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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

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

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.16

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

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

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) London Luton Airport Limited (trading as Luton Rising) and (2) North Hertfordshire District Council.

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

Signature:

Name:

Position:

Date:

Signed on Behalf of NORTH HERTFORDSHIRE DISTRICT COUNCIL

Signature:

Name:

Position:

Date:

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

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

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

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

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

1.1.4 ~~nee~~NHDC has raised no issue to date with regards to the following detailed matters:

- a) Agricultural Land Quality and Farm Holdings;
- b) Major Accidents and Disasters;
- ~~e)~~ Cultural Heritage
- ~~d)~~ c) Soils and Geology; and
- ~~e)~~ d) Waste and Resources

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

“A statement of common ground is a written statement prepared jointly by the Applicant 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.”

1.1.6 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). The airport is managed and operated by London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.

1.2.2 North Hertfordshire District Council is a host local authority under Section 42(a) of the Act. It is listed as a prescribed consultee in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and so has been consulted throughout the course of the development of the Proposed Development.

1.2.3 The Applicant and North Hertfordshire District Council are collectively referred to in this SoCG as ‘the parties’. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

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

1.3.2 Key elements of the Proposed Development include:

- (i) extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- (ii) new passenger terminal building and boarding piers (Terminal 2);
- (iii) earthworks to create an extension to the current airfield platform; the vast majority of materials for these earthworks would be generated on site;
- (iv) airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- (v) landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- (vi) enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
- (vii) extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;
- (viii) landscape and ecological improvements, including the replacement of existing open space; and
- (ix) further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040², with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

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

2 ENGAGEMENT WITH NORTH HERTFORDSHIRE DISTRICT COUNCIL

2.1 Summary of engagement

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

3 MATTERS AGREED, ONGOING, OR NOT AGREED

3.1 Summary of matters with North Hertfordshire District Council

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

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

			the level of engagement has been adequate.		
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Table 3-2: Summary of ‘planning’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
PLANNING					
Planning policy					
NHDC3	Proposed works in the Green Belt within the Borough	The Design and Access Statement Volume I [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [TR020001/APP/7.01REP5-016] includes a Green Belt Assessment in Appendix B [APP-196] .	NHDC has reviewed the Planning Statement [TR020001/APP/7.01REP5-016] and Green Belt Assessment [APP-196] and on the assumption that the development is judged against Green Belt policy as a whole confirms it notes <u>agrees that the Applicant has provided a substantive case which seeks to demonstrate very special circumstances for the Examining Authority to consider. the case put forward by the Applicant in relation to the works within the Green Belt, that will be put forward to the Examining Authority to consider the impact.</u>	<u>Agreed via email on 06.12.2023</u> Subject to discussion	<u>Agreed</u> Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
NHDC4	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 [TR020001/APP/7.01REP5-016] .	NHDC is of the view that the negative impacts of the proposal are such that it brings the Proposed Development into conflict with planning policy as a whole. The Hertfordshire Host Authorities (Hertfordshire County Council, North Hertfordshire District Council and Dacorum Borough Council) place importance of addressing the environmental impacts of the Proposed Development, and on effective controls and mitigation, in the context of the planning balance. This includes but is not limited to: air quality, health and community, surface access, noise, emissions, and landscape and visual impacts, together with cumulative effects.	Confirmation of disagreement received on 10.01.2024. Continued engagement through the examination process on these topics meeting the level of mitigation and certainty of control required to achieve conformity.	Ongoing Not agreed
NHDC5	Consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in	The Applicant has consulted with NHDC 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</i>	NHDC confirms it agrees that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.	Agreement confirmed via email dated 23.10.2023	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<p>accordance with Airports National Policy Statement (ANPS) paragraph 5.1</p>	<p><i>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 development comprised in the application."</i></p>			
<p>NHDC6</p>	<p>Consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11</p>	<p>The Applicant has consulted with NHDC in accordance with ANPS paragraph 5.11 which states: <i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both of</i></p>	<p>NHDC- confirms it agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.</p>	<p>Agreement confirmed via email dated 23.10.<u>2023</u></p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><i>third-party schemes on which the preferred scheme depends, and others which interact with it, all of which may be subject to their own planning, funding and approval processes, must be understood in terms of implications of the timings for the Applicant's own surface access proposals."</i></p>			
<u>NHDC7</u>	<u>Pre-application engagement undertaken in relation to land use</u>	<p><u>The Applicant has undertaken pre-application discussions with LBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</u></p> <p><u><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</i></u></p>	<p><u>NHDC agrees that pre-application engagement was undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113.</u></p>	<p><u>Agreement confirmed via email dated 23.10.2023</u></p>	<p><u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>submitted after an application for development consent has been accepted.</u></p> <p><u>This has included discussion on development within the Green Belt and replacement open space.</u></p>			

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

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Appendix 20.1 of the ES [REP4-038AS-046].</p>			
<p>NHDC9</p>	<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, NHDC and HCC and other relevant stakeholders on the LVIA is set out in Ssection 14.4 of ES Chapter 14 Landscape and Visual [AS-079] of the ES. Matters regarding the scope and methodology of the assessment are set out in Ssections 14.3 and 14.5 respectively. Accordingly, the Applicant considers that the requirements for the LVIA assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied.</p>	<p>NHDC 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>The Host AuthoritiesNHDC consider that light pollution effects (including transient), need further consideration in relation to the Chilterns AONB Special Qualities and for the more rural receptors to the east within the LVIA to fully satisfy ANPS paragraph 5.216.</p>	<p>Agreed with Luton Borough Council (LBC), HCC, and Central Bedfordshire Council (CBC) at the LVIA Open Space TWG on 07.0 June 6.20 2022</p> <p>Agreement confirmed via email dated 23.10.2023. Ongoing discussions re AONB – see NHDC68 7 and</p>	<p>Ongoing Agreed</p> <p>(See NHDC67 & NHDC69 for light pollution matters)</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
				NHDC7069 , below.	
NHDC10	Consultation undertaken in accordance with the National Networks National Policy Statement (NNNPS) <u>Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.</u>	The Applicant has consulted with NHDC in accordance with NNNPS paragraph 5.204 which states that: <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.”</i> <u>Full detailss of the engagement have been set out and signposted in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</u>	NHDC agrees that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.	Agreement confirmed via email dated 23.10.2023	Agreed
NHDC11	Consultation undertaken in relation to design, in accordance with National Planning Policy Framework	The Applicant has undertaken engagement regarding the design of the Proposed Development, including with NHDC. This is set out in full in the Design and Access Statement <u>Volume I</u> [AS-049] . -This	NHDC agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph 432 <u>137</u> .	Agreement confirmed via email dated 23.10.2023	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<p>(NPPF) paragraph <u>132</u><u>137</u>.</p>	<p>accords with NPPF paragraph <u>132</u><u>137</u> which states:</p> <p><i>"Design quality should be considered throughout the evolution and assessment of 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 ‘compensation’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council’s position	Source of agreement	Status
COMPENSATION					
Unidentified local impacts mitigation strategy					
NHDC12	Unidentified Local Impacts (ULIs)	<p><u>The Applicant believes that the Environmental Impact Assessment (EIA) as reported in the Environmental Statement (ES) is comprehensive and robust, and identified mitigation and measures to manage likely significant effects on the environment where identified, in compliance with relevant policy and the EIA Regulations. There is no requirement provide mitigation for effects that have not been identified in the robust assessment. The Applicant therefore believes that environmental impacts have been adequately identified, assessed and where appropriate mitigated. No further management or funding is required for ULIs.</u></p> <p><u>Whilst the Applicant stands by its position that it is compliant with all relevant requirements to mitigate</u></p>	<p><u>The Host Authorities disagree with the Applicant that no further management or funding is required for ULIs.- An Unforeseen Local Impacts Management Strategy needs to be put in place to manage the potential for currently unforeseen future impacts [REP1-069] to ensure that ULIs are adequately mitigated. ULIs need to be considered and a mechanism and funding to mitigate these be put in place. A separate process and fund with a specific remit to address ULIs would give NHDC confidence that outside of Green Controlled Growth (GCG) and Community First, funding processes and funding are in place to address issues that arise that are not forecast at the present time and can</u></p>	<p><u>Confirmation of disagreement received via email on 06.12.23. To be discussed at topic specific meeting</u></p>	<p><u>Ongoing Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>identified impacts, in recognition of the stated concerns of the Host Authorities, the Applicant is additionally offering, with respect to traffic related ULIs, a process through which highway authorities can bring future as yet unidentified adverse traffic effects to the attention of the Applicant for potential mitigation and has allowed the Sustainable Transport Fund [TR020001/APP/8.119] to fund such required future interventions. The STF is secured by requirement through the dDCO [TR020001/APP/2.01].</u></p> <p>With respect to traffic-related ULIs, the Applicant is considering a mitigation strategy and associated funding, as part of the Sustainable Transport Fund and will engage on these with Host Authorities.</p>	<p>be responsive to local consequential effects in delivery.</p>		

Table 3-4: Summary of ‘need case’ matters with North Hertfordshire District Council

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
NEED CASE					
Aviation Policy					
NHDC13	Compliance with <u>National Aviation Policy</u>	<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 Airports National Policy Statement and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125].</p> <p>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</p>	<p><u>NHDC do not agree that national aviation policy ‘is supportive of the Proposed Development’. -National policy ‘is supportive of airports beyond Heathrow making best use of their existing runways’. -But that support is subject to:</u></p> <ul style="list-style-type: none"> <u>• ‘development of airports can have positive and negative impacts, including on noise levels. NHDC consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts.</u> 	<p><u>Status changed from agreed to not agreed on 28.12.2023A</u> <u>greed via email on 05.12.23</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<ul style="list-style-type: none"> • <u>it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow</u>. <p><u>Advice received by the Hertfordshire Host Authorities that it has been possible to demonstrate sufficient need for the proposal from a demand forecasting perspective, but that there are robustness issues in relation to a number of assumptions employed in SoCG references HCC14, NHDC14, DBC140).</u></p> <p><u>The negative impacts of the proposal are being judged by the DCO determination process and the position of the Hertfordshire host authoritiesNHDC is that those impacts are unacceptable.</u></p> <p><u>NHDC agrees that national aviation policy, namely the ANPS, APF and MBU, is supportive of airports making the best use of their existing runways. Subsequent Government frameworks</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<p>and strategies have confirmed support for expansion plans without restrictions upon airport growth subject to consideration of local environmental impacts.</p>		
	<p>Growth and demand forecasts</p>				
<p>NHDC14</p>	<p><u>Methodology for preparing Passenger Demand Forecasts</u> on the variables and methodology for preparing the demand forecasts</p>	<p>Passenger demand forecasts, as set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology, and assumptions, including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables.</p> <p>The Applicant considers that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa</p>	<p>NHDC agree that the passenger demand forecasts have been developed using an appropriate methodology.</p> <p>NHDC consider that there are issues with some of the assumptions used, including economic assumptions, price assumptions, elasticity assumptions and the passenger handling capabilities of Heathrow and Gatwick, that could impact on the rate of growth and the timing of delivery of impacts and benefits.</p>	<p>Discussions regarding this matter between CSACL, York Aviation and the host authorities <u>with confirmation of agreement in writing on 21.12.2023</u> a re-ongoing</p>	<p><u>Ongoing Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
<u>NHDC15</u>	<u>Assumptions in Passenger Demand Forecasts</u>	<u>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.</u>	<u>NHDC agree that the passenger demand forecasts have used these assumptions.</u>	<u>Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation of agreement in writing on 21.12.2023</u>	<u>Agreed</u>
<u>NHDC16</u>	<u>Passenger Demand Forecasts</u>	<p><u>The Applicant considers that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa.</u></p> <p><u>The Applicant has undertaken the sensitivity testing of the forecasts requested in the ExA's written</u></p>	<u>LBCNHDC 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</u>	<u>NHDC stated their concerns at various stages during the Examination and having reviewed the Applicant's Response</u>	<u>Ongoing- Not agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>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]</u> has been submitted at Deadline 8. These sensitivity tests, using these <u>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.</u></p>	<p><u>economic, price and elasticity assumptions carry a degree of downside risk meaning the forecasts are likely to be optimistic thereby further slowing growth at Luton.</u></p>	<p><u>to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts, NHDC are still not satisfied [REP8-058] and [REP9-064]</u></p>	
<p>NHDC175</p>	<p>Position on the Demand Forecasts</p>	<p>The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered</p>	<p>The conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for the Core <u>Development Planning Case</u> (subject to the reservations noted above about the passenger forecasts).</p>	<p>Agreed via email on 05.12.23</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		aircraft to enter the airline fleets from the mid to late 2030s.			
	Night quota period				
<p>NHDC1876</p>	<p><u>Appropriateness and realistic profile of flights over day and night</u></p>	<p><u>The Applicant considers that its has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125], including the assumption that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft movements above those currently permitted to operate within that period, and that this profile of demand forms an appropriate basis for the assessment of surface access and noise implications of the Proposed Development. The night quota period movement cap is secured via the Air Noise Management Plan [REP9-047], compliance with which is secured through paragraph 27 of Schedule 2 to the draft DCO.</u></p>	<p><u>NHDC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.</u></p> <p>would expect the night quota count cap to be included as a requirement and not left to the discretion of the Applicant</p>	<p><u>Agreed via email on 05.12.23.</u></p>	<p><u>Agreed. The Applicant considers that is has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125], including the assumpti</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
					<p>on that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft movements above those currently permitted to operate within that period, and that</p>

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					<p>this profile of demand forms an appropriate basis for the assessment of surface access and noise implications of the Proposed Development.</p>

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

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council’s position	Source of agreement	Status
EMPLOYMENT AND TRAINING					
Employment and Training Strategy Governance					
NHDC197	Employment and Training Strategy (ETS) to include regular monitoring	Any monitoring and evaluation of outcomes and initiatives outlined within the Employment and Training Strategy (ETS) [APP-215REP8-020] will be agreed and scoped out once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and review progress against its own objectives, to ensure their efficiency. Key Performance Indicators (KPIs) will be set post DCO consent but the Applicant will continue to engage with the Local Authority to frame the KPIs.	The Employment and Training Strategy (ETS) should include regular monitoring as part of the governance process, which includes KPIs to demonstrate its success.	Agreed via email 02.11.23	Agreed
Employment and Training Strategy					
NHDC2018	Approach and content of the ETS ETS proposals	The ETS [APP-215] aims to use the Proposed Development to support the growth strategies of the Host Authorities, and the Applicant has	NHDC is satisfied with the proposed ETS, and request further engagement to ensure it is linked	Agreed through Economics and	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>engaged with the Host Authorities through the Economics and Employment TWG, and <u>has will</u> continued to engage post submission of the application for development consent.</p>	<p>with local economic development strategies.</p>	<p>Employment TWG</p>	

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

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council's position	Source of agreement	Status
SURFACE ACCESS					
Monitoring					
<p>NHDC2149</p>	<p>Overarching Monitoring approach-Future monitoring of the highway network around the airport</p>	<p>The Applicant has established an approach to, and scale of, proposed monitoring.</p> <p>Further detail on the approach to monitoring and how this will influence the delivery of improvements to improve sustainable travel modes is set out in the Surface Access Strategy [APP-228] and the Framework Travel Plan [TR020001/APP/7.13REP4-045]. The Transport Assessment [APP-203, AS-123, APP-205 and APP-206] sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required <u>and before impacts are realised on the network.</u></p>	<p>Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p> <p>NHDC has agreed in principle with the Applicant’s proposal to include additional monitoring of traffic flows through Kimpton and Whitwell, Tea Green, etc.</p>	<p>This was discussed at meetings on 27.07.2023, 25.09.2023, 20.10.2023, 17.01.2024 and on <u>06.01.2024</u></p>	<p>Under Discussion Ongoing Position not confirmed by Interested Party Not agreed Subject to completion of side agreement Not agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>The Applicant submitted an updated Travel Plan 'toolbox of measures' at Deadline 4 in the Framework Travel Plan [REP4-045] which gives more details on implementation and timescales.</p> <p>The Outline Transport Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [TR020001/APP/8.97] sets out the monitoring approach for highway mitigation.</p> <p>The Applicant submitted the Sustainable Travel Fund [REP5-056] at Deadline 5.</p>			
<u>NHDC22a</u>	<u>Additional monitoring locations</u>	<p><u>The Transport Assessment [APP-203, AS-123, APP-205 and APP-206]</u> found that at these locations the Proposed Development did not have impact that required mitigation. Therefore the Applicant does not believe it necessary to include the named locations in the monitoring approach. If necessary, Hertfordshire can bring forward proposals for these locations through the OTRIMMA as <u>Mitigation Type 2.</u></p>	<p><u>Due to the lack of confidence in the recent Covid-19 traffic modelling and the potential impacts on traffic flows in Hertfordshire, Hertfordshire County Council are seeking additional monitoring sites at Great Offley, Tea Green, Breachwood Green, Whitwell, Kimpton A1081 north of Harpenden, Annabels Lane /</u></p>	<p><u>This was discussed and confirmed not agreed in a meeting on 06.02.2024.</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<p><u>Watery Lane on the approach to M1 junction 9.</u></p> <p><u>The Hertfordshire Host Authorities accept that there is insufficient time in the examination process to re-run traffic models and in lieu of this would like to see additional monitoring sites to ensure the potential impact on their network can be appropriately addressed. The earlier traffic modelling showed that there was increased traffic on these links and the HHAs still have outstanding questions in relation to the Covid-19 modelling.</u></p>		
<p><u>Modelling and transport aAssessment</u></p>					
<p><u>NHDC22</u></p>	<p><u>COVID-19 modelling</u></p>	<p><u>In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the Covid-19 pandemic in transport modelling. The Examining Authority stated it “has made a Procedural Decision to request that the Applicant reviews its</u></p>	<p><u>HCGNHDC still require information to confirm their position on the scope of the Traffic and Transport Assessment [AS-030], at Chapter 18 of the ES, which is related to the extent of impacts on the network capacity and whether</u></p>	<p><u>Discussed at a meeting on the 29.01.2024</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>transport modelling considering the recently published guidance.</u></p> <p><u>The Examining Authority also requested that the Applicant engages with stakeholders, including National Highways and the Local Highway Authorities, at the earliest possible opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based. The proposed approach set forward by the Applicant considers the size and complexity of the strategic transport model and the timescale for the DCO examination though will include (1) analysis of recent local and national trends in travel demand (2) updating the future year forecasts using the latest DfT projections case scenario (NTEM8 & NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update committed developments and take</u></p>	<p><u>significant effects are likely to occur.</u></p> <p><u>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to all modes there is an outstanding request for further detail, particularly for north-south mode share versus east-west, to gain a better understanding of Hertfordshire catchment, these have not been provided by the Applicant.</u></p> <p><u>NHDC lack confidence in the recent Covid-19 traffic modelling and the potential impacts on traffic flows in Hertfordshire. Hertfordshire County Council and NHDC are seeking additional monitoring sites at Great Offley, Tea Green, Breachwood Green, Whitwell, Kimpton, the A1081 north of Harpenden, Annabels Lane / Watery Lane on the approach to M1 junction 9.</u></p> <p><u>NHDC accept that there is insufficient time in the examination process to re-run traffic models</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>growth from the strategic model as an input. For the M1 motorway and Vauxhall Way – the M1 motorway approach, considering the Governments pause of 'smart motorways' will (1) retain the motorway-widening as a core scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2 J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</u></p> <p><u>Numerical values of the trip distributions have been provided in Applicant's Response to Issue Specific Hearing 7 Action 2 - Accounting for Covid-19 in Transport Modelling Final Report [AS-159], Appendix E and F, and as such the Applicant believes it is not necessary to provide any further information.</u></p> <p><u>Any further modelling queries raised by NHDC have been responded to in the Applicants Response to Rule 9</u></p>	<p><u>and in lieu of this would like to see additional monitoring sites to ensure the potential impact on their network can be appropriately addressed. The earlier traffic modelling showed that there was increased traffic on these links. The Hertfordshire host authorities NHDC still have outstanding concerns in relation to the Covid-19 traffic modelling but appreciate no additional modelling will be undertaken. The Applicant response [REP8-039] does not change the position of the HHAs in relation to the Covid-19 modelling which remains not agreed.</u></p>		

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		<p><u>Modelling Queries</u> to be submitted at <u>Deadline 8</u>.</p> <p>The Applicant believes that they have addressed all queries relating to the Rule 9 modelling.</p>			
<p>NHDC232 1NHDC21 0</p>	<p><u>Management measures to mitigate traffic risk</u> Scope of the <u>Traffic and Transport Assessment</u></p>	<p>A mechanism for delivering traffic mitigation is described in the OTRIMMA [TR020001/APP/8.97REP8-043] with management measures in place to deal with future risks, and the ability of the STF to fund highway mitigations for unforeseen impacts as per the terms set out in the dDCO [TR020001/APP/2.01].</p> <p>The Sustainable Transport Fund (STF) [TR020001/APP/8.119] will be available to provide fund enhancements to the public transport network where necessary and reasonably practicable. An updated STF document will was provided at D9 [TR020001/APP/8.119].</p> <p>The Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, is related to the extent of impacts on the network capacity and whether</p>	<p><u>NHDC accept the proposed mechanisms for mitigation measures provided through the STF and the OTRIMMA as well as the ATF Steering Group.</u></p> <p>NHDC still require information to confirm their position on the scope of the Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.</p> <p>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to all modes there is an outstanding request for further detail to gain a better</p>	<p><u>This was discussed at a meetings on 27.07.2023, 20.10.2023, 17.01.2024 and 29.01.2024</u></p> <p>This was discussed at a meeting on 27.07.2023 and 20.10.2023</p>	<p><u>Agreed</u>N ot Agreed</p>

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		<p>significant effects are likely to occur. The trip distribution plans summarise the extent of airport surface access movements across the wider network. Further detail can be found in the Strategic Modelling Forecasting Report 7.02 Transport Assessment Appendices – Part 2 of 3, Appendix F Strategic Modelling Forecasting Report [APP-201] The Applicant is happy to extract additional traffic flow information where required.</p> <p>The Applicant are confident they have provided the requested level of detail in the Deadline 6 trip distribution plans. Future demand for public transport, and subsequently demand for other modes, will be influenced by the nature of future public transport services, which are to be established in future travel plans.</p>	<p>understanding of Hertfordshire catchment, these have not been provided by the Applicant and final outstanding detail.</p>		
<p>NHDC241</p>	<p>Assessment years used within the Traffic and Transport Assessment</p>	<p>The assessment <u>in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]</u> has been undertaken for three assessment Phases for the assessment years of 2027, 2039 and 2043. The</p>	<p><u>NHDC confirm that the assessment years align with the development growth and the county strategic model, NHDC also note the model aligned with the County model 2036. NHDC</u></p>	<p>This was discussed at meetings on 27.07.2023, 15.09.2023 and <u>on</u></p>	<p>Agreed</p>

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		assessment Phases used within the traffic and transport assessment have also informed other environmental topics including the air quality assessments.	confirm that the assessment years align with the development growth and the county strategic model 2036. NHDC to confirm with air quality specialist on this matter.	20.10.2023 <u>this matter was agreed on and agreed in a meeting on 08.12.2023.</u>	
<u>NHDC254</u>	<u>Model scope, coverage and assumptions around the development / transport and highway scheme uncertainty log</u>	<p><u>It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</u></p> <p><u>An updated Uncertainty Log has been submitted as part of the Rule 9 final report [AS-159].</u></p> <p><u>Any further modelling queries raised by NHDC have been responded to in the Applicants Response to Rule 9 Modelling Queries [REP8-040] which was submitted at <u>Deadline 8.</u></u></p>	<u>The uncertainty log has been provided and NHDC has confirmed it is acceptable.</u>	<u>Discussed at a meeting on 27.07.2023, 20.10.2023 and 17.01.2024</u>	<u>Agreed</u>
<u>NHDC26</u>	<u>Approach to the modelling scenarios</u>	<u>The approach to the modelling scenarios was agreed with National Highways in advance of undertaking the model testing. This included an</u>	<u>The latest Covid 19 modelling excludes any hard shoulder running.</u>	<u>Discussed at meetings on 27.07.2023, 02.08.2023,</u>	<u>Agreed</u>

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		<p><u>acknowledgement that, due to existing capacity constraints on the M1 corridor between Junction 9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</u></p> <p><u>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</u></p>		<p><u>20.10.2023, and 17.01.2024 and 29.01.2024.</u></p>	

