

February 2024

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.17 Statement of Common Ground between London
Luton Airport Limited and Dacorum Borough Council**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.17

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

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

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

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|--|-------------------|
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STATEMENT OF COMMON GROUND

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

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

Signature:



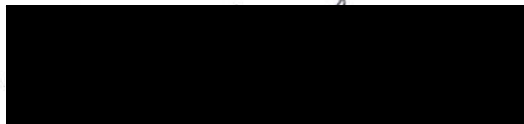
Name: Antony Aldridge

Position: Head of DCO Programme

Date: 09 February 2024

Signed on Behalf of DACORUM BOROUGH COUNCIL

Signature:



Name: Ronan Leydon

Position: Strategic Planning Manager

Date: 9 February 2024

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).
- 1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).
- 1.1.3 This SoCG has been prepared by the Applicant and Dacorum Borough Council in respect of the Proposed Development. In particular, this SoCG focuses on:
- a) Need Case;
 - b) Surface access, including public transport, car parks, and modelling;
 - c) Environment, including air quality, noise, and biodiversity;
 - d) Green Controlled Growth (GCG); and
 - e) Draft DCO.
- 1.1.4 DBC 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;
 - c) Cultural Heritage;
 - d) Soils and Geology; and
 - e) 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 Dacorum Borough Council is a host local authority under Section 42(1)(b) and Section 43 of the Act and so has been consulted throughout the course of the development of the Proposed Development.

1.2.3 The Applicant and Dacorum Borough Council are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity to 32 mppa¹. In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.

1.3.2 Key elements of the Proposed Development include:

- (i) extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- (ii) new passenger terminal building and boarding piers (Terminal 2);

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

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

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

2 ENGAGEMENT WITH DACORUM BOROUGH COUNCIL

2.1 Summary of engagement

- 2.1.1 The pre-application statutory consultation carried out by the Applicant, and the way in which it has informed the application for development consent, is set out in full in the **Consultation Report** [AS-048]. As statutory consultees, Dacorum Borough Council was consulted on the proposals in accordance with Section 42 of the Act in 2022 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 Dacorum Borough Council

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

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
|--|------------------------------------|--|--|---|--------|
| CONSULTATION | | | | | |
| Approach to consultation and engagement | | | | | |
| DBC1 | Adequacy of statutory consultation | The Applicant acknowledges the joint and individual statutory consultation responses submitted by the Host Authorities and has had regard to these when finalising the Proposed Development. | The DBC agrees that consultation to date has been robust and meaningful. | Joint and individual responses to Statutory Consultation in 2019 and 2022 | Agreed |
| DBC2 | Adequacy of engagement | The Applicant will continue to engage with DBC post submission of the application for development consent. | DBC has been closely engaged with the Applicant regarding to the Proposed Development throughout the pre-application period, including via the regular Planning Officers Coordination Group (POCG), and topic specific Technical Working Groups (TWG). | Regular POCG and topic specific meetings since 2018 – see Appendix 1 | Agreed |

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

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|------------------------|--|---|---|---|------------|
| PLANNING | | | | | |
| Planning policy | | | | | |
| DBC3 | Proposed works in the Green Belt within Dacorum Borough | The Design and Access Statement Volume I [AS-049] demonstrates how Green Belt policy was factored into the design development process to minimise impacts. The Planning Statement [TR020001/APP/7.01] includes a Green Belt Assessment in Appendix B [APP-196] . | DBC has reviewed the Planning Statement [TR020001/APP/7.01] and Green Belt Assessment [APP-196] and on the assumption that the development is judged against Green Belt policy as a whole it agrees that the Applicant has provided a substantive case which seeks to demonstrate very special circumstances for the Examining Authority to consider. | Agreed via email on 06.12.23 | Agreed |
| DBC4 | 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/7.01] . | DBC 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. | Confirmation of disagreement received on 10.01.24 | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|-------------|---|---|---|--|--------|
| DBC5 | Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation | <p>The Applicant has consulted with DBC (the Transport Authority) in accordance with the Airports National Policy Statement (ANPS) paragraph 5.10 which states:</p> <p><i>“The Applicant should assess the implications of airport expansion on surface access network capacity using the WebTAG methodology stipulated in the Department for Transport guidance, or any successor to such methodology. The Applicant should consult Highways England, Network Rail and highway and transport authorities, as appropriate, on the assessment and proposed mitigation measures. The assessment should distinguish between the construction and operational project stages for the development comprised in the application.”</i></p> | DBC 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 23.10.23 | Agreed |
| DBC6 | Consultation undertaken in relation to third party schemes, in | The Applicant has consulted with DBC (the Transport Authority) in accordance with ANPS paragraph 5.11 which states: | DBC agrees that consultation was undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11. | Agreement confirmed via email dated 23.10.23 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|-------------|---|---|--|--|--------|
| | accordance with ANPS paragraph 5.11. | <i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both of third-party schemes on which the preferred scheme depends, and others which interact with it, all of which may be subject to their own planning, funding and approval processes, must be understood in terms of implications of the timings for the Applicant's own surface access proposals."</i> | | | |
| DBC7 | Pre-application engagement undertaken in relation to land use | The Applicant has undertaken pre-application discussions with DBC in relation to land use in accordance with ANPS paragraph 5.113 which states: | DBC 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. | Agreement confirmed via email dated 23.10.23 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|-------------|--|--|--|--|--------|
| | | <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> | | | |
| DBC8 | Engagement undertaken in relation to flood risk, in accordance with ANPS | 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: | DBC agrees that engagement has been undertaken in relation to flood risk, in accordance with ANPS paragraph 5.155. | Agreement confirmed via email dated 23.10.23 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------|-------------------------|---|----------------------------------|---------------------|--------|
| | <p>paragraph 5.155.</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 Appendix 20.1 of the Environmental Statement (ES) [REP4-038].</p> | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------|---|---|---|---|--|
| DBC9 | Engagement undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216. | Engagement between the Applicant and other relevant stakeholders on the Landscape and Visual Impact Assessment (LVIA) is set out in Section 14.4 of Chapter 14 Landscape and Visual [AS-079] of the ES . Matters regarding the scope and methodology of the assessment are set out in Sections 14.3 and 14.5 respectively. Accordingly, the Applicant considers that the requirements for the assessment of landscape and visual impacts set out at paragraphs 5.214-5.216 of the ANPS have been satisfied. | <p>DBC 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 Hertfordshire host authorities consider that light pollution effects (including transient), need further consideration in relation to the Chilterns AONB Special Qualities and for the more rural receptors to the east within the LVIA to fully satisfy ANPS paragraph 5.216.</p> | <p>Agreed with Luton Borough Council (LBC), HCC, North Hertfordshire District Council (NHDC) and Central Bedfordshire Council (CBC) at the LVIA Open Space TWG on 7 June 2022</p> <p>Agreement confirmed via email dated 23.10.2023 except in relation to the identified outstanding light pollution matters identified – see DBC64</p> | Agreed (See DBC64 and DBC66, for light pollution matters) |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------|--|--|--|--|--------|
| | | | | and DBC66, below. | |
| DBC10 | Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204. | <p>The Applicant has consulted with DBC in accordance with National Networks National Policy Statement paragraph 5.204 which states that:</p> <p><i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.”</i></p> <p>Full details of the engagement have been set out and signposted in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> | DBC agrees that consultation was undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204. | Agreement confirmed via email dated 23.10.23 | Agreed |
| DBC11 | Consultation undertaken in relation to design, in accordance with NPPF paragraph 137 | The Applicant has undertaken engagement regarding the design of the Proposed Development, including with DBC. This is set out in full in the Design and Access Statement [AS-049] . This accords with NPPF paragraph 137 which states: | DBC agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph 137. | Agreement confirmed via email dated 23.10.23 | Agreed |

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

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
|---|-----------------------------------|--|---|---|------------|
| COMPENSATION | | | | | |
| Unidentified local impacts mitigation strategy | | | | | |
| DBC12 | Unidentified Local Impacts (ULIs) | <p>The Applicant believes that the Environmental Impact Assessment 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 to provide mitigation for effects that have not been identified in the robust assessment. The Applicant believes that environmental impacts have been adequately identified, assessed and where appropriate mitigated. The Applicant believes therefore that no further management or funding is required for ULIs.</p> <p>Whilst the Applicant stands by its position that it is compliant with all</p> | <p>The Hertfordshire 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].</p> | Confirmation of disagreement received on 06.12.23 | Not Agreed |

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
|--------|--------|--|----------------------------------|---------------------|--------|
| | | <p>relevant requirements to mitigate 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]</p> | | | |

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

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
|------------------------|--|--|---|--|------------|
| NEED CASE | | | | | |
| Aviation Policy | | | | | |
| DBC13 | Compliance with National Aviation Policy | <p>The Applicant considers that national aviation policy is supportive of the Proposed Development, in particular Flightpath to the Future and the Jet Zero Strategy of 2022, which confirm that the relevant policies for the development of airports are contained in the ANPS and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125].</p> <p>The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</p> | <p>The Hertfordshire authorities do not agree that national aviation policy ‘is supportive of the Proposed Development’. National policy ‘is supportive of airports beyond Heathrow making best use of their existing runways’. But that support is subject to:</p> <ul style="list-style-type: none"> ‘development of airports can have positive and negative impacts, including on noise levels. The Hertfordshire authorities 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. | Status changed from agreed to not agreed on 28.12.2023 | Not agreed |

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
|--------|------------------------------------|--------------------------|---|---------------------|--------|
| | | | <ul style="list-style-type: none"> ‘it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow’. <p>Advice received by the host authorities confirms that it has been possible to demonstrate sufficient need for the proposal from a demand forecasting perspective, but that there are robustness issues in relation to a number of assumptions employed in SoCG references HCC14, NHDC14, DBC14).</p> <p>The negative impacts of the proposal are being judged by the DCO determination process and the position of the Hertfordshire authorities is that those impacts are unacceptable.</p> | | |
| | Growth and demand forecasts | | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------|--|--|---|---|------------|
| DBC14 | Methodology for preparing Passenger Demand Forecasts | Passenger demand forecasts, as set out in the Need Case [AS-125] , have been developed using an appropriate methodology. | DBC agrees that the passenger demand forecasts have been developed using an appropriate methodology. | Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation in writing on 21.12.2023. | Agreed |
| DBC15 | Assumptions in Passenger Demand Forecasts | Assumptions including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables, have been used to develop the Applicant's demand forecasts. | DBC agrees that the passenger demand forecasts have used these assumptions. | Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation of agreement in writing on 21.12.2023 | Agreed |
| DBC16 | Passenger Demand Forecasts | 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. | DBC considers 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 | DBC stated their concerns at various stages during the Examination and having reviewed the Applicant's Response to | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------|----------------------------------|--|---|---|--------|
| | | <p>The Applicant has undertaken the sensitivity testing of the forecasts requested in the ExA's written questions NE.2.1 and 2.2 and The Applicant's Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts [REP8-037] has been submitted at Deadline 8. These sensitivity tests, using the alternative assumptions proposed by the Host Authorities, demonstrated that there is no material impact on the Core, Faster and Slower Growth Cases used for the assessment of the impacts and benefits of the Proposed Development.</p> | <p>growth and the timing of delivery of impacts and benefits at Luton. It is our view that many of the economic, price and elasticity assumptions carry a degree of down-side risk meaning the forecasts are likely to be optimistic thereby further slowing growth at Luton.</p> | <p>Written Questions NE.2.1 and NE.2.2 – Demand Forecasts, DBC are still not satisfied [REP8-058] and [REP9-064].</p> | |
| DBC17 | Position on the Demand Forecasts | <p>The Applicant considers that the conversion of the passenger demand forecast to detailed projections of aircraft movements and the mix of aircraft types that would be expected to use the airport in future as set out in the Need Case [AS-125], are robust, including the expectation of the transition of the fleet to new generation aircraft and the potential for next generation aircraft, including electric and/or hydrogen powered</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 Planning Case (subject to the reservations noted above about the passenger forecasts).</p> | <p>Agreed via email on 05.12.23</p> | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------|---|--|--|------------------------------|--------|
| | | aircraft to enter the airline fleets from the mid to late 2030s. | | | |
| | Night quota period | | | | |
| DBC18 | Appropriateness and realistic profile of flights over day and night | The Applicant considers that it has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125] , including the assumption that there will continue to be aircraft movements within the night 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. | DBC agrees that the Need Case sets out a realistic profile of flights for the day and night periods. | Agreed via email on 05.12.23 | Agreed |

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

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--|--|--|---|---|--------|
| EMPLOYMENT AND TRAINING | | | | | |
| Employment and Training Strategy Governance | | | | | |
| DBC19 | Employment and Training Strategy (ETS) to include regular monitoring | Any monitoring and evaluation of outcomes and initiatives outlined within the ETS [REP8-020] 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. KPIS will be set post DCO consent but the Applicant will continue to engage with the Local Authority to frame the KPIs. | The ETS should include regular monitoring as part of the governance process, which includes Key Performance Indicators (KPIs) to demonstrate its success. | Agreed via email 02.11.23 | Agreed |
| Employment and Training Strategy | | | | | |
| DBC20 | ETS proposals | The ETS [REP8-020] aims to use the Proposed Development to support the growth strategies of the Host Authorities, and the Applicant has engaged with the Host Authorities through the Economics and | DBC is satisfied with the proposed ETS, and request further engagement to ensure it is linked with local economic development strategies. | Agreed through Economics and Employment TWG meeting on 26.09.2022 | Agreed |

