

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
(Tracked Change Version)**

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 (TRACKED CHANGE VERSION)**

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STATEMENT OF COMMON GROUND

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

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

Signature:

Name:

Position:

Date:

Signed on Behalf of DACORUM BOROUGH COUNCIL

Signature:

Name:

Position:

Date:

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).
- 1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).
- 1.1.3 This SoCG has been prepared by the Applicant and 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; ~~and~~
 - 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:

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.

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

^{2 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 2022³.
- 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~~As Dacorum Brough Council were not identified as a host authority until just ahead of the launch of the 2022 statutory consultation, they were consulted as a neighbouring authority in 2019.~~

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	<u>Adequacy of engagement</u> <u>Adequacy of non-statutory consultation</u>	The Applicant will continue to engage with the DBC post submission of the application for development consent.	DBC has ve 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/7.01REP5-016] includes a Green Belt Assessment in Appendix B [APP-196] .	DBC has reviewed the Planning Statement [TR020001/APP/7.01REP5-016] and Green Belt Assessment [APP-196] and on the assumption that the development is judged against Green Belt policy as a whole notes it agrees with the case put forward by the Applicant in relation to the works within the Green Belt, that will be put forward to the Examining Authority to consider the impact. <u>that the Applicant has provided a substantive case which seeks to demonstrate very special circumstances for the Examining Authority to consider.</u>	Agreed via email on 06.12.23	Agreed
DBC4	Compliance of the Proposed Development with relevant	Compliance of the Proposed Development with relevant planning policy as a whole has been demonstrated in the Planning	<u>DBC is of the view that the negative impacts of the proposal are such that it brings the Proposed Development into conflict with</u>	<u>Confirmation of disagreement received on</u>	<u>Ongoing Not agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	planning policy	<p>Statement [TR020001/APP/7.01REP5-016].</p>	<p>planning policy as a whole. The Hertfordshire Authorities (Hertfordshire County Council, North Hertfordshire District Council and Dacorum Borough Council) place importance of addressing the environmental impacts of the Proposed Development, and on effective controls and mitigation, in the context of the planning balance. This includes but is not limited to: air quality, health and community, surface access, noise, emissions, and landscape and visual impacts, together with cumulative effects.</p>	<p>10.01.24 Continued engagement through the examination process on these topics and meeting the level of mitigation and certainty of control required to achieve conformity,</p>	
DBC5	<p>Consultation undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS</p>	<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</i></p>	<p>DBC confirms it agrees that consultation was undertaken in relation to the Transport Assessment methodology and associated mitigation measures, in accordance with ANPS paragraph 5.10.</p>	<p>-Agreement confirmed via email dated 23.10.23</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	paragraph 5.10.	<i>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>			
DBC6	Consultation undertaken in relation to third party schemes, in accordance with ANPS paragraph 5.11.	<p>The Applicant has consulted with DBC (the Transport Authority) in accordance with ANPS paragraph 5.11 which states:</p> <p><i>"The Applicant should also consult with Highways England, Network Rail and relevant highway and transport authorities, and transport operators, to understand the target completion dates of any third party or external schemes included in existing rail, road or other transport investment plans. It will need to assess the effects of the preferred scheme as influenced by such schemes and plans. Such consultation and assessment, both</i></p>	DBC confirms it 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
		<p><i>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></p>			
DBC7	Pre-application engagement undertaken in relation to land use	<p>The Applicant has undertaken pre-application discussions with DBC in relation to land use in accordance with ANPS paragraph 5.113 which states:</p> <p><i>"During any pre-application discussions with the Applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. These are also matters that local authorities may wish to include in their Local Impact Report which can be</i></p>	<p>DBC confirms it agrees that pre-application engagement was undertaken in relation to land use, particularly replacement open space and works within the Green Belt, in accordance with ANPS paragraph 5.113.</p>	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>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 paragraph 5.155.	<p>Engagement with the Lead Local Flood Authorities and highway authorities has been undertaken by the Applicant in accordance with ANPS paragraph 5.155 which states:</p> <p><i>“Where the preferred scheme may be affected by, or may add to, flood risk, the Applicant is advised to seek early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. These discussions can be used to identify the likelihood and possible extent and nature of the flood risk, help scope the flood risk</i></p>	DBC confirms it 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><i>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 <u>Environmental Statement (ES)</u> [<u>AS-046REP4-038</u>].</p>			
DBC99	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 DBC 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-	<p>DBC confirms it agrees that engagement has been undertaken in relation to the scope and methodology of the LVIA, in accordance with ANPS paragraphs 5.214-5.216.</p> <p>The Host <u>Hertfordshire host</u> A 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</p>	Agreed with Luton Borough Council (LBC), HCC, North Hertfordshire District Council (NHDC) and Central Bedfordshire Council (CBC) at the LVIA Open Space	<u>Agreed</u> <u>(See DBC6474 and DBC66-for light pollution matters)</u> <u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		5.216 of the ANPS have been satisfied.	to fully satisfy ANPS paragraph 5.216.	TWG on 7 June 2022 Agreement confirmed via email dated 23.10.2023 except in relation to the identified outstanding light pollution matters identified – see DBC64 and DBC668 , below.	
DBC10	Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph	The Applicant has consulted with DLBC in accordance with National Networks National Policy Statement paragraph 5.204 which states that: <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate,</i>	DBC confirms it 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