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		<p><u>impacts of the Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</u></p> <p><u>The Applicant refers the Host Authorities to Section 14.3 of the Transport Assessment [APP-206].</u></p> <p><u>Furthermore, the Applicants report Accounting for Covid-19 in Transport Modelling – Environmental Appraisal [REP7-079] clearly states that hard shoulder running has not been included in this work.</u></p>			
<p><u>NHDC276</u> <u>HCC38</u></p>	<p><u>Calibration and validation of models</u></p>	<p><u>The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both National Highways and the relevant highway authorities.</u></p>	<p><u>NHDC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</u></p>	<p><u>This was discussedDiscussed at meetings on 27.07.2023, 02.08.2023 and 20.10.2023</u></p>	<p><u>Agreed</u></p>

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<u>NHDC28</u>	<u>The Strategic (CBLTM-LTN) and VISSIM modelling</u>	<u>The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction area.</u>	<u>The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. NHDC is satisfied that there is certainty that this will be delivered.</u>	<u>This was discussed Discussed at meetings on 27.07.2023 and 02.08.2023 and agreed in a meeting on 20.10.2023</u>	<u>Agreed</u>
<u>NHDC298</u> <u>HCC40</u>	<u>All known committed development and transport infrastructure schemes</u>	<u>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.</u> <u>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is</u>	<u>NHDC have received the committed development and transport infrastructure information used for the latest Covid 19 Modelling and are in agreement with the inputs.</u>	<u>Discussed at meetings on 27.07.2023, 02.08.2023 and 17.01.2024.</u> <u>Confirmation of agreement received via email on 19.01.2024.</u>	<u>Agreed</u>

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		<p><u>consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</u></p> <p><u>The modelled scenario compares back to the do-minimum and so there is no need for the following scenario:</u></p> <p><u>Do Minimum with committed highway schemes and developments and mitigation.</u></p> <p><u>As such, this scenario has not been run.</u></p> <p><u>A written response was provided as part of the Issue Specific Hearing (ISH) 4 Action 8 response, namely Applicant's Response to Issue Specific Hearing 4 Action 8: Off-site Highway Works [REP4-082].</u></p>			
		Mitigation			
NHDC302 2	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent <u>regarding the capacity improvements and network</u>	NHDC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their	Host Authorities joint 2022 Statutory Consultation response	Agreed

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		<p><u>solutions that will enable their support of the Proposed Development.</u></p>	<p>support of the Proposed Development.</p>		
<p>NHDC310 243</p>	<p>Mitigation measures</p>	<p><u>The Applicant has set out proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity in the Transport Assessment [APP-203 to APP-206] and Framework Travel Plan [TR020001/APP/7.13].</u></p> <p><u>The schemes have been designed to address the impacts of the Proposed Development which in these locations relate to additional vehicle trips. The proposals do not preclude alternative proposals being brought forward; a mechanism for delivering alternative arrangements is described in the OTRIMMA [TR020001/APP/8.97]. The Applicant is not required to provide enhancements to a junction, it is required to mitigate the impacts of the Proposed Development.</u></p> <p><u>The Applicant has proposed mitigation measures in relation to the</u></p>	<p><u>Discussions are ongoing regarding the mitigation proposals at the three Hitchin junctions and which should be designed to be compliant with local and national policy and plans to enable and support modal shift from driving to active travel and public transport, rather than just to provide localised capacity increases for motor traffic</u></p> <p><u>The mitigation schemes proposed are not in keeping with policy aspirations (further details summarised in bullet points below) in relation to providing for active and sustainable travel and whilst the Applicant has indicated there is opportunity for the local and highway authority to implement an alternative, it would be the responsibility of the Hertfordshire County Council to fund the additional cost, which is</u></p>	<p><u>This was discussed at a meeting on 27.07.2023, and 20.10.2023, with a future meeting planned. 14.12.2023, and 17.01.2024</u></p>	<p><u>Ongoing Not agreed—may be resolved through side agreement. Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>impacts of airport expansion on surface access network capacity</p> <p>The Applicant provided additional details on modelling of the proposed mitigation measures within Hitchin as part of 8.94 Applicant's Response to Issue Specific Hearing 4 Action 8: Off-site Highway Works [REP 4-082]. An update on the progress of the Stage 1 Road Safety Audits [REP5-055] in response to ISH4 Action 7 was provided at Deadline 5. Discussions regarding the RSA designer's responses will be undertaken with NHDC as part of ongoing engagement.</p> <p>The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips. The proposals do not preclude alternative proposals being brought forward. The Applicant is not required to provide enhancements to a junction, it is required to mitigate the impacts of the Proposed Development.</p> <p>Discussions are ongoing between the Hertfordshire authorities and the Applicant about the potential for a</p>	<p>not acceptable. Deadline 6 PADSS [REP6-099] & D6-Other Document comments [REP6-100].</p> <p>The Applicant has presented modified plans that include signalisation of two of the junctions which are more in line with HCC and NHDC policies but there is currently insufficient information to determine whether these are deliverable. HCC and NHDC have provided a response to the Applicant on the currently proposed layouts presented as part of the DCO process which are unacceptable. The main reasons for continued disagreement are summarised here:</p> <ul style="list-style-type: none"> - <u>The current mitigations are modelling-led and space for additional capacity is unlikely to be realised in practice.</u> - <u>Poor level of modelling validation in Hitchin which is</u> 		

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		<p>side agreement regarding alternative works in Hitchin.</p> <p>The Applicant has set out in a side agreement how alternative works can be delivered at the junctions in Hitchin. It is the Applicants position that this side agreement would resolve this issue. The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips. The proposals do not preclude alternative proposals being brought forward.</p>	<p><u>leading the scheme development is concerning.</u></p> <ul style="list-style-type: none"> - <u>The mitigation proposals provide no enhancement for pedestrians and cyclists.</u> - <u>The Hitchin Hill junction is in an Air Quality Management Area (AQMA), measures to attract additional traffic in this area should not be encouraged.</u> - <u>The proposed layouts do not align to proposals in HCC and NHDC adopted strategies:</u> - <u>HCC's LTP4 policy 1 says that the needs of vulnerable road users such as pedestrians and cyclists as well as public transport should be considered before the needs of private vehicles</u> - <u>the proposed mitigation measures provide minor increases to vehicle capacity but nothing to improve the junctions for pedestrians, cyclists or buses.</u> - <u>The adopted North Central Growth and Transport Plan</u> 		

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			<p><u>(a supporting Local Transport Plan (LTP) document suggests signalled improvements at A602/B656 Hitchin Hill (SM47) and signalled improvements at A505 Pirton Road and A602/A505 junctions (SM48) for improved pedestrian crossing facilities.</u></p> <ul style="list-style-type: none"> - <u>North Herts District Local Plan Infrastructure Delivery Plan, Appendix 1 Delivery Schedule, further identifies these junctions and the measures that could be provided.</u> - <u>A505 Corridor Strategy (unpublished) has an aspiration for road-based public transport system along the existing A505 with priority infrastructure.</u> - <u>The Road Safety Audit (RSA) and designers' response has been the subject of a review by Hertfordshire County Council's road safety team and raises concerns over</u> 		

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			<u>the deliverability of the proposed layouts.</u>		
Public / sustainable transport impacts					
NHDC32	East-west public transport connectivity	<p><u>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 region. The Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.</u></p> <p><u>The Sustainable Transport FundSTF [TR020001/APP/8.119REP7-042REP8-XXX] will provide £37 million throughout the period of the Proposed Development to support the implementation of sustainable transport interventions. Interventions desired by NHDC can be brought to the ATF Steering Group, of which HCC is a member,</u></p>	<p><u>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals adequately address this issue.</u></p> <p><u>The STF proposes a £1m pump-prime fund. This, coupled with the increased size of the fund and the removal of the fund cap, gives HCC confidence that required sustainable transport interventions can be adequately funded.</u></p> <p><u>A response on the Bus and Coach Study [REP8-032] was provided at Deadline 9 and a further update has been provided at Deadline 10 [TR020001/APP/8.122] which addresses the comments, and NHDC recognise that the process is in place to continue with <u>potential bus route identification</u></u></p>	<p><u>This was discussedDiscussed at meetings on 27.07.2023 and 02.08.23, and 20.10.2023 and 17.01.2024 and will continue to be discussed and agreed in a meeting on 06.02.2024.</u></p>	<p><u>AgreedOngoing</u></p>

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		<p><u>to request interventions to be included in the five yearly Travel Plans. The Bus and Coach Study [TR020001/APP/8.122REP8-032REP5-058] identified a direct bus route between the airport and Hitchin as a priority measure to be discussed in the ATF Steering Group.</u> The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport opportunities, noting notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region. and the Applicant supports the need to improve such connectivity. However, however these strategic connections are not the responsibility of the Applicant to address.</p> <p><u>There is no cap or end point for the STF and the STF does allow for pump-priming of the fund as set out in the STF document [TR020001/APP/8.119REP9-044].</u></p>	<p><u>and implementation through the ATF.</u></p> <p>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals do not appear to address this issue. No additional public transport measures are proposed for East to West travel to Luton, other than by rail and existing public transport. NHDC to provided suggestions for bus/coach improvements. Moreover NHDC would like reference of direct connections from Hitchin Station to be referenced in the Framework Travel Plan REP4-045 'toolbox of interventions'.</p> <p>There are poor levels of service provision on the B653 corridor and the interchange at the Luton DART station.</p> <p>North Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the</p>		

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		<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 Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-0445] set out how the Applicant and airport operator will work with other to ensure that sustainable access opportunities to the airport are maximised which could include</p>	<p>level of funding that will be available to pump-prime services in the early stages of expansion.</p> <p>A response on the Bus/Coach Study will be provided at D6. It is still not certain that additional public transport routes or enhanced services in North Hertfordshire would be provided other than through the STF, by agreement of the ATF.</p>		

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		<p>improvements to east-west bus and coach connections.</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan at Deadline 4, and the Bus & Coach Study and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. The Bus & Coach Strategy identified a direct bus route between the airport, Hitchin, and Aylesbury as a priority measure to be discussed in the ATF Steering Group.</p>			
NHDC33	<u>GCG Targets</u> Public transport capacity	<p><u>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, which must be maintained as passenger throughput increases to the new passenger cap of 32mppa. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</u></p>	<p><u>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year.</u></p>	<p><u>This was discussedDiscussed at meetings on 27.07.2023, 02.08.2023, 20.10.2023, 17.01.2024 and 29.01.2024-</u></p> <p><u>This was discussed at</u></p>	<u>Agreed</u>

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		<p><u>Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan [TR020001/APP/7.13] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years. The STF [TR020001/APP/8.119] provides funding for the measures set out in the FTP, and how the STF will be spent is to be decided through the ATF Steering Group.</u></p> <p><u>The GCG Framework [TR020001/APP/7.08] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the Framework Travel Plan [TR020001/APP/7.13] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. The level of ambition in comparison to GCG Limits when setting the percentage change for targets will be informed by (where applicable):</u></p>	<p><u>NHDC accept the GCG approach and legal limits required before the airport can grow.</u></p> <p><u>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail and bus/coach. The distributional assessment of passenger and employee demand is not clear.</u></p> <p><u>Hertfordshire await the results of the Network Rail capacity assessment to confirm their position regarding the rail network capacity. It is understood this is due at Deadline 7.</u></p> <p><u>With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and</u></p>	<p><u>meetings on 27.07.2023 and 02.08.23 and 20.10.2023</u></p> <p><u>and will continue to be discussed.</u></p>	

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		<p><u>a. Striving to go beyond the Limits for passenger and staff mode share.</u></p> <p><u>b. Responding to modelling forecasts in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</u></p> <p><u>c. Due regard for recent five-year CAA/staff surveys and trends over the duration of the previous Airport Surface Access Strategy/Travel Plan.</u></p> <p><u>d. A lookahead to delivery of transport infrastructure delivery in the next five-year period.</u></p> <p><u>e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans.</u></p> <p><u>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</u></p>	<p>there are no substantial proposals to change this</p>		

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		<p>As part of the Proposed Development the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through the Green Controlled Growth Framework in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Mode share Limits are clearly set out in GCG, and mode share Targets will be set at an appropriate level (always further reaching than GCG Limits) through the development of Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. The detailed design for the coach station will be developed at the appropriate time, following grant of development consent.</p> <p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of people – both passengers and staff</p>			

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		<p>- who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand. In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed Development. It is expected that existing commercial bus and coach operators would increase the frequency of services to support the demand where this was necessary</p> <p>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>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</p>			

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		<p>the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
<u>NHDC34</u>	<u>Travel Plan Targets</u>	<p><u>LBC will consult with NHDC on the targets within the first Travel Plan, prior to the notice to grow being approved. Targets in all future Travel Plans will be discussed in the ATF, as set out in the Terms of reference for the Airport Transport Forum (ATF) [REP4-083].</u></p>	<p><u>NHDC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels.</u></p> <p><u>In particular the Framework Travel Plan does not sight the P19 Travel Plan targets as the minimum requirement.</u></p> <p><u>NHDC accept that there is a process in place for them to be consulted on the Travel Plan</u></p>	<p><u>Meeting on the 29.01.2024</u></p> <p><u>Not agreed position confirmed in a meeting on 06.02.2024</u></p>	<u>Not agreed</u>

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			<p><u>targets before they are agreed by Luton Borough Council as part of the planning process and before the airport can grow.</u></p>		
<p><u>NHDC354</u> <u>26a</u></p>	<p><u>Rail services</u></p>	<p><u>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</u></p> <p><u>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of people - both passengers and staff - who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand. In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed Development. It is expected that existing commercial bus and coach</u></p>	<p><u>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail. The distributional assessment of passenger and employee demand is not clear.</u></p> <p><u>NHDC await the results of the Network Rail capacity assessment to confirm their position regarding the rail network capacity. At time of writing at Deadline 10 this has not been submitted. In the absence of having the position confirmed by Network Rail, NHDC retain their position in relation to this point as Not agreed.</u></p> <p><u>With the low level of forecast rail travel from Hertfordshire (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for</u></p>	<p><u>Awaiting Network Rail response to the updated Rail Impact Summary [REP8-030] submitted by the Applicant at Deadline 8.</u></p> <p><u>RA response was not received is expected from Network Rail at Deadline 10. A response was not received from Network Rail at Deadline 10.</u></p>	<p><u>Not agreed</u></p>

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		<p><u>operators would increase the frequency of services to support the demand where this was necessary.</u></p> <p><u>Whilst Covid-19 has impacted the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. An updated Rail Impact Summary [REP8-030] report was submitted at deadline 8 which provides detail of the rail impacts at existing stations, Luton Parkway and the DART.</u></p>	<p><u>new bus / coach services from the east, this raises concerns with the Hertfordshire host authoritiesNHDC that the assumption for travel to the airport from Hertfordshire is still mainly reliant on private car travel and there are no substantial proposals to change this.</u></p>		
<u>NHDC36</u>	<u>New public transport services – bus and coach</u>	<p><u>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</u></p> <p><u>The Framework Travel Plan [TR020001/APP/7.13] sets out a toolbox of</u></p>	<p><u>There is significant emphasis on increased public transport services but there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</u></p> <p><u>The NHDC response on the Bus and Coach Study [REP6-100] was provided at Deadline 6-. and updates have been provided by the Applicant at Deadline 10 [TR020001/APP/8.122].</u></p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.23, 20.10.2023 and 17.01.2024.</u></p> <p><u>Awaiting submission of updated bus and coach</u></p>	<u>Agreed</u>

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		<p><u>measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback. The STF [TR020001/APP/8.11 9] will support the implementation of such sustainable transport interventions. The Bus and Coach Study [TR020001/APP/8.12 2] specifically identifies routes that serve</u></p>	<p><u>NHDC accept that this document is the starting point for the ATF and that further discussions around bus and coach services will take place to agree as part of that process if the need is identified.</u></p>	<p><u>strategy at D10</u></p>	

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		<p><u>Hertfordshire for priority implementation.</u></p> <p><u>The Airport Transport Forum Steering Group, of which NHCDC is a member, provides the opportunity for NHDC to bring forward desired public transport services.</u></p> <p><u>£1 million of the STF will be made available at the beginning of the airport expansion to enable pump priming of services. The cap on the STF has now been removed, and the fund may now continue in perpetuity.</u></p> <p><u>The Applicant has agreed to make reference to the NX788 service which was missing in the Bus and Coach Study</u></p>			

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		<p><u>[TR020001/APP/8.12 2]</u></p>			
<p>NHDC26</p>	<p>New public transport services</p>	<p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for bus and coach operators. The toolbox approach, underpinned by the monitoring and stakeholder feedback, enables the Applicant to work with stakeholders and operators to develop measures which are effective in responding to demand. As set out in the toolbox, this can include, for example, subsidies for bus enhancements. Improvements to the public transport</p>	<p>There is significant emphasis on increased public transport services but there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how</p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023 and 17.01.2024 and will continue to be discussed in future meetings.</p>	<p>Ongoing</p>

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		<p>network are not entirely within the gift of the Applicant and require discussion and negotiation with third parties. The completion of the Luton DART and extension to the new terminal area should make access by rail more attractive and the Applicant will work with train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the future, the airport operator will work closely with rail and bus service operators through the Airport Transport Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-0445] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>	<p>maximising the number of rail services calling at Luton Parkway Station will be achieved.</p> <p>A response on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that additional public transport routes in Hertfordshire would be provided.</p>		
NHDC27	Travel Plan delivery	<p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in</p>	<p>The Applicant should be more ambitious in relation to setting out how the Travel Plan is to be</p>	<p>This was discussed at meetings on</p>	<p>Ongoing</p>

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		<p>adapting and responding to future challenges and uncertainties whilst achieving sustainable mode share Targets. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the Surface Access Strategy [APP-228] and changing circumstances which will be recognised through the results of ongoing monitoring and stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the Framework Travel Plan [REP4-0445] will have ambitious Targets that are over and above those set out in the GCG Framework [REP5-022 REP7-020], set out in consultation with stakeholders. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The airport operator is committed to funding these, as they have done in the recent past. Ultimately, each one of the future Travel Plans would be subject to approval by the relevant planning</p>	<p>delivered and for providing funding for public transport improvements, particularly local bus services.</p> <p>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful <u>needs to be understood</u> to demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The <u>STF</u> fund should be available in perpetuity in some form.</p>	<p>27.07.2023 and 02.08.23 and 25.09.23 and 20.10.2023.</p>	

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		<p>authority under the process to discharge the requirements of the DCO, the decision for which would include consideration of the appropriateness of the Targets set out and the corresponding measures proposed to meet them.</p> <p>The approach to future monitoring and undertaking of surveys is set out in the Framework Travel Plan [REP4-0445]. The Travel Plan will encourage sustainable travel practices and shift people from private car usage. The Sustainable Transport Fund is also be discussed to ensure there is funding available to deliver the interventions set out in future Travel Plans.</p> <p>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218REP5-022 REP7-020] against the targets set out in the Framework Travel Plan [REP4-0445].</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-0445] at Deadline 4, and the Bus &</p>			

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		<p>Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
<p>NHDC28</p>	<p>Travel Plan reporting</p>	<p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The approach to monitoring is set out in the Framework Travel Plan [REP4-0445]. Civil Aviation Authority (CAA) data from the latest available five years will be analysed and mitigation measures suggested accordingly. The detailed monitoring approach will be set out in the final Travel Plan with further engagement to determine specifics.</p>	<p>In achieving real shifts to public transport as well as encouraging cycling and walking, the regular reporting and enforcing of Travel Plan targets is clearly essential and the role of NHDC and the proposed ATF needs to be developed further, including how any ATF is constituted and funded.</p> <p>NHDC will consider the longevity of the ATF and maintenance going forward as further detail on the structure of the ATF is provided.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023 and will continue to be discussed in future meetings.</p>	<p>Ongoing</p>

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		<p>The GCG Framework [REP5-022], Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-0445] set out the governance structure, including the future role of the existing Airport Transport Forum (ATF) (including for local authorities) and how it will report into the operator and Environmental Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p>The Applicant has produced the Terms of reference for the Airport Transport Forum [REP4-083] for Deadline 4.</p> <p>Please also see the Sustainable Transport Fund [REP5-056] submitted at Deadline 5.</p>			
	Public / sustainable transport targets				
NHDC29	Existing public transport connectivity	<p>The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the Transport Assessment [APP-</p>	<p>The existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, London Luton Airport has the</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23</p>	<p>Not Agreed</p>


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		<p>203, AS-123, APP-205, APP-206], Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-0445]. 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 Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of</p>	<p>lowest level of public transport use (some 25% of journeys). NHDC welcome the recognition of this inadequacy and the wish to address it, but do not feel the proposals go far enough to delivering this. NHDC consider that there are significant challenges which need to be addressed to achieve that stated modal shift.</p> <p>With the low level of forecast rail travel from Hertfordshire the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no substantial proposals to change this.</p>	<p>and 20.10.2023 will continue to be discussed in future meetings.</p>	

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		<p>ongoing monitoring and stakeholder feedback.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
NHDC30	Mode shift	<p>The GCG Framework [REP5-022] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-045] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. Future Travel Plans will set Targets for passenger and staff mode share. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-045] are focused on ensuring that the targets are ambitious and aim to directly influence the increase in sustainable surface access modes to and from the airport in the longer term. Therefore, it is proposed that the newly set targets are more ambitious towards sustainable behaviours compared to those achieved in a preceding Travel Plan cycle and the GCG Limits. The level</p>	<p>NHDC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels. <u>NHDC Would would</u> welcome further discussions on this target.</p>	<p>This was discussed at meetings on <u>27.07.2023</u>, <u>3 and 02.08.23</u>, and <u>20.10.2023</u></p>	Ongoing

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		<p>of ambition when setting the percentage change for targets will be informed by (where applicable):</p> <ul style="list-style-type: none"> a. Striving to go beyond the Limits for passenger and staff mode share. b. Responding to modelling forecasts in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. c. Due regard for recent five-year CAA/staff surveys and trends over the duration of the previous Airport Surface Access Strategy/Travel Plan. d. A lookahead to delivery of transport infrastructure delivery in the next five-year period e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans. <p>The airport operator will also set targets for other surface access-related indicators. The diversification of Targets will allow for the collection, analysis and ongoing review of more granular data and an improved understanding of how interventions and measures are performing.</p>			

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		<p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [REP4-0445] contains the provisional targets for the first future Travel Plan, alongside the headline targets for passenger and staff mode share targets.</p> <p>The Applicant is committed to working with the local highway authorities and supporting measures for further improving sustainable transport within the area.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p> <p>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218] against the targets set out in the</p>			

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		Framework Travel Plan [REP4-0445].			
NHDC31	Non-sustainable mode share	<p>The GCG Framework [REP5-022] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the airport, which must be maintained as passenger throughput increases to the new passenger cap of 32mppa. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan [REP4-045] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years.</p> <p>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [APP-218] against the targets set out in the</p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023.</p>	Ongoing

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		Framework Travel Plan [REP4-044].			
	Car parks				
	<u>Car parks</u>				
<u>NHDC32N</u> <u>HDC37</u>	Parking demands	The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. Without intervention, the increase in passenger numbers could lead to a significant and potentially unacceptable increase in car journeys, which is why the Applicant has developed a suite of measures to maximise the use of public transport to access the airport in the Framework Travel Plan [TR020001/APP/7.13REP4-044] .	NHDC is concerned that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the additional parking demand would be generated at off-site locations. There may be increased pressure for long term parking provisions in the surrounding areas, and the implications of this need to be considered as part of the application for development consent. <u>The Applicant has confirmed that off-site car parking is considered in the modelling analysis through background growth and that these trips will not be monitored through TRIMMA. NHDC do not have sufficient confidence in the modelling of these trips and how</u>	This was discussed at meetings on 27.07.2023, <u>and</u> 02.08.23, <u>and</u> 20.10.2023 <u>and</u> <u>17.01.2024</u> .- <u>Confirmation of disagreement received via email on 19.01.2024</u>	<u>Not agreed</u>  <u>ngoing</u>

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		<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. <u>The application assumes that there will be some growth in trips associated with off-site parking because of the likely increase in the market for off-site parking due to the Proposed Development, proportionate with the on-site parking growth. A more detailed response to this issue is contained in Written Question TT.2.21 in Applicant's Response to Written Questions – Traffic and Transport [REP7-061].</u></p> <p>The application assumes that there will be some growth in off-site parking, proportionate with the on-site parking growth.</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan</p>	<p><u>omitting them from the monitoring is reflective of the expansion impacts. They consider that the additional trips associated with the off-site parking should be an integral part of the monitoring and mitigation identification. In not doing so the monitoring won't sufficiently be able to confirm the traffic impacts at the MT1 and wider network locations to ensure appropriate mitigation. At the very least they would like to see monitoring of the capacity of the third-party off-site car parks and to feed those details into the ATF process for wider understanding.</u>The Applicant should provide clarification on how off-site car parking is considered in the modelling analysis.</p> <p><u>HCC have requested that the number of Off-site car parking spaces be recorded by the Applicant and reported to the ATF Steering Group.</u></p>		