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

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

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|-----------------------|---|--|---|--|------------|
| SURFACE ACCESS | | | | | |
| Monitoring | | | | | |
| DBC21 | Future monitoring of the highway network around the airport | <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 (FTP) [TR020001/APP/7.13]. 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 and before impacts are realised on the network.</p> <p>The OTRIMMA [TR020001/APP/8.97] sets out the monitoring approach for highway mitigation.</p> | <p>Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p> | <p>This was discussed at meetings on 27.07.2023, 20.10.2023 and 17.01.2024 and agreed in a meeting on 06.02.2024</p> | Not agreed |

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| Modelling and transport assessment | | | | | |
| DBC22 | COVID-19 modelling | <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 stated it “has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance.</p> <p>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</p> | <p>DBC 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 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, 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.</p> <p>The Hertfordshire Host Authorities lack 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 the A1081 north of Harpenden,</p> | This was discussed at a meeting on the 29.01.2024 | Not agreed |

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| | | <p>national trends in travel demand (2) updating the future year forecasts using the latest DfT projections case scenario (NTEM8 & NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update committed developments and take growth from the strategic model as an input. For the M1 motorway and Vauxhall Way – the M1 motorway approach, considering the Governments pause of 'smart motorways' will (1) retain the motorway-widening as a core scenario and for the Demand Scenario 2043 (32mppa) assume Phase 2 J10 improvements. For Vauxhall Way dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</p> <p>Numerical values of the trip distributions have been provided in Applicant's Response to Issue Specific Hearing 7</p> | <p>Annabels Lane / Watery lane on the approach to M1 junction 9.</p> <p>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. The Hertfordshire Host Authorities 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 The Hertfordshire Host Authorities in relation to the Covid-19 modelling which remains not agreed.</p> | | |

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| | | <p>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.</p> <p>Any further modelling queries raised by DBC have been responded to in the Applicants Response to Rule 9 Modelling Queries [REP8-039] was submitted at Deadline 8.</p> <p>The Applicant believes that they have addressed all queries relating to the Rule 9 modelling.</p> | | | |
| DBC23 | Management measures to mitigate traffic risk | <p>A mechanism for delivering traffic mitigation is described in the OTRIMMA [TR020001/APP/8.97] with management measures in place to deal with future risks, and the possible use of the Sustainable Transport Fund to fund highway interventions to mitigate 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</p> | DBC accept the proposed mechanisms for mitigation measures provided through the STF and the OTRIMMA as well as the ATF Steering Group. | This was discussed at a meeting on 27.07.23, 20.10.23 and 17.01.24 and 29.01.24. | Agreed |

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| | | to the public transport network where necessary and reasonably practicable. An updated STF document was provided at D9 [REP9-044] . | | | |
| DBC24 | Assessment years used within the Traffic and Transport Assessment | The assessment in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] has been undertaken for three assessment Phases for the assessment years of 2027, 2039 and 2043. The assessment Phases used within the traffic and transport assessment have also informed other environmental topics including the air quality assessments. | DBC confirm that the assessment years align with the development growth and the county strategic model, DBC also note the model aligned with the County model 2036. | This was discussed at a meeting on 27.07.2023, 15.09.2023 and on 20.10.2023 this matter was agreed on. | Agreed |
| DBC25 | 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 submitted as part of the Rule 9 final report [AS-159] . Any further modelling queries raised by DBC have been responded to in the Applicants Response to Rule 9 | The uncertainty log has been provided and DBC has confirmed it is acceptable. | This was discussed at a meeting on 27.07.2023, 20.10.2023 and 17.01.2024. | Agreed |

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| | | <p>Modelling Queries [REP8-040] was submitted at Deadline 8.</p> | | | |
| DBC26 | 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 the effects of</p> | The latest Covid 19 modelling excludes any hard shoulder running. | This was discussed at meetings on 27.07.2023, 02.08.2023, 20.10.2023, 17.01.2024 and 29.01.24. | Agreed |

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| | | <p>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>The Applicant refers the Host Authorities to Section 14.3 of the Transport Assessment [APP-206].</p> <p>Furthermore, the Applicant's 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.</p> | | | |
| DBC27 | Calibration and validation of models | The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both National Highways and the relevant highway authorities. | DBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log. | This was discussed at meetings on 27.07.2023, 02.08.2023 and 20.10.2023 | Agreed |

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| DBC28 | The Strategic (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 Vauxhall Way / Stopsley Way junction area. | The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented. DBC is satisfied that there is certainty that this will be delivered. | This was discussed at meetings on 27.07.2023 and 02.08.2023 and agreed in a meeting on 20.10.2023 | Agreed |
| DBC29 | All known committed development and transport infrastructure schemes | <p>All known committed developments and transport infrastructure schemes have been incorporated into the models in accordance with WebTAG guidance and best practice. A Local Transport Plan sensitivity scenario has also been produced. This has included reviewing all planned development against a certainty log and incorporating developments in the relevant scenario.</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</p> | The Hertfordshire Host Authorities have received the committed development and transport infrastructure information used for the latest Covid 19 Modelling and are in agreement with the inputs. | <p>This was discussed at meetings on 27.07.2023, 02.08.2023 and 17.01.2024.</p> <p>Confirmation of agreement received via email on 19.01.2024.</p> | Agreed |

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| | | <p>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>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].</p> | | | |
| | Mitigation | | | | |
| DBC30 | Consultation with National Highways | The Applicant will continue to engage with National Highways post submission of the application for development consent regarding the capacity improvements and network | DBC welcome the ongoing discussions with National Highways regarding the capacity improvements and network solutions that will enable their support of the Proposed Development. | Host Authorities joint 2022 Statutory Consultation response | Agreed |

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| | | solutions that will enable their support of the Proposed Development. | | | |
| DBC31 | Mitigation measures | <p>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 FTP [TR020001/APP/7.13].</p> <p>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.</p> | <p>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 not acceptable. Deadline 6 PADSS [REP6-099] & Deadline 6 Other Document comments [REP6-100].</p> | This was discussed at a meeting on 27.07.23, 20.10.23, 14.12.23, and 17.01.24. | Not agreed |

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| Public / sustainable transport impacts | | | | | |
| DBC32 | East-west public transport connectivity | <p>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.</p> <p>The STF [TR020001/APP/8.119] will support the implementation of sustainable transport interventions. Interventions desired by DBC can be brought to the ATF Steering Group, of which HCC is a member, to request interventions to be included in the five yearly Travel Plans. The Bus & Coach Study [TR020001/APP/8.122] identified a direct bus route between the airport and Hitchin as a priority measure to be discussed in the ATF Steering Group.</p> | <p>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals adequately address this issue.</p> <p>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.</p> <p>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 the Hertfordshire HAs recognise that the process is in place to continue with potential bus route identification and implementation through the ATF.</p> | This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.24 and agreed in a meeting on 06.02.2024. | Agreed |

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| | | 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 [TR020001/APP/8.119] . | | | |
| DBC33 | GCG Targets | <p>The GCG Framework [TR020001/APP/7.08] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the airport, 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].</p> <p>Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The FTP [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</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.</p> <p>DBC accept the GCG approach and legal limits required before the airport can grow.</p> | This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23, 17.01.24 and 29.01.24. | Agreed |

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| | | <p>FTP, and how the STF will be spent is to be decided through the ATF Steering Group.</p> <p>The GCG Framework [TR020001/APP/7.08] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the FTP [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):</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. | | | |

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| | | <p>d. A lookahead to delivery of transport infrastructure delivery in the next five-year period.</p> <p>e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> | | | |
| DBC34 | Travel Plan Targets | LBC will consult with DBC 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] . | <p>DBC consider that the Applicant should show greater ambition, with a goal of ensuring that modal shift to non-car modes allows the number of staff working at the airport to increase as forecast whilst resulting in no net increase in traffic generation, taking into account changes in background traffic levels.</p> <p>In particular the Framework Travel Plan does not sight the P19 Travel</p> | <p>Meeting on the 29.01.24</p> <p>Not agreed position confirmed in a meeting on 06.02.2024</p> | Not agreed |

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| | | | <p>Plan targets as the minimum requirement.</p> <p>The Hertfordshire Host Authorities accept that there is a process in place for them to be consulted on the Travel Plan targets before they are agreed by Luton Borough Council as part of the planning process and before the airport can grow</p> | | |
| DBC35 | Rail services | <p>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of people - both passengers and staff - who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand.</p> <p>In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] concludes that there is</p> | <p>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail. The distributional assessment of passenger and employee demand is not clear.</p> <p>DBC 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 the Hertfordshire HAs retain their position in relation to this point as Ongoing / Not Agreed.</p> | <p>Awaiting Network Rail response to the updated Rail Impact Summary [REP8-030] submitted by the Applicant at Deadline 8.</p> <p>A response was not received from Network Rail at Deadline 10.</p> | Not Agreed |

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| | | <p>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>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.</p> | <p>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 new bus / coach services from the east, this raises concerns with the Hertfordshire host authorities 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.</p> | | |
| DBC36 | New public transport services – bus and coach | <p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</p> <p>The FTP [TR020001/APP/7.13] sets out a toolbox of measures to enable a</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</p> | <p>This was discussed at meetings on 27.07.2023, 02.08.23, 20.10.2023 and 17.01.2024 and agreed in</p> | Agreed |

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| | | <p>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/8.119] will support the implementation of such sustainable transport interventions. The Bus & Coach Study [TR020001/APP/8.122] specifically identifies routes that serve Hertfordshire for priority implementation. The Airport Transport Forum Steering Group, of which HCC is a member, provides the opportunity for DBC to bring forward desired public transport services.</p> <p>£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 fund has now been removed, and the fund may now continue in perpetuity.</p> | <p>also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</p> <p>The DBC response on the Bus/Coach Study [TR020001/APP/8.122] was provided at Deadline 6 [REP6-100] and updates have been provided by the Applicant at Deadline 10 [TR020001/APP/8.122]. The Hertfordshire HAs 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</p> | meeting on 06.02.2024 | |

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| | | The Applicant has agreed to make reference to the NX788 service which was missing in the Bus & Coach Study [TR020001/APP/8.122] . | | | |
| | Car parks | | | | |
| DBC37 | Parking demands | <p>The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. 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 FTP [TR020001/APP/7.13].</p> <p>Any future third-party proposals for off-site car parking would require a separate planning application to the</p> | <p>DBC is concerned that the parking demands above those predicted could be realised if the mode share targets are not achieved, and that the additional parking demand would be generated at off-site locations. There may be increased pressure for long term parking provisions in the surrounding areas, and the implications of this need to be considered as part of the application for development consent.</p> <p>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. The Hertfordshire host authorities do not have sufficient confidence in the modelling of these trips and how omitting them from the monitoring is</p> | <p>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.24.</p> <p>Confirmation of disagreement received via email on 19.01.24</p> | Not agreed |

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| | | <p>relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application assumes that there will be some growth in 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].</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the FTP [TR020001/APP/7.13] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122] and the STF [TR020001/APP/8.119] at Deadline 10.</p> | <p>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. Hertfordshire have requested that the number of Off-site car parking spaces be recorded by the Applicant and reported to the ATF Steering Group.</p> | | |
| DBC38 | Parking restraint and pricing policies | The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management | The Proposed Development, in combination with proposed parking restraint and pricing policies may result in increased demand for off-site | This was discussed at meetings on 27.07.2023, | Not agreed |

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| | | <p>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] and the processes within that. 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].</p> | <p>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 Dacorum, 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 impacts associated with any private / offsite car park expansion that may occur and is not yet agreed [DBC39].</p> | <p>02.08.23, 25.09.2023, 20.10.2023 and 17.01.2024.</p> <p>Confirmation of disagreement received on 19.01.24</p> | |
| DBC39 | Monitoring and managing the impact of off-site car parks | <p>The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated</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.</p> <p>The Hertfordshire host authorities seek the OTRIMMA monitoring to include</p> | <p>This was discussed at meetings on 27.07.2023, 02.08.23 and 17.01.2024.</p> <p>Confirmation of disagreement</p> | Not agreed |

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| | | <p>environmental effects which could undermine the ability of the Applicant to meet GCG Targets.</p> <p>The Applicant has no control over the operation, monitoring 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.</p> <p>Monitoring proposed in the OTRIMMA [TR020001/APP/8.97] accounts for this. 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].</p> | <p>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</p> <p>The Hertfordshire host authorities seek the TRIMMA 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.</p> <p>The Hertfordshire host authorities 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 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</p> | received on 19.01.24. | |

