	Meeting – MS Teams	NEDG meeting to develop the Noise Envelope and GCG proposals.
26.09.2022	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,	Meeting – MS Teams	Economics and Employment TWG. The purpose of this meeting was to discuss the Employment and Training Strategy and the wider economic benefits that would flow from the DCO.

Date	Attendees	Form of correspondence	Details
	Stevenage Borough Council		
05.10.2022	LBC, NHDC, CBC	Meeting – MS Teams	This meeting provided an update on design changes made since the 2022 statutory consultation, a summary of the 2022 statutory consultation feedback relevant to the MA&D assessment and an overview of updates made to the MA&D assessment.
10.10.2022	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.
12.10.2022	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.
12.10.2022	CBC, LBC, NHDC, East Herts District Council, Milton Keynes City Council, Welwyn	Meeting – MS Teams	Climate Change and GHG TWG. During the meeting, information was provided on updates to the GHG assessment since the

Date	Attendees	Form of correspondence	Details
	Hatfield Borough Council, Buckinghamshire Council, DBC		PEIR, how relevant legislation, policy and guidance has been interpreted and responses to comments received at statutory consultation.
12.10.2022	LBC, NHDC, CBC	Meeting	NEDG meeting to discuss the concept of sharing the benefits in aviation noise policy, and the Noise Envelope's role in this.
27.10.2022	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.
28.10.2022	LBC, NHDC	Meeting	NEDG meeting to discuss the draft GCG and Noise Envelope document.
15.11.2022	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.

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21.11.2022	LBC, HCC, NHDC, CBC	Meeting	NEDG meeting to discuss the Noise Envelope Final report.
01.12.2022	CBC, NHDC, LBC, HCC, DBC East Herts District Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council, Welwyn Hatfield Borough Council	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to introduce the matters included within the SoCG, and cover points raised at statutory consultation.
21.12.2022	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.
09.01.2023	LBC, NHDC, HCC	Meeting – MS Teams	Noise TWG meeting – the draft SoCG was discussed and the TWG provided preliminary feedback on this.
06.06.2023	LBC	Meeting – MS Teams	Need case and planning topic specific

Date	Attendees	Form of correspondence	Details
			meeting to discuss draft SoCG
12.06.2023	LBC	Meeting – MS Teams	Biodiversity and landscape & visual impacts topic specific meeting to discuss draft SoCG
15.06.2023	LBC	Meeting – MS Teams	Waste and resources topic specific meeting to discuss draft SoCG
19.06.2023	LBC	Meeting – MS Teams	Cultural Heritage topic specific meeting to discuss draft SoCG
28.06.2023	LBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SOCG
20.07.2023	LBC	Meeting – MS Teams	Air quality topic specific meeting to discuss draft SoCG
20.07.2023	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
25.07.2023	LBC	Meeting – MS Teams	Local communities' topic specific meeting to discuss draft SoCG
26.07.2023	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
27.07.2023	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG

Date	Attendees	Form of correspondence	Details
03.08.2023	LBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG
04.08.2023	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
08.08.2023	LBC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
17.08.2023	LBC, HCC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
04.09.2023	LBC, HCC, CSACL	Meeting – MS Teams	Meeting with the host authorities and CSACL (representing all host authorities) to discuss the Demand Forecasts
15.09.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
15.09.2023	HCC and LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
21.09.2023	LBC	Meeting – MS Teams	Surface access SOCG matters
11.10.2023	LBC	Meeting – MS Teams	Surface access SOCG matters

Date	Attendees	Form of correspondence	Details
18.10.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
19.10.2023	HCC and LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
19.10.2023	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Surface access meeting on Sustainable Transport Fund and TRIMMA
23.10.2023	LBC	Meeting – MS Teams	Surface access SOCG matters
27.10.2023	LBC	Meeting – MS Teams	Landscape and Visual SoCG matters
31.10.2023	LBC	Meeting – MS Teams	Topic specific meeting for design matters
03.11.2023	LBC, CBC, HCC, NHDC	Meeting – MS Teams	Topic specific meeting for design matters
08.11.2023	LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG
15.06.2023 to 15.11.2023	LBC	Series of emails	To discuss outstanding SoCG items, in particular re gas mitigation measures (LBC116 and LBC118)
21.11.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
24.11.2023	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Discuss dDCO and S106
08.12.2023	LBC	Meeting – MS Teams	Surface access meeting to discuss SoCG

Date	Attendees	Form of correspondence	Details
12.12.2023	LBC, HCC	Meeting – MS Teams	Topic specific meeting for design matters
14.12.2023	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Meeting to discuss Green Controlled Growth matters in the SoCG
18.12.2023	LBC	Meeting – MS Teams	Water resources topic specific meeting to discuss outstanding SoCG items
09.01.2024	LBC	Meeting – MS Teams	Meeting to discuss soils and geology matters in the SoCG
10.01.2024	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Meeting to discuss Green Controlled Growth matters in the SoCG
11.01.2024	LBC	Meeting – MS Teams	Roundtable to discuss all outstanding matters in the SoCG
11.01.2024	LBC, CBC, HCC, NHDC, DBC, National Highways	Meeting – MS Teams	Meeting to discuss outstanding comments on the Applicant's response to Issue Specific Hearing 7, Action 2 - Accounting for Covid-19 in Transport Modelling Final Report [AS-159].
11.01.2024	LBC	Meeting – MS Teams	Meeting to discuss the outstanding water matters in the SoCG, and the D7 submissions.

Date	Attendees	Form of correspondence	Details
12.01.2024	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Meeting to discuss outstanding noise matters in the SoCG
12.01.2024	LBC, CBC, HCC, NHDC, DBC	Meeting – MS Teams	Meeting to discuss the Section 106 agreement.
16.01.2024	LBC	Meeting – MS Teams	Meeting to discuss the outstanding surface access matters in the SoCG, and the D7 submissions.
16.01.2024	LBC, HCC, NHDC and DBC	Meeting – MS Teams	Meeting to discuss the outstanding design related matters in the SoCG.
25.01.2024	LBC, CBC	Meeting – MS Teams	Meeting to discuss the outstanding design related matters in the SoCG.