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		<p>[TR020001/APP/7.13REP8-024REP4-0445] and the Bus & Coach Study [TR020001/APP/8.122REP8-032] at Deadline 1084, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [TR020001/APP/8.119REP5-056] at Deadline 75.</p>			
<p>NHDC387 <u>103</u></p>	<p>Parking restraint and pricing policies</p>	<p>The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed. This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [TR020001/APP/8.97]REP8-</p>	<p>The Proposed Development, in combination with proposed parking restraint and pricing policies may result in increased demand for off-site parking (both formalised and opportunistic). As such there may be a need to implement parking control areas in areas surrounding the airport.</p> <p>Unlikely that private off-site parking would be provided in North Hertfordshire, if planning applications come forward in due course, they will be dealt with through the appropriate planning process at that time.</p> <p>As part of the TRIMMA Hertfordshire is seeking additional monitoring of the additional traffic</p>	<p>This was discussed at meetings on 27.07.2023, 02.08.23, and the 25.09.2023, and was agreed on the 20.10.2023 and 17.01.2024.</p> <p><u>Confirmation of disagreement received on 19.01.2024</u></p>	<p><u>Not agreed</u> <u>Agreed</u></p>

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		<p>043<u>[REP5-041]</u> and the processes within that. <u>A more detailed response to this issue is contained in Written Question TT.2.21 in Applicant's Response to Written Questions – Traffic and Transport [REP7-061].</u></p>	<p>impacts associated with any private / offsite car park expansion that may occur and is not yet agreed.</p>		
<p>NHDC398 <u>214</u></p>	<p>Monitoring and managing the impact of off-site car parks</p>	<p>TThe Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets. The Applicant has no control over the operation, <u>monitoring</u> or potential expansion of these facilities – this is a matter for facility operators and for local authorities. The Applicant has, however, incorporated forecast traffic associated with these facilities into the design of proposed mitigation. Monitoring proposed in the</p>	<p>Impacts on third-party operated car parks would need to be monitored and managed through the local authorities. Adverse impacts on localised areas would also need careful monitoring and management. Impact on informal Park & Ride is the main concern.</p> <p>The Hertfordshire Host Authorities<u>NHDC seek the OTRIMMA monitoring to include the trips to the third-party off-site car parks which are proposed to expand as part of the airport expansion and could be adding to already congested networks.</u></p> <p><u>NHDC do not have sufficient confidence in the modelling of these trips and how omitting them from the monitoring is reflective of the expansion impacts. They</u></p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23 and <u>17.01.2024.</u></p> <p><u>Confirmation of disagreement received on 19.01.2024.</u></p>	<p>Not Agreed<u>N</u> <u>ot agreed</u></p>

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		<p>OTRIMMA <u>[TR020001/APP/8.97REP8-043REP5-041]</u> accounts for this. <u>A more detailed response to this issue is contained in Written Question TT.2.21 in Applicant's Response to Written Questions – Traffic and Transport [REP7-061].</u></p>	<p><u>consider that the additional trips associated with the off-site parking should be an integral part of the monitoring and mitigation identification. In not doing so the monitoring won't sufficiently be able to confirm the traffic impacts at the MT1 and wider network locations to ensure appropriate mitigation. At the very least they would like to see monitoring of the capacity of the third-party off-site car parks and to feed those details into the ATF process for wider understanding.</u></p>		
Framework Travel Plan					
<p><u>NHDC35N</u> <u>HDC4039</u> <u>32</u></p>	<p>Toolbox of travel plan measures</p>	<p><u>The GCG Framework [TR020001/APP/7.08] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan [TR020001/APP/7.13REP8-024] toolbox that are necessary to stay within the Limits. Failure to stay within the GCG Limits would result in</u></p>	<p><u>In terms of funding of the "toolbox of travel plan measures" there is a heavy reliance on third-party schemes/interventions coming forward and third-party buy-in to measures.</u></p> <p><u>Hertfordshire have raised concerns about the approach that identifies the bus routes needing</u></p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.2023, 20.10.2023, 17.01.2024 and 29.01.2024.</u></p>	<p><u>Agreed</u></p> <p><u>Ongoing</u> <u>Not</u> <u>Agreed</u></p>

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		<p><u>limitations being placed on airport growth; therefore the enforceable GCG Limits provide sufficient incentive to the operator to stay within the mode share Limits to ensure that the toolbox of measures will be utilised and implemented appropriately.</u></p> <p><u>The Sustainable Transport Fund [TR020001/APP/8.119] provides for interventions to meet sustainable mode share Targets established in travel plans</u></p> <p><u>The GCG Framework [REP5-022 REP7-020] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan REP4-0445] toolbox that are necessary to stay within the Limits. Failure to stay within the GCG Limits would result in limitations being placed on airport growth; therefore the enforceable GCG Limits provide sufficient incentive to the operator to stay within the mode share Limits to ensure that the toolbox of</u></p>	<p><u>to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</u></p> <p><u>NHDC accept the Applicants changes to the STF and RIF being drawn from the same fund [TR020001/APP/8.119REP10-XXX] and further accept that the value of the pump-prime fund at £1m for appropriate measures identified and agreed through the ATF steering group.</u></p> <p><u>It is not clear how “toolbox of travel plan measures” would be funded and who takes responsibility for them. There is a heavy reliance on third-party schemes/interventions coming forward and third-party buy-in to measures.</u></p> <p><u>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</u></p>	<p><u>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023</u></p> <p><u>Confirmation of disagreement received via</u></p>	

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		<p>measures will be utilised and implemented appropriately.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>	<p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</p>		
<p>NHDC413 6</p>	<p>Lift-sharing programmes</p>	<p>For lift-sharing programmes and other sustainable travel initiatives the Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] 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</p>	<p>NHDC acknowledge they understand how the Applicant will fund, incentivise, market and monitor lift-sharing programmes for airport staff and passengers long-term to maximise the take-up of ride sharing.</p>	<p>This was discussed at meetings on the 27.07.2023 and 02.08.23 and 20.10.2023.</p>	<p>Agreed</p>

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

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		[TR020001/APP/7.13REP8-024REP4-0445].			
NHDC421 3547	Framework Travel Plan scope	The Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] establishes the format and content of future Travel Plans that are to be produced five-yearly.	The scope of the Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-045] is acceptable.	This was discussed at a meeting on the 27.07.2023 and agreed on the 20.10.2023.	Agreed
	Modelling				
NHDC38	Model scope, coverage and assumptions around the development/ transport and highway scheme uncertainty log	It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log. An updated Uncertainty Log has been issued to the Host Authority, and will also be submitted as part of the Rule 9 final report, due 15.12.2023.	NHDC have requested more information on Post Covid work, including the updated uncertainty log. Once this information has been received NHDC will review and confirm their position.	This was discussed at meetings on the 27.07.2023, and 02.08.23, and 20.10.2023	Ongoing

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NHDC39	Approach to the modelling scenarios	<p>The approach to the modelling scenarios was agreed with National Highways in advance of undertaking the model testing. This included an acknowledgement that, due to existing capacity constraints on the M1 corridor between Junction 9 and 10, National Highways would likely need to increase the capacity at some point in the future to address both the existing issues and future growth even in the absence of the Proposed Development. It was also acknowledged that at the present time, there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</p> <p>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand</p>	<p>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. NHDC acknowledges the Applicant has undertaken a sensitivity test to investigate whether the proposals will cause an unacceptable impact on the Strategic Road Network, and is yet to provide a position on this. NHDC still have questions on the Applicants approach to the Post Covid scenario and are therefore not currently able to provide a position on this.</p>	<p>This was discussed at meetings on the 27.07.2023, and 02.08.23, and 20.10.2023</p>	Ongoing

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		<p>the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</p>			
<p>NHDC40</p>	<p>East Luton highway improvement schemes</p>	<p>The assumptions for the East Luton highway improvement schemes have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.</p>	<p>East Luton highway improvement schemes being included in the 2027 case may provide an overestimate of traffic capacity at those locations. Noted that some locations require further modification as a result of the airport. Funding for the initial measures is not confirmed.</p>	<p>This was discussed at meetings on the 27.07.2023 and 02.08.23 and 20.10.2023.</p>	<p>Ongoing</p>

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NHDC41	Calibration and validation of models	The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both National Highways and the relevant highway authorities.	NHDC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.	This was discussed at meetings on the 27.07.2023 and 02.08.23 and 20.10.2023.	Agreed
NHDC42	The CBLTM-LTN and VISSIM modelling	The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.	The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. NHDC is satisfied that there is certainty that this will be delivered.	This was discussed at meetings on the 27.07.2023 and 02.08.23 and agreed in a meeting on 20.10.23.	Agreed
NHDC43	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	There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing: — Do Minimum with committed highway	This was discussed at meetings on the 27.07.2023 ₁ and 02.08.23	Ongoing

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		<p>against a certainty log and incorporating developments in the relevant scenario.</p> <p>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</p> <p>The modelled scenario compares back to the do-minimum and so there is no need for the following scenario:</p> <p>Do Minimum with committed highway schemes and developments and mitigation.</p> <p>As such, this scenario has not been run.</p>	<p>schemes and developments and mitigation (to resolve Do Minimum issues).</p>		
<p><u>Funding for residual highway impacts</u></p>		<p>Local impact fund</p>			

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<p><u>NHDC44N</u> <u>HDC4321</u></p>	<p>General local highway network fund to cover additional improvements</p>	<p><u>As set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228], the Applicant proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation, such as airport related traffic on less suitable roads or parking in residential areas. The Applicant will work with the local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the Proposed Development.</u></p> <p><u>The OTRIMMA [TR020001/APP/8.97REP8-043] contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and is funded via the STF, secured by requirement in the dDCO [TR020001/APP/2.01].</u></p> <p><u>The Applicant has identified impacts as set out in the Transport</u></p>	<p><u>NHDC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [TR020001/APP/8.97] and now also included in the STF [TR020001/APP/8.119] 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 impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</u></p> <p><u>NHDC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP5-041] to cover additional improvements in</u></p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.23, 20.10.2023, and 17.01.2024 and agreed in a meeting on 06.02.2024.</u></p> <p><u>This was discussed at meetings on the 27.07.2023, and 02.08.23, and 20.10.2023 and was updated to agreed on submission of the OTRIMMA.</u></p>	<p><u>Agreed</u> <u>Agreed</u></p>

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		<p><u>Assessment [APP-203, AS-123, APP-205, APP-206]</u> and is committed to mitigating these impacts. The Applicant also <u>acknowledges that – due to the scale and long build-out period of the Proposed Development – unforeseen impacts may occur. The Applicant has therefore made it possible for the STF to fund highway mitigations for unforeseen impacts as per the terms set out in the dDCO [TR020001/APP/2.01].</u></p> <p><u>In advance of the identification of the need to mitigate unforeseen impacts of the Proposed Development (as described in the OTRIMMA [TR020001/APP/8.97]), it is not possible to ascertain the scale of the mitigation that may be required; it is therefore also not possible to estimate the cost of this mitigation.</u>As set out in the <u>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</u> and <u>Surface Access Strategy [APP-228]</u>, the Applicant proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be</p>	<p>physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</p> <p>The Applicant should share details of the scale of the Residual Impacts Fund (RIF) to give assurance that it is adequate and an indication of the level of intervention that could be delivered. Also require details of the funding allocation to the authorities.</p>		

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		<p>considered during implementation, such as airport related traffic on less suitable roads or parking in residential areas. The Applicant will work with the local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the Proposed Development.</p> <p>The Applicant and airport operator have provided greater clarity on the responsible party and the identified funding source for sustainable transport measures set out within the Framework Travel Plan [REP4-045] in the Sustainable Transport Fund (STF) [REP5-056]. Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be provided in December 2023.</p> <p>Details of the OTRIMMA [REP8-043] REP5-041] were shared with</p>			

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		<p>the relevant Host Authorities at Deadline 4. This document contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and is funded via a separate Residual Impact Fund to be secured as part of the S106. The fund size will be shared at the appropriate time as this is secured in the S106.</p>			
NHDC queries					
<p><u>NHDC45N</u> <u>HDC42</u></p>	<p><u>Responsible growth</u></p>	<p>The GCG Framework [REP5-022R EP5-022] is proposed to respond to the aspiration to grow in a responsible and sustainable manner. It has been designed to ensure that ongoing airport growth can only take place within acceptable environmental limits, with enforcement and oversight from an independent scrutiny group.</p>	<p>The issues that remain to be addressed continue to be of a scale that NHDC's position remains as articulated in its response to the first statutory consultation, as follows: <i>'Unless and until there is evidence to demonstrate, and mechanisms to ensure, that the Airport can grow and be operated in a responsible manner, in the spirit of the Government's aspiration for a partnership for sustainable growth set out in Aviation 2050, which</i></p>	<p>This was discussed at a meeting on 27.07.2023</p>	<p>Not agreed</p>

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			<p><i>contains its environmental impacts to within prescribed acceptable and agreed limits that are enforceable, can achieve an overall betterment in the amenity and health of the communities impacted by it—both immediate and further afield, and can adequately provide for the surface access needs required of it, NHDC has an in-principle objection to growth of the Airport. This evidence does not currently exist.'</i></p>		
<p><u>NHDC46N</u> <u>HDC443</u></p>	<p>Details of Travel Plans and the ATF</p>	<p>The Applicant has engaged with NHDC through both statutory and non-statutory consultation, and on a regular basis outside of these consultations, prior to submitting the application for development consent. The Applicant will continue dialogue and engagement throughout the examination phase of the process. The Surface Access Strategy [APP-228] and Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] clearly set out the details of how future Travel Plans will be developed and Targets set, and</p>	<p>Hertfordshire are in general agreement to the Framework Travel Plan which will need to be agreed further with the local authorities at the appropriate time. <u>The Hertfordshire Host Authorities would still seek to ensure that at least the P19 targets are carried forward into the future Travel Plans through the consultation process that will be in place to agree the targets.</u> In relation to the ATF, Hertfordshire are in general agreement to the provisions.</p>	<p>This was discussed at a meeting on 27.07.2023 and 20.10.2023.</p> <p><u>Confirmation of agreement received via email on 19.01.2024</u></p>	<p>Agreed</p>

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		<p>also describes the governance process for updating future Travel Plans and how, through the Airport Transport Forum, NHDC will be consulted and engaged with throughout the delivery of the Proposed Development.</p> <p>The Applicant has produced the ATF Terms of Reference in document [REP4-083].</p>			
<u>NHDC454</u>	<u>Highway model network extent</u>	<u>The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model.</u>	<u>NHDC agree with the extent of the highway network included in the CBLTM-LTN model.</u>	<u>This was discussed at meetings on 27.07.2023 and 02.08.23.</u>	<u>Agreed</u>
<u>NHDC476</u> <u>545</u>	Future year VISSIM modelling	<p>The VISSIM model only covers the road network which is the responsibility of Luton Borough Council and Central Bedfordshire Council along with the area of interest for National Highways. The VISSIM model does not cover junctions within North Hertfordshire.</p> <p>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at</p>	<p>NHDC have the following concerns about the future year VISSIM modelling: Inconsistent with strategic modelling. Unconventional method of applying growth – therefore lack of confidence in forecast models. Confirmation of whether the VISSIM models have been developed using outputs from the strategic model. NHDC request the Applicant shares the</p>	<u>This was discussed at a meeting on 27.07.2023 and agreed in a meeting on the 18.01.2024. T e-be discussed</u>	<u>Ongoing Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</p> <p>Nevertheless, a sensitivity test in which the growth from the strategic model was incorporated into the local VISSIM model to address the point regarding consistency with the strategic modelling and the results of the associated junctions modelling were reported in Scenario Testing (Section 14 of the Transport Assessment).</p> <p>The test was undertaken for the 2043 Full Development scenario as this reflects the end state of the Proposed Development. The sensitivity test showed that even with the strategic model growth applied to the baseline VISSIM model flows, the operational performance of the network is not materially affected. The proposed highway mitigation strategy is unchanged.</p>	<p>associated results and assumptions for the junction capacity assessments.</p> <p><u>NHDC are content with the updated VISSIM modelling results and cordoning of the strategic model.</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>The Accounting for Covid-19 in Transport Modelling Final Report [AS-159]</u> included the strategic model growth in the VISSIM model. The Rule 9 modelling will include the strategic model growth in the VISSIM model.</p>			
<p><u>NHDC486</u> <u>56</u></p>	<p>Impact of Covid-19</p>	<p>The impact of the Covid-19 pandemic is being addressed as part of the Rule 9 response. Work will be undertaken to understand the how traffic flows have changed since 2016/2017 from available data sources. This 'Rule 9 modelling' is ongoing.</p>	<p>There is insufficient baseline information incorporating any impacts of the Covid-19 pandemic. The basis for the traffic forecasts and mode share targets is not based on the post-pandemic situation and the Base model is seven years old. Evidence of how traffic flows and public transport usage have changed between 2016 and 2022/2023 should be provided.</p>	<p>This was discussed at a meeting on the 27.07.2023.</p>	<p>Ongoing</p>
<p><u>NHDC476</u> <u>9767</u></p>	<p>Assumptions of geographic distribution of airport trips</p>	<p>The Green Controlled Growth (GCG) Framework Appendix F - Surface Access Monitoring Plan [TR020001/APP/7.08REP5-032] specifies the monitoring methodology and associated reporting requirements for the non-sustainable passenger mode share</p>	<p>NHDC accepts <u>does not accept</u> the assumptions around the geographic distribution of airport trips for all modes.</p>	<p>This was discussed at a meeting on 27.07.2023 <u>and</u> <u>17.01.2024</u>. NHDC acknowledge</p>	<p><u>Not agreed</u> <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Limit (which are also applicable to the equivalent Travel Plan Targets).</p> <p>The three main surface access mitigation mechanisms include the GCG Framework [REP3-TR020001/APP/7.08018], the Travel Plan, and the Outline Traffic Related Impacts Monitoring and Mitigation Approach (OTRIMMA) [TR020001/APP/8.97REP5-041].</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F - Surface Access Monitoring Plan [TR020001/APP/7.08REP5-032].</p> <p>The GCG Framework only considers staff and passenger mode share at an aggregate level. Mitigation will only be required as part of the GCG Framework where a Limit has been breached, or a Level 2 Threshold has been exceeded and the Limit is likely to be breached without further action.</p> <p>In addition to GCG, the Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] requires further,</p>		<p>d the explanation stated in the meeting and did not request further information be provided.</p>	

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

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		Proposed Development are set out in the Transport Assessment, in addition to an assessment of their impacts on the local highway network.			
NHDC487 8750	<u>Mode share absolute numbers</u> Absolute numbers of trips	The Applicant will present Limits and Targets around mode share as percentages, as opposed to absolute numbers, to ensure that progress can be tracked against the passenger and staff samples from the CAA data and staff surveys.	The percentages mask the trends in absolute numbers of trips and it is unclear whether these match to the numbers of trips assumed within the Transport Assessment. Additional detail on the numbers of trips rather than just percentages should be provided to be able to appreciate the impacts that are being presented in real terms.-	This was discussed at a meeting on the 27.07.2023 <u>and 17.01.2024.</u> <u>Confirmation of disagreement received via email on 19.01.2024</u>	<u>Ongoing</u> <u>Not Agreed</u>
NHDC514 989	Mitigations proposed in Hitchin	The Applicant has developed interventions to mitigate the additional traffic generated by the development in Hitchin, and as such these mitigation measures and junction changes have been included in the transport modelling of the future year scenario. The	The mitigations proposed in Hitchin provide increased capacity for vehicular traffic which is in conflict with local plans and policies to enable and support active travel. Further detail on the need for the mitigation and incorporation of active and	This was discussed at a meeting on the 27.07.2023.-	<u>Ongoing</u> <u>Not agreed</u>

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		<p>Applicant is supportive of measures to improve active and sustainable travel modes and will work with the authorities to implement agreed improvements as part of the mitigation, such as to meet their requirements for LTP4 wherever reasonably practicable.</p>	<p>sustainable travel with the design is requested. North Herts would like to see interventions which make access to the airport by sustainable modes, including public transport, more attractive.</p>		
<p>NHDC504 <u>94852050</u></p>	<p>Mitigation of impacts in North Hertfordshire</p>	<p>Traffic impacts in North Hertfordshire will be monitored via the <u>OTRIMMA [TR020001/APP/8.97]</u> Traffic Related Impacts Monitoring and Mitigation Approach (TRIMMA) and managed via the <u>Framework Travel Plan [TR020001/APP/7.13]</u>. The Applicant is open to further discussions on this point.</p>	<p>There is insufficient information about how the traffic impacts in North Herts would be mitigated, monitored and managed. Additional detail should be provided by the Applicant in the Transport Assessment and from the modelling about the impacts in North Herts, particularly for the sensitivity test scenario which is the most realistic traffic scenario presently and is insufficiently detailed in the Transport Assessment.</p>	<p>This was discussed at a meeting on the 27.07.2023. with ongoing meetings also planned where this will be discussed and <u>17.01.2024.</u></p>	<p>Ongoing Not Agreed</p>
<p>HCC531</p>	<p>Sustainable Transport Fund</p>	<p>The Airport is committed to the establishment of a Sustainable Transport Fund to deliver on measures outlined in the</p>	<p>This is mentioned in the application material but there is no commitment towards implementation. Details of who is</p>	<p>This was discussed at a meeting on the</p>	<p>Ongoing</p>

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		<p>Framework Travel Plan [REP4-0445].</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>	<p>the responsible party for securing, providing and funding additional public transport from the east of the airport. Expected programme for their introduction and where the funding will come from is sought.</p> <p>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and North Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p>	<p>27.07.2023 and 20.10.2023.</p>	
<p><u>NHDC495</u> <u>101NHDH</u> <u>CC49542</u></p>	<p><u>Breach of Limits lag in stopping airport expansion</u> <u>Breach of Limits lag in</u></p>	<p>The Applicant notes that the timings provided in the GCG Explanatory Note [REP3-TR020001/APP/7.07045] are worst case and represent the latest possible point at which aspects of</p>	<p>There could be a long time lag between detection of a breach in surface access controls and the halting of airport growth. Localised impacts could be untenable for an extended</p>	<p><u>This was discussed at a meeting on 27.07.2023 and 02.08.2023</u></p>	<p><u>Agreed</u> <u>ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<p>stopping airport expansion</p>	<p>the GCG process need to be completed in order to influence the summer season capacity declaration for the following year. The timing of the airport's capacity declaration is fixed and cannot be amended by the Proposed Development through the DCO. As illustrated in Figure 2.10 of the GCG Explanatory Note [REP3-TR020001/APP/7.07045], based on the availability of monitoring results, it is evident that performance against the Limits in one calendar year cannot inform the capacity declaration for the following year; rather than absolute minimum lag is two summer seasons.</p> <p>The GCG timings have therefore been established to balance this deadline with the time needed for the airport operator to collect, process and report on monitoring data and the need to allow time for scrutiny of monitoring results (including by the public). It should be noted that this is also no different from the potential lag associated with a breach of the existing planning conditions.</p>	<p>period of time before any mitigating action is necessary. A clearer mechanism for detecting a breach and halting growth and implementing mitigation is sought.</p> <p><u>It is now understood that the TRIMMA monitoring alongside the FTP will monitor and mitigate the localised impacts, therefore NHDC accepts the Applicant's position on this matter.:</u></p>	<p>and 18.01.2024.</p> <p>This was discussed at a meeting on the 27.07.2023</p>	

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		<p>There is nothing within the GCG Framework [REP5-TR020001/APP/7.08022-REP7-020] that would prevent the airport operator from implementing mitigation at the airport as soon as they are aware there is a risk of a Threshold or Limit being exceeded. Given the implications of a Level 2 Threshold or Limit being exceeded are significant, it is in the airport operator's interests to address any potential breaches as soon as possible to avoid ongoing constraints on growth.</p> <p><u>The OTRIMMA [TR020001/APP/8.97REP8-043] includes detail on the required monitoring and reporting related to traffic flows and congestion, focused on the localised impacts and required mitigation identified by the Transport Assessment. The Transport Related Monitoring and Mitigation Approach (TRIMMA), developed from the Outline TRIMMA [REP5-041] will also include detail on the required monitoring and reporting related to traffic flows and congestion,</u></p>			