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | | feed those details into the ATF process for wider understanding. | | |
| Framework Travel Plan | | | | | |
| DBC40 | Toolbox of travel plan measures | <p>The GCG Framework [TR020001/APP/7.08] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the FTP [TR020001/APP/7.13] toolbox that are necessary to stay within the Limits. Failure to stay within the GCG Limits would result in limitations being placed on airport growth; therefore the enforceable GCG Limits provide sufficient incentive to the operator to stay within the mode share Limits to ensure that the toolbox of measures will be utilised and implemented appropriately.</p> <p>The STF [TR020001/APP/8.119] provides for interventions to meet sustainable mode share Targets established in travel plans.</p> | <p>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.</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>The Hertfordshire Host Authorities accept the Applicants changes to the STF and RIF being drawn from the same fund [TR020001/APP/8.119] and further accept that the value of the pump-prime fund at £1m for appropriate measures identified and agreed through the ATF steering group.</p> | This was discussed at meetings on 27.07.2023, 02.08.2023, 20.10.2023, 17.01.2024 and 29.01.24. | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC41 | Lift-sharing programmes | <p>For lift-sharing programmes and other sustainable travel initiatives the FTP [TR020001/APP/7.13] sets out the longlist of interventions and measures that the operator could draw upon when the Travel Plan Coordinator (TPC) is developing a new Travel Plan. The longlist, or toolbox, will be deployed flexibly to respond to changing circumstances and the 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>DBC 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 27.07.2023 and 02.08.23 and agreed on the 20.10.2023.</p> | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC42 | FTP scope | The Framework Travel Plan [TR020001/APP/7.13] 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/7.13] is acceptable. | This was discussed at a meeting on the 27.07.2023 and 20.10.2023. Agreed via email on 06.12.2023. | Agreed |
| Funding for residual highway impacts | | | | | |
| DBC43 | General local highway network fund to cover additional improvements | As set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228] , the Applicant proposes to undertake monitoring to enable the impacts of the Proposed Development to be able to be considered during implementation, such as airport related traffic on less suitable roads or parking in residential areas. The Applicant will work with the local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the Proposed Development. | <p>DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [TR020001/APP/8.97] and now also included in the Sustainable Transport Fund (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.</p> <p>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</p> | 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 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | <p>The OTRIMMA [TR020001/APP/8.97] contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and may be funded through the STF.</p> <p>The Applicant has identified impacts as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and is committed to mitigating these impacts. The Applicant also acknowledges that – due to the scale and long build-out period of the Proposed Development – unforeseen impacts may occur. The Applicant has therefore made the STF available to fund highway mitigations as per the terms set out in the dDCO [TR020001/APP/2.01].</p> <p>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], an update of which was submitted at Deadline 8), it is not possible to ascertain the scale of the mitigation that may be required; it is</p> | <p>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> | | |

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| | | therefore also not possible to estimate the cost of this mitigation. | | | |
| | DBC queries | | | | |
| DBC44 | Details of Travel Plans and the ATF | <p>The Applicant has engaged with DBC 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 FTP [TR020001/APP/7.13] clearly set out the details of how future Travel Plans will be developed and Targets set, and also describes the governance process for updating future Travel Plans and how, DBC 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> | <p>Hertfordshire Host Authorities are in general agreement to the Framework Travel Plan which will need to be agreed further with the local authorities at the appropriate time. 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. 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>Confirmation of agreement received via email on 19.01.24</p> | Agreed |

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| DBC45 | Highway model network extent | The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model. | DBC agree with the extent of the highway network included in the CBLTM-LTN model. | This was discussed at meetings on 27.07.2023 and 02.08.23. | Agreed |
| DBC46 | 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 CBC and DBC 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 was reported in Scenario Testing (Section 14 of the Transport</p> | The Hertfordshire Host Authorities are content with the updated VISSIM modelling results and cordoning of the strategic model. | This was discussed at a meeting on 27.07.2023 and agreed in writing on 10.01.24. | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | <p>Assessment [APP-203, AS-123, APP-205, APP-206]).</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>The Accounting for Covid-19 in Transport Modelling Final Report [AS-159] included the strategic model growth in the VISSIM model.</p> | | | |
| DBC47 | Mode share absolute numbers | The Applicant has presented Limits and Targets 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 | This was discussed at meetings on 27.07.2023 and 02.08.23 and 17.01.2024. Confirmation of disagreement received via | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | | impacts that are being presented in real terms. | email on 19.01.24 | |
| DBC48 | Breach of Limits lag in stopping airport expansion | <p>The Applicant notes that the timings provided in the GCG Explanatory Note [TR020001/APP/7.07] are worst case and represent the latest possible point at which aspects of the GCG process need to be completed in order to influence the summer season capacity declaration for the following year. The timing of the airport's capacity declaration is fixed and cannot be amended by the Proposed Development through the DCO. Furthermore, as illustrated in Figure 2.10 of the GCG Explanatory Note [TR020001/APP/7.07], 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</p> | <p>There could be a long time lag between detection of a breach in surface access controls and the halting of airport growth. Localised impacts could be untenable for an extended period of time before any mitigating action is necessary. A clearer mechanism for detecting a breach and halting growth and implementing mitigation is sought.</p> <p>It is now understood that the TRIMMA monitoring alongside the FTP will monitor and mitigate the localised impacts, therefore DBC accepts the Applicant's position on this matter.</p> | This was discussed at a meeting on 27.07.2023, 02.08.2023 and 18.01.2024. | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | <p>time for scrutiny of monitoring results (including by the public). It should be noted that this is also no different from the potential lag associated with a breach of the existing planning conditions.</p> <p>There is nothing within the GCG Framework that would prevent the airport operator from implementing mitigation at the airport as soon as they are aware there is a risk of a Threshold or Limit being exceeded. Given the implications of a Level 2 Threshold or Limit being exceeded are significant, it is in the airport operator's interests to address any potential breaches as soon as possible to avoid ongoing constraints on growth.</p> <p>The OTRIMMA [TR020001/APP/8.97] 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 [APP-203, AS-123, APP-205, APP-206].</p> | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC49 | Absolute passenger numbers | <p>Absolute passenger numbers for the GCG mode share Limits are set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] (which correspond to the reasonable worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F: Surface Access Monitoring Plan [TR020001/APP/7.08]. The GCG Framework [TR020001/APP/7.08] only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the FTP [TR020001/APP/7.07] requires further, more granular monitoring to take place, to better inform the additional targets to be defined by the Travel Plan and success of individual surface access measures.</p> <p>Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation</p> | <p>More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG was requested.</p> <p>The proposed minimum sample rate for the surveys is agreed.</p> | <p>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.24 and agreed in a meeting on 06.02.2024</p> | Agreed |

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| | | measures set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] . Further information is given in the OTRIMMA [TR020001/APP/8.97] . | | | |
| DBC50 | Broad principles of designs | The Applicant notes that the broad principles of the designs submitted as part of mitigation proposals in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] are agreed, however, it is acknowledged that design will remain an ongoing discussion at the appropriate detailed design stage. It would be expected that detailed discussions around DMRB compliance and securing any departures will be undertaken during the development of detailed design drawings. It is also noted that the appropriate mitigation will be subject to future monitoring as part of the TRIMMA, as outlined in the OTRIMMA [TR020001/APP/8.97] . | <p>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 results of the updated traffic modelling which show additional trips in the rural areas.</p> <p>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").</p> | <p>This was discussed at a meeting on the 02.08.2023, 20.10.2023 and 17.01.2024.</p> <p>Confirmation of disagreement received via email on 19.01.2024</p> | Not agreed |

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

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------------|--|---|---|--|--------|
| ENVIRONMENT | | | | | |
| Air quality | | | | | |
| DBC51 | Baseline data collection and presentation of future baseline information | The Applicant considers that the baseline data collection and future baseline information, as detailed in Appendix 7.2 of Chapter 7 Air Quality of the ES [APP-062] , are robust. These were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC. | DBC agrees with the baseline data collection and presentation of future baseline information. | Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. 2023 | Agreed |
| DBC52 | Air quality study area | The Applicant considers that the study area, as detailed in sections 7.3.5 to 7.3.9 in Chapter 7 Air Quality of the ES [AS-076] , is appropriate and robust. This was discussed and agreed during the EIA Scoping Meeting and Air Quality TWG meetings and the SoCG meeting with DBC. | DBC agrees with the study area. | EIA Scoping Meeting on 12.04.2018 Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. 2023 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC53 | Construction dust assessment methodology and findings | <p>The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the Code of Construction Practice (CoCP) [REP8-013] follows best practice. The construction dust assessment methodology is detailed in section 2 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028]. The construction dust results are detailed in section 2.2 in Appendix 7.3 of Chapter 7 Air Quality of the ES [REP4-013]. The construction dust mitigation included in the CoCP is detailed in section 8 of Appendix 4.2 of the ES [REP8-013] These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.</p> | <p>DCC agrees with the construction dust assessment methodology and findings, including mitigation included in Code of Construction Practice [REP8-013] which follows best practice.</p> | <p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with DBC 31.07. 2023</p> | Agreed |
| DBC54 | Modelling methodology including data sources | <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</p> | <p>DBC 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,</p> | <p>Air Quality TWG meetings from 2018 to 2022</p> | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | 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 DBC. | spatial modelling aspects, and verification methodology. | SoCG meeting with DBC 31.07. 2023 | |
| DBC55 | Significance criteria used in the assessment | The Applicant considers the significance criteria used in the assessment, as detailed in section 4 in Appendix 7.1 of Chapter 7 Air Quality of the ES [AS-028] , to be appropriate and robust. The significance criteria used in the assessment was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC. | DBC agrees with the significance criteria used in the assessment. | Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. 2023 | Agreed |
| DBC56 | 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 DBC. | DBC agrees with the odour impact methodology and results. | Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07.2023 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC57 | Air quality assessment results for construction and operational phases | <p>The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases are detailed in Appendix 7.9 of Chapter 7 Air Quality of the ES [AS-076] and Appendix 7.3 of Chapter 7 Air Quality of the ES [REP4-013]. The results were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.</p> | DBC agrees with the air quality assessment results for construction and operational phases | <p>Air Quality TWG meetings from 2018 to 2022</p> <p>SoCG meeting with DBC 31.07.2023</p> | Agreed |
| DBC58 | Future air quality monitoring considerations | <p>The Applicant acknowledges that DBC 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 [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 PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</p> | It is agreed that UFP monitoring should not be undertaken in the absence of air quality standards. | <p>SoCG meeting with DBC 20.07.2023 and 22.11.2023.</p> <p>Confirmation of agreement received via email on 19.01.24</p> | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | <p>The Applicant position on UFP monitoring is that it will not be undertaken as there are no legislated air quality standards.</p> <p>Short term measurements are addressed in item DBC59 below and emissions inventory reporting is addressed in DBC60.</p> | | | |
| DBC59 | Short term effects to air quality from airport (airside and traffic related) activity | <p>The Applicant acknowledges that DBC has requested further discussion regarding short term effects and how best to monitor and where necessary take action to manage short term effects to air quality.</p> <p>A technical note [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.</p> | <p>The Applicant will continue to liaise with DBC regarding short term effects to air quality from airport (airside and traffic related) activity.</p> <p>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.</p> | SoCG meeting with DBC 31.07.2023, 22.11.2023 and 08.01.24. | Not agreed |
| DBC60 | Emissions of pollutants from airport sources | The Applicant acknowledges that DBC has requested further discussion regarding use of emissions inventories as a measure to control and review | The Applicant will continue to liaise with DBC regarding use of emissions | SoCG meeting with DBC 31.07.2023 and | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|--------------|---|---|---|--|--------|
| | | <p>emissions of pollutants from airport sources.</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], detailing the Applicant's position with regards to emissions inventory.</p> <p>An updated 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).</p> | <p>inventories for air quality from airport (airside and traffic related) activity.</p> <p>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. DBC accepted that it would not be practicable to distribute traffic emissions over the public highway network.</p> | <p>22.11.2023 and 08.01.24</p> <p>Confirmation of agreement received via email on 19.01.24 subject to Applicant confirmation of using in/out airport traffic data using staff travel survey data, airport parking or onsite data</p> | |
| DBC61 | 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 [REP9-013] , to be appropriate. The mitigation identified were discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC. | DBC agrees with the good practice mitigation identified for the operational phase. | Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07.2023 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC62 | GCG Thresholds and Limits – Air Quality | <p>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [TR020001/APP/7.08], the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within 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>DBC expects the Applicant to use available analytical techniques to determine the airport contribution to data captured by continuous air quality monitoring instruments.</p> | <p>DBC SoCG Air Quality meeting 08.01.24</p> <p>Confirmation of agreement received via email on 19.01.2024</p> | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
|-------------------------------------|---|---|--|--|------------|
| Landscape and Visual Impacts | | | | | |
| DBC63 | Landscape and Visual Impact Assessment (LVIA) methodology | The Applicant considers that the Landscape and Visual Impact Assessment methodology as detailed in Appendix 14.1 of Chapter 14 of the ES [AS-036] , is robust. | DBC agree with the methodology used for the LVIA. | Discussed on 30.10.2023 | Agreed |
| DBC64 | LVIA effects and mitigation | <p>The Applicant considers that the LVIA identifies all significant landscape and visual effects and proposed mitigation measures for these effects.</p> <p>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 42 - Chilterns Area of Outstanding Natural Beauty Special Qualities Assessment [REP7-046].</p> | DBC requested clarification in relation to the landscape effects on the Chilterns Area of Outstanding Natural Beauty (AONB). DBC 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. | Discussed at meetings on 30.10.2023 and 05.01.24 | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| DBC65 | LVIA assessment phases | The Applicant has outlined the assessment phases considered in the LVIA. | DBC agree with the assessment phases considered in the LVIA. | LVIA TWG meetings on 20.04.2020, 7.10.2020 and 16.09.2021 and 30.10.2023 | Agreed |
| DBC66 | 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 Response to Issue Specific Hearing 8 Action 42 - Chilterns Area of Outstanding Natural Beauty Special Qualities Assessment [REP7-046] prepared by the Applicant. | DBC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects. DBC 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 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 | Discussed on 30.10.2023 and 05.01.24 | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| | | | relating to impacts on tranquillity cannot be reasonably justified. | | |
| DBC67 | Residential Visual Amenity Appraisal | The Applicant has prepared a Residential Visual Amenity Appraisal (RVAA) at Appendix 14.8 of Chapter 14 of the ES [APP-106] . The RVAA concludes that no neighbouring residents would engage the Residential Visual Amenity Threshold. | DBC agrees with the methodology and residential properties considered within the RVAA and the conclusions of the RVAA. | Discussed on 30.10.2023 | Agreed |
| DBC68 | 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 [REP4-037] and information regarding the direction and area covered is recorded beneath each of the viewpoint photographs included in Appendix 14.6 of the ES [AS-088 – AS-094, AS-140] . | DBC agrees with the presentation of information on the viewpoint photograph sheets. | Discussed on 30.10.2023 | Agreed |
| DBC69 | Assessment years and viewpoints portrayed in photomontages | The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of this ES [TR020001/APP/5.02] to support the LVIA. These photomontages show both | DBC agrees with viewpoint locations portrayed in the photomontages. | Discussed on 30.10.2023 | Agreed |