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p><u>5.204. Consultation undertaken in relation to the Transport Assessment, in accordance with NNNPS paragraph 5.204.</u></p>	<p><i>on the assessment of transport impacts."</i></p> <p><u>Full details of the engagement has been set out and signposted in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</u></p>			
<p>DBC11</p>	<p>Consultation undertaken in relation to design, in accordance with NPPF paragraph <u>1327</u></p>	<p>The Applicant has undertaken engagement regarding the design of the Proposed Development, including with <u>DLBC</u>. This is set out in full in the Design and Access Statement [AS-049].- This accords with NPPF paragraph <u>132137</u> which states:</p> <p><i>"Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between Applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying</i></p>	<p>DBC confirms it agrees that consultation was undertaken in relation to design, in accordance with NPPF paragraph <u>132137</u>.</p>	<p>Agreement confirmed via email dated 23.10.23</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><i>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><u>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.</u></p> <p><u>Whilst the Applicant stands by its position that it is compliant with all</u></p>	<p>ULIs need to be considered and a mechanism and funding to mitigate these be put in place. A separate fund with a specific remit to address ULIs would give DBC confidence that outside of Green Controlled Growth (GCG) and Community First Funding is in place to address issues that arise that are not forecast at the present time and can be responsive to local consequential effects on delivery. 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 <u>disagreement</u> received on 06.12.23	Not Agreed.

ID ref	Matter	The Applicant’s position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>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]</u></p> <p>With respect to traffic-related ULIs, the Applicant is considering a mitigation strategy and associated funding, as part of the Sustainable Transport Fund and will engage on these with Host Authorities TR020001/APP/8.97] to be</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 national 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 Airports National Policy Statement <u>ANPS Airports National Policy Statement</u> and in Beyond the Horizon: Making best use of existing runways, with the latter forming the specific policy context for the Proposed Development as set out in the Need Case [AS-125].</p> <p>-The Applicant acknowledges that policy still requires the local environmental impacts to be addressed.</p>	<p><u>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:</u></p> <ul style="list-style-type: none"> <u>‘development of airports can have positive and negative impacts, including on noise levels. The Hertfordshire authorities consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts.</u> 	<p>Agreed via email on 05.12.2023 <u>Status changed from agreed to not agreed on 28.12.23</u> Agreed via email on 05.12.23 <u>Status changed from agreed to not agreed on 28.12.2023</u></p>	<p>Not a Agreed <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<ul style="list-style-type: none"> <u>'it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow'.</u> <p><u>Advice received by the 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).</u></p> <p><u>The negative impacts of the proposal are being judged by the DCO determination process and the position of the Hertfordshire authorities is that those impacts are unacceptable.</u></p> <p>The Hertfordshire host authorities DBC agrees that national aviation policy, namely the ANPS, APF and MBU, is supportive of airports making the best use of their existing runways. Subsequent Government frameworks</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p>and strategies have confirmed support for expansion plans without restrictions upon airport growth, subject to local environmental impacts being addressed.</p>		
	<p>Growth and demand forecasts</p>				
<p>DBC14</p>	<p><u>Methodology for preparing Passenger Demand Forecasts</u> Position on the variables and methodology for preparing the</p>	<p>Passenger demand forecasts, Asas set out in the Need Case [AS-125], are robust and have been developed using an appropriate methodology, and assumptions, including taking into account potential capacity growth at other London airports, carbon costs and other relevant economic variables. The Applicant considers</p>	<p>The Hertfordshire DBC Authorities agrees that the passenger demand forecasts have been developed using an appropriate methodology.</p>	<p>-Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation in writing on 21.12.2023, are</p>	<p><u>Ongoing Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	demand forecasts	that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within which the airport would reach 32 mppa.	The Herts Authorities <u>DBC</u> considers that there are issues with some of the assumptions used, including economic assumptions, price assumptions, elasticity assumptions and the passenger handling capabilities of Heathrow and Gatwick, that could impact on the rate of growth and the timing of delivery of impacts and benefits.	ongoing to be concluded following additional forecast modelling requested by the Examining Authority in Written Questions NE.2.1 and NE.2.2.	
<u>DBC15</u>	<u>Assumptions in Passenger Demand Forecasts</u>	<u>Assumptions including taking into account potential capacity growth at the other London airports, carbon costs and other relevant economic variables, have been used to develop the</u>	<u>DBC agrees that the passenger demand forecasts have used these assumptions.</u>	<u>Discussions regarding this matter between CSACL, York Aviation and the host authorities with confirmation of agreement in writing on 21.12.2023</u>	<u>Agreed</u>
<u>DBC165XX</u>	<u>Assumptions in Passenger Demand Forecasts</u>	<u>The Applicant considers that the demand forecasts and assessment cases, including the Core Planning Case and Faster and Slower Growth Cases are robust and reflect a reasonable range for the timing within</u>	<u>DDBC 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,</u>	<u>DBC stated their concerns at various stages during the Examination and having reviewed the Applicant's</u>	<u>Ongoing Not agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>which the airport would reach 32 mppa.</u></p> <p><u>The Applicant has undertaken the sensitivity testing of the forecasts requested in the ExA's written 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] a report has been submitted at Deadline 8</u></p>	<p><u>which could impact on the rate of growth and the