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		<p>focused on the localised impacts and required mitigation identified by the Transport Assessment.</p>			
<p>HCC553</p>	<p>Mode share Limits</p>	<p>The GCG mode share Limits are one aspect of both the GCG Framework and wider surface access control measures. The GCG Framework [APP-218REP5-022 REP7-020] also includes air quality Limits, which require monitoring at defined locations on the local road network based on the identified air quality impacts of the Proposed Development (as set out in the GCG Framework Appendix D: Air Quality Monitoring Framework [REP5-030]), and surface access greenhouse gas emissions Limits. Congestion will be monitored through the TRIMMA, in order to identify when the necessary highway mitigation identified by the Transport Assessment will be delivered. The representative outcomes are therefore all considered to be controlled through various mechanisms in the Draft DCO, including, but not limited to the GCG Framework.</p>	<p>The GCG mode share Targets for non-sustainable mode share (based on passenger CAA annually collected data) are not related to representative outcomes: decarbonisation, air quality, public health and safety, and road traffic congestion.</p> <p>North Hertfordshire have an improved understanding of the mechanisms for control of growth through GCG and the relationship with the TRIMMA and FTP.</p> <p>There remain outstanding matters in relation to GCG that are under consideration and discussion overall.</p>	<p>This was discussed at a meeting on the 27.07.2023 and 20.10.2023.</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
<p><u>HGNHDC</u> <u>52125064</u></p>	<p>Absolute passenger numbers</p>	<p>Absolute passenger numbers for the GCG mode share Limits are set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] (which correspond to the reasonable worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F -Surface Access Monitoring Plan [TR020001/APP/7.08REP5-032]. The GCG Framework [REP5-TR020001/APP/7.08022-REP7-020] only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] requires further, more granular monitoring to take place, to better inform the additional targets to be defined by the Travel Plan and success of individual surface access measures.</p> <p><u>Finally, the TRIMMA will require location-specific monitoring, to</u></p>	<p><u>More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG.</u></p> <p><u>The proposed minimum sample rate for the surveys is agreed.</u></p> <p>Unclear relationship between GCG mode share, TRIMMA and Travel Plan monitoring which means impacts on the surface access network could be undetected or continue over an extended period before requiring restrictions on airport growth. Additional detail is required for the adjoining local authorities to fully understand the potential impacts of the growth impacts within their network before mitigating action is taken. More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG. Relationship between the different monitoring mechanisms</p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.23, 20.10.2023, 17.01.2024 and agreed in a meeting on 06.02.2024.</u> This was discussed at a meeting on the 27.07.2023.</p>	<p><u>Ongoing</u> <u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>inform the need to deliver the identified location-specific highway mitigation measures set out in the Transport Assessment. Further information is given in the OTRIMMA [TR020001/APP/8.97REP5-041].</p> <p>The Applicant has proposed that organisations for the staff survey should achieve a minimum response rate of 10-30% as outlined in Response TT.2.8 in Applicant's Response to Written Questions – Traffic and Transport [REP7-061]. Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation measures set out in the Transport Assessment.</p>	<p>and requirements for mitigation need further explanation.</p>		
<p>HCC5315 75</p>	<p>DfT interim advice on Covid-19</p>	<p>In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the COVID-19 pandemic in transport modelling. The Examining Authority</p>	<p>NHDC still have a number of outstanding questions and queries raised through the DCO process on the work, set out in Deadline 5 Submission – Comments on any further information/submissions received by Deadline 4 [REP5-068], and once these have been</p>	<p>This was discussed at a meeting on the 02.08.2023, and 20.02.2023</p>	<p>Ongoing</p>

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

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		<p>update and the forecasts will update committed developments and take growth from the strategic model as an input. For the M1 motorway and Vauxhall Way - the M1 motorway approach, considering the Governments pause of 'smart motorways' will (1) retain the motorway widening as a core scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2 J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</p>			
<u>NHDC53</u>	<u>Broad principles of designs</u>	<p><u>The Applicant notes that the broad principles of the designs submitted as part of mitigation proposals in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] are agreed, however, it is acknowledged that design will remain an ongoing discussion at the appropriate detailed design stage. It would be expected that detailed discussions around DMRB compliance and</u></p>	<p><u>Regarding the proposed highway mitigations at the three Hitchin junctions, discussions are ongoing. The main point for Hertfordshire and North Herts Councils is to ensure that sufficient funding is available to implement an enhanced scheme and that a scheme is deliverable at these locations. Their concern is further exacerbated by the</u></p>	<p><u>This was discussed at a meeting on the 02.08.24, 20.10.23 and 17.01.24.</u></p> <p><u>Confirmation of disagreement received via</u></p>	<u>Not agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>securing any departures will be undertaken during the development of detailed design drawings. It is also noted that the appropriate mitigation will be subject to future monitoring as part of the OTRIMMA.</u></p>	<p><u>results of the updated traffic modelling which show additional trips in the rural areas.</u></p> <p><u>The proposals are solely providing additional traffic capacity and are also inconsistent with the Applicant's own "indicative principles" for MT2 mitigations which have a ("Requirement to consider that all works include a commitment to enhance conditions for active travel").</u></p>	<p><u>email on 19.01.24</u></p>	

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

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
<u>ENVIRONMENT</u>					
<u>Air quality</u>					
<u>HCC5NHD</u> <u>C543586</u>	Baseline data collection and presentation of future baseline information	The Applicant considers that the baseline data collection and future baseline information, as detailed in Appendix 7.2 of Chapter 7 Air Quality of the ES [APP-062] , are robust. These were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the baseline data collection and presentation of future baseline information.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20.07.2023	Agreed
<u>HCGNHDC</u> <u>554697</u>	Air quality study area	The Applicant considers that the study area, as detailed in sections 7.3.5 to 7.3.9 in Chapter 7 Air Quality of the ES [AS-076] , is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the study area.	EIA Scoping Meeting 12.04.2018 Air Quality TWG meetings from 2018 to 2022	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
				SoCG meeting with NHDC 20.07. 2020 23	
NHDC 565 76058	Construction dust assessment methodology and findings	The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the code of construction practice follows best practice. The construction dust assessment methodology is detailed in section 2 in 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] [-REP4-011-REP6-003] . These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the construction dust assessment methodology and findings, including mitigation included in the Code of Construction Practice [-REP4-011-REP8-013-REP6-003-REP6-003] which follows best practice.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20.07. 2020 23	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
<p>NHDC576 86159</p>	<p>Modelling methodology including data sources, model set up including use of Atmospheric Dispersion Modelling System (ADMS), receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology</p>	<p>The Applicant considers the modelling methodology including the data sources, model setup including use of the (ADMS), modelled receptor locations, assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification methodology to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1. of Chapter 7 Air Quality of the ES [AS-028]. The modelling methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.</p>	<p>NHDC agrees with the modelling methodology including data sources, model set up including use of ADMS, receptor locations selected, assessment years, emission inventory methodology, model parameters, spatial modelling aspects, and verification methodology.</p>	<p>Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20.07.20202023</p>	<p>Agreed</p>
<p>NHDC587 9620</p>	<p>Significance criteria used in the assessment</p>	<p>The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028], to be appropriate and robust. The significance criteria used in the</p>	<p>NHDC agrees with the significance criteria used in the assessment.</p>	<p>Air Quality TWG meetings from 2018 to 2022</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		assessment was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.		SoCG meeting with NHDC 20.07. 2020 3	
NHDC598 <u>6034</u>	Odour impact methodology and results	The Applicant considers the odour impact methodology, as detailed in section 5 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] , to be robust. The odour impact methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.	NHDC agrees with the odour impact methodology and results.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20.07. 2020 3	Agreed
NHDC605 <u>96142</u>	Air quality assessments for construction and operational phases	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases, including the results of the dispersion modelling of road traffic emissions at Air Quality Management Areas (AQMAs) in Hitchin are detailed in Appendix 7.9 of Chapter 7 Air	NHDC requested details on the modelled impacts of additional traffic generated by the Proposed Development on AQMAs in Hitchin. NHDC agrees with the air quality assessment results for construction and operational phases, pending receipt of the requested details of impacts in Hitchin. <u>NHDC agrees with</u>	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC <u>on</u> 20.07.2023, <u>and</u> 22.11.2023.	<u>Ongoing</u> <u>Agreed</u>

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		<p>Quality of the ES [AS-076] and Appendix 7.3 of Chapter 7 Air Quality of the ES [AS-076-REP4-013]. The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with NHDC.</p> <p>A technical note summarising the results of the dispersion modelling of road traffic emissions at Air Quality Management Areas (AQMAs) in Hitchin will be<u>has been</u> provided <u>for NHDC to review</u>.</p>	<p><u>the air quality assessment results for construction and operational phases</u></p>	<p><u>and 08.01.2024</u></p>	
<p><u>HGCNHDC 610253</u></p>	<p>Future air quality monitoring <u>considerations</u></p>	<p>The Applicant acknowledges that NHDC has requested consideration of future air quality monitoring to be addressed, namely for PM_{2.5} and ultrafine particles (UFP).</p> <p>A technical note <u>[REP6-076]</u> has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring <u>[TR020001/APP/8.147]</u>), detailing the Applicant's position with regards to PM_{2.5} monitoring <u>and UFPs</u>.</p>	<p>NHDC has requested the Applicant to review future air quality monitoring considerations. The Applicant will continue to liaise with NHDC regarding monitoring during operation via the SOCG process.</p> <p>It is agreed that UFP monitoring should not be undertaken in the absence of air quality standards.</p>	<p>SoCG meeting with NHDC 20.07.2023 and 22.11.2023 <u>and 08.01.2024</u></p> <p><u>Confirmation of agreement received via email on 19.01.2024</u></p>	<p><u>Ongoing/Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>, short term measurements and emissions inventory, where discussions are still ongoing.</p> <p>The Applicant position on UFP monitoring is that it will not be undertaken as there are no legislated air quality standards.</p> <p><u>Short term measurements are addressed in item NHDC624 below and emissions inventory reporting is addressed in NHDC63.</u></p>			
<p>HCCNHDC 621364</p>	<p><u>Short term effects to air quality from airport (airside and traffic related) activity</u>Short term air quality effects, monitoring and mitigation</p>	<p>The Applicant acknowledges that NHDC has requested further discussion regarding short term effects and how best to monitor and where necessary take action to manage short term effects to air quality.</p> <p>A technical note [REP6-076] has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 – Air Quality Monitoring [TR020001/APP/8.147]), detailing the Applicant's position with regards to PM_{2.5} monitoring, short term</p>	<p>The Applicant will continue to liaise with NHDC regarding short term effects to air quality from airport (airside and traffic related) activity.</p> <p><u>At the SoCG meeting on 08.01.2024 it was noted that the Applicant agrees to consider short term monitoring results (including for PM2.5) in undertaking environmental management of the scheme, but not for GCG purposes.</u></p>	<p>SoCG meeting with NHDC 31.07.2023 and 22.11.2023 <u>and</u> <u>08.01.2024</u></p>	<p>Ongoing <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>measurements and emissions inventory, where discussions are still ongoing.</p> <p><u>A technical note [REP6-076] has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring), detailing the Applicant's position with regards to short term measurements and emissions inventory, where discussions are still ongoing.</u></p>			
<p>HCCNHDC 632475</p>	<p>Emissions of pollutants from airport sources</p>	<p>The Applicant acknowledges that NHDC has requested further discussion regarding use of emissions inventories as a measure to control and review emissions of pollutants from airport sources. The Applicant will continue to liaise with NHDC on this matter.</p> <p>A technical note <u>[REP6-076]</u> has been provided at Deadline 6 (Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring <u>[REP6-076TR020001/APP/8.147]</u>), detailing the Applicant's position with</p>	<p>The Applicant will continue to liaise with NHDC regarding use of emissions inventories for air quality from airport (airside and traffic related) activity.</p> <p><u>At the SoCG meeting on 08.01.2024 it was noted that the Applicant agreed in principle that it should be able to use traffic data collected routinely on site to include traffic related activity. The Applicant agreed to confirm this. NHDC accepted that it would not be practicable to distribute traffic</u></p>	<p>SoCG meeting with NHDC 31.07.20202 3 and 22.11.20202 3 and 08.01.20202 4 Confirmation of agreement received via email on 19.01.2024 subject to</p>	<p>Ongoing <u>Agreed</u></p>

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		<p>regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</p> <p><u>An updated 5.02 ES Appendix 7.5 Outline Operational Air Quality Plan [REP9-013] was submitted at Deadline 9 which confirms that a review of available road traffic data will be undertaken (e.g. the use of in/out movements, airport car parking data and staff travel survey data).</u></p>	<p><u>emissions over the public highway network.</u></p>	<p><u>Applicant confirmation of using in/out airport traffic data using staff travel survey data, airport parking or onsite data.</u></p>	
NHDC643 586	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 NHDC.	NHDC agrees with the good practice mitigation identified for the operational phase.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with NHDC 20.07.2023	Agreed

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NHDC67	Air quality assessments of AQMAs in Hitchin	<p>The air quality assessment included dispersion modelling of road traffic emissions in the AQMAs in Hitchin and found no significant impacts, as presented in Chapter 7 of the ES [AS-076].</p> <p>A technical note summarising the results of the dispersion modelling of road traffic emissions at Air Quality Management Areas (AQMAs) in Hitchin will be provided.</p>	NHDC request details on the modelled impacts of additional traffic generated by the Proposed Development on AQMAs in Hitchin.	Agreed at Air Quality TWG meetings on 11.01.2019 and 7.06.2019	Ongoing
<u>NHDC654</u> <u>6</u>	<u>GCG Thresholds and Limits – Air Quality</u>	<p><u>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP5-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 scope of GCG. As GCG Limits will be aligned to UK Air Quality Objective Levels, it is very unlikely to be the case that the airport is solely responsible for the limit being exceeded (although, if this were to be the case, it is acknowledged that the airport would be solely responsible for mitigating this</u></p>	<p><u>NHDC expects the Applicant to use available analytical techniques to determine the airport contribution to data captured by continuous air quality monitoring instruments.</u></p>	<p><u>NHDC SoCG Air Quality meeting 08.01.24</u></p> <p><u>Confirmation of agreement received via email on 19.01.2024</u></p>	<u>Agreed</u>

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		<p><u>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 proportionate contribution (relative to its level of impact) to mitigating the identified impacts.</u></p>			
Landscape and Visual Impacts					
<p>NHDC<u>665</u> <u>77168</u></p>	<p>Landscape and Visual Impact Assessment (LVIA) methodology</p>	<p>The Applicant considers that the Landscape and Visual Impact Assessment methodology as detailed in Appendix 14.1 of Chapter 14 of the ES [AS-036], is robust.</p>	<p>NHDC agree with the methodology used for the LVIA.</p>	<p>LVIA TWG meetings on 3.03.2020, 20.04.2020 0, 07.10.2020 0, 09.12.2020 0, 24.03.2020 1, 16.09.2020</p>	<p>Agreed</p>

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				1 and 7.06. 2020 2022	
NHDC676 87269	Engagement on the LVIA	The Applicant considers that engagement during LVIA TWG meetings on 3 March 2020, 20 April 2020, 7 October 2020, 9 December 2020, 24 March 2021, 16 September 2021 and 7 June 2022 was adequate.	NHDC are satisfied that they have been adequately engaged regarding the LVIA, through the LVIA TWG meetings.	TW meetings during 2020 to 2023 and on 30.10. 2020 2023	Agreed
NHDC687 9730	LVIA effects and mitigation	<p>The Applicant considers that the LVIA identifies any significant visual impacts and proposed appropriate mitigation measures for these <u>effects</u>.</p> <p><u>The Applicant has set out the approach to considering effects on tranquillity of the AONB with regards to landscape and visual effects. The methodology is included in Appendix 14.1 of Chapter 14 of the ES [AS-036], which the Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079] and as part of the Applicant's Response to Issue Specific Hearing 8 Action</u></p>	NHDC have requested clarification in relation to the landscape effects on the Chilterns Area of Outstanding Natural Beauty (AONB). <u>NHDC does not consider that the LVIA - Chapter 14 of the ES [AS-079] - identifies all significant landscape and visual effects as it does not consider effects on the AONB. The LVIA does not include methodology relating to tranquillity and contains very limited baseline tranquillity information such that effects on tranquillity cannot be robustly understood.</u>	LVIA TWG meetings on 3.03. 2020 , 20.04. 2020 0, 07.10. 2020 0, 09.12. 2020 0, 24.03. 2020 1, 16.09. 2020 1, 7.06. 2020 2022 and 30.10. 2020 2023	<u>Ongoing Not agreed</u>

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		<u>42 - Chilterns Area of Outstanding Natural Beauty Special Qualities Assessment [REP7-046] prepared by the Applicant</u>		<u>Meetings on 06.10.2023 and 30.10.2023 and 05.01.2024</u>	
NHDC698 <u>7041</u>	LVIA assessment phases	The Applicant has outlined the assessment phases considered in the LVIA.	NHDC agree with the assessment phases considered in the LVIA.	LVIA TWG meeting on 20.04.2020, 7.102020 and 16.09.2021 and 30.10.2023	Agreed
NHDC706 <u>97152</u>	Effects on tranquillity on the Chilterns Area of Outstanding Natural Beauty (AONB)	The Applicant has set out the approach to considering effects on tranquillity of the AONB with regards to landscape and visual effects. The methodology is included in Appendix 14.1 of Chapter 14 of the ES [AS-036] , which the Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079] , and as part of the AONB Special	NHDC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects. <u>NHDC does not consider the LVIA methodology included in Appendix 14.1 of Chapter 14 of the ES [AS-036] robustly includes methodology relating to tranquillity. Chapter 14 of the ES [AS-079] also contains very limited baseline tranquillity information</u>	LVIA TWG meetings on 20/04. 2020 0, 09.12. 2020 0, and, 30.10. 2020 3 <u>Meetings on 30.10.2023</u>	<u>Ongoing Not agreed</u>

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		Qualities Assessment prepared by the Applicant <u>Response to Issue Specific Hearing 8 Action 42 - Chilterns Area of Outstanding Natural Beauty Special Qualities Assessment -[REP7-046].-</u>	<u>such that effects on tranquillity cannot be robustly understood. Similarly, there is such limited baseline tranquillity or Dark Skies information in the AONB Special Qualities Assessment (or indeed clear identification of the methodology used to identify baseline or subsequent assessment) that any conclusions relating to impacts on tranquillity cannot be reasonably justified.</u>	<u>and</u> <u>05.01.2024</u>	
<u>NHDC710</u> <u>263</u>	Methodology for the Residential Visual Amenity Appraisal	The Applicant has prepared a Residential Visual Amenity Appraisal (RVAA) at Appendix 14.8 of Chapter 14 of the ES [APP-106] . The RVAA concludes that no neighbouring residents would engage the Residential Visual Amenity Threshold.	NHDC agree with the methodology and residential properties considered within the RVAA.	LVIA TWG meeting on 3.03. 20 20 and 30.10.2023	Agreed
<u>NHDC721</u> <u>374</u>	Presentation of information on the viewpoint photograph sheets	The Applicant has identified assessment viewpoint locations as part of the ES. These are mapped in Figure 14.8 of the ES [REP4-037REP4-037] and information regarding the direction and area covered is recorded beneath each of the viewpoint photographs included	NHDC agree with the presentation of information on the viewpoint photograph sheets.	LVIA TWG meeting on 7.06.2022 and 30.10.2023	Agreed

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		in Appendix 14.6 of the ES [AS-088 – AS-094, <u>AS-1405</u>] .			
NHDC732 <u>485</u>	Assessment years and viewpoints portrayed in photomontages	<p>The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of the ES [<u>AS-037-AS-041</u>REP3-009 – REP3-013TR020001/APP/5.02] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development.</p> <p>The photomontages have been produced from viewpoint locations mapped on Figure 14.8 of the ES [APP-106].</p>	NHDC agree with the assessment years and viewpoint locations portrayed in the photomontages.	LVIA TWG meetings on 3.03.2020, and <u>07.10.2020</u> and 30.10.2023	Agreed
NHDC743 <u>596</u>	Growth rates for proposed planting as set out Section 14.8 of the ES	<p>The Applicant outlined a range of growth rates for proposed planting in Section 14.8 of Chapter 14 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 	NHDC agree with the growth rates for proposed planting outlined by the Applicant.	LVIA TWG meetings on <u>04</u> and <u>05.02.2020</u> , <u>0</u> and 7.06.2022 and <u>30.10.2023</u> .	Agreed

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		<p>height of at least 2.1m within 8 years.</p> <ul style="list-style-type: none"> • Hedgerows planted using 1.5-1.8m feathered trees are assumed to be maintained at a height of 2.1m within 5 years. • Woodland comprising transplants (0.6-0.8m height), feathered trees (circa 1.5-2m height) and light standards (2.5-3.5m height) is assumed to 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. • Scrub vegetation planted with shrubs and transplants (0.3-0.8m height) is assumed to achieve a height of 2-3m within 5-10 years. • Heavy standard trees (3.5-4.25m) are assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years. • Light standard trees (2.5-3m) are assumed to achieve heights of 5m after 8 years, 7-8m after 15 years, and 9-10m after 25 years 			<p> </p> <p> </p> <p> </p> <p> </p> <p> </p>

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NHDC754 <u>68077</u>	Strategic Landscape Masterplan (SLMP)	The Applicant shared the SLMP [APP-172] with the NHDC Host Authorities in December 2022.	The current proposals within the SLMP [APP-172] are considered to be constructive in providing a positive impact on the local environment with regards to biodiversity.	Agreed via email on 30.01.2023	Agreed
NHDC765 <u>78178</u>	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan <u>in Appendix 8.2 in the ES [AS-029]</u> 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.	NHDC agrees that the outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the SLMP [APP-172] . There is no reason why this cannot be achieved.	TWG meetings in pre-application phase attended by NHDC officers (see Appendix 1 of this document)	Agreed
	<u>Open Space</u>				
NHDC776 <u>8279</u>	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with NHDC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved.	NHDC strongly advise that discussions about the long-term stewardship of the public open space and landscape need to take place at the earliest opportunity, as any decisions could have a fundamental	Meetings on 30.10.2023 <u>and</u> <u>05.01.2024</u>	<u>Ongoing</u> <u>Agreed</u>

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			<p>impact upon the SLMP [APP-172] and management strategies.</p> <p><u>Whilst NHDC believes discussions about the long-term stewardship of the public open space and landscape should already be taking place, NHDC welcomes engagement throughout the detailed design stage relating to the open space and landscape proposals, including both the Wigmore Valley Park/Replacement Open Space and the wider Landscape Proposals (including mitigation planting and off-site hedgerow and landscape restoration proposals). NHDC acknowledges that commitment to the management of open space and landscape proposals are secured via the SLMP [APP-172], Outline LBMP [AS-029], Appendix 14.10 Landscape Mitigation Establishment Schedule [APP-108] and Chapter 14 Figures 14.9 – 14.13 [APP-152]. It is also understood that the Section 106 agreement will include specific commitment to the creation and management of a Community Trust for the management in perpetuity of Wigmore Valley Park. NHDC assumes</u></p>		

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			<p><u>that such commitments will include details of funding arrangements in relation in perpetuity to the Community Trust.</u></p>		
	Open Space				
<p><u>NHDC787</u> <u>68830</u></p>	<p><u>Management of Wigmore Valley Park Changes to the layout of the revised Wigmore Valley Park</u></p>	<p>It is the Applicant's intention that the new park be placed into the control of a new Community Trust which would include as Trustees local community representation and other key stakeholders. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future. Further detail on the future management of Wigmore Valley Park, along with details of how the habitats will be created and managed, is included within the Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029].</p> <p>Detail on how the proposed structures within Wigmore Valley</p>	<p>NHDC welcome the changes to the layout of the revised Wigmore Valley Park, but request more clarity on the future management and funding of future management on the replacement open space <u>(for example how much per annum and for how long?)</u>, and detail on how the proposed structures on Wigmore Valley Park fit within the SLMP [APP-172].</p> <p><u>Wording in the Outline LBMP [AS-029] relating to creation of a Trust to secure long-term management is weak, and therefore does not provide reassurance to NHDC as to the Applicants commitment. However, it is understood that the Applicant is</u></p>	<p><u>Discussed</u> 30.10.2023 <u>and</u> 05.01.2024</p>	<p><u>Ongoing Agreed in principle, subject to further detail to be forthcoming and NHDC not involved in the management of the park.</u></p>

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		<p>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 NHDC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved.</p>	<p><u>committed to the creation of a Community Trust to manage the Wigmore Valley Park and Replacement Open Space areas only (i.e. not the wider landscape proposals, including mitigation planting and restoration proposals) and that such commitment will be secured in perpetuity through the Section 106 agreement and that such funding should be in perpetuity should the Trust be dissolved or replaced by another body in the future. It is assumed that funding for the Community Trust will also be outlined within the Section 106 agreement. NHDC welcomes the creation of a Community Trust and Agrees to the management of Wigmore Valley Park based on its secured commitment within the Section 106 agreement. NHDC does not however wish to be part of the Trust or involved in the management of the park, or the replacement open space contained within the park.</u></p>		