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| | | <p>the baseline view and the view incorporating the Proposed Development.</p> <p>The photomontages have been produced from viewpoint locations mapped on Figure 14.8 of this ES [APP-106].</p> | | | |
| DBC70 | Growth rates for proposed planting | <p>The Applicant outlines 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 height of at least 2.1m within 8 years. • Hedgerows planted using 1.5-1.8m feathered trees are assumed to be maintained at a height of 2.1m within 5 years. • Woodland comprising transplants (0.6-0.8m height), feathered trees (circa 1.5-2m height) and light standards (2.5-3.5m height) is assumed to achieve an estimated height of 2-3.5m after 8 years, 4-5.5m | DBC agrees with the growth rates for proposed planting outlined by the Applicant. | LVIA TWG meetings on 4 and 05.02.20, 07.06.22 and on 30.10.23 | Agreed |

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| | | <p>after 15 years, 6-7.5m after 20 years and at least 8-10m after 25 years.</p> <ul style="list-style-type: none"> • Scrub vegetation planted with shrubs and transplants (0.3-0.8m height) is assumed to achieve a height of 2-3m within 5-10 years. • Heavy standard trees (3.5-4.25m) are assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years. <p>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> | | | |
| DBC71 | Outline Landscape and Biodiversity Management Plan | The Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029] aligns with the SLMP [APP-172] and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG. | DBC agrees that the outline Landscape and Biodiversity Management Plan is consistent with the aims of Biodiversity Net Gain (BNG) delivery, as well as the SLMP [APP-172] . There is no reason why this cannot be achieved. | LVIA and Biodiversity TWG meetings in pre-application phase attended by DBC officers (see Appendix 1 of this document) | Agreed |
| Noise policy, legislation and guidance | | | | | |

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| DBC72 | Appropriate policy, legislation and guidance | The list of policy, legislation and guidance as set out in Table 16.1 to 16.4 of Chapter 16 Noise and Vibration of the ES [REP9-011] (plus Building Bulletin 93: Acoustic Design of Schools which was mistakenly omitted from Table 16.4) is appropriate to inform the assessment, at the time of writing the submission documents. | DBC agrees these documents to be appropriate. | Meeting with Suono and Host Authorities 12.01.24 | Agreed |
| DBC73 | Compliance with aviation noise policy | <p>The Planning Statement [TR020001/APP/7.01] 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 referenced in the application documents. The Proposed Development’s compliance with the new policy has been set out in Commentary on the Overarching</p> | DBC's summary position is set out in ISH 3 post hearing submission [REP3-094] . | Meeting with Suono and Host Authorities 12.01.24 | Not agreed |

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| | | Aviation Noise Policy Statement [REP1-012]. | | | |
| Noise Assessment methodology – modelling assessment and criteria | | | | | |
| DBC74 | Construction noise and vibration prediction and assessment methodology | <p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <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 ES [REP9-011].</p> | DBC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment. | Suono response on behalf of Host Authorities dated 16.01.2023 | Agreed |
| DBC75 | Air noise prediction and assessment methodology | The Applicant has employed a robust methodology for the air noise assessment, with appropriate | DBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and | Suono response on behalf of Host Authorities | Agreed |

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| | | <p>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 ES [REP9-011].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of the ES [REP9-011].</p> | <p>assessment periods, and change criteria for the air noise assessment.</p> | <p>dated 16.01.2023</p> | |
| DBC76 | Validation of AEDT aircraft noise contour model | The Applicant has undertaken a robust validation exercise of the AEDT aircraft noise model using radar track data and noise monitoring terminal measurements | DBC is content with the use of the AEDT aircraft noise contour model (including its validation) to calculate noise contours. | Suono response on behalf of Host Authorities dated 16.01.2023 | Agreed |

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| DBC77 | Ground noise prediction and assessment methodology. | <p>The Applicant has employed a robust methodology for the ground noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Modelling of ground noise has been undertaken in accordance with ISO 9613 and that the assumptions on stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the ES [REP9-011] and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the ES [REP9-011].</p> | <p>DBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.</p> | <p>Suono response on behalf of Host Authorities dated 16.01.2023</p> | Agreed |
| DBC78 | Surface access noise prediction and assessment methodology | <p>The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be</p> | <p>DBC agrees with the use of CRTN methodology.</p> <p>DBC agrees with the road selection within the noise assessment.</p> <p>DBC agrees with the assumption that there will be no reduction in noise from electric vehicles.</p> | <p>Suono response on behalf of Host Authorities dated 16.01.2023</p> | Agreed |

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| | | <p>no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL, SOAEL and UAEL values have been set out in Table 16.16 of Chapter 16 of the ES [REP9-011].</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the ES [REP9-011].</p> | <p>DBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>DBC agrees with the surface access noise change criteria.</p> | | |
| DBC79 | Daytime surface access UAEL | <p>The Applicant has applied an appropriate daytime UAEL for the surface access noise assessment:</p> <p>UAEL: Daytime 74 dB $L_{Ae1,16hr}$ and night time 66 dB $L_{Aeq,8hr}$. Table 16.16 of Chapter 16 of the ES [REP9-011].</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise and has been accepted as appropriate in the DCO decision for the A14 Cambridge to Huntingdon Improvement Scheme.</p> | <p>DBC consider that the daytime UAEL for surface access noise should be 71 dB $L_{Aeq,16hr}$ consistent with the Heathrow Airport PEIR.</p> <p>DBC note that irrespective of whatever value is chosen (within the range 71-74 dB), it is accepted that the assessment outcomes remain unchanged and acceptable.</p> | Meeting with Suono and Host Authorities 12.01.2024 | Not agreed |

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| | | Further information has been provided in Surface Access Noise Modelling Additional Information [REP3-045] | | | |
| DBC80 | Validation of the surface access noise model | The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and a robust quality assurance procedure for checking the model input data. Differences between the model outputs and spot check measurements are explained in paragraph 16.7.14 of Chapter 16 of the ES [REP9-011] . It is not best practice to adjust the CRTN model to match spot measurements. This is because the CRTN model outputs are based on annual average data over an 18 hour period, which cannot be directly compared to short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data. | DBC agree with the approach taken and validation of the surface access noise modelling. | Meeting with Suono and Host Authorities 12.01.2024 | Agreed |

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| | | Further information has been provided in a document submitted at Deadline 3, Surface Access Noise Modelling – Additional Information [REP3-045] . | | | |
| Noise Assessment methodology – determining significance | | | | | |
| DBC81 | 2019 Actuals baseline | <p>Forecast noise exposure with the development is compared to the future baseline and also to the 'current baseline' which is considered to be the actual noise levels in 2019, in line with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (which refers to the baseline scenario as “a description of the relevant aspects of the current state of the environment” in Schedule 4, paragraph 3).</p> <p>However, a sensitivity test using a ‘2019 Consented’ baseline (derived for this purpose by adjusting the fleet mix that occurred in 2019 to reach a modelled noise impact that would sit within the existing 2019 short term Limits) is summarised in Chapter 16</p> | DBC do not accept that the 2019 Actuals baseline has been used in the core assessment and believe that the 2019 Consented baseline should have been used instead. | Suono response on behalf of Host Authorities dated 16.01.2023 | Not agreed |

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| | | <p>Noise and Vibration of the ES [REP9-011].</p> <p>An assessment against both the 2019 Actuals and 2019 Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.</p> | | | |
| DBC82 | Use of a future baseline | <p>The future baseline air noise levels are compliant with the airport's current consented long term noise limits in each assessment year and therefore demonstrates a scenario where the airport is operating within its consented noise limits.</p> <p>The current consented noise limits (calculated using the Integrated Noise Model, INM) are as follows.</p> <p>Short-term limits for 18mppa:</p> <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. | DBC 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>Long-term limits for 18mppa to be achieved by 2028:</p> <p>Daytime 57 dB $L_{Aeq,16h}$ noise contour – 15.2 km².</p> <ul style="list-style-type: none"> Night-time 48 dB $L_{Aeq,8h}$ noise contour – 31.6 km². | | | |
| DBC83 | Ambient noise monitoring data | <p>Chapter 16 Noise and Vibration of the ES [REP9-011] sets out the two types of noise monitoring that have been used in the assessment. At the request of the Examining Authority, further information has been provided in Ambient noise monitoring data and survey sheets [AS-120]. These documents note that the assessment baseline is calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.</p> | <p>DBC 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.</p> | <p>Meeting with Suono on behalf of the Local Authorities 21.11.2023</p> | Agreed |
| | Noise mitigation | | | | |
| DBC84 | Noise insulation scheme | <p>The proposed Noise Insulation Scheme has been set out by the Applicant in Draft Compensation Policies Measures and Community First [TR020001/APP/7.10].</p> | <p>DBC agrees with the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.</p> | <p>Meeting with Suono and Host Authorities 12.01.24</p> | Agreed |

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| DBC85 | Noise Controls | <p>As noted in the Green Controlled Growth (GCG) Framework [TR020001/APP7.08] and the Air Noise Management Plan [TR020001/APP/8.125], the following noise controls are 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 - Departure Noise Violation Limits <p>The Air Noise Management Plan [TR020001/APP/8.125] 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</p> | DBC agrees with the inclusion of these controls. | Meeting with Suono on behalf of Host Authorities 21.11.2023 | Agreed |

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| | | <p>secured by paragraph 27 in Schedule 2 of the dDCO [TR020001/APP/2.01].</p> <p>The Draft Section 106 Agreement [TR020001/APP/8.167] secures the payment of the Track Violation and Departure Noise Violation fines into the Community Fund.</p> | | | |
| DBC86 | Noise indicators proposed for inclusion within the Noise Envelope | The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dB _{L_{Aeq}16h} and 48dB _{L_{Aeq}8h} noise contour areas). | DBC agrees with the numerical value chosen to represent the noise contour area Limits. | NEDG Final Report (Annex A) in Appendix 16.2 of the ES [TR020001/APP/5.02] | Agreed |
| DBC87 | Formal review period of five years embedded in the Noise Envelope. | <p>The Applicant has proposed a formal review period of five years embedded in the Noise Envelope.</p> <p>The proposed Noise Envelope has been updated to clarify that a 'material change' (either the ICAO publishing a new 'noise chapter' or the approval of an Airspace Change Proposal) would require the airport operator to update their noise forecasts and undertake a Noise Limit Review identifying whether noise Limits can be reduced and noise</p> | <p>DBC supports the proposal that the formal review period should be every five years, aligning with the Airport's obligation to update its Noise Action Plan following the five yearly Noise Mapping required under the Environmental Noise (England) Regulations 2006 (as amended).</p> <p>DBC also supports that the Noise Envelope would be reviewed if there were to be any significant changes to the airport's operations such as the publication of a new ICAO noise</p> | NEDG Final Report (Annex A) in Appendix 16.2 of the ES [TR020001/APP/5.02] | Agreed |

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| | | benefits can be shared with the community. | chapter or the anticipated modernisation of airspace. | | |
| DBC88 | Effectiveness of Noise Envelope | <p>Appendix 16.2 of the ES [TR020001/APP/5.02] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls document [REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise limit reviews.</p> <p>The Noise Envelope (see GCG Explanatory Note [TR020001/APP/7.0718]) has been designed to improve upon the existing</p> | <p>DBC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced planning (both of which are proposed), Luton Airport may be able to manage noise so as not to need to reduce capacity. Sensible Local Rules, possibly implemented in step changes as part of or in line with the 5-yearly ESG review period, are an important part of an acceptable noise control strategy.</p> | <p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p> | <p>Agreed</p> |

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| | | <p>noise control regime and to effectively prevent breaches from occurring.</p> <p>Appendix 16.2 Operational Noise Management (Explanatory Note) of the ES [TR020001/APP/5.02] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls [REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls that are designed to prevent breaches before they occur, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit</p> | | | |