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<p>NHDC798 <u>41</u></p>	<p>Planning permissions to provide enhanced facilities</p>	<p>This is noted by the Applicant and was considered during the development of the SLMP [APP-172], which was discussed with the Host Authorities during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape proposals, both consented as part of the Green Horizons Park (formerly New Century Park) application and the wider proposals associated with the DCO.</p> <p>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed Development [REP-4-073].</p>	<p>NHDC welcome that the Applicant has secured planning permission to provide enhanced facilities, and requests that <u>continued</u> consideration is given to how these proposals link with the layout and design of the wider SLMP area <u>through detailed design</u>.</p> <p>NHDC welcome that the Applicant has secured planning permission to provide enhanced facilities, and requests that <u>continued</u> consideration is given to how these proposals link with the layout and design of the wider SLMP area <u>through detailed design</u>.</p>	<p><u>Meeting on 30.10.2023 and 05.01.2024</u> to be discussed at topic specific meeting</p>	<p><u>Ongoing Agreed.</u></p>
<p>Noise policy, legislation and guidance</p>					

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<p><u>NHDC807</u> <u>9798452</u></p>	<p>Compliance with Appropriate policy, legislation and guidance</p>	<p>The list of policy, legislation and guidance as set out in Table 16.1 to 16.4 of Chapter 16 of the ES [REP9-011 TR020001/APP/5.01REP1-003] (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.</p>	<p>NHDC agrees these documents to be appropriate.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.2024</u> Relevant representations</p>	<p>Agreed</p>
<p><u>NHDC810</u> <u>780563</u></p>	<p>Compliance with aviation noise policy</p>	<p>The Planning Statement [TR020001/APP/7.01REP5-016] sets out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework “to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry”.</p> <p>The Government’s current Overarching aviation noise policy statement was published after the DCO application and is therefore not</p>	<p>NHDC's summary position is set out in post hearing submission [REP3-094].</p> <p><u>NHDC's summary position is set out in ISH 3 post hearing submission [REP3-094].</u></p>	<p>Relevant representations <u>Meeting with Suono and Host Authorities 12.01.2024</u></p>	<p>Not agreed</p>

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		<p>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					
<p>NHDC821798674</p>	<p><u>Construction noise and vibration predication and assessment methodology</u> Appr each, methodologies, <u>Lowest Observable Adverse Effect Level (LOAEL), Significant Observable Adverse Effect Level (SOAEL), and Unacceptable Adverse Effect</u></p>	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <p>LOAELs, SOAELs and UAELs (for defined day, evening and night time periods) used by the Applicant for the construction noise and vibration assessments are set out in Table 16.11 and Table 16.12 of Chapter 16 of the Environmental</p>	<p>NHDC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.202023</p>	<p>Agreed</p>

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	<p>Level (UAEL) values and assessment periods for the construction noise and vibration assessment</p>	<p>Statement [REP9-011 TR020001/APP/5.01REP1-003].</p>			
<p>NHDC832 <u>02785</u></p>	<p>Air noise prediction and assessment methodology. Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment</p>	<p>The Applicant has employed a robust methodology for the air noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Noise modelling has been undertaken using Aviation Environmental Design Tool (AEDT) software.</p> <p>The primary assessment metrics are the 92-day summer $L_{Aeq,16h}$ and $L_{Aeq,8h}$ sound levels.</p> <p>The LOAELs, SOAELs and UAELs (day and night) used by the Applicant for the air noise assessments are set out in Table 16.13 of Chapter 16 of the Environmental Statement [REP9-</p>	<p>NHDC 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>	<p>Agreed</p>

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		<p>011-TR020001/APP/5.01REP1-003].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of the Environmental Statement [REP9-011-TR020001/APP/5.01REP1-003]].</p>			
NHDC843 <u>13896</u>	Validation of AEDT aircraft noise contour model	The Applicant has undertaken a robust validation exercise of the AEDT aircraft noise model using radar track data and noise monitoring terminal measurements	NHDC are content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours.	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed
NHDC854 <u>29087</u>	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</p>	NHDC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed

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		<p>stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the Environmental Statement [REP9-011 TR020001/APP/5.01REP1-003] and LOAELs, SOAELS and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the Environmental Statement [REP9-011 TR020001/APP/5.01REP1-003].</p>			
<p>NHDC865 <u>390188</u></p>	<p><u>Surface access noise prediction and assessment methodology</u> Methodology for the surface access noise assessment</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</p>	<p>NHDC agrees with the use of CRTN methodology.</p> <p>NHDC agrees with the road selection within the noise assessment.</p> <p>NHDC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> <p>NHDC agrees with the LOAELs SOAELs for the surface access noise assessment.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023</p>	<p>Agreed</p>

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		<p><u>ESnvironmental Statement [REP9-011-TR020001/APP/5.01REP1-003]</u>.</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the ESnvironmental Statement [REP9-011-TR020001/APP/5.01REP1-003].</p>	<p>NHDC agrees with the surface access noise change criteria.</p>		
<p><u>NHDC876</u> <u>4691289</u></p>	<p><u>Daytime surface access UAEL</u> <u>Justification for the setting of surface access noise UAELs</u></p>	<p><u>The Applicant has applied an appropriate daytime Unacceptable Adverse Effect Level (UAEL) for the surface access noise assessment</u> <u>The Applicant has applied an appropriate UAEL for the surface access noise assessment:</u></p> <p>UAEL: Daytime 74 dB LAe1,16hr and night time 66 dB LAeq,8hr. (Table 16.16 of Chapter 16 of the ESnvironmental Statement [REP9-011-TR020001/APP/5.01REP1-003]).</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, and has been accepted as</p>	<p>NHDC consider that the daytime UAEL for surface access noise should be 71 dB LAeq,16hr consistent with the Heathrow Airport PEIR.</p> <p>NHDC note that irrespective of whatever value is chosen (within the range 71-74 dB), it is accepted that the assessment outcomes remain unchanged and acceptable.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.2024</u> <u>None response on behalf of Host Authorities dated 16.01.2023</u></p>	<p>Not agreed</p>

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		<p>appropriate in the DCO decision for the A14 Cambridge to Huntingdon Improvement Scheme.</p> <p>Further information has been provided in a document Surface Access Noise Modelling Additional Information [REP3-045].</p>			
<p><u>NHDC887</u> <u>579230</u></p>	<p>Validation of the surface access noise model</p>	<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 TR020001/APP/5.01REP1-003]. It is not best practice to adjust the CRTN model to match spot measurements. This is because the CRTN model outputs are based on annual average data over an 18 hour</p>	<p>NHDC agree with the approach taken and validation of the surface access noise modelling.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.2024</u> R elevant representatio ns</p>	<p>Agreed</p>

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		<p>period, which cannot be directly compared to short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information was provided in a document submitted at Deadline 3, Surface Access Noise Modelling – Additional Information [REP3-045]</p>			
Noise assessment methodology – determining significance					
NHDC898 <u>689341</u>	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>NHDC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023</p>	<p>Not agreed</p>

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		<p>However, a sensitivity test using a '2019 Consented' baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to reach a modelled noise impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16 Noise and Vibration of the ES [REP9-011 TR020001/APP/5.01REP1-003].</p> <p>An assessment against both the 2019 Actuals and 2019 Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.</p>			
NHDC908 <u>9799452</u>	Use of future baseline	The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and therefore demonstrates a scenario where the airport is operating within its consented noise limits.	NHDC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed

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		<p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <ul style="list-style-type: none"> Daytime 57 dB L_{Aeq,16h} noise contour – 19.4 km². Night-time 48 dB L_{Aeq,8h} noise contour – 37.2 km². <p>Long-term limits for 18mppa to be achieved by 2028:</p> <ul style="list-style-type: none"> Daytime 57 dB L_{Aeq,16h} noise contour – 15.2 km². <u>N</u>ight-time 48 dB L_{Aeq,8h} noise contour – 31.6 km². 			
<p>NHDC910 <u>8890563</u></p>	<p><u>Ambient</u> Noise monitoring data</p>	<p>Chapter 16 sets of the ES [REP9-011-TR020001/APP/5.01REP1-003] sets out the two types of noise monitoring that have been used in the assessment. At the request of the Examining Authority, further information has been provided in Ambient noise monitoring data and survey sheets [AS-120]. These documents note that the assessment baseline is calculated, rather than measured, and that the</p>	<p><u>NHDC acknowledge that the ambient noise monitoring data would not directly influence the assessment of noise effects. A fully quantified noise environment would have allowed for a greater level of explanation and context to be given when discussing the noise effects, but this is not possible with the presented results.</u> NHDC acknowledge that the ambient noise monitoring data would not directly influence the assessment</p>	<p>Meeting with Suono on behalf of the Local Authorities 21.11.2023</p>	<p><u>AAgreeda</u> <u>greed</u></p>

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		<p>ambient noise monitoring does not directly influence the assessment of noise effects.</p>	<p>of noise effects. A fully quantified noise environment would have allowed for a greater level of explanation and context to be given when discussing the noise effects, but this is not possible with the presented results.</p>		
	Noise mitigation				
<p>NHDC921 <u>891674</u></p>	<p>Noise insulation scheme Introduction of the noise insulation scheme</p>	<p>The proposed Noise Insulation Scheme has been set out by the Applicant in Draft Compensation Policies Measures and Community First [REP74-03642 <u>TR020001/APP/7.10</u>].</p>	<p>NHDC agrees with the introduction of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.2024</u> Relevant representations</p>	<p>Agreed</p>
<p>NHDC932 <u>02785</u></p>	<p>Noise Controls</p>	<p>As noted in the Green Controlled Growth GCG Framework [TR020001/APP7.08 and the Air Noise Management Plan [-REP9-047044], the following noise controls are included in the DCO: As noted in the Comparison of Consented and Proposed Operational Noise Controls [REP5-014], the following</p>	<p>NHDC agrees with the inclusion of these controls.</p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p>	<p>Agreed</p>

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		<p>noise controls will be included in the DCO:</p> <ul style="list-style-type: none"> - Noise Envelope, including noise contour area limits and thresholds - 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 - <u>Departure Noise Violation Limits</u> <p><u>The Air Noise Management Plan [REP9-047] [TR020001/APP/8.125REP7-044] submitted at Deadline 7 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 paragraph 27 in</u></p>			

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		<p><u>Schedule 2 of the Draft DCO [TR020001/APP/2.01].</u></p> <p>- <u>The Draft Section 106 Agreement [TR020001/APP/8.167REP7-074] secures the payment of the Track Violation and Departure Noise Violation fines into the Community Fund.</u></p>			
<u>NHDC943</u> <u>13996</u>	Noise indicators proposed for inclusion within the Noise Envelope	The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dBL _{Aeq,16h} and 48dBL _{Aeq,8h} noise contour areas).	NHDC agrees with the numerical value chosen to represent the noise contour area Limits.	<u>Annex A</u> <u>NEDG Final Report</u> <u>[TR020001/A</u> <u>PP/5.02REP</u> <u>4-023]</u>	Agreed
<u>NHDC954</u> <u>24910097</u>	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</p>	NHDC supports the proposal that the formal review period should be every five years, aligning with the Airport's obligation to update its Noise Action Plan following the five yearly Noise Mapping required under the Environmental Noise (England) Regulations 2006 (as amended).	<u>Annex A</u> <u>NEDG Final Report</u> <u>[TR020001/A</u> <u>PP/5.02REP</u> <u>4-023]</u>	Agreed

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		<p>Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying whether noise Limits can be reduced and noise benefits can be shared with the community.</p>	<p>NHDC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations such as the publication of a new ICAO noise chapter or the anticipated modernisation of airspace.</p>		
<p><u>NHDC965</u> <u>3100198</u></p>	<p>Effectiveness of Noise Envelope</p>	<p>Appendix 16.2 of the ES [TR020001/APP/5.02REP4-023] 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 [REP5-014REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</p>	<p><u>NHDC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning (both of which are proposed), Luton Airport may be able to manage noise so as not to need to reduce capacity. Sensible Local Rules, possibly implemented in step changes as part of or in line with the 5-yearly ESG review period, are an important part of an acceptable noise control strategy.</u> <u>NHDC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning (both of which are proposed), Luton Airport may be able to manage noise so as not to need to reduce capacity. Sensible Local Rules, possibly implemented in step changes as part</u></p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2020 3</p>	<p><u>Agreed</u> <u>Agreed</u></p>

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		<p>The Noise Envelope (see Green Controlled Growth GCG Explanatory Note [TR020001/APP/7.07REP5-020]) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring. Appendix 16.2 Operational Noise Management (Explanatory Note) of the Environmental Statement [TR020001/APP/5.02REP4-023] 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 that are designed to prevent breaches before they occur, such as independent scrutiny and oversight, increased</p>	<p>of or in line with the 5-yearly ESG review period, are an important part of an acceptable noise control strategy.</p>		

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		<p>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>			
<p>NHDC976 <u>46101299</u></p>	<p><u>Additional noise controls</u> Status of the current planning permission noise conditions</p>	<p>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.</p> <p><u>The Applicant has received a note from the Host Authorities and has submitted a response in Response to Suono's note on Noise Controls [REP6-052].</u></p>	<p><u>NHDC notes that this was a matter discussed at ISH9 and the Council's position is provided in their post hearing submission [REP6- 094].</u></p> <p><u>NHDC notes the following:</u> <u>- 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 NHDC106.</u> <u>- the P18 / P19 S.106 constrain early morning shoulder period movements to 7,000 ATMs.</u></p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2020 3</p> <p><u>Confirmation of disagreement received via email on 10.01.2024</u></p>	<p><u>Not agreed</u> <u>On going</u></p>

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			<p><u>NHDC takes the position that the following noise controls should be included as recommended by the NEDG:</u></p> <ul style="list-style-type: none"> - <u>a future QC limit below that of the extant, included QC limit of 3,500 acting in the core night period (2330-0600)</u> - <u>an ATM movement cap (or QC limit) applying to the early morning shoulder period (0600-0700)</u> - <u>an annual 24-hour ATM movement cap</u> <p><u>NHDC have stated their position in ISH9 and have discussed the remaining metrics with the Applicant, including the provision of a note, which it is understood the Applicant will be responding to at D6.</u></p>		
<p><u>NHDC958</u> <u>7XXX</u></p>	<p><u>Total movement cap as a noise control</u></p>	<p><u>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.</u></p> <p><u>Without prejudice to this position, if</u></p>	<p><u>NHDC 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 209,410 cap [REP8-052].</u></p>	<p><u>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-052]</u></p>	<p><u>Ongoing</u> <u>Not agreed</u></p>

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		<p><u>any annual movement cap were to be imposed it should not be less than 225,000 annual aircraft movements.</u></p>			
<p><u>NHDC969</u> <u>8XXX</u></p>	<p><u>Shoulder period movement cap as a noise control</u></p>	<p><u>As set out in [REP7-056] in response to Written Question NO.2.6, the Applicant position is that a shoulder period (0600 - 0700) movement cap is not necessary or appropriate.</u></p> <p><u>Without prejudice to this position, if any shoulder period (0600 - 0700) movement cap were to be imposed it should not be less than 123,46000 annual aircraft movements. Justification for this limit and how it relates to the noise assessment is provided in Applicant's Position on Noise Contour and Movement Limits [REP9-055].</u></p>	<p><u>NHDC 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 [REP8-054].</u></p>	<p><u>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-054]</u></p>	<p><u>Ongoing</u> <u>Not</u> <u>agreed</u></p>
<p><u>NHDC100</u> <u>997910230</u></p>	<p>Construction Vibration Thresholds in CoCP</p>	<p>The Code of Construction Practice (CoCP) [REP4-011REP6-003] has been updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and maintain</p>	<p>NHDC agree with these changes LBC agrees with these changes. Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with NHDC'S noise consultant. NHDC</p>	<p>Meeting between Applicant and Suono 18.10.2023</p>	<p><u>Agreed</u> <u>Not</u> <u>agreed</u></p>

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		consistent thresholds with Chapter 16 of the Environmental Statement [REP9-011 TR020001/APP/5.01REP1-003] .	will review and confirm that the text is satisfactory on receipt of the update.		
NHDC101 <u>098100341</u>	Fixed Plant Noise Limits	Following discussions with the Host Authorities, the Applicant has agreed updated that Appendix 16.3 of the Environmental Statement ES - Fixed Plant Noise Management Plan [REP4-025] be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the objective that the rating level $L_{Ar,Tr}$ of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level ($L_{A90,T}$), is not more than -10 dB, determined in accordance with British Standard 4142". The revised document was submitted at D4 [REP4-025, REP4-026] .	NHDC agree that this is an appropriate criterion for fixed plant noise.	Meeting between Applicant and Suono 18.10.2020 3	Agreed
NHDC102 <u>199101452</u>	Control of noise and vibration from impact piling	Following discussions with the Host Authorities, the Applicant has included the following text in the revised version of the Environmental Statement ES - Appendix 4.2 Code	NHDC agrees with this inclusion.	Meeting between Applicant and Suono	Agreed

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		<p>of Construction Practice [APP-049REP6-003].</p> <p><i>“No impact piling shall commence until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to control noise and vibration and measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted and approved as part of the Section 61 process. Any piling must be undertaken in accordance with the terms of the approved piling method statement.” The revised document was submitted at D4 [REP4-011/12].</i></p>		18.10. 2020 3	
1056NHD C1032026 73	GCG Thresholds and Limits – Noise	<u>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 ES. An Updated Faster Growth scenario was introduced in</u>	NHDC considers that noise Limits should be to be set by reference to the Core Planning Case.	Meeting with Suono 18.10. 2020 3	Not agreed

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		<p><u>Applicant's Position on Noise Contour and Movement Limits [REP9-055]</u> 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 <u>[REP9-055]</u>. 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>The Applicant considers that the principle of aligning noise Limits and Thresholds within the GCG Framework [APP-218REP5-022 REP7-020] with the Faster Growth sensitivity test is appropriate and will ensure that the environmental</p>			

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		<p>impacts of expansion are no worse than the reasonable worst case.</p>			
<p>Local communities</p>					
<p>NHDC104 <u>313784</u></p>	<p>Quantitative assessment of health outcomes associated with aircraft noise</p>	<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 [TR020001/APP/5.01REP7-009AS-078], is robust and has been undertaken applying an appropriate methodology and assumptions. This is based on the latest guidance and best practice from the Department for the Environment, Food, and Rural Affairs (Defra) and the World Health Organisation (WHO).</p> <p>The methodology for the assessment is set out in Appendix 13.4 Methodology for Health and Community Assessment of the ES [APP-086].</p>	<p><u>NHDC are now satisfied that the quantitative assessment of health outcomes associated with noise is robust and the methodology and assumptions are appropriate.</u></p> <p>NHDC to confirm its position on accept the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [TR020001/APP/5.01REP7-009AS-078].</p>	<p>Ongoing dialogue via email (16.11.2023). Joint host authorities area awaiting advice from their noise consultants <u>Agreed via email on 28.12.2023-</u></p>	<p><u>Ongoing Agreed</u></p>

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<p>NHDC105 <u>424895</u></p>	<p>Health and Communities</p>	<p>The Environmental Statement (ES) at Chapter 13 Health and Community [TR020001/APP/5.01REP7-009AS-078] identifies effects on mental wellbeing arising from public concern and uncertainty during the planning and construction stages about the construction and operational effects of the Proposed Development (see Table 13.20). This effect is identified as temporary since it will not continue once the project is operational and the effects are known (see paras 13.9.6 and 13.11.2). (Note that paragraph 13.9.3 of Chapter 13 incorrectly identifies a significant effect during all assessment phases where only the planning and construction stages should have been referred to. This correction has been captured in the Errata Report also submitted at Deadline 1 [-REP5-036]). Effects on mental wellbeing associated with surface access and aircraft noise, such as increased annoyance and sleep deprivation, were assessed and no significant effect on</p>	<p>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing through a proposed community engagement strategy during construction stage resulting in a neutral impact of the Proposed Development during construction. However, there is likely to be a negative impact on the health and mental wellbeing of residents during the operation of the Proposed Development. The Councils recommend that additional Requirements are provided to mitigate this negative impact <u>Whilst there is no significant impact during operation, there is an opportunity for the Applicant to establish better lines of communication for engagement (beyond the current email address on the airport website), potentially through the appointment of a specific community liaison officer at the airport, who would be responsible for a plan for engagement and consultation during operation.</u></p> <p>The nature of the health effects that this would be mitigating are those identified in the ES, specifically on</p>	<p>Ongoing discussion via email on (16.11.23) (03.01.24). Clarification requested from NHDC Hertfordshire Host Authorities on the operational effects requiring further mitigation.</p> <p><u>Confirmation of disagreement received via email on 03.01.2024.</u></p>	<p><u>Ongoing</u> <u>Not agreed</u></p>

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		<p>population health was identified, as reported in Section 9 of Chapter 13 Health and Community [AS-078] of the ES.</p> <p><u>The airport operator is committed to continued community engagement. It employs a Community and Corporate Social Responsibility (CSR) manager who is responsible for managing community engagement associated with the operation of the airport.</u></p> <p><u>Issues and concerns can be raised via London Luton Airport's website at: https://www.london-luton.co.uk/corporate/community/noise/making-a-noise-complaint.</u></p> <p><u>Public Noise Surgeries provide an opportunity for residents and councillors to meet with the Flight Operations team and ask questions about airspace and aircraft noise. Details of upcoming surgeries are published on London Luton Airport's website at https://www.london-luton.co.uk/corporate/community/noise/noise-surgeries. Appointment</u></p>	<p><u>mental wellbeing associated with stress and anxiety.</u></p> <p><u>NHDC agree that residents will have opportunities to raise concerns about noise arising from the operation of the Proposed Scheme, however NHDC is concerned that these existing measures will not fully address the mental health impacts that could arise during operation. NHDC would expect the existing CSR Manager to focus on ensuring an engagement programme is established to share information about Airport Operations, and allow residents to easily raise concerns or grievances via multiple channels.</u></p>		

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		<p><u>slots are available to book two weeks in advance.</u></p> <p><u>The London Luton Airport Consultative Committee (LLACC) meets as a full committee four times year. The agenda includes: Quarterly Planning, Environmental Management & Surface Access Report, which covers planning, surface access and development issues as well as the Community Engagement Strategy; and Quarterly Monitoring Report, which provides extensive data on aircraft movements, noise monitoring, route analysis and noise/track keeping complaints. A public gallery is available for members of the public or the press who wish to observe these meetings, and minutes are published on London Luton Airport's website (https://www.london-luton.co.uk/corporate/the-llacc/llacc).</u></p>			
<p>NHDC106 <u>53591006</u></p>	<p>Consideration of vulnerable population groups</p>	<p>The Applicant considers the datasets used in the health baseline to be appropriate <u>and proportionate</u>.</p>	<p>The Hertfordshire Host AuthoritiesNHDC are now satisfied that appropriate data was used to inform the baseline and agree that the</p>	<p>Agreed at meeting on 09.11.2023.</p>	<p>Agreed</p>

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			Applicant took a proportionate approach in their reporting.		
	Biodiversity				
NHDC107 <u>64610107</u>	Baseline data for biodiversity assessment	The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. Chapter 8 Biodiversity of the ES [AS-027] sets out what surveys have been undertaken, how they comply with best practice, and the outcomes of the surveys and their conclusions. The scope and results of the baseline survey work was discussed and shared with HCC throughout the pre-application phase of the DCO process.	NHDC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting 2.8.23 with HCC officers acting on behalf of NHDC.	Agreed
NHDC108 <u>75711208</u>	Biodiversity Net Gain proposals	Whilst it is still not mandatory for NSIPs such as the Proposed Development, the Applicant has set a voluntary ambition of achieving at	NHDC are pleased that the Applicant is working to achieve the minimum requirement.	TWGs in the pre-application phase of the	Agreed

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		<p>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 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</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>Following further discussion with the Applicant, NHDC agree that the 10% BNG target is proportionate.</p>	<p>project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting <u>02.08.2023</u> with HCC officers acting on behalf of NHDC.</p>	

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		<p>Figures 14.11 to 14.13 of the ES [REP4-037REP4-037].</p> <p>With regards to targets for BNG within the Oxford-Cambridge Arc, it is understood that an aspiration for 20% net gain has been set out in the 'Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc' document published in March 2021. However, this document states that for NSIPs a minimum of 10% should be delivered. As such, it is considered that the Applicant's ambition of achieving target of 10% BNG is proportionate.</p>			
<p>NHDC109 <u>8681230</u></p>	<p><u>Biodiversity surveys</u> <u>Pre-construction surveys</u></p>	<p>The Applicant reports that biodiversity survey effort for the Proposed Development showed consistent results throughout the pre-application phase to inform the assessment. Given the time that will elapse before construction of the project phases, and considering the mobility of some biodiversity receptors, the Applicant commits to</p>	<p>NHDC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.</p>	<p><u>Biodiversity</u> TWGs in the pre-application phase of the project which HCC staff acting on behalf of NHDC staff attended</p>	<p>Agreed</p>

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		pre-construction surveys for relevant species.		(see Appendix 1).	
NHDC110 <u>09791341</u>	Residual Impacts for biodiversity	The Applicant's residual impacts on biodiversity features are accurately presented.	NHDC agrees that the Applicant's residual impacts on biodiversity features are accurately presented.	TWGs in the pre-application phase of the project which HCC staff (acting on behalf of NHDC) (see Appendix 1). Biodiversity meeting <u>02.08.2023</u> with HCC officers acting on behalf of NHDC.	Agreed
NHDC111 <u>0810452</u>	Scope and scale of mitigation for biodiversity	The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	NHDC agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	TWGs in the pre-application phase of the project which HCC staff (acting on	Agreed

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				behalf of NHDC) (see Appendix 1). Biodiversity meeting 2.8.23 with HCC officers acting on behalf of NHDC.	
	<p><u>Cultural Heritage</u></p> <p><u>Water Resources and Flood Risk</u></p>				
<p><u>NHDC112</u> <u>109</u></p>	<p><u>Cultural Heritage Management Plan (CHMP)</u></p>	<p><u>The Applicant has prepared a CHMP [REP8-015] which includes a comprehensive and appropriate set of mitigation measures for cultural heritage, which includes a comprehensive and appropriate set of mitigation measures for cultural heritage.</u></p>	<p><u>NHDC is satisfied with the CHMP [REP8-015] and acknowledges that it covers a wide range of archaeological mitigation. NHDC is satisfied with the inclusion of the following additional sections to the CHMP: Site Specific Written Scheme of Investigation (SSWSI) content requirements, Outline Public Outreach Strategy, Air Quality monitoring at Someries Castle, and Deliverables.</u></p>	<p><u>Email from HCC Archaeologist on behalf of NHDC 25.11.2022</u></p>	<p><u>Agreed</u></p>

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<u>NHDC113</u> <u>20</u>	<u>Study area for non-designated heritage assets</u>	<u>The Applicant proposes a 1km study area for non-designated heritage assets.</u>	<u>NHDC HCC agree with the 1km study area for non-designated heritage assets.</u>	<u>Agreed during pre-application engagement</u>	<u>Agreed</u>
<u>NHDC114</u> <u>31</u>	<u>Written Scheme of Investigation (WSI) scope and methodology for trial trenching</u>	<u>The WSI scope and methodology for trial trenching and trial trench evaluation was undertaken to inform the ES.</u>	<u>NHDC HCC agree with the WSI scope and methodology for trial trenching and trial trench evaluation undertaken to inform the ES.</u>	<u>Agreed via email from HCC Archaeologist 1.07.2022</u>	<u>Agreed</u>
<u>NHDC115</u> <u>42</u>	<u>Archaeological mitigation works</u>	<u>The Applicant proposes archaeological mitigation works to be carried out in advance of construction activities in accordance with CHMP [REP8-015]. [REP4-020].</u>	<u>NHDC HCC agree that the majority of archaeological mitigation works would be carried out in advance of construction activities in accordance with CHMP [REP8-015].</u>	<u>Agreed via email from HCC Archaeologist on behalf of NHDC 08.12.2022</u>	<u>Agreed</u>
<u>NHDC116</u> <u>53</u>	<u>Heritage assets</u>	<u>The Applicant considers it is correct to scope out heritage assets from Chapter 10 Cultural Heritage of the ES [AS-077] where they are located outside of the Site and where they would not be physically impacted by the Proposed Development. Heritage assets (designated or non-</u>	<u>Appendix 10.2 Cultural Heritage Gazetteer [REP4-017]: the gazetteer states that there are no physical impacts to non-designated above ground assets, so these are then scoped out. The settings impacts to non-designated assets should be considered. As per the National</u>	<u>Strategy to update Appendix 10.2 Cultural Heritage Gazetteer to include information</u>	<u>Not agreed</u>

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		<p><u>designated) with the potential for change to their setting that could affect their heritage value are included in the assessment. It is recognised that the majority of heritage assets would experience little change to their setting that would affect their heritage value.</u></p> <p><u>As agreed with the authority, the Cultural Heritage Gazetteer [APP-073] was updated and submitted at Deadline 4 to include the assessment of impact to setting of non-designated assets and to better articulate the rationale for scoping out. The updated Gazetteer was submitted to HCC on behalf of NHDC via email on 16 November 2023 along with the outstanding issues set out in the SoCG and a response was received on 20 November 2023 confirming no further outstanding issues in relation to the items submitted.</u></p>	<p><u>Planning Policy Framework (NPPF) para 203: 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.'</u> The Applicant should <u>assess the setting of non-designated assets.</u></p> <p><u>NHDC agreed that the Cultural Heritage Gazetteer [APP-073] was to be updated (submitted at Deadline 4) to set out the assessment of impact to setting of non-designated assets and the rationale for scoping out assets.</u></p> <p><u>Although Appendix 10.2 Cultural Heritage Gazetteer (Tracked Change Version) [REP4-018] has been updated, there is still no explanation as to why assets have specifically been scoped and there is no explanation as to how setting contributes to assets' significance. In the case of designated heritage assets for example the Cultural Heritage Gazetteer (Tracked Change Version) [REP4-018] states 'Scoped out of ES. No changes to</u></p>	<p><u>on why assets have been scoped out agreed at topic specific meeting 13.09.2023</u></p> <p><u>Discussed at topic specific meeting 13.09.2023-</u></p> <p><u>Format of updated gazetteer noted via email 20.11.2023-</u></p> <p><u>Confirmation of disagreement received on 19.01.2024</u></p>	

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			<p><u>setting that would affect heritage value.'</u> In the case of non-designated heritage assets, the Cultural Heritage Gazetteer (Tracked Change Version) [REP4-018] notes for example: <u>'Scoped out of ES. Asset is located outside of site boundary and there would be no physical impact or change to its setting.'</u> Further explanation as to why there is no change to setting is required – this can be a statement providing further explanation, rather than further detail on every asset, if appropriate. It is not sufficient to just state there is no change.</p>		
<p><u>NHDC117</u> <u>64</u></p>	<p><u>Historic Hedgerows</u></p>	<p><u>The impact on historic hedgerows as part of the historic landscape has been assessed in Chapter 10 of the ES [AS-077].</u></p> <p><u>The Desk Based Assessment (DBA) [APP-072] reports on the historical loss of hedgerows and how this has affected the character of the historic landscape. Chapter 10 of the ES [AS-077] reports that the historic landscape has limited heritage value and is not sensitive to</u></p>	<p><u>It is unclear if an assessment has been made of historic hedgerows (please see Legislation, Policy and Guidance). Confirmation that no assessment of historic hedgerows is required or an assessment of historic hedgerows if required.</u></p> <p><u>NHDC have agreed with the Applicant's position at topic specific meeting held 13 September 2023.</u></p>	<p><u>Agreed at topic specific meeting 13.09.2023</u></p> <p><u>Confirmed via email 20.11.2023</u></p>	<p><u>Agreed</u></p>

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		<p><u>change. The assessment of impact of partial hedgerow loss is assessed to result in a negligible effect in the ES.</u></p> <p><u>This rationale was discussed with NHDC at topic specific meeting held 13 September 2023.</u></p>	<p><u>NHDC have confirmed agreement via email on 20 November 2023.</u></p>		
<p><u>NHDC11875</u></p>	<p><u>Wirelines and block forms for visual representation</u></p>	<p><u>The Applicant considers that the wirelines submitted provide an accurate visual representation of the Proposed Development. Updated Accurate Visual Representations (AVRs) [TR020001/APP/5.02 have been produced for the Proposed Development and these were submitted in response to a Rule 9 request from the Examining Authority (i.e. after Chapter 10 Cultural Heritage of the ES [AS-077] was submitted).</u></p> <p><u>Wirelines have been utilised for longer distance views to demonstrate how the proposals sit within the landscape. The Applicant's Landscape advisers considered block form and determined that block colour would</u></p>	<p><u>Appendix 14.7 of the ES includes wirelines for some views and block forms for others. It is considered that block forms should have been used throughout. The Applicant should consider providing block forms where wirelines have been provided.</u></p> <p><u>NHDC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. NHDC- have confirmed agreement of the updated AVRs via email on 20 November 2023.</u></p>	<p><u>Agreed at topic specific meeting 13.09.2023</u></p> <p><u>Updated ARVs agreed via email 20.11.2023.</u></p>	<p><u>Agreed</u></p>

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		<p><u>only reveal a small component of the proposals and therefore wirelines were sufficient.</u></p>			
<p><u>NHDC11986</u></p>	<p><u>Heritage assessments and the NPPF</u></p>	<p><u>The ES Chapter 10 [AS-077] reports on the likely significant effects to cultural heritage resulting from the Proposed Development, in accordance with the requirements of the Infrastructure Planning (EIA) Regulations 2017.</u></p> <p><u>A separate Heritage Statement is provided as Appendix D of the Planning Statement [TR020001/APP/7.01] that considers potential harm to heritage assets in accordance with the NPPF. This is to enable the planning balance to be undertaken in weighing harm against public benefit.</u></p> <p><u>While there is no direct correlation between the significance of effect in EIA terms and the degree of harm referenced in national planning policy, it is acknowledged that those assets which are identified as experiencing a significant adverse effect are more likely to experience</u></p>	<p><u>Although the NPPF is mentioned in the reports, at no point is there is an assessment in NPPF terms (e.g. no harm, less than substantial harm, substantial harm, etc).</u></p> <p><u>NHDC agreed that the Cultural Heritage Gazetteer [APP-073] was to be updated (submitted at Deadline 4) to include the assessment of impact and assessment of harm.</u></p> <p><u>NHDC have agreed with the Applicant's position at topic specific meeting held 13 September 2023. NHDC have confirmed agreement of the updated gazetteer via email on 20 November 2023.</u></p>	<p><u>Agreed at topic specific meeting 13.09.2023</u></p> <p><u>Updated gazetteer agreed via email 20.11.2023</u></p>	<p><u>Agreed</u></p>

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		<p><u>substantial harm. Appendix D of the Planning Statement [TR020001/APP/7.01], therefore, only provides further assessment of those heritage assets where significant effects have been identified in order to understand where on the harm spectrum this impact falls.</u></p> <p><u>Further to the statement of harm in the Planning Statement, the Applicant agreed with the Archaeologist for HCC on behalf of NHDC that the Cultural Heritage Gazetteer [APP-073] would be updated and submitted at Deadline 4 to include the assessment of impact and assessment of harm. The Gazetteer was updated and submitted at Deadline 4 [APP-073].</u></p>			
<p><u>NHDC120</u> <u>197</u></p>	<p><u>Roman building (HER ref. 7358)</u></p>	<p><u>The Applicant considers the results of the impact assessment to be accurate and robust. The results of the aArchaeological Trail Trench Evaluation [REP4-022] confirmed that the possible Roman building (HER ref. 7358) is not located in the area of the proposed access road</u></p>	<p><u>The ES Chapter has not sufficiently established whether the possible Roman building (HER ref. 7358) is present within the Proposed Development Site or not, and the potential adverse environmental effect is unreported. The Applicant should establish with greater certainty</u></p>	<p><u>Agreed at topic specific meeting 03.08.2023</u></p>	<p><u>Agreed</u></p>

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		<p><u>and fuel pipeline connection. The impact assessment is based on this evidence and states correctly that there would not be an impact to the asset arising from development in this part of the Application Site. The CHMP [REP8-015] has been updated to clarify the extent of potential impact as agreed with the Archaeologist for HCC.</u></p> <p><u>The CHMP [REP8-015] sets out measures for further archaeological investigation and mitigation and has also been updated, at the request of the Archaeologist for HCC on behalf of NHDC, to include provision for preservation in situ, where this option is feasible and warranted, and has been agreed with the Archaeologist for HCC.</u></p>	<p><u>whether the asset is within the site or not. The Applicant should carry out further trial trench evaluation in the eastern part of phase 2 area 4.</u></p> <p><u>NHDC have agreed that the CHMP [REP8-015] will be updated (submitted at Deadline 4) to include the extent of potential impact, and the agreed further archaeological investigation and mitigation strategies.</u></p> <p><u>NHDC have confirmed agreement of the updated CHMP via email on 27 October 2023 [REP8-015].</u></p>	<p><u>Updated CHMP agreed via email on 27.10.2023</u></p>	
<p><u>NHDC121018</u></p>	<p><u>Construction phase impacts on possible buried remains associated with Winch Hill Farm</u></p>	<p><u>The Applicant considers the results of the impact assessment to be accurate and robust.</u></p> <p><u>Winch Hill Farmhouse and foundations were demolished following listed building consent by North Hertfordshire District Council</u></p>	<p><u>The ES Chapter has not reported the potential adverse environmental effect arising from construction phase impacts on possible buried remains associated with Winch Hill Farm, a 17th century farmstead with medieval origins (HER 11016).</u></p>	<p><u>Agreed at topic specific meeting 03.08.2023</u></p>	<p><u>Agreed</u></p>

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		<p><u>(18/03263/LBC) on 8 March 2019. Sub-surface remains associated with the farmhouse are unlikely to be present and section 4.2 of the ES [AS-077] confirms that the asset is not included in the impact assessment.</u></p> <p><u>In the unlikely event that remains associated with the medieval farmstead are present, they are likely to have been disturbed and their value impacted by the later farmhouse and trees that occupy the site. As such, any remains would likely be of low or very low heritage value and significant effects from the Proposed Development are not anticipated.</u></p> <p><u>Should unexpected archaeological remains be present, the CHMP [REP8-015] includes a process for ensuring that any remains would be protected until the local planning archaeologist has confirmed their value and whether they warrant further investigation.</u></p>	<p><u>NHDC have agreed the Applicant's position at topic specific meeting held 3 August 2023.</u></p>		

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<p><u>NHDC1221-19</u></p>	<p><u>Possible previously unrecorded archaeological remains</u></p>	<p><u>The Applicant considers the results of the impact assessment to be accurate and robust. The ES includes the assessment of heritage assets as identified through extensive baseline research and through ongoing consultation with heritage stakeholders. The evidence from the archaeological evaluation carried out to date ([REP4-019] and [REP4-022]) suggests potential for impacts to previously unrecorded archaeological remains is low.</u></p> <p><u>The CHMP [REP8-015] acknowledges that additional trial trench evaluation may identify previously unrecorded archaeological remains that may be impacted by the Proposed Development. These impacts may result in significant effects to buried archaeological remains and therefore a process for mitigating these effects is set out in the CHMP and will be carried out in accordance with a SSWSI agreed with the Archaeological Advisor for HCC on behalf of NHDC.</u></p>	<p><u>The ES Chapter has not reported on the environmental effects of the Proposed Development in respect of the potential for possible, previously unrecorded archaeological remains dating from the prehistoric period onwards. In the unevaluated areas of the Proposed Development Site these could be significant. The impact on such possible, previously unrecorded archaeological remains needs to be assessed in the ES chapter and where impacts are identified, a suitable mitigation strategy put in place.</u></p> <p><u>NHDC have agreed the Applicant's position at topic specific meeting held 3 August 2023.</u></p>	<p><u>Agreed at topic specific meeting 03.08.2023</u></p>	<p><u>Agreed</u></p>

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<u>NHDC123</u> <u>20</u>	<u>Further evaluation of the Proposed Development Site</u>	<u>The Applicant considers that the requirement for further evaluation in some parts of the Site is clearly detailed in section 10.10 of the ES [AS-077] and is also set out and illustrated in the CHMP [REP8-015] which has been agreed with the Archaeologist for HCC on behalf of NHDC.</u>	<u>The ES should clarify that part of the Application Site has not yet been evaluated and state this as a clear limitation.</u> <u>HCC on behalf of NHDC have agreed with the Applicant's position at topic specific meeting held 3 August 2023.</u>	<u>Agreed at topic specific meeting</u> <u>03.08.2023</u>	<u>Agreed</u>
<u>NHDC124</u> <u>31</u>	<u>Scope of impacts related to cultural heritage</u>	<u>The Applicant considers that Chapter 10 Cultural of the ES [AS-077] comprises a robust assessment of the likely impacts to cultural heritage assets, including archaeology.</u> <u>The impacts on heritage assets arising from the construction of the Proposed Development are detailed in Chapter 10 Cultural Heritage of the ES [AS-077].</u> <u>For clarity, the CHMP [REP8-015] was updated and submitted at Deadline 4 to include a description of those areas within the Order Limits where no physical impact from construction is anticipated.</u>	<u>The ES should provide information on the nature of the development proposals that might have an archaeological impact.</u> <u>NHDCHGG agreed that the CHMP [REP8-015] was to be updated (submitted at Deadline 4) to include the extent of potential impact, and the agreed further archaeological investigation and mitigation strategies.</u> <u>NHDCHGG have confirmed agreement of the updated CHMP via email on 27 October 2023.</u>	<u>Agreed at topic specific meeting</u> <u>03.08.2023</u> <u>Updated CHMP agreed via email on</u> <u>27.10.2023.</u>	<u>Agreed</u>

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<p><u>NHDC125</u> <u>42</u></p>	<p><u>Setting distance</u></p>	<p><u>In Appendix 10.2 Cultural Heritage Gazetteer [APP-073], the Applicant has set out rationale for those assets scoped in / out of assessment. Where some assets were scoped out, the gazetteer specified that this was where the 'setting does not extend into the site'. The Applicant explained during topic specific meeting held 13.09.2023 that this has been interpreted incorrectly and does not refer to a fixed spatial extent for setting. The Applicant agreed to update the terminology for clarity and the updated Gazetteer [REP4-018] was submitted at Deadline 4.</u></p>	<p><u>In Appendix 10.2 Cultural Heritage Gazetteer (Tracked Change Version) [REP4-018] of the ES Chapter 10 Cultural Heritage Revision 1 [AS-077], the text has been updated around fixed distance for setting and NHDCHCC are satisfied this issue is resolved.</u></p>	<p><u>Discussed at topic specific meeting held 13.09.2023:</u></p> <p><u>Updated Gazetteer agreed:</u></p>	<p><u>Agreed.</u></p>
<p><u>NHDC126</u> <u>53</u></p>	<p><u>Quietness and setting</u></p>	<p><u>The Applicant's methodology for assessing impacts through changes to the setting as a result of noise, is in line with current guidance and best practice and was agreed with statutory consultees including Historic England. The Applicant has considered impacts from all aspects of potential noise, as set out in Chapter 16 Noise and Vibration of the ES [REP9-011]. This includes</u></p>	<p><u>The issue of quietness and overall assessment of effect in relation to the setting of St Paul's Walden Bury Registered Park and Garden needs to be re-assessed.</u></p> <p><u>The example of St Paul's Walden Bury highlights the potential need for further assessment on current levels of aircraft noise emanating out from the current</u></p>	<p><u>Confirmation of disagreement received on 24.10.24:</u></p>	<p><u>Not Agreed</u></p>

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		<p><u>the increased frequency of aviation noise which forms part of the operational phase. This has been applied to all heritage assets and where a potential impact as a result of noise has been identified, this is identified in the ES.</u></p>	<p><u>airport along its existing routes at designated intervals to gain an existing benchmark. Then predictive modelling could be employed to calculate this increase at the same points. The data could then be set against national noise levels (tangible measurement) and more importantly against existing and increased noise impacts and the potential for impacts to designated and non-designated heritage assets, through changes to setting. This second measurement should also include engagement with stakeholders that may be affected.</u></p>		
<p><u>Water Resources and Flood Risk</u></p>					
<p>NHDC127 <u>6411564</u></p>	<p>Drainage design for the airport and off-site highways</p>	<p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p>	<p>NHDC accepts that the detailed design of drainage systems will be secured by Requirement 132 in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP7-003REP5-003] to include consultation and</p>	<p><u>Confirmation of agreement received via email on 28.09.2020A</u> <u>greed via</u></p>	<p>Agreed</p>

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		<p>The Design Principles [REP9-030 TR020001/APP/7.09REP7-034 REP5-034] sets out in section 5 the design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP7-003REP5-003].</p> <p>Schedule 2 of the Draft DCO [TR020001/APP/2.01REP7-003REP5-003] also notes at Requirement 12, sub-paragraph (1) that 'no No part of the authorised development is to commence until for that part written details of the surface and foul water drainage plan, including means of pollution control and monitoring have been submitted and approved in writing by the relevant planning authority <u>following consultation with the Environment Agency, the lead local flood authority and the relevant water and sewerage undertakers, on matters related to its functions.</u>' and at sub-paragraph (2) that 'the details submitted under sub-paragraph (1) must be in accordance with the</p>	<p>agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water regarding the discharge of foul water and polluted surface water to the public sewerage system if, during detailed design, infiltration to ground should prove unfeasible or pose unacceptable risk. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO Rrequirements.</p>	<p>email 28.09.2020233</p>	

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		<p>drainage principles set out in the design principles.</p>			
<p><u>NHDC11N</u> <u>HDC12875</u> <u>2675</u></p>	<p>Water <u>Use/Supply balance</u></p>	<p>-The Design Principles [REP9-030 TR020001/APP/7.09 REP7-034 REP5-034] sets out in section 5 the design principles to be followed at the detailed design stage. This is secured by Requirements 5 and 12 in Schedule 2 of the Draft DCO [TR020001/APP/2.01 REP7-003 REP5-003].</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the 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>	<p>NHDC has no further comment on this matter.</p>	<p><u>Confirmation of agreement received via email on 28.09.2023</u> <u>Agreed via email 28.09.2023</u></p>	<p>Agreed</p>