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| | | breaches that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [REP2-032] . | | | |
| DBC89 | Additional noise controls | <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>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].</p> | <p>DBC notes that this was a matter discussed at ISH9 and the Council's position is provided in their post hearing submission [REP6- 094].</p> <p>DBC notes the following:</p> <ul style="list-style-type: none"> - there is a P18 / P19 noise condition requiring the future QC limit to reduce to 2,800, which would be possible if the Applicant used the Core Case to set noise limits from, as per DBC99 - the P18 / P19 S.106 constrain early morning shoulder period movements to 7,000 ATMs. <p>DBC takes the position that the following noise controls should be included as recommended by the NEDG:</p> <ul style="list-style-type: none"> - a future QC limit below that of the extant, included QC limit of 3,500 acting in the core night period (2330-0600) | <p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p> <p>Confirmation of disagreement received via email on 10.01.24</p> | Not agreed |

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| | | | <ul style="list-style-type: none"> - an ATM movement cap (or QC limit) applying to the early morning shoulder period (0600-0700) - an annual 24-hour ATM movement cap. | | |
| DBC90 | Total movement cap as a noise control | <p>As set out in [REP7-056] in response to Written Question NO.2.5, the Applicant position is that an annual movement cap is not necessary or appropriate.</p> <p>Without prejudice to this position, if any annual movement cap were to be imposed it should not be less than 225,000 annual aircraft movements.</p> | <p>DBC 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].</p> | <p>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-052]</p> | Not agreed |
| DBC91 | Shoulder period movement cap as a noise control | <p>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.</p> <p>Without prejudice to this position, if any shoulder period (0600 - 0700) movement cap were to be imposed it should not be less than 12,460 annual aircraft movements. Justification for</p> | <p>HCC 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].</p> | <p>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-054]</p> | Not agreed |

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| | | this limit and how it relates to the noise assessment is provided in Applicant's Position on Noise Contour and Movement Limits [REP9-055] . | | | |
| DBC92 | Construction Vibration Thresholds in CoCP | The CoCP [REP8-013] was updated following ISH3 and discussions with the Host Authorities to remove the temporary vibration thresholds and maintain consistent thresholds with Chapter 16 of the ES [REP9-011] . | DBC agrees with these changes. | Meeting between Applicant and Suono 18.10.2023 | Agreed |
| DBC93 | Fixed Plant Noise Limits | Following discussions with the Host Authorities, the Applicant has updated Appendix 16.3 of the ES - Fixed Plant Noise Management Plan [REP4-025] to require that "Fixed plant will be designed, constructed, operated and maintained with the objective that the rating level L _{Ar,Tr} of fixed plant under normal operation at the worst affected residential receptor, minus the background sound level (L _{A90,T}), is not more than -10 dB, determined in accordance with British Standard 4142". | DBC agree that this is an appropriate criterion for fixed plant noise. | Meeting between Applicant and Suono 18.10.2023 | Agreed |

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| DBC94 | Control of noise and vibration from impact piling | <p>Following discussions with the Host Authorities, the Applicant has included the following text in the revised version of the ES - Appendix 4.2 CoCP [REP8-013].</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 <i>prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works</i>) 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."</i></p> | DBC agrees with this inclusion | Meeting between Applicant and Suono 18.10.2023 | Agreed |
| DBC95 | GCG Thresholds and Limits – Noise | <p>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 Applicant's Position on Noise Contour and Movement Limits [REP9-055] which assumes a faster fleet transition to new-generation</p> | DBC considers that noise Limits should be to be set by reference to the Core Planning Case. | Meeting with Suono 18.10.2023 | Not agreed |

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| | | <p>aircraft, reducing noise effects and reducing the Noise Envelope Limits and Thresholds in turn. An assessment of the total adverse effects on health and quality of life of the Updated Faster Growth scenario is provided in Appendix A of [REP9-055]. The assessment notes that, as was the case for the ES Faster Growth scenario, the additional significant effects that arise in assessment Phase 1 compared to the Core Planning Case would be avoided through the provision of the full cost of insulation, so the noise effects in the Updated Faster Growth scenario are both limited and reduced.</p> | | | |
| | <p>Local communities</p> | | | | |
| <p>DBC96</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/5.01], is robust and has been undertaken applying an appropriate methodology and assumptions. This is based on the</p> | <p>DBC accept the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [TR020001/APP/5.01].</p> | <p>Confirmed via email on 29.12.23</p> | <p>Agreed</p> |

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| | | <p>latest guidance and best practice from Department for the Environment, Food, and Rural Affairs and the World Health Organisation (WHO).</p> <p>The methodology for the assessment is set out in Appendix 13.4 Methodology for Health and Community Assessment of the ES [APP-086].</p> | | | |
| DBC97 | Health and Communities | <p>The ES at Chapter 13 Health and Community [TR020001/APP/5.01] 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</p> | <p>It is anticipated that the 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.</p> <p>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 though</p> | <p>Discussion via email (16.11.23).</p> <p>Clarification requested from HCC (on behalf of DBC) on the operational effects requiring further mitigation.</p> <p>Confirmation of disagreement received via email on 03.01.24.</p> | Not agreed |

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| | | <p>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 population health was identified, as reported in Section 9 of Chapter 13 Health and Community [TR020001/APP/5.01] of the ES.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p>the appointment of a specific community liaison officer at the airport, who would be responsible for a plan for engagement and consultation during operation.</p> <p>The nature of the health effects that this would be mitigating are those identified in the ES, specifically on mental wellbeing associated with stress and anxiety.</p> <p>DBC agree that residents will have opportunities to raise concerns about noise arising from the operation of the Proposed Scheme, however DBC is concerned that these existing measures will not fully address the mental health impacts that could arise during operation. DBC 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.</p> | | |

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| | | <p>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 slots are available to book two weeks in advance.</p> <p>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).</p> <p>There is also a Noise and Track Sub Committee (NTSC) that meets 3 to 4</p> | | | |

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| | | <p>weeks prior to the main meeting. The agenda for NTSC includes the Quarterly Environment Report, which is considered in detail, including studying the noise and track keeping complaints. Recommendations are made to LLACC on those issues considered to be of importance in seeking to solve difficult technical problems. NTSC also looks at specific noise and track keeping issues so as to help reduce the impact of flying on the local communities. Minutes are published on London Luton Airport's website (https://www.london-luton.co.uk/corporate/the-llacc/ntsc).</p> | | | |
| DBC98 | Consideration of vulnerable population groups | The Applicant considers the datasets used in the health baseline to be appropriate and proportionate. | The Hertfordshire host authorities are now satisfied that appropriate data was used to inform the baseline and agree that the Applicant took a proportionate approach in their reporting. | Agreed at meeting on 09.11.23. | Agreed |
| | Biodiversity | | | | |
| DBC99 | Baseline data for biodiversity assessment | The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to | DBC agrees that the baseline data presented in the application for | Biodiversity TWGs in the pre-application | Agreed |

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| | | 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 DBC throughout the pre-application phase of the DCO process. | biodiversity is adequate to inform the assessment. | phase of the project which DBC staff attended on behalf of DBC (see Appendix 1). | |
| DBC100 | Biodiversity Net Gain proposals | The Applicant has presented its position on the proposals for a minimum of 10% BNG as set out in the Biodiversity Net Gain Report (Appendix 8.5 of the ES) [APP-067] . | DBC agrees with the Applicant's position on the proposals for a minimum of 10% BNG as set out in the Biodiversity Net Gain Report [APP-067] . | Biodiversity TWGs in the pre-application phase of the project which HCC staff attended on behalf of DBC (see Appendix 1). | Agreed |
| DBC101 | Pre-construction surveys | The Applicant reports that biodiversity survey effort for the Proposed Development showed consistent results throughout the pre-application phase to inform the assessment. Given the time that will elapse before construction of the project phases, and | DBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction. | Biodiversity TWGs in the pre-application phase of the project which DBC staff attended on | Agreed |

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| | | considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species. | | behalf of DBC (see Appendix 1). | |
| DBC102 | Sites of ecological value | The Applicant's engagement with DBC on the topic of biodiversity has ensured accurate information about sites of ecological value is considered in the biodiversity assessment. | DBC agrees that the Applicant's engagement was adequate in this regard. | Landscape and Visual Impact Assessment, and Biodiversity TWGs in the pre-application phase of the project which DBC staff attended on behalf of DBC (see Appendix 1). | Agreed |
| DBC103 | Residual Impacts for biodiversity | The Applicant's residual impacts on biodiversity features are accurately presented. | DBC agrees that the Applicant's residual impacts on biodiversity features are accurately presented. | Biodiversity TWGs in the pre-application phase of the project which DBC staff attended on behalf of DBC (see Appendix 1). Biodiversity | Agreed |

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| | | | | meeting 02.08.2023. | |
| DBC104 | Scope and scale of mitigation for biodiversity | The scope and scale of the mitigation proposed for biodiversity receptors is proportionate. | DBC agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate. | Biodiversity TWGs in the pre-application phase of the project which DBC staff attended (see Appendix 1). Biodiversity meeting 02.08.2023. | Agreed |
| DBC105 | Embedded mitigation | The Applicants approach to embedded mitigation is appropriate. | <p>DBC previously mentioned that the approach to embedded mitigation does not appear to be appropriate and in some cases refers to compensatory habitat provision for features that are lost. Therefore, the validity of the assessment in this regard can be questioned.</p> <p>The Applicant should update the assessment to ensure embedded mitigation captures the appropriate</p> | Biodiversity meeting 2.8.23 with DBC officers acting on behalf of DBC. | Agreed |

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| | | | <p>design measures and not additional mitigation or compensation.</p> <p>No further issues were raised by DBC on behalf of DBC on this matter in the subsequent engagement in August 2023.</p> | | |
| | Water Resources and Flood Risk | | | | |
| DBC106 | Drainage design for the airport and off-site highways | <p>The Applicant identifies that the drainage design for the airport and off-site highways is to be further developed at the detailed design state.</p> <p>The Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the dDCO [TR020001/APP/2.01]. Schedule 2 of the dDCO [TR020001/APP/2.01] also notes that 'no part of the authorised development may commence until for that part written details of a surface and foul water drainage plan, including means of pollution control and monitoring, have been submitted and</p> | <p>DBC accepts that the detailed design of drainage systems will be secured by Requirement 13 in Schedule 2 of the Draft DCO [TR020001/APP/2.01] 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> | Agreed via email 28.09.2023. | Agreed |

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| | | <p>approved in writing by the relevant planning authority following consultation with the Environment Agency, the lead local flood authority and the relevant water and sewerage undertakers.'</p> | | | |
| DBC107 | Water balance | <p>The Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft DCO [TR020001/APP/2.01].</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the operation of the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the Water Cycle Strategy (Appendix 20.5 of the ES [REP4-033])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p> | <p>DBC has no further comment on this matter.</p> | <p>Agreed via email 28.09.2023.</p> | <p>Agreed</p> |

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| DBC108 | Hydrogeological Characterisation Report | <p>The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [REP4-029] summarises the hydrogeological understanding of the site.</p> <p>The report has predicted maximum groundwater levels across the site using site groundwater monitoring data, which has had an uplift factored applied based on historical data from the Environment Agency's Hertfordshire Groundwater Model and monitoring network.</p> <p>The Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the dDCO [TR020001/APP/2.01]). This includes items DDS.19 and DDS.20 which note the <i>'detailed design will provide at least 1m clearance between the highest water table and the underside of buried tanks and other underground structures'</i> and <i>'The drainage design will consider the impacts of groundwater mounding, to ensure that</i></p> | <p>DBC accepts that the detailed design of drainage systems will be secured by Requirement 13 in Schedule 2 of the Draft DCO [TR020001/APP/2.01] 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> | Agreed via email 28.09.2023. | Agreed |

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| | | <p><i>the infiltration tanks do not result in groundwater flooding downstream.'</i></p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [REP4-035] outlines the initial assessment of the infiltration to ground from the proposed soakaways. Engagement with the Environment Agency is ongoing regarding the risks to the Principal Aquifer from any discharges to ground. Design principle DDS.57 of the Design Principles notes that <i>'If the reserve option is adopted, the drainage and water treatment systems will be designed so that all discharges to ground do not contain hazardous substances, as defined in WFD, and are non-polluting, due to the underlying chalk being a Principal Aquifer and the infiltration tanks being proposed within a SPZ3'</i></p> | | | |
| DBC109 | Flood Risk Assessment | <p>The Flood Risk Assessment in Appendix 20.1 of the ES [REP4-038] considers the potential impacts of the Proposed Development during construction and operation.</p> | <p>DBC accepts that the detailed design of drainage systems will be secured by Requirement 13 in Schedule 2 of the Draft DCO [TR020001/APP/2.01] to include consultation and agreement with the relevant authorities. It is therefore considered reasonable that</p> | <p>Agreed via email 28.09.2023.</p> | <p>Agreed</p> |

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| | | <p>Fluvial flood risks are low risk for the Proposed Development due to the majority of works being in Flood Zone 1. Two Off-site Highway Interventions are in proximity to the River Lee, however these works are limited in scope and scale and would not affect the existing channel or floodplain storage.</p> <p>Pluvial flood risks have been identified as a potential flood risk for the Proposed Development. The Design Principles [REP9-030] sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the Draft DCO [TR020001/APP/2.01]). Design principle DDS.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> | <p>the design can be appropriately managed as part of the DCO requirements.</p> | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council Position | Source of agreement | Status |
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| Climate Change and GHGs | | | | | |
| DBC110 | Definitions of likelihood and severity | 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] . | DBC agree with the levels and definitions of likelihood and severity (consequence) which have been amended since the 2022 PEIR, in line with LLAOL's Climate Change Adaptation Report published after completion of the PEIR. | Climate Change and GHG working group | Agreed |
| DBC111 | Potential underestimate of GHG emissions from aviation | <p>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.</p> <p>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</p> | 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 CO ₂ e. 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. | Not Agreed and is included in PADSS | Not Agreed |

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| | | <p>emissions from departing flights only to avoid double counting.</p> <p>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 approach based on departing flights only be adopted, since measuring emissions from both departing and arriving flights would double-count emissions.</p> | <p>For instance, Section 5.2 of the IEMA Guidance states: <i>"The assessment should seek to quantify the difference in GHG emissions between the proposed project and the baseline scenario (the alternative project / solution in place of the proposed project). Assessment results should reflect the difference in whole life net GHG emissions between the two options"</i>. Only accounting for emissions from one-way flights above 3000ft does not account for whole life net GHG emissions arising from the Proposed Development.</p> | | |
| <p>DBC112</p> | <p>GHG: determination of significance within the ES</p> | <p>The GHG chapter 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</p> | <p>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 5,385,293CO₂e. 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.</p> | <p>Not agreed and is included in the PADSS</p> | <p>Not agreed</p> |

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| | | <p>Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and CORSIA, both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's Transport Decarbonisation Plan. As such the Applicant does not believe that the application for development consent is flawed nor incompatible with Government climate policy</p> | <p>For instance, in Section 6.3 of the IEMA guidance, for an effect to be Minor Adverse (not significant), the project must be "<i>doing enough to align with and contribute to the relevant transition scenario, keeping the UK on track towards net zero by 2050 with at least a 78% reduction by 2035 and thereby potentially avoiding significant adverse effects</i>".</p> | | |
| DBC113 | GCG Thresholds and Limits - GHG | <p>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [TR020001/APP/7.08] they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</p> <p>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy)</p> | <p>DBC 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.</p> | Confirmation of agreement received via email on 08.02.2024. | Agreed |

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| | | to be carbon neutral for surface access by 2040. | | | |
| DBC114 | GCG Thresholds and Limits - GHG | The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [TR020001/APP/7.08] as the Government has confirmed its position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy. | DBC 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 | Confirmed via email on 06.02.2024 | Agreed |
| Economics and Employment | | | | | |
| DBC115 | 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 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 | DBC 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 contribution to levelling up in Luton. | Agreed at the Economics and Employment TWG meeting on 19.03.2019 | Agreed |

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| | | of employment and GVA (gross value added) will contribute significantly to 'levelling up' in Luton and regeneration of the Borough. | | | |
| DBC116 | 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>DBC 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.</p> <p>DBC agree that there will be wider economic benefits, but concerns remain in relation to the timing of</p> | Agreed via email on 29.01.2024 | Agreed |

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| | | | delivery and the value to the surrounding areas. | | |
| DBC117 | Scoping out of the assessment on the impact of the Proposed Development on tourism deficit | The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion. | DBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit. | Agreed at Economics and Employment TWG meeting on 28.05.2019. | Agreed |

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

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council Position | Source of agreement | Status |
|---------------|---|---|--|--|---------------|
| | FLIGHTPATHS | | | | |
| | Use of flightpaths in assessments | | | | |
| DBC118 | Position on the use of existing flightpaths in assessments. | The Applicant considers that it was reasonable to base the assessment of the noise effects of the proposed development on the existing flightpaths pending any decisions regarding future changes to these flightpaths as part of the Government’s Airspace Modernisation Strategy, as set out in Flightpath to the Future. | DBC are content on the use of existing flightpaths in noise assessments. | Meeting with Suono on behalf of Host Authorities 21.11.2023. | Agreed |

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

| ID ref | Matter | The Applicant’s position | Dacorum Borough Council position | Source of agreement | Status |
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| | GREEN CONTROLLED GROWTH | | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| Green Controlled Growth Framework | | | | | |
| DBC119 | Principle of GCG | The Applicant considers that the GCG Framework [TR020001/APP7.08] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits. | The principle of the 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. | Host Authority Response to Second Statutory Consultation prepared by Vincent + Gorbing, 04.04.2022. | Agreed |
| Thresholds and Limits | | | | | |
| DBC120 | GCG Thresholds and Limits | The Applicant considers that the proposed approach of adopting Level 1 Thresholds, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [TR020001/APP/7.08] , and the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact. | DBC supports the proposed approach of adopting Level 1, Level 2 Thresholds and Limits for each of the environmental topics within the scope of the GCG Framework [TR020001/APP/7.08] and the processes associated with these Thresholds and Limits. | HA SoCGs – GCG Meeting, 10.01.2024. | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| DBC12 1 | GCG Thresholds and Limits | The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [TR020001/APP/7.08] with the Faster Growth sensitivity test (with the exception of Air Quality, see row DBC62) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case. | DBC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case. | Confirmation of disagreement received via email on 19.01.2024 | Not agreed |
| DBC12 2 | GCG Thresholds and Limits – Surface Access | The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [TR020001/APP/7.08] with Limits aligned with the mode share assumptions that underpin the Transport Assessment and Environmental Impact Assessment, is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets to be set through the FTP [TR020001/APP/7.13] . | 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. 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 | Confirmation of agreement received via email on 19.01.2024 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | | more local level concerns in Hertfordshire. | | |
| DBC123 | GCG Thresholds and Limits - Review | <p>The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [TR020001/APP/7.08], on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the ES.</p> <p>In response to concerns raised by the Host Authorities regarding ensuring monitoring plans remain up-to-date with good practice and relevant guidance, the Applicant has introduced an explicit requirement to consider new and emerging best practice as part of the review of monitoring plans. This amendment was made to the GCG Framework [TR020001/APP/7.08] and GCG Explanatory Note [REP9-020] at Deadline 9.</p> | <p>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.</p> <p>DBC now consider this matter agreed following the amendments made at Deadline 10 to REP10-025.</p> | HA SoCGs – GCG Meeting, 10.01.2024 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| DBC124 | GCG Thresholds and Limits – Sanctions for continued breaches | <p>The Applicant has outlined its position regarding the proposal by both the Host Authorities and the ExA for the inclusion of sanctions where there is a repeated and prolonged exceedance of a Limit in the Applicant's Position Statement on Financial Penalties [TR020001/APP/8.187] submitted at Deadline 9. As outlined in this document, the Applicant rejects the proposal for the imposition of a financial penalty regime on the grounds that they:</p> <ul style="list-style-type: none"> a. are unnecessary and wholly unjustified in light of the robust and comprehensive GCG Framework the Applicant has put forward; b. are inappropriate given the existing enforcement mechanism endorsed by Parliament in the context of breaches of the DCO; c. do not meet the planning policy tests; | <p>DBC is concerned that the only requirement in GCG if Mitigation Plan fails is to produce new Mitigation Plan.</p> <p>DBC propose that there should be financial sanctions imposed alongside the requirement to produce a new Mitigation Plan.</p> <p>DBC are willing to discuss the level and structure of the proposed financial penalties with the Applicant.</p> | Email received 09.01.2024. | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>d. do not meet the specific tests which are relevant to the imposition of conditions;</p> <p>e. are being proposed without a clear legal basis;</p> <p>f. are unprecedented;</p> <p>g. are being sought to be justified by reference to precedents which are wholly irrelevant;</p> <p>h. assume a function for the Department for Transport which it has hitherto not accepted or been consulted upon; and</p> <p>i. are not appropriate in the context of a single decision on a DCO application</p> <p>The Applicant considers that the GCG process has been set up to avoid repeated breaches, and that (in contrast to current consent) the ESG will have approval role over mitigation. Therefore, it would be disproportionate and unreasonable to seek sanctions where all parties have agreed that mitigation is appropriate.</p> | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>The Applicant also notes that GCG explicitly links the Limits to growth, so if in breach the airport cannot grow – this is a significant commercial incentive to stay within Limits and to address breaches as soon as possible.</p> | | | |
| Monitoring and reporting | | | | | |
| DBC12 5 | Transition Period | <p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the GCG process (which is believed to be unique for major infrastructure projects) and will allow the process to be reviewed to improve its effectiveness.</p> <p>It is proposed that the transition period will apply for air quality, greenhouse gases and surface access last for the remainder of the calendar year in which notice under Article 44(1) of the dDCO [TR020001/APP/2.01] is served. The GCG process for these environmental topics will apply in full from 1 January following the service of notice under Article 44(1)</p> | <p>DBC 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).</p> | Confirmed via email on 01.02.24 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>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>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 ahead of serving notice under Article 44(1).</p> <p>This amendment has been incorporated in the ES - Appendix 7.5 Outline Operational Air Quality Plan [REP9-013] submitted at Deadline 9.</p> | | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| DBC12 6 | GCG Monitoring and Reporting - Timings | <p>The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with international guidance and national legislation on how growth at airports is managed through the Slot Allocation Process.</p> <p>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP5-024] submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan) from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall</p> | <p>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 Deadline 7 [REP7-022] reflect this.</p> | <p>Confirmation of agreement received via email on 19.01.2024</p> | <p>Agreed</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current proposal as this would result in the 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. | | | |
| Environmental Scrutiny Group and Technical Panels | | | | | |
| DBC12 7 | Environmental Scrutiny Group (ESG) Membership | The Applicant considers that it is appropriate to determine local authority involvement on the Environmental Scrutiny Group (ESG) on the basis of those local authorities that experience a broad range of impacts as a result of the Proposed Development. Based on the geographical distribution of impacts forecast in the ES, the four local authorities identified in the Draft ESG Terms of Reference [REP7-022] are those that are likely to experience impacts across the various environmental topics in scope of GCG. Where a local | DBC has expressed its desire to be included as part of the ESG and therefore disagrees with the extent of host authorities nominated by the Applicant to be part of the ESG. | HA SoCGs – GCG Meeting, 9.10.2023. | Not Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>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 [REP7-024].</p> | | | |
| DBC128 | ESG Membership | <p>The Applicant considers that, in addition to local authorities, the proposed independent members of the ESG as set out in the Draft ESG Terms of Reference [REP7-022] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p> | <p>DBC supports the proposed inclusion of members independent of both the local authorities and the airport operator in the ESG to provide the relevant impartial expertise on airport operations and slot allocation.</p> | HA SoCGs – GCG Meeting, 9.11.2023. | Agreed |

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| DBC129 | ESG Membership | <p>A key principle of the GCG Framework [TR020001/APP/7.08] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development and that any decisions made by the ESG are made on an impartial, apolitical basis.</p> <p>In response to concerns raised by LBC and the ExA regarding, the Applicant has made amendments to the 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.</p> | <p>DBC 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 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.</p> <p>DBC consider that the choice of representative for the Technical Panels should rest with the Council and the suitability of a representative should not be at the discretion of the chair.</p> | Confirmation of disagreement received via email on 23.01.2024 | Not agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>The Applicant considers it entirely appropriate that the chair of the ESG should be able to decide upon matters of competence in this context, and that an independent chair will be capable of making an objective determination of whether an individual meets this requirement.</p> | | | |
| <p>DBC130</p> | <p>Environmental Scrutiny Group (ESG) - Quorum</p> | <p>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the ESG to be quorum, the Applicant is proposing to amend the drafting of the Draft ESG Terms of Reference [REP7-022] to:</p> <ol style="list-style-type: none"> 1. Require at least two local authority representatives to be in attendance. The Applicant considers that with the attendance of three independents, and at least two local authorities, sufficient technically competent persons as well as those representing local communities will be present without increasing the risk of the GCG process being frustrated. | <p>DBC welcome the amendments made at Deadline 9 in relation to quorum.</p> | <p>Confirmed via email on 01.02.24</p> | <p>Agreed</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</p> <p>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</p> | | | |
| <p>DBC13 1</p> | <p>Technical Panel - Quorum</p> | <p>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the Technical Panel to be quorum, the Applicant is proposing to amend the drafting of the Draft Technical Panels Terms of Reference [REP7-024] to:</p> <p>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</p> | <p>DBC welcome the amendments made at Deadline 9 in relation to quorum.</p> | <p>Confirmed via email on 01.02.24</p> | <p>Agreed</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
|--------------------|---------------|--|--|---------------------------------|---|
| | | <p>communities will be present without increasing the risk of the GCG process being frustrated.</p> <p>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</p> <p>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</p> | | | |
| DBC13 2 | ESG - Funding | <p>The airport operator will be responsible for the secretarial and administrative costs associated with the operation of the ESG.</p> <p>The Applicant proposes to fund the chair and independent specialist on aviation that sit on the ESG, as well as the independent technical experts that sit on each Technical Panel. This is to ensure that the other organisations (including DBC) can draw upon the advice of this expert, and do not need to procure</p> | <p>DBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</p> <p>DBC supports the proposal to use £100/hr as the basis for calculating Local Authority funding as confirmed by the Applicant on an email on the 17 January 2024 and to be secured through the s106 agreement.</p> | Confirmed via email on 01.02.24 | Agreed subject to the completion of the section 106 agreement |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council position | Source of agreement | Status |
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| | | <p>independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</p> <p>The Applicant also propose to fund local authority involvement with the ESG and Technical Panels on the basis of an hourly rate up to a cap. This cap would be different for ESG and Technical Panels to reflect the different roles, and would be index linked.</p> <p>The intention is for this funding to be secured either through the section 106 Agreement or by way of an alternative legal agreement.</p> | <p>DBC welcomes the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</p> | | |
| DBC133 | ESG - Establishment of ESG as a Corporate Entity | <p>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</p> | <p>DBC 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 DBC has expressed previously, and little to no further detail has</p> | Confirmation of disagreement received on 19.01.2024 | Not agreed |

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| | | <p>place are at arm’s length from the operator, the owner and, indeed, in order to address a perceived conflict, LBC itself. It is on that basis that the Applicant considers the corporate entity is the right thing to do.</p> <p>Furthermore, by creating a separate legal entity which is distinctly the decision-maker, it will reduce the risk to those on local authority representatives, for example, a decision to refuse (or approve) being amenable to judicial review, and local authorities and/or representatives being liable.</p> <p>The implications for local authorities are therefore that the corporate entity (a company limited by guarantee) will secure independence, reduce potential legal liability enabling the ESG to undertake their functions, and also ensure that the legal powers open to companies are given to the ESG (e.g., in terms of appointments and entering into contracts).</p> | <p>been provided as to how a Company 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.</p> <p>DBC 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.</p> | | |

Table 3-10: Summary of 'Design' matters with Dacorum Borough Council

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
|---------------|-----------------------------------|--|---|--|--|
| DESIGN | | | | | |
| DBC134 | Design Principles and Design Code | <p>The Applicant's position is as set out in Applicant's response to Deadline 4 Hearing Actions [REP4-070]. The Applicant has engaged with DBC to discuss this position and how the Design Principles document can be refined as a live document.</p> <p>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.</p> <p>The Design Principles [REP8-022] issued at Deadline 8 included additional wording in</p> | <p>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [REP9-030].</p> <p>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</p> | <p>Meeting on 05.01.24.</p> <p>Agreed with the exception of the landscape design principle points raised in DBC135</p> | <p>Agreed with the exception of the landscape design principle points raised in DBC135</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
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| | | <p>relation to Terminal 2 Luton DART station, a section on the programme of works and the inclusion of a draft Terms of Reference for the Design review.</p> <p>The Applicant has 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.</p> <p>The Applicant has responded to Issue Specific Hearing 6, Action 33: Principles of Good Design in [REP5-043] issued at deadline 5 which explains how the principles of good design have been met through the proposals against the national and other design policy requirements.</p> <p>The Applicant considers that a more prescriptive design code would not be appropriate as set out in [REP4-70] Issue Specific Hearing 6 Action 31.</p> | <p>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.</p> <p>Refer to the Hertfordshire host authorities Comments on Any Further Information / Submissions Received by Deadline 6 [REP7-085] 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.</p> <p>Refer to the Hertfordshire host authorities Comments on Any Further Information / Submissions Received by Deadline 7 [REP8-055] where Hertfordshire host authorities are of the view that the revised Design Principles</p> | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
|----------------------|------------------------------------|--|---|---|-------------------|
| | | | <p>[REP7-034] will not secure 'good design' at detailed design stage. This is in relation to the landscape specific principles as discussed in DBC135.</p> | | |
| <p>DBC135</p> | <p>Landscape Design Principles</p> | <p>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 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.41, T.64, T.66, ASF.02, ASF.09, ASF.16, ASF.17, ASF.24 and ASF.25.</p> <p>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</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>Meeting on 05.01.2024</p> <p>Confirmation of disagreement received via email on 19.01.2024</p> | <p>Not agreed</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
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| | | <p>Landscape Masterplan (SLMP) [AS-172] are appropriate for this stage of the Development Consent Order (DCO) process.</p> <p>The approach to prescribing building heights, colour, rooflines and similar matters will be secured via Requirement 6 of the Draft DCO [TR020001/APP/2.01]</p> <p>The Applicant considers that it is not necessary for the Design Principles to address 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.</p> <p>Details such as roof lines, colour palette etc. will be addressed at detailed design stage but the</p> | | | |

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|----------------------|---------------------------|---|--|---|---------------|
| | | <p>Design Principles [REP9-030] sets expectations for such matters.</p> | | | |
| <p>DBC136</p> | <p>Programme of works</p> | <p>Applicant's Response to Deadline 6 Submissions [REP7-063] states, "A new paragraph 5(6) has been inserted in Schedule 2 of the Draft DCO submitted at Deadline 7 [TR020001/APP/2.01] 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. The drafting has been further refined and the Deadline 10 version of the draft DCO now sets out further details and requirements in relation to the phasing of the authorised development.</p> <p>The Design Principles [REP9-030] has been updated to include a section describing the programme of Works and communication of this through the</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 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>Meeting on 05.01.2024</p> <p>Confirmation of agreement via email on 07.02.2024</p> | <p>Agreed</p> |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
|---------------|---------------|---|---|--|--------|
| | | Applicant's and Airport operator's websites. | | | |
| DBC137 | Design Review | <p>Since Issue Specific Hearing 8, Item 10 the Applicant has undertaken further engagement with DBC as documented within the Applicants response to ISH8 – Action Point 53 [REP7-072] which confirms the Applicant's agreement to the introduction of an independent design review process for Terminal 2 (Work Nos. 3b(01) and 3b(02)) , T2 Plaza (Work No. 3f), 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</p> <p>In addition, following the Rule 17 request, the Applicant has included within the draft ToR (mentioned above) two additional</p> | <p>The Hertfordshire 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. It therefore welcomes the Applicants commitment to Design Reviews as committed to in Applicants response to ISH8 – Action Point 53 [REP7-072] and Volume 8 Additional Submissions (Examination) 8.167 Draft Section 106 Agreement.</p> <p>The Hertfordshire host authorities 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</p> | Meeting 12.12.2023 and 05.01.2024 | Agreed |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
|--------|--------|---|--|---------------------|--------|
| | | <p>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.</p> <p>It should be noted that the Applicant does not consider the proposed car park P12 (Work No 4r) requires an Independent Design Review as the introduction of this Work is proposed at Stage 2b after the Terminal, Plaza, Luton DART Station and Coach Station have already been constructed. Therefore, the context for the car park will already have been set by these Works.</p> <p>The 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</p> | <p>Station (Work No. 3g) would fall within that category. However, the Hertfordshire host authorities are content for the scope of independent design review to be progressed by Luton Borough Council as the relevant planning authority.</p> | | |

| ID ref | Matter | The Applicant's position | Dacorum Borough Council's position | Source of agreement | Status |
|--------|--------|--|------------------------------------|---------------------|--------|
| | | <p>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 for the Terminal 1 extensions (Work No. 3a (01-05).</p> <p>The Draft Section 106 Agreement [TR020001/APP/8.167] includes an obligation for LBC to establish and appoint a Design Review Panel in accordance with the Design Principles. The Applicant will meet the reasonable costs of the Panel.</p> | | | |

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

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

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

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

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

| Date | Attendees | Form of correspondence | Details |
|----------|---|--------------------------------------|---|
| | | | the scoping report and request clarification on any topic. |
| 18.02.19 | LBC, HCC, Wildlife Trust, Natural England | Meeting | Biodiversity TWG. |
| 20.02.19 | LBC, CBC, NHDC, HCC | Meeting – Hart House, Luton, LU2 0LA | POCG meeting. |
| 25.02.19 | HCC | Meeting | Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan. |
| 26.02.19 | CBC, NHDC, HCC, LBC, Chilterns Conservation Board | Meeting – Hart House, Luton, LU2 0LA | Landscape and Visual Impact Assessment TWG. Provided update on ongoing landscape and ecology assessment work and associated methodologies. Discussion on Preferred Option Draft Layout and engineering requirements. Discussion on non-statutory consultation feedback followed by an accompanied site visit. |
| 05.03.19 | NHDC | Meeting | Equalities Impact Assessment (EqIA) TWG meeting. The purpose of this meeting was to present the EqIA scoping methodology for the Proposed |

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| | | | Development and receive input from stakeholders. |
| 20.03.19 | CBC, NHDC | Meeting – Hart House, Luton, LU2 0LA | POCG meeting. This meeting focused on the timetable for dealing with the draft SoCC taking into account the complications faced by the host local authorities due to the upcoming local elections, and recapping the areas of support/information the council could provide within the timescales. |
| 26.03.19 | NHDC | Meeting | Major accidents and disasters meeting to introduce the Proposed Development |
| 03.2019 | CBC, LBC, NHDC | Meeting | Economics and Employment TWG meeting. A general overview of the Proposed Development was provided. |
| 23.05.19 | HCC | Meeting | Trial trenching meeting. |
| 31.05.19 | CBC, HCC | Meeting – MS Teams | Waste TWG meeting The purpose of this meeting was to discuss the future baseline data and assessment findings to date following receipt of the EIA scoping opinion |
| 05.2019 | CBC, LBC, NHDC | Meeting | Economics and Employment TWG meeting. Preliminary |

| Date | Attendees | Form of correspondence | Details |
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| | | | findings and approach to employment, training and skills |
| 04.06.19 | HCC | Meeting | Surface Access meeting to discuss the scope of the CBLTM-LTM and VISSIM models, review the validation of the models and discuss the contents of the Framework Travel Plan. |
| 07.06.19 | LBC, CBC, NHDC | Meeting | Air Quality TWG to discuss the EIA Scoping Report, assessment scenarios and modelling. |
| 24.06.19 | LBC, CBC, HCC | Meeting | Biodiversity TWG. Discussion about Planning Inspectorate responses to the EIA Scoping Report and proposed surveys and assessment to be contained within the ES. |
| 08.07.19 | LBC, CBC, HCC | Meeting | The purpose of the meeting was to inform the conservation officers and archaeologists of the progress of the heritage research and assessment. |
| 07.2019 | CBC, LBC, NHDC | Meeting | Economics and Employment TWG meeting. Update on employment estimates, best practice on employment, training and skills, wider impacts consultations update. |

| Date | Attendees | Form of correspondence | Details |
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| 05.09.19 | NHDC, DBC, CBC | Meeting | Noise TWG meeting. The Noise Working Group were asked for feedback on the draft 2019 PEIR, and it was discussed how ongoing work to be undertaken for the ES could be refined for a further assessment. |
| 17.09.19 | CBC, LBC, NHDC | Meeting | Economics and Employment TWG meeting. Update on statutory consultation, review of airport passenger profile, review of outline employment and training strategy. |
| 07.10.19 | LBC, CBC, NHDC, HCC | Meeting – Hart House, Luton, LU2 0LA | Landscape and Visual Impact Assessment TWG. Officers were informed about the forthcoming Statutory Consultation and Scoping responses were also discussed. |
| 14.10.19 | LBC, NHDC | Meeting | Noise Envelope Design Group (NEDG) meeting. The following points were discussed: the requirement to establish an NEDG, purpose and objectives of an NEDG and confirmation of the Terms of Reference. |
| 08.11.19 | LBC, CBC, HCC | Meeting | Surface Access meeting to discuss the strategic modelling, key modal split and rail/coach |

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| | | | assumptions, mitigation measures and the Framework Travel Plan and the DCO progress and timetable. |
| 13.11.19 | CBC, HCC, NHDC | Meeting | NEDG meeting. The following points were discussed: enforcement regime, noise management controls, NEDG process and management and noise contour predictions. |
| 04.12.19 | LBC, CBC | Meeting | NEDG meeting. The following points were discussed: pros and cons of management control, NEDG review periods, enforcement regime and Proposed Development movement forecasts. |
| 16.12.19 | DBC | Statutory consultation response | Individual statutory consultation response submitted via email. |
| 23.12.19 | LBC, HCC, NHDC, CBC | Statutory consultation response | Joint response to statutory consultation submitted via WSP. |
| 22.01.20 | CBC, LBC, NHDC | Meeting | NEDG meeting. The following points were discussed: Draft Position on Paper on Quota Systema and the pros and cons of noise violation limits. |
| 30.01.20 | LBC, CBC, NHDC, HCC | Meeting | Surface access TWG. |

| Date | Attendees | Form of correspondence | Details |
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| 04.02.20 | LBC, CBC, NHDC, HCC | Meeting | Surface access TWG. |
| 04.02.20 | LBC, CBC, NHDC, HCC | Meeting – Hart House, Luton, LU2 0LA | Landscape and Visual Impact Assessment TWG. The meeting set out the strategy for responding to comments raised by the Host Authorities in the WSP report prepared on their behalf in response to Statutory Consultation and the ES and sought clarifications on some of the comments. |
| 05.02.20 | HCC | Meeting | The purpose of this meeting was to review changes to the public rights of way. |
| 05.02.20 | CBC, HCC, LBC, NHDC | Meeting | NEDG meeting. The following points were discussed: Draft Position Paper on Noise Contours, pros and cons of noise violation limits, LAeq,T contours to be retained, 'number above' contours. |
| 18.02.20 | HCC, CBC, LBC, NHDC | Meeting | Biodiversity TWG. |
| 03.03.20 | LBC, CBC, NHDC, HCC | Meeting – Hart House, Luton, LU2 0LA | Landscape and Visual Impact Assessment TWG. The meeting agreed viewpoint and photomontage locations and, based on the layout put forward at statutory consultation, |

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| | | | the receptors to be considered in the LVIA. |
| 11.03.20 | CBC, NHDC, LBC | Meeting | NEDG meeting. The following topics were discussed: review of noise control measures and alternative measures and enforcement of the Noise Envelope. |
| 25.03.20 | NEDG members | Meeting | NEDG meeting. The purpose of this meeting was to discuss the noise control measures. |
| 20.04.20 | LBC, CBC, HCC | Meeting – MS Teams | Landscape and Visual Impact Assessment TWG meeting to discuss a range of matters related to the LVIA proposals and assessments. |
| 08.07.20 | HCC, LBC, CBC | Meeting | NEDG meeting. Discussions covered the noise model validation, 'number above' contour banding, quota count tolerances, noise monitoring locations, modal split for testing noise contour thresholds and limits, and the review process for noise measures. |
| 17.09.20 | HCC, LBC | Meeting | NEDG meeting. Discussions covered the contents of the draft Interim Report, noise model validation and the |

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| | | | forward plan for the NEDG. |
| 30.09.20 | HCC | Meeting – MS Teams | Surface access meeting. Agenda: provide an update on the proposals. |
| 07.10.20 | LBC, NHDC, HCC | Meeting – MS Teams | Landscape and Visual Impact Assessment TWG meeting. Agenda: advise upon the proposed design changes, explain the rationale for the proposed earthworks and open space changes, put forward new proposals for the replacement open space and embedded mitigation, discuss the inclusion of Century Park Access Road (CPAR) West and its associated landscape mitigation, and review whether previously agreed points would be affected by the proposed design changes. |
| 23.10.20 | LBC, CBC, HCC | Meeting – MS Teams | Waste TWG meeting. Agenda: provide information on design changes and discuss the issues raised during previous meetings, at scoping and during statutory consultation. |
| 10.11.20 | LBC, CBC, HCC, NHDC | Meeting | Travel Plan Workshop to identify measures that could be |

| Date | Attendees | Form of correspondence | Details |
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| | | | incorporated into the Framework Travel Plan, and the monitoring and structure of the group that will oversee progress in achieving targets. |
| 12.11.20 | HCC | Meeting – MS Teams | The purpose of this meeting was to inform the council of the Proposed Development re-start, and discuss the scope of the trial trenching. |
| 07.12.20 | LBC, CBC, HCC | Meeting – MS Teams | Waste TWG meeting. Agenda: discussion regarding the current and future baseline and changes to the assessment. |
| 09.12.20 | LBC, HCC | Meeting – MS Teams | Landscape and Visual Impact Assessment TWG meeting. Agenda: review context and provide a response to the identified actions in the minutes dated 20.04.20 and review content of the minutes dated 07.10.22. |
| 17.12.20 | HCC | Meeting | Surface Access meeting to discuss the air passenger forecasts and the revised dates for the assessment, and report the initial findings from the re-run of transport models. |

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

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| | | | 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. |
| 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. |

| Date | Attendees | Form of correspondence | Details |
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| 21.04.21 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | POCG meeting. Agenda: Proposed Development review update, summary of key issues within TWGs, GCG, PPA Works Order 6 and the POCG engagement plan. |
| 26.04.21 | LBC, CBC, NHDC | Meeting – MS Teams | Air Quality TWG meeting. Agenda: update on changes to the Proposed Development, GCG, 2019 statutory consultation feedback, timing and engagement schedule and the key issues to be addressed. |
| 19.05.21 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | POCG meeting. Agenda: key issues summary table, GCG engagement documents and the POCG engagement plan. |
| 09.06.21 | HCC | Meeting – MS Teams | Surface access TWG meeting. The purpose of this meeting was to provide an update on the revised key forecasting assumptions and programme. |
| 16.06.21 | LBC, CBC, NHDC | Meeting – MS Teams | POCG meeting. Agenda: project team update, minutes and actions of previous meeting, key issues summary table and the approach to statutory consultation. |

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

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

| Date | Attendees | Form of correspondence | Details |
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| 27.07.21 | LBC, CBC, NHDC | Meeting – MS Teams | Waste TWG meeting. Agenda: provide an update on the Proposed Development and recap issues discussed to date, current and future baseline, assessment methodology, waste disposal facilities to be used, cumulative assessment, and proposed mitigation. |
| 04.08.21 | NHDC | Meeting – MS Teams | EqIA meeting. The purpose of this meeting was to understand the baseline context of the area, in particular whether there are any protected characteristic groups in the local area that may be significantly impacted by the Proposed Development. Understanding whether there are specific resources that the project team should be aware of or are near to the scheme. Identifying relevant local groups that should be engaged with. |
| 09.08.21 | HCC | Meeting – MS Teams | Surface access meeting. The purpose of this meeting was to discuss the results of the 21.5 mppa for 2027 scenario. |
| 18.08.21 | LBC, CBC, HCC | Meeting – MS Teams | POCG meeting. Agenda: minutes and actions of previous |

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

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| 22.09.21 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | POCG meeting. Agenda: minutes and actions of previous meeting, key issues summary table and POCG feedback on future topic-specific agenda items, statutory consultation – SoCC feedback, and NEDG update. |
| 29.09.21 | Host local authorities and neighbouring local authorities | Meeting – MS Teams | The purpose of this meeting was to provide an update to the host and neighbouring local authorities about the Proposed Development, statutory consultation, surface access, EIA and GCG. |
| 13.10.21 | LBC, CBC, NHDC, HCC, National Highways | Meeting – MS Teams | Travel Plan Workshop. The purpose of this meeting was to collect ideas and views for promoting sustainable travel at the airport. |
| 15.10.21 | HCC | Meeting | Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios. |
| 15.10.21 | LBC, CBC, Bedfordshire Police | Meeting – MS Teams | The purpose of this meeting was to provide an update on the Proposed Development and statutory consultation, and |

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

| Date | Attendees | Form of correspondence | Details |
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| | | | modelling, what has happened since the last meeting, noise footprint. |
| 15.11.21 | HCC | Meeting | Surface Access meeting to present the key forecasting assumptions and results of the models for 21.5 mppa 2027, 32 mppa 2043, and 27 mppa 2039 scenarios. |
| 22.11.21 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | The purpose of this meeting was to discuss plans with the host local authorities for the approach to identifying and engaging seldom heard groups during the consultation. |
| 24.11.21 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | POCG meeting. Agenda: introductions, minutes and actions of previous meeting, key issues summary table – POCG confirm whether they agree with the updates/POCG feedback on future agenda items, statutory consultation update, Community First update, and GCG update – approach to limits. |
| 02.12.21 | LBC, CBC, HCC, Environment Agency | Meeting – MS Teams | Waste TWG meeting. The purpose of this meeting was to share the preliminary results of the waste and resources assessment for the 2022 PEIR, and |

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

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

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

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

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

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

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| | | | regarding how performance against targets will be monitored and reported, and about governance procedures. |
| 21.07.22 | CCB, NHDC, LBC, East Herts District Council, Welwyn Hatfield Borough Council, DBC, Stevenage Borough Council, Buckinghamshire Council, St Albans City & District Council | Meeting – MS Teams | Noise TWG meeting. The purpose of this meeting was to discuss the contents of the ES which relate to noise, the noise baselines and monitoring, updated validations, aircraft movement forecasts, supplementary noise metrics, sound insulation, mitigation options, committed developments, and the Noise Envelope. |
| 03.08.22 | LBC, CBC, NHDC, DBC | Meeting – MS Teams | POCG meeting. Agenda: discuss the POCG activities and scope, and discuss the SoCG template. |
| 18.08.22 | HCC | Email | Email from HCC Archaeology Officer confirming the trial trenches undertaken to inform the ES were signed-off and trenches could be backfilled. |
| 13.09.22 | CBC, LBC, NHDC | Meeting | Climate Change and GHG TWG meeting. Updates to assessment since PEIR outlined, including changes to assessment criteria and UKCP18 projection. Detail provided on how consultation responses |

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

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

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| | | | guidance has been interpreted and responses to comments received at statutory consultation. |
| 12.10.22 | LBC, NHDC, CBC | Meeting | NEDG meeting to discuss the concept of sharing the benefits in aviation noise policy, and the Noise Envelope's role in this. |
| 27.10.22 | LBC, CBC, Buckinghamshire Council, Stevenage Borough Council, St Albans City and District Council, London Luton Airport Operations Limited | Meeting – MS Teams | Air Quality TWG meeting. Agenda: methodology for future backgrounds used, update from the PEIR, and the sifting criteria for the selection of GCG monitoring locations and the methodology of the GCG process for air quality. |
| 28.10.22 | LBC, NHDC | Meeting | NEDG meeting to discuss the draft GCG and Noise Envelope document. |
| 15.11.22 | LBC, CBC, NHDC, HCC, DBC | Meeting – MS Teams | POCG meeting. Agenda: summary of previous POCG actions, programme update, document review comments overview, and update on the SoCG process. |
| 21.11.22 | LBC, HCC, NHDC, CBC | Meeting | NEDG meeting to discuss the Noise Envelope Final report. |

| Date | Attendees | Form of correspondence | Details |
|---------------------|--|------------------------|---|
| 24.11.22 – 08.12.22 | HCC | Email | Email correspondence on draft CHMP resulting in revision to CHMP and confirmation from HCC Archaeologist (received 8 December 2022) that they are content with the CHMP. |
| 01.12.22 | CBC, NHDC, LBC, HCC, DBC East Herts District Council, St Albans City & District Council, Buckinghamshire Council, Stevenage Borough Council, Welwyn Hatfield Borough Council | Meeting – MS Teams | Noise TWG meeting. The purpose of this meeting was to introduce the matters included within the SoCG, and cover points raised at statutory consultation. |
| 21.12.22 | LBC, CBC, NHDC, HCC | Meeting – MS Teams | Planning Compliance meeting. Purpose of the meeting was to discuss the planning policies which will be relevant and important to the determination of the application for development consent, to discuss how planning policy compliance will be covered in the application, and to discuss the extent to which the Proposed Development is compliant with planning policy. |
| 09.01.23 | LBC, NHDC, HCC | Meeting – MS Teams | Noise TWG meeting – the draft SoCG was discussed and the TWG |

| Date | Attendees | Form of correspondence | Details |
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| | | | provided preliminary feedback on this. |
| 20.07.23 | LBC, CBC, HCC, NHDC & DBC | Meeting – MS Teams | Water resources topic specific meeting to discuss draft SoCG. |
| 26.07.23 | LBC, HCC, NHDC & DBC | Meeting – MS Teams | Noise topic specific meeting to discuss draft SoCG. |
| 27.07.23 | LBC, HCC, NHDC & DBC | Meeting – MS Teams | Surface access topic specific meeting to discuss draft SoCG. |
| 02.08.23 | HCC, NHDC & DBC | Meeting – MS Teams | Biodiversity topic specific meeting to discuss draft SoCG. |
| 01.08.23 | HCC, NHDC & DBC | Meeting – MS Teams | Air quality topic specific meeting to discuss draft SoCG. |
| 02.08.23 | HCC, NHDC & DBC | Meeting – MS Teams | Surface access topic specific meeting to discuss draft SOCG. |
| 03.08.23 | HCC and WSP | Meeting – MS Teams | Cultural Heritage topic specific meeting to discuss draft SoCG. |
| 07.08.23 | Suono on behalf of the Host Authorities | Meeting – MS Teams | Noise topic specific meeting to discuss draft SoCG. |
| 17.08.23 | LBC, CBC, HCC, NHDC & DBC | Meeting – MS Teams | Water resources topic specific meeting to discuss draft SoCG. |
| 04.09.23 | LBC, HCC, CSACL | Meeting – MS Teams | Meeting with the host authorities and CSACL (representing all host |

| Date | Attendees | Form of correspondence | Details |
|-------------|---|-------------------------------|---|
| | | | authorities) to discuss the demand forecasts. |
| 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 TRIMMA |
| 06.10.23 | DBC, NHDC, NHDC | Meeting – MS Teams | Meeting to discuss landscape and visual matters in draft SoCG |
| 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. |
| 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 |
| 08.12.23 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding surface access matters in the SoCG |
| 14.12.23 | LBC, CBC, HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss GCG matters in the SoCG |
| 05.01.2024 | HCC, NHDC, WSP | Meeting – MS Teams | Landscape topic specific meeting to discuss draft SoCG. |

| Date | Attendees | Form of correspondence | Details |
|----------|---|------------------------|---|
| 08.01.24 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss ongoing air quality matters in the SoCG |
| 10.01.24 | LBC, CBC, HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss GCG matters in the SoCG |
| 11.01.24 | LBC, CBC, HCC, NHDC, DBC, National Highways | Meeting – MS Teams | Meeting to discuss outstanding comments on the Applicant's response to Issue Specific Hearing 7, Action 2 - Accounting for Covid-19 in Transport Modelling Final Report [AS-159] . |
| 12.01.24 | LBC, CBC, HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding noise matters in the SoCG |
| 12.01.24 | LBC, CBC, HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss the Section 106 agreement. |
| 16.01.24 | LBC, CBC, HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding design matters in the SoCG |
| 17.01.24 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss the outstanding surface access matters in the SoCG, and the D7 submissions. |
| 25.01.24 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding surface access matters in the SoCG |
| 29.01.24 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding surface |

| Date | Attendees | Form of correspondence | Details |
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| | | | access matters in the SoCG |
| 06.02.24 | HCC, NHDC, DBC | Meeting – MS Teams | Meeting to discuss outstanding surface access matters in the SoCG |