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<p><u>NHDC11N</u> <u>HDC12986</u> <u>3786</u></p>	<p>Hydrogeological Characterisation Report</p>	<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 TR020001/APP/7.09REP7-034REP5-034] sets out in section 5 the design principles to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [-TR020001/APP/2.01REP7-003REP5-003]). This includes items DDS.19 and DDS.207 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</i></p>	<p>NHDC accepts that the detailed design of drainage systems will be secured by Requirement 132 in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP7-003REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water regarding the discharge of foul water and polluted surface water to the public sewerage system if, during detailed design, infiltration to ground should prove unfeasible or pose unacceptable risk. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO requirements.</p>	<p><u>Confirmation of agreement received via email on 28.09.2020. Agreed via email 28.09.2023</u> <u>@</u></p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><i>underground structures' and 'The drainage design is to consider the impacts of groundwater mounding, to ensure that the infiltration tanks do not result in groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [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. DDS.5748 of the Drainage Design Statement <u>Design Principles [REP9-030TR020001/APP/7.09]</u> –notes that <u>'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, are non-polluting, and chemically compatible with the aquifer. This is due to the underlying</u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><i>chalk being a Principal Aquifer and the infiltration tanks being proposed within a SPZ3.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>			
<p><u>NHDC11N</u> <u>HDC13029</u> <u>74897</u></p>	<p>Flood Risk Assessment</p>	<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>NHDC accepts that the detailed design of drainage systems will be secured by Requirement 132 in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP7-003REP5-003] to include consultation and agreement with the relevant authorities. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO requirements.</p>	<p><u>Confirmation of agreement received via email on 28.09.2023.Agreed via email 28.09.2023</u></p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p>Pluvial flood risks have been identified as a potential flood risk for the Proposed Development. The Design Principles [REP9-030 TR020001/APP/7.09REP7-034REP5-034] sets out in section 5 the design principles to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [-TR020001/APP/2.01REP7-003REP5-003]). Design principle DDS.24-26 notes that <i>'the detailed design of all drainage attenuation systems shall be designed for a 1 in 100 year storm period plus an increase of 40% in capacity for climate change'</i>.</p>			
Climate Change <u>and GHGs</u>					
NHDC119 2018	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]. The Applicant outlined definitions of</p>	<p>NHDC agree with the levels and definitions of likelihood and severity (consequence) which have been amended since the 2022 PEIR, in line with LLAOL's Climate Change</p>	<p>Climate Change and GHG working group meeting #4, 12.10.22.</p>	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		likelihood and severity, in relation to Climate Change.	Adaptation Report published after completion of the PEIR.		
<u>NHDC131</u> <u>0</u>	<u>Potential underestimate of GHG emissions from aviation</u>	<p><u>It remains the position of the Applicant that only the emissions from departing flights are presented as part of the GHG assessment for the Proposed Development. Such an approach avoids the possibility of double counting emissions from aircraft movements departing from other airports, and is consistent with established practice by other airports.</u></p> <p><u>It is also consistent with the approach taken by the UK Government when reporting emissions under the UN Framework Convention on Climate Change; the UK's 'fair share' is deemed to be 50% of the total emissions for all arriving and departing flights, so for ease of accounting, the UK reports emissions from departing flights only to avoid double counting.</u></p> <p><u>Statutory advice from the Committee on Climate Change on the inclusion of international aviation and shipping in UK carbon budgets also recommends that an accounting</u></p>	<p><u>Potential underestimate of GHG emissions from aviation. The Applicant has currently concluded that the Proposed Development will increase carbon emissions by approximately 5,835,293 tonnes CO2e. Clarity is required on the compatibility of the GHG emissions accounting approach used in Chapter 12 – Greenhouse Gas Emissions of the ES [REP3-007]. The GHG emissions accounting approach that has been take only accounts for one way aviation trips above 3000 feet, which is not considered to be in line with Institute of Environmental Management & Assessment (IEMA) GHG guidance.</u></p> <p><u>For instance, Section 5.2 of the IEMA Guidance states: “The assessment should seek to quantify the difference in GHG emissions between the proposed project and the baseline scenario (the alternative project / solution in place of the proposed project). Assessment results should</u></p>	<u>Not Agreed and is included in PADSS</u>	<u>Not Agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>approach based on departing flights only be adopted, since measuring emissions from both departing and arriving flights would double-count emissions.</u></p>	<p><u>reflect the difference in whole life net GHG emissions between the two options". Only accounting for emissions from one-way flights above 3000ft does not account for whole life net GHG emissions arising from the Proposed Development.</u></p>		
<p><u>NHDC132</u> <u>1028159</u></p>	<p><u>GHG: determination of significance within the ES</u></p>	<p><u>The Chapter 12 GHG of the ES [REP3-007] presents the GHG assessment of the Proposed Development, prepared according to best practice and based on the most reliable information available at the time. It is for the Examining Authority and Secretary of State to determine the balance of benefits against environmental harms. The ES demonstrates how the Proposed Development will decarbonise in line with the Government's Net Zero Strategy. Jet Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and CORSIA, both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's</u></p>	<p><u>Potential reassessment of significance required. Clarity is required on the determination of a Minor Adverse effect rather than Moderate Adverse, despite it being predicted by the Applicant to increase carbon emissions by approximately 5,000,000 tonnes CO2e. This assessment is not in line with the latest IEMA GHG best practice guidance and given the predicted magnitude of carbon emission increase resulting from the Proposed Development.</u></p> <p><u>For instance, in Section 6.3 of the IEMA guidance, for an effect to be Minor Adverse (not significant), the project must be "doing enough to align with and contribute to the relevant transition scenario, keeping the UK on track towards net zero by</u></p>	<p><u>Not agreed and is included in the PADSS:</u></p>	<p><u>Not agreed:</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		<p><u>Transport Decarbonisation Plan. As such the Applicant does not believe that the application for development consent is flawed nor incompatible with Government climate policy</u></p>	<p><u>2050 with at least a 78% reduction by 2035 and thereby potentially avoiding significant adverse effects”.</u></p>		
<p><u>NHDC133</u> <u>212962018</u></p>	<p><u>GCG Thresholds and Limits - GHG</u></p>	<p><u>Scope 3 GHG emissions are by definition outside of the airport operator’s control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [REP5-TR020001/APP/7.08022] REP7-020 they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</u></p> <p><u>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant’s broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</u></p>	<p><u>NHDC supports the Applicant’s approach to incorporating Scope 3 emissions as a net Limit in the GCG Framework [TR020001/APP/7.08] and aligning this Limit with Government targets pursued through the Jet Zero Strategy. NHDC to confirm position, noting queries raised through response to draft application documents in October 2022.</u></p> <p><u>The limits and thresholds for Phase 2b operational emissions have been increased by approximately 20%, as per Table 5.1 of 7.08 GCG Framework [REP7-030] and Table 3.7 of 7.07 GCG Explanatory Note [REP7-018]. The following Phase 2b operational scope 1 and 2 emissions increases have been proposed:</u></p> <p><u>— Scope 1 and 2 emissions limit increase from 236 to 280 tCO2e/year;</u></p>	<p><u>Confirmation of agreement received via email on 08.02.2024. Confirmed via email on 08.02.2024. Please refer to examination submission response REP8-055 and REP8-056 Confirmation of agreement received via email on 23.01.2024 to be confirmed at</u></p>	<p><u>A Net agreed Agreement Position not confirmed by NHDC ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<p>— Scope 1 and 2 emissions Level 2 Threshold increase from 224 to 266 tCO2e/year;</p> <p>— Scope 1 and 2 Level 1 Threshold increase from 212 to 252 tCO2e/year.</p>	<p>topic specific meeting</p>	
<p><u>NHDC113</u> <u>432072129</u></p>	<p><u>GCG Thresholds and Limits - GHG</u></p>	<p><u>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [TR020001/APP/7.08REP5-022 REP7-020] as the Government has confirmed its position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy.</u></p>	<p><u>NHDC recognise that the GCG framework excludes aviation emissions, and that the aviation emissions impact from the proposed development is covered within Chapter 12 of the ES</u></p>	<p><u>Confirmed via email on 06.02.2024</u></p>	<p><u>Agreed</u></p>
<p>Cumulative Effects</p>					
<p><u>NHDC113</u> <u>543282341</u> <u>9</u></p>	<p>Cumulative effects search area</p>	<p>The Applicant has used the search area of 500m with regards to the criteria and relevant applications and</p>	<p>NHDC have no objections to the search area of 500m with regards to the criteria and relevant applications</p>	<p>2022 Preliminary Environmental</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		allocations to be accounted for in the cumulative effects assessment.	and allocations to be accounted for in the cumulative effects assessment.	Information Report and Table 21.6 of Chapter 21 of the Environmental Statement S [TR020001/APP/5.01AS-032]	
	Economics and Employment				
NHDC113 <u>654292450</u>	Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development	The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the Need Case [AS-125] and the Environmental Statement 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	NHDC agrees with the methodology for assessing the effects on Economics and Employment from the construction and operation of the proposed development and that the benefits would make an important material contribution to levelling up in Luton.	Agreed at the Economics and Employment TWG meeting on 19.03. March 2019	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
		significantly to 'levelling up' in Luton and regeneration of the Borough.			
<u>NHDC137</u> <u>65320564</u>	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><u>NHDC agree that there will be wider economic benefits derived from indirect and induced job impacts that will arise from the increase in both projected passenger and freight traffic.- It is appreciated that the approach used to calculate the level of impact is based upon accepted economic modelling techniques.- Logic sense-checks undertaken generally suggest the estimates of impact appear to be of the right order. However, it is also understood that the delivery of these wider economic impacts will depend upon how closely the assumptions that have been made around projected traffic growth, and the relationships between traffic growth and sub-sector employment growth hold over time.</u></p> <p><u>NHDC agree that there will be wider economic benefits, but concerns remain in relation to the timing of delivery and the value to the surrounding areas.</u></p>	Agreed via email on 05.12.2023 Agreed via email on 05.12.2023	Agreed

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
			<p>NHHDC agree that there will be wider economic benefits, but concerns remain in relation to the timing of delivery and the value to the surrounding areas, NHDC recognises the importance of the direct and indirect employment and socio-economic benefit to the local and regional economy that the proposed expansion will bring.</p> <p>NHDC considers that the socio-economic impact of the proposed development upon Luton as well as the sub-regional impact is wholly positive. The Airport is a vital asset in the region with the Enterprise Zone built around it, and the aviation sector is a key area for growth and recovery post the Covid 19 Pandemic, with the growth of the Airport being a central pillar to the Council's Strategic Vision. LBC's view on the wider economic benefits sought.</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
NHDC138 <u>76421672</u>	Scoping out of the assessment on the impact of the Proposed Development on tourism deficit	The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.	NHDC 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

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

ID ref	Matter	The Applicant's position	North Hertfordshire District Council's position	Source of agreement	Status
	<u>FLIGHTPATHS</u>				
	FLIGHTPATHS				
	Use of flightpaths in assessments				

<p><u>NHDC12283</u></p>	<p><u>Position on the use of existing flightpaths in assessments</u></p> <p>The Applicant considers that it was reasonable to base the assessment of the noise effects of the Proposed Development on the existing flightpaths pending any decisions regarding future changes to these flightpaths as part of the Government's Airspace Modernisation Strategy, as set out in Flightpath to the Future.</p> <p>NHDC are content on the use of existing flightpaths in noise assessments.</p> <p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p> <p>Agreed</p>				
<p><u>Use of flightpaths in assessments</u></p>					
<p><u>NHDC139875</u></p>	<p><u>Position on the use of existing flightpaths in assessments</u></p>	<p><u>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.</u></p>	<p><u>NHDC are content on the use of existing flightpaths in noise assessments.</u></p>	<p><u>Meeting with Suono on behalf of Host Authorities 21.11.2023</u></p>	<p><u>Agreed</u></p>

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

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council position	Source of agreement	Status
GREEN CONTROLLED GROWTH					
Green Controlled Growth Framework					
<p>NHDC12 NHDC140 <u>39863894</u></p>	<p>Principle of GCG</p>	<p>The Applicant considers that the Green Controlled Growth GCG Framework [TR020001/APP7.08REP5-022] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits.</p>	<p>The principle of the Green Controlled Growth GCG 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.</p>	<p>Host Authority Response to Second Statutory Consultation prepared by Vincent + Goring, 04.04.2022</p>	<p>Agreed</p>
Thresholds and Limits					
<p>NHDC141 <u>03974930</u> 25</p>	<p>GCG Thresholds and Limits</p>	<p>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/7.08REP5-022 REP7-020], and the processes</p>	<p><u>HGNHDC 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 [REP5-022 TR020001/APP/7.08REP7-020] and the processes associated with these</u></p>	<p><u>HA SoCGs – GCG Meeting, 10.01.2024</u> to be confirmed at topic specific meeting</p>	<p><u>Agreed</u> ong oing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact.</p>	<p>Thresholds and Limits. NHDC's position is that discussions on processes relating to Thresholds and Limits (noting comments raised in relation to timings) are still ongoing and subject to further discussions.</p>		
<p>NHDC142 <u>10385301</u> 26</p>	<p>GCG Thresholds and Limits</p>	<p>The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [REP5-022 TR020001/APP/7.08REP7-020] with the Faster Growth sensitivity test (with the exception of Air Quality, see row XXX) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</p>	<p>NHDC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case. NHDC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case.</p>	<p><u>Confirmation of disagreement received via email on 19.01.2024</u> E-mail received September 2023</p>	<p><u>Not Agreed</u> Position not confirmed by NHDC <u>Ongoing</u></p>
	<p><u>GCG Thresholds and Limits - GHG</u></p>				

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
NHDC127	GCG Thresholds and Limits—Air Quality	<p>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP5-022], the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within scope of GCG. As GCG Limits will be aligned to UK Air Quality Objective Levels, it is very unlikely to be the case that the airport is solely responsible for the limit being exceeded (although, if this were to be the case, it is acknowledged that the airport would be solely responsible for mitigating this impact). Instead, it is likely that the airport will be responsible for a proportion of emissions at a given location but that the majority would be from unrelated sources. In that scenario, the Applicant believe it is unreasonable for growth to be constrained at the airport provided that it has made a proportional contribution (relative to its level of impact) to mitigating the identified impacts.</p>	<p>NHDC still have ongoing issues position on this approach, noting queries raised through response to draft application documents in October 2022.</p> <p>Comments made through relevant representations, including Deadline 5 Submission—Comments on any further information/submissions received by Deadline 4 [REP5-068], on appropriateness of use of annual average concentrations, and appropriateness of proposed monitoring approach in this context.</p> <p>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) [AS-057] around interim 2028 PM2.5 limit.</p> <p>Discussions are ongoing. The Applicant is preparing a technical note with regard to short term monitoring threshold and boundary monitoring to be received by Deadline 6. HCC will continue to engage with the Applicant on this through the SoCG process.</p>	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
NHDC128	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 [REP5-022] 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>	NHDC to confirm position, noting queries raised through response to draft application for development consent in October 2022.	To be confirmed at topic specific meeting	Ongoing
NHDC129	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 (CCD) phases) from the scope of the GCG Framework [REP5-022] as the Government has confirmed its</p>	NHDC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.	To be confirmed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy.</p>			
<p>NHDC124 32139312 0</p>	<p>GCG Thresholds and Limits – Surface Access</p>	<p>The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [TR020001/APP/7.08APP-218REP5-022-REP7-020], with Limits aligned with the mode share assumptions that underpin the <u>Transport Assessment and Environmental Impact Assessment</u>, is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets to be set through the Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-045].</p>	<p><u>The GCG mode-share targets are not related to outcomes that matter: decarbonisation, air quality, public health and safety and road congestion, the GCG targets for transport would potentially tolerate a large increase in car trips to/from the airport through Hertfordshire, and associated worsening of congestion if this was offset by a shift to sustainable modes by other routes.</u></p> <p><u>The Applicant has provided additional information about the other mechanisms for managing mode share at a local level through the FTP and TRIMMA to address more local level concerns in Hertfordshire.</u></p> <p>The GCG mode-share targets are not related to outcomes that matter: decarbonisation, air quality, public health and safety and road congestion, the GCG targets for</p>	<p><u>Confirmation of agreement received via email on 19.01.2024. To be confirmed at topic specific meeting</u></p>	<p><u>Agreed Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<p>transport would potentially tolerate a large increase in car trips to/from the airport through Hertfordshire, and associated worsening of congestion if this was offset by a shift to sustainable modes by other routes.</p> <p>The Applicant has provided additional information about the other mechanisms for managing mode share at a local level through the FTP and TRIMMA to address more local level concerns in Hertfordshire.</p>		
<p>NHDC124 <u>43203231</u></p>	<p>GCG Thresholds and Limits - Review</p>	<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 [REP5-022 TR020001/APP/7.08REP9-022REP7-020], on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental StatementES.</p>	<p><u>The Applicant committed to updated drafting on the 17 January 2024 to include an explicit requirement to ensure "current" best practice is considered as part of reviews of Monitoring Plans.</u> NHDC to confirm position, noting provisional support for this position expressed in response to draft application in October 2022.</p> <p><u>NHDC now consider this matter agreed following the amendments made at Deadline 10 to REP10-025.</u></p>	<p><u>HA SoCGs – GCG Meeting on; 10.01.2024</u> to be confirmed at topic specific meeting</p>	<p><u>Agreed</u> Ongoing</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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 [TR020001/APP/7.08REP9-022] and GCG Explanatory Note [REP9-020] at Deadline 9.</u></p>			
<p><u>NHDC124</u> <u>5431334</u> <u>XXX</u></p>	<p><u>GCG Thresholds and Limits – Sanctions for continued breaches</u></p>	<p><u>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 prolonged exceedance of a Limit in the Applicant's Position Statement on Financial Penalties [REP9-058] 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:</u></p> <p><u>a. _____ are unnecessary and wholly unjustified in light of the robust and comprehensive GCG Framework the Applicant has put forward;</u></p>	<p><u>NHDC is concerned that the only requirement in GCG if Mitigation Plan fails is to produce new Mitigation Plan.</u></p> <p><u>NHDC propose that there should be financial sanctions imposed alongside the requirement to produce a new Mitigation Plan.</u></p> <p><u>NHDC are willing to discuss the level and structure of the proposed financial penalties with the Applicant.</u></p>	<p><u>Confirmation of agreement received via email on 01.02.2024.</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>b. are inappropriate given the existing enforcement mechanism endorsed by Parliament in the context of breaches of the DCO;</u></p> <p><u>c. do not meet the planning policy tests;</u></p> <p><u>d. do not meet the specific tests which are relevant to the imposition of conditions;</u></p> <p><u>e. are being proposed without a clear legal basis;</u></p> <p><u>f. are unprecedented;</u></p> <p><u>g. are being sought to be justified by reference to precedents which are wholly irrelevant;</u></p> <p><u>h. assume a function for the Department for Transport which it has hitherto not accepted or been consulted upon; and</u></p> <p><u>i. are not appropriate in the context of a single decision on a DCO application</u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>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 within Limits and to address breaches as soon as possible.</u></p>			
		Monitoring and Reporting			
<p>NHDC124 <u>65429345</u> 2</p>	<p>Transition Period</p>	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth <u>GCG</u> process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p>	<p><u>NHDC 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).</u></p>	<p><u>Confirmation of agreement received via email on 01.02.2024. To be confirmed at topic specific meeting</u></p>	<p><u>Agreed</u> <u>-Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>It is proposed that the transition period will apply for air quality, greenhouse gases and surface access last for the remainder of the calendar year in which notice under Article 44(1) of the Draft Development Consent Order [TR020001/APP/2.01REP5-003] is served. The GCG process for these environmental topics will apply in full from 1 January following the service of notice under Article 44(1) to allow monitoring to be carried out over a full calendar year for these topics.</p> <p>No transition period will apply for noise.</p> <p><u>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 Host 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</u></p>	<p>NHDC to confirm its position on proposed Transition Period.</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>ahead of serving notice under Article 44(1).</u></p> <p><u>This amendment has been incorporated in the ES - Appendix 7.5 Outline Operational Air Quality Plan [REP9-013TR020001/APP/5.02] submitted at <u>Deadline 9.</u></u></p>			
<p><u>NHDC147</u> <u>65330563</u></p>	<p>GCG Monitoring and Reporting - Timings</p>	<p>The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with international guidance and national legislation on how growth at airports is managed through the Slot Allocation Process.</p> <p>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP5-024] submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan)</p>	<p><u>A period of 28 days has been agreed with the Applicant for the ESG to consider a draft and approve a final Level 2 Plan or Mitigation Plan. The ESG Terms of Reference submitted by the Applicant at <u>Deadline 7 [REP7-022]</u> reflect this.</u></p> <p>NHDC have concerns with the adequacy of the Green Controlled Growth mechanism and their concerns with the timescales related to it.</p> <p>Given the need to assemble the representatives of the ESG, consider what may be quite considerable submissions and take the necessary technical advice 21 days is too short a determination period. It is</p>	<p><u>Confirmation of agreement received via email on 19.01.2024</u> <u>GB</u> <u>Response to ExA Written Questions</u></p>	<p><u>Agreed</u> ong</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current proposal as this would result in the Green Controlled Growth (GCG) timescales extending beyond the September deadline for the airport to declare its capacity for the following summer season and would therefore not be workable.</p>	<p>suggested that a period of 8 weeks would be appropriate.</p>		
<p><u>Environmental Scrutiny Group and Technical Panels</u></p>					

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
<p>NHDC148 <u>76431674</u></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 [REP7-022REP5-024] are those that are likely to experience impacts across the various environmental topics in scope of GCG. Where a local authority is only forecast to be impacted in a single area, the Applicant believes it is more appropriate for them to be offered a role on the relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [REP7-024REP5-026].</p>	<p>Local authority involvement is likely to be required from beyond the Host Authorities to other authorities that are impacted by the airport operations. NHDC is aligned with Dacorum Borough Council in its desire to be included as part of the ESG and therefore disagrees with the extent of host authorities nominated by the Applicant to be part of the ESG.</p>	<p><u>Confirmation of disagreement received via email on 23.01.2024</u> <u>H A SoCGs – GCG Meeting 10.2 023</u></p>	<p>Not <u>a</u>Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
<p><u>NHDC13</u> <u>NHDC149</u> <u>8752785</u></p>	<p>ESG Membership</p>	<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 [REP7-022REP5-024] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p>	<p><u>NHDC 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. NHDC to confirm its position on proposed independent members of the ESG.</u></p>	<p><u>HA SoCGs – GCG Meeting, 9.11.2023 To be confirmed at topic specific meeting</u></p>	<p><u>Agreed Ongoing</u></p>
<p><u>NHDC13</u> <u>NHDC150</u> <u>49863896</u></p>	<p>ESG membership</p>	<p>A key principle of the GCG Framework [REP5-TR020001/APP/7.08022 REP7-020] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development. According to this principle, the Applicant considers that local authority representatives on ESG should be planning professionals, who will have the relevant experience of considering reports from technical</p>	<p><u>NHDC 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 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</u></p>	<p><u>To be confirmed at topic specific meeting</u></p>	<p><u>Not agreed Ongoing</u></p>

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council position	Source of agreement	Status
		<p>specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure <u>and</u> that any decisions made by the ESG are made on an impartial, apolitical basis.</p> <p><u>In response to concerns raised by LBC and the ExA regarding, the Applicant has made amendments to the GCG Explanatory Note [TR020001/APP/7.07] and GCG 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.</u></p> <p><u>The Applicant considers it entirely appropriate that the chair of the ESG should be able to decide upon</u></p>	<p><u>suitably qualified person should rest with the Council and not the Chair of the ESG and do not agree that only “suitably qualified senior planning professionals” are to be allowed as substitutes.</u></p> <p><u>NHDC 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. The Host Authorities wish to participate in the ESG but it is unclear why/whether it should have to be a planning officer from planning departments, it should be for the local authorities to determine an appropriate representative.</u></p>		

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		<p><u>matters of competence in this context, and that an independent chair will be capable of making an objective determination of whether an individual meets this requirement.</u></p>			
<p><u>NHDC151</u> <u>04974940</u> <u>XXX</u></p>	<p><u>Environmental Scrutiny Group (ESG) - Quorum</u></p>	<p><u>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 is proposing to amend the drafting of the Draft ESG Terms of Reference [REP7-022] to:</u></p> <p><u>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.</u></p> <p><u>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven</u></p>	<p><u>NHDC welcome the amendments made at Deadline 9 in relation to quorum.</u></p>	<p><u>Confirmation of agreement received via email on 01.02.2024.</u></p>	<p><u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>days with a reduced quorate requirement.</u></p> <p><u>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</u></p>			
<p><u>NHDC135</u> <u>21048540</u> <u>1XXX</u></p>	<p><u>Technical Panel - Quorum</u></p>	<p><u>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 Draft Technical Panels Terms of Reference [REP7-024] to:</u></p> <p><u>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.</u></p>	<p><u>NHDC welcome the amendments made at deadline 9 in relation to quorum.</u></p>	<p><u>Confirmation of agreement received via email on 01.02.2024.</u></p>	<p><u>Agreed</u> Not Agreed</p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</u></p>			
<p>NHDC153 <u>21494123</u> 7</p>	<p>ESG - Funding</p>	<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 sit on each Technical Panel. This is to ensure that the other organisations (including NHDC) can draw upon the advice of this expert, and do not need to procure independent advice separately.</p>	<p>The airport operator should fund reasonable officer or consultant costs, which should include funding local authorities to employ suitably qualified consultants if they do not have the in-house expertise. <u>NHDC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</u></p> <p><u>NHDC 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</u></p>	<p><u>Confirmation of agreement received via email on 01.02.2024.</u> To be confirmed at topic specific meeting</p>	<p><u>Agreed subject to the completion of the section 106 agreement</u> <u>Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>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 <u>roles and</u> 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><u>17th January 2024 and to be secured through the S106 agreement.</u></p> <p><u>NHDC welcomes the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</u></p>		
<p><u>NHDC154</u> <u>3250423</u> <u>XXX</u></p>	<p><u>ESG - Establishment of ESG as a Corporate Entity</u></p>	<p><u>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 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,</u></p>	<p><u>NHDC considers that the Applicant's approach appears to place burdens on LPA officers that would otherwise not exist (e.g. were ESG to be simply an unincorporated group of the local authorities/other representatives), for no discernible benefit. The information provided by the Applicant response does not change the fundamental concerns that HCC has expressed previously, and little to no further detail has been provided as to how a Company</u></p>	<p><u>Confirmation of disagreement received on 19.01.2024.</u></p>	<p><u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>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.</u></p> <p><u>The implications for local authorities are therefore that the corporate entity (a company limited by guarantee) will secure 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).</u></p>	<p><u>Limited by Guarantee (CLG) might work in practice. In any event, this is something that can be further considered and worked through post-examination/decision.</u></p> <p><u>NHDC considers that the Applicant should remove the references to a CLG in the GCG documentation (e.g. the ESG Terms of Reference), as if such references remain in the documentation they have the potential to cause issues further down the line if the CLG model is not adopted.</u></p>		

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

ID ref	Matter	The Applicant’s position	North Hertfordshire District Council position	Source of agreement	Status
DESIGN					
<p><u>NHDCHG C155435</u> <u>145NHDC 1338</u></p>	<p><u>Design Principles and Design Code</u> <u>Design Principles and Design Code</u></p>	<p><u>The Applicant’s position is as set out in Applicant’s response to Deadline 4 Hearing Actions [REP4-070]. The Applicant has engaged with NHDCHG to discuss this position and how the Design Principles document can be refined as a live document.</u></p> <p><u>The Design Principles [REP9-030] has been issued at Deadline 9. This version includes additional principles in relation to MSCP P1, the fire training ground and drainage.</u></p> <p><u>The Design Principles [REP8-022] issued at Deadline 8 included additional wording in relation to Terminal 2 Luton DART station, a section on the</u></p>	<p><u>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [REP9-030TR020001/APP/7.09REP5-034].</u></p> <p><u>In responding to the Examining Authority and others’ concerns, documents [REP5-034] [REP5-035] and [REP5-043], along with the changes to Requirement 5 ‘Detailed design, phasing and implementation’ of the draft Development Consent Order introduced by [REP5-003, REP5-004] are considered to be a substantive step forward in relation to establishing a suitable design</u></p>	<p><u>Meeting on 05.01.2024 to be discussed in topic-specific meeting</u></p> <p><u>Agreed with the exception of the landscape design principle points raised in NHDC156</u></p>	<p><u>Agreed Ongoing</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>programme of works and the inclusion of a draft Terms of Reference for the Design review.</u></p> <p><u>The Applicant has added a number of additional design principles and a number of illustrative visualisations showing design intent for key buildings to Design Principles [REP7-034] at Deadline 7.</u></p> <p><u>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.</u></p> <p><u>The Applicant considers that a more prescriptive design code would not be appropriate as set out in</u></p>	<p><u>framework. Whilst the documentation as a whole could have provided a better sense of what the scheme would look like/work from a design perspective, the design principles are generally comparable in detail to those of other DCO proposals and they broadly cover the same kind of issues in much the same depth.</u></p> <p><u>Refer to NHDC Comments on Any Further Information / Submissions Received by Deadline 6 [REP76-085] in relation to ISH8 Agenda Item 10: Design; Paragraph 11.1.8, and Paragraph 11.1.17 Action Point 53. The authorities will continue to engage with the Applicant as necessary.</u></p> <p><u>Refer to the Hertfordshire Host Authorities NHDC Comments on Any Further Information / Submissions Received by Deadline 7 [REP8-055] where Hertfordshire Host Authorities Hertfordshire Host</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>[REP4-70] Issue Specific Hearing 6 Action 31.</u></p> <p>The Applicant's position is as set out in Deadline 4 Hearing Actions [REP4-070]. The Applicant has engaged with NHDC to discuss this position and how the Design Principles document can be refined as a live document. The Design Principles [REP4-003]. [REP7-034] [REP5-034] has been updated for issue at Deadline 5.</p> <p>The Applicant has added a number of additional design principles to Design Principles [REP4-003]. [REP7-034] [REP5-034] at Deadline 5 and will continue to engage on refining these throughout the examination process.</p> <p>The Applicant has responded to Issue Specific Hearing 6, Action 33: Principles of</p>	<p><u>Authorities are of the view that the revised Design Principles [REP7-034] will not secure 'good design' at detailed design stage. This is in relation to the landscape specific principles as discussed in NHDC1565.</u></p> <p>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [APP-225] [REP5-034]. Documents [REP5-034], [REP5-035] and [REP5-043] do not provide an indication of design intent relating to the built form. The Hertfordshire host authorities set</p>		

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		<p>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 [REP4-70] Issue Specific Hearing 6 Action 31.</p> <p>Since Deadline 4 the Applicant has undertaken further engagement with North Hertfordshire District Council with regard to its position on the need for a design review process for the proposed terminal, its plaza and the proposed hotel. The Applicant set out their position at ISH8 Item 10 - Design (refer to Applicant's Post Hearing Submission - Issue Specific Hearing 8 (ISH8) TR020001/APP/8.135)] and</p>	<p>out their concerns in relation to the Design Principles in their response [REP4-161] to ISH6-AP31. They have subsequently met with the applicant on two occasions. In responding to the Examining Authority and others' concerns, Documents [REP5-034] and [REP5-035], along with the changes to Requirement 5 'Detailed design, phasing and implementation' of the draft Development Consent Order introduced by REP4-003/[REP5-003, /REP54-004] are considered to be a substantive step forward in relation to establishing a suitable design framework. Whilst the documentation as a whole could have provided a better sense of what the scheme would look like/work from a design perspective, the design principles are generally comparable in detail to those of other DCO proposals and they broadly cover the same kind of issues in much the same depth. The authorities will continue</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p>acknowledges Action 53 from ISH8 to discuss this further.</p>	<p>to engage with the applicant as necessary.</p> <p>The Design intent relating to the area with 'country park' character is welcomed. However, massing, rooflines, colour — in broad terms — to indicate how they have and should respond to local character, context or setting. Similarly, how they have and should respond to existing landform on the site.</p> <p>The Design Principles, including Landscape-specific Design Principles should outline design intent in relation to building height, massing, colour and similar to ensure that site context, character and setting has already been appropriately responded to. Such design intent is not yet clearly outlined in Documents [REP5-034] and [REP5-035].</p> <p>A wide range of stakeholders and communities would benefit from a process through which the operator regularly updates and consults upon, in a phased fashion (every five years), its intentions to deploy the strategic masterplan</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<p>contained within the DCO – e.g. terminal timing and indicative design, next tranche of infrastructure improvements or proposed alternatives in light of changed circumstances, etc.</p> <p>The Hertfordshire Host Authorities note the applicant's reluctance in [REP4-061] and [REP5-052] and continued resistance at ISH8.</p> <p>The host authorities remain of the view that the introduction of a post-approval independent Design Review would provide a valuable independent addition to the future design process but note that the applicant has not yet committed to this [(REP4-061)] but intends to respond at Deadline 6 [(REP5-062)].</p> <p>With regard to Design Review the applicant is concerned that an independent design review risks further complicating the already complex engagement needed to reach agreement during detailed</p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
			<p>design stage. The Host Authorities disagree, noting that the complex nature of the development is a strong reason for both a masterplan and independent design panel review (albeit perhaps in relation to certain key aspects of the development—for example, the terminal).</p>		
<u>NHDC156</u>	<u>Landscape Design Principles</u>	<p><u>The Design Principles [REP9-030] were strengthened at Deadline 7 and Deadline 9—in terms of building finishes. -The proposals do not constitute a detailed design with building finishes and this matter is considered in the Design Principles specifically DQ.01, DQ.02, DQ.08, T.02, T.12, T.13, T.23, T.24, T.27, T.37, T.28, T.41, T.645, T.667, ASF.02, ASF.09, ASF.16, ASF.17, ASF.24 and ASF.25.</u></p>	<p><u>The Design intent relating to the area with 'country park' character is welcomed. However, massing, rooflines, colour – in broad terms – to indicate how they have and should respond to local character, context or setting is missing. Similarly, how they have and should respond to existing landform on the site.</u></p> <p><u>The Design Principles, including Landscape - specific Design Principles should outline design intent in relation to building height,</u></p>	<p><u>Meeting on 05.01.2024</u></p> <p><u>Confirmation of disagreement received via email on 19.01.2024</u></p>	<u>Not agreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>The design has been developed to generate the development parameters for the ES and to retain necessary flexibility in the final design. The mitigation measures set out sections 14.8 and 14.10 of Chapter 14 of the ES [AS-079], the principles set out in the Design Principles [REP9-030] and the Strategic Landscape Masterplan (SLMP) [AS-172] are appropriate for this stage of the Development Consent Order (DCO) process.</u></p> <p><u>The approach to prescribing building heights, colour, rooflines and similar matters will be secured via Requirement 5 of the Draft DCO [TR020001/APP/2.01REP7-003]</u></p> <p><u>The Applicant considers that it is not necessary for the Design Principles to address</u></p>	<p><u>massing, colour and similar to ensure that site context, character and setting has already been appropriately responded to. Such design intent is not yet clearly outlined in Documents [REP7-034] and [REP7-035].</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>building massing and heights as these are controlled by the parameters which have been assessed in the LVIA. The introduction within Design Principles [REP9-030] issued at Deadline 7 was updated to refer to the parameters and includes indicative visuals which show the Proposed Development in the context of the existing airport site and adjacent areas which indicate horizontal and vertical mass/size.</u></p> <p><u>Details such as roof lines, colour palette etc. will be addressed at detailed design stage but the Design Principles [REP9-030] sets expectations for such matters.</u></p>			
<u>NHDC157</u>	<u>Programme of works</u>	<u>Applicants Response to Deadline 6 Submissions [REP7-063]</u> states, "A new paragraph 5(6) has been inserted in Schedule 2 of the	<u>A wide range of stakeholders and communities would benefit from a process through which the operator regularly updates and consults upon, in a phased fashion</u>	<u>Meeting on 05.01.2024</u>	<u>Not aAgreed</u>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>Draft DCO submitted at Deadline 7 [TR020001/APP/2.01REP7-003] which commits the undertaker to providing the specified authorities with an expected programme of works for the initial five-year period and, on a five year basis thereafter.</u></p> <p><u>The Design Principles [REP8-022] has been updated to include a section describing the programme of Works and communication of this through the Applicant's and Airport operator's websites.</u></p>	<p><u>(every five years), its intentions to deploy the strategic masterplan contained within the DCO - e.g. terminal timing and indicative design, next tranche of infrastructure improvements or proposed alternatives in light of changed circumstances, etc.</u></p>		
<p><u>NHDCHG G158764 418</u></p>	<p><u>Design Review</u></p>	<p><u>Since Issue Specific Hearing 8, Item 10, the Applicant has undertaken further engagement with NHDC as documented within the Applicants response to ISH8 – Action Point 53 [REP7-072] which confirms the Applicant's agreement to the introduction of an</u></p>	<p><u>NHDC remain of the view that the introduction of a post-approval independent Design Review would provide a valuable independent addition to the future design process. It therefore welcomes the Applicants commitment to Design Reviews as committed to in Applicants response to ISH8 – Action Point 53 [REP7-072] and</u></p>	<p><u>Meeting 12.12.2023 and 05.01.2024</u></p>	<p><u>Agreed</u></p>

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>independent design review process for Terminal 2 (Work Nos. 3b(01) and 3b(02)) , T2 Plaza (Work No. 3f), the Hotel (Work no 4a), Coach Station (Work No. 3d) and the Luton DART Terminal 2 Station (Work No. 3g,. 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</u></p> <p><u>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 No. 3g), within the proposed Independent Design Review process.</u></p> <p><u>It should be noted that the Applicant does not consider the proposed car park P12 (Work No 4r) requires an</u></p>	<p><u>Volume 8 Additional Submissions (Examination) 8.167 Draft Section 106 Agreement.</u></p> <p><u>NHDC response in [REP8-055] are of the view that the more substantive and public facing aspect of the proposal would benefit from independent design review and the proposed Terminal 1 extensions (Work No. 3a), car park P12 (Work No. 4r), Coach Station (Work No. 3d) and Direct Air-Rail Transit Terminal 2 Station (Work No. 3g) would fall within that category. However, -NHDC are content for the scope of independent design review to be progressed by Luton Borough Council as the relevant planning authority.</u></p>		

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>The Applicant does not consider the proposed Terminal 1 extensions would benefit from a design review as these are minor extensions to the existing Terminal substantially driven by operational requirements and technical standards and therefore the Applicant does not believe there is scope for a Design Review Panel to add enough value to justify the process. The Applicant would like to highlight Design Principles T.01 to T.13 [REP9-030] which are written</u></p>			

ID ref	Matter	The Applicant's position	North Hertfordshire District Council position	Source of agreement	Status
		<p><u>for the Terminal 1 extensions (Work No. 3a (01-05)).</u></p> <p><u>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.</u></p>			

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

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

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

Date	Attendees	Form of correspondence	Details
26.02.18	LBC, CBC, HCC, Environment Agency	Meeting	The purpose of this meeting was to introduce key environmental stakeholders for EIA scoping.
26.03.18	LBC, CBC, HCC	Meeting – Luton Town Hall, George Street, Luton, LU1 2BQ	Water TWG meeting - early engagement meeting with the lead local flood authorities to introduce the Proposed Development. Agenda: provide an overview of the key conclusions of the scoping report and agree principles of scoping - outline understanding of potential flood risk issues, and get agreement on the proposed scope of EIA chapter and flood risk assessment.
06.04.18	LBC, CBC, HCC	Meeting	Biodiversity TWG. Introduction to the Proposed Development and agreement on details of the proposed scope of habitat and species surveys being undertaken and methodologies used.

Date	Attendees	Form of correspondence	Details
10.04.18	LBC, CBC, NHDC	Meeting – Hart House, Luton, LU2 0LA	Landscape and Visual Impact Assessment TWG. This meeting explained the content of the LVIA section of the Scoping Report as drafted at that time and discussed the assessment viewpoint locations that were being considered for inclusion in the LVIA and items proposed to be scoped out.
12.04.18	CBC, NHDC	Meeting	The purpose of this meeting was to discuss EIA scoping with Environmental Health Officers (EHO) from the host local authorities for air quality, noise and contaminated land.
12.07.18	LBC, HCC	Meeting	Health TWG meeting. Agenda: discuss the general approach to the health and community chapter and secure dates for second technical stakeholder meeting.
03.10.18	LBC, CBC, NHDC, HCC	Meeting – Hart House, Luton, LU2 0LA	Planning Officers Coordination Group (POCG) meeting. The purpose of the meeting was to review the draft Planning Performance Agreement (PPA) circulated to the host local authorities prior to the meeting and to

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date	Attendees	Form of correspondence	Details
			issues to be addressed.
19.05.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: key issues summary table, GCG engagement documents and the POCG engagement plan.
09.06.21	HCC	Meeting – MS Teams	Surface access TWG meeting. The purpose of this meeting was to provide an update on the revised key forecasting assumptions and programme.
16.06.21	LBC, CBC, NHDC	Meeting – MS Teams	POCG meeting. Agenda: project team update, minutes and actions of previous meeting, key issues summary table and the approach to statutory consultation.
06.07.21	LBC, NHDC, Stevenage Borough Council, St Albans City and District Council, Hertfordshire LEP, SEMLEP	Meeting – MS Teams	Economics and employment TWG meeting. Agenda: update on the Proposed Development, employment and training strategy and wider economic impacts.
13.07.21	NHDC, CBC, HCC, LBC NATS, LADACAN, easyJet, St Albans City & District	Meeting – MS Teams	Noise Envelope Design Group meeting. Agenda: Proposed Development update, headline passenger

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

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

Date	Attendees	Form of correspondence	Details
			used, cumulative assessment, and proposed mitigation.
04.08.21	NHDC	Meeting – MS Teams	EqIA meeting. The purpose of this meeting was to understand the baseline context of the area, in particular whether there are any protected characteristic groups in the local area that may be significantly impacted by the Proposed Development. Understanding whether there are specific resources that the project team should be aware of or are near to the scheme. Identifying relevant local groups that should be engaged with.
09.08.21	HCC	Meeting – MS Teams	Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario.
18.08.21	LBC, CBC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – opportunity for the POCG to seek any clarification/provide

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

Date	Attendees	Form of correspondence	Details
			feedback, and NEDG update.
29.09.21	Host local authorities and neighbouring local authorities	Meeting – MS Teams	The purpose of this meeting was to provide an update to the host and neighbouring local authorities about the Proposed Development, statutory consultation, surface access, EIA and GCG.
13.10.21	LBC, CBC, NHDC, HCC, National Highways	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to collect ideas and views for promoting sustainable travel at the airport.
15.10.21	HCC	Meeting	Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
15.10.21	LBC, CBC, Bedfordshire Police	Meeting – MS Teams	The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and provide information on the major accidents and disasters methodology and the preliminary assessment results.
20.10.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: minutes and actions of previous

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

Date	Attendees	Form of correspondence	Details
			assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios.
22.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	The purpose of this meeting was to discuss plans with the host local authorities for the approach to identifying and engaging seldom heard groups during the consultation.
24.11.21	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting. Agenda: introductions, minutes and actions of previous meeting, key issues summary table – POCG confirm whether they agree with the updates/POCG feedback on future agenda items, statutory consultation update, Community First update, and GCG update – approach to limits.
02.12.21	LBC, CBC, HCC, Environment Agency	Meeting – MS Teams	Waste TWG meeting. The purpose of this meeting was to share the preliminary results of the waste and resources assessment for the 2022 PEIR, and provide an update on the waste infrastructure baseline (new Environment Agency data).

Date	Attendees	Form of correspondence	Details
07.12.21	LBC, HCC, NHDC, LADACAN, easyJet, St Albans City & District Council, DHL, CBC, WizzAir, Buckinghamshire Council	Meeting – MS Teams	NEDG meeting. Agenda: presentation of suggested metrics against the controls for the Noise Envelope, open session to debate the numbers, update on the use of noise contours as basis of limits for GCG.
16.12.21	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council,	Meeting – MS Teams	Noise TWG: discussion about the aircraft noise assessment that will be submitted in the PEIR for the 2022 statutory consultation.
16.12.21	LBC, CBC, NHDC	Meeting – MS Teams	Air Quality TWG meeting: discussion of the PEIR air quality chapter assessments and results, including an overview of the assessment methodology, assessment results and the timing and engagement schedule.
17.12.21	LBC, CBC, HCC, NHDC, Jacobs (representing National Highways)	Meeting – MS Teams	Travel Plan Workshop. The purpose of this meeting was to discuss potential measures and interventions for reducing private vehicle mode share and increasing sustainable travel mode share to the

Date	Attendees	Form of correspondence	Details
			airport. Existing travel surveys were also detailed along with suggestions for monitoring travel to and from the airport.
26.01.22	HCC	Meeting	Pre-consultation briefing for surface access.
26.01.22	Host local authorities, neighbouring local authorities, Chilterns Conservation Board	Meeting – MS Teams	Statutory consultation briefing session 1. The purpose of this meeting was to provide an update about the upcoming Statutory Consultation and provide information about document architecture and general wayfinding.
02.02.22	Host local authorities, neighbouring local authorities	Meeting – MS Teams	Statutory consultation briefing session 2. The purpose of this meeting was to provide an overview of the documents which are part of the statutory consultation, and give a tour of the virtual consultation room.
03.02.22	CBC, LBC, NHDC, DBC, East Herts District Council, Welwyn Hatfield Borough Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council	Meeting – MS Teams	Noise TWG. Agenda: air noise assessment methodology, overview of the PEIR results, noise contours, contour areas and population exposure.

Date	Attendees	Form of correspondence	Details
01.03.22	WSP (on behalf of the host local authorities)	Meeting – MS Teams	Interactive/informal discussion to provide WSP with a briefing and update about the consultation, and an overview of the PEIR and its contents.
24.03.22	WSP, DBC	Meeting – MS Teams	Meeting to provide an overview of the differences between the 2022 PEIR and the 2019 PEIR, and provide DBC with an opportunity to ask the Future LuToN team questions about the consultation material.
25.03.22	HCC	Meeting	Discussion regarding the transport modelling.
31.03.22	WSP	Meeting – MS Teams	Discussion and response to WSP's 2022 statutory consultation comments, on behalf of HCC, on Cultural Heritage PEIR.
04.04.22	LBC, HCC, NHDC, CBC	Statutory consultation response	Joint response to statutory consultation submitted via WSP.
05.04.22	DBC	Statutory consultation response	Individual response to statutory consultation submitted via email.
04.05.22	HCC	Meeting	Discussion regarding the council's consultation response, covering surface access points.

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

Date	Attendees	Form of correspondence	Details
			passengers, rail capacity assumptions, and employee public transport mode share.
29.06.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	POCG meeting agenda: review of actions from May POCG meeting, relationship with WSP (PPA and Work Order), SoCG process, AOB.
01.07.22	HCC	Email	Email from HCC Archaeology Advisor confirming that the WSI for trial trenching, rescheduled for 2022, had been agreed.
04.07.22	LBC, CBC, Bedfordshire Luton and Milton Keynes Clinical Commissioning Group, Office for Health Improvement and Disparities and UK Health Security Agency	Meeting – MS Teams	Health TWG meeting agenda: update on the Proposed Development, outstanding issues from the 2022 statutory consultation including the quantification and monetisation of health effects, community engagement, monitoring, unaccompanied minors, and Covid-19.
07.07.22	LBC, CBC, HCC, Wildlife Trust, Natural England, London Luton Airport Operations Limited	Meeting – MS Teams	Biodiversity TWG meeting. Agenda: refresh of the Proposed Development and future timings, review comments provided in stakeholder feedback following the 2022 statutory consultation, set out how the

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

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

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

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

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			representation, and GCG limits.
12.10.22	CBC, LBC, NHDC, East Herts District Council, Milton Keynes City Council, Welwyn Hatfield Borough Council, Buckinghamshire Council, DBC	Meeting – MS Teams	Climate Change and GHG TWG. During the meeting, information was provided on updates to the GHG assessment since the PEIR, how relevant legislation, policy and guidance has been interpreted and responses to comments received at statutory consultation.
12.10.22	LBC, NHDC, CBC	Meeting	NEDG meeting to discuss the concept of sharing the benefits in aviation noise policy, and the Noise Envelope's role in this.
27.10.22	LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited	Meeting – MS Teams	Air Quality TWG meeting. Agenda: methodology for future backgrounds used, update from the PEIR, and the sifting criteria for the selection of GCG monitoring locations and the methodology of the GCG process for air quality.
28.10.22	LBC, NHDC	Meeting	NEDG meeting to discuss the draft GCG and Noise Envelope document.
15.11.22	LBC, CBC, NHDC, HCC, DBC	Meeting – MS Teams	POCG meeting. Agenda: summary of previous POCG

Date	Attendees	Form of correspondence	Details
			actions, programme update, document review comments overview, and update on the SoCG process.
21.11.22	LBC, HCC, NHDC, CBC	Meeting	NEDG meeting to discuss the Noise Envelope Final report.
24.11.22 – 08.12.22	HCC	Email	Email correspondence on draft CHMP resulting in revision to CHMP and confirmation from HCC Archaeologist (received 8 December 2022) that they are content with the CHMP.
01.12.22	CBC, NHDC, LBC, HCC, DBC East Herts District Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council, Welwyn Hatfield Borough Council	Meeting – MS Teams	Noise TWG meeting. The purpose of this meeting was to introduce the matters included within the SoCG, and cover points raised at statutory consultation.
21.12.22	LBC, CBC, NHDC, HCC	Meeting – MS Teams	Planning Compliance meeting. Purpose of the meeting was to discuss the planning policies which will be relevant and important to the determination of the application for development consent, to discuss how planning policy compliance will be

Date	Attendees	Form of correspondence	Details
			covered in the application, and to discuss the extent to which the Proposed Development is compliant with planning policy.
09.01.23	LBC, NHDC, HCC	Meeting – MS Teams	Noise TWG meeting – the draft SoCG was discussed and the TWG provided preliminary feedback on this.
20.07.23	LBC, CBC, HCC, NHDC & DBC	Meeting – MS Teams	Water resources topic specific meeting to discuss draft SoCG.
26.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG.
27.07.23	LBC, HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SoCG.
02.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Biodiversity topic specific meeting to discuss draft SoCG.
01.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Air quality topic specific meeting to discuss draft SoCG.
02.08.23	HCC, NHDC & DBC	Meeting – MS Teams	Surface access topic specific meeting to discuss draft SOCG.

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

Date	Attendees	Form of correspondence	Details
			within the Employment Training Strategy.
03.11.2023	CBC, LBC, HCC, NHDC	Meeting – MS Teams	Design related matters
21.11.2023	Suono on behalf of the Host Authorities	Meeting – MS Teams	Noise topic specific meeting to discuss draft SoCG
<u>08.12.23</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>14.12.23</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss GCG matters in the SoCG</u>
<u>05.01.24</u>	<u>HCC, NHDC and WSP</u>	<u>Meeting – MS Teams</u>	<u>Landscape topic specific meeting to discuss draft SoCG</u>
<u>08.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss ongoing air quality matters in the SoCG</u>
<u>10.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss GCG matters in the SoCG</u>
<u>11.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC, National Highways</u>	<u>Meeting – MS Teams</u>	<u>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].</u>

Date	Attendees	Form of correspondence	Details
<u>12.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding noise matters in the SoCG</u>
<u>12.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the Section 106 agreement.</u>
<u>16.01.24</u>	<u>LBC, HCC, NHDC and DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the outstanding design related matters in the SoCG.</u>
<u>1678.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the outstanding surface access matters in the SoCG, and the D7 submissions.</u>
<u>25.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>29.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>06.02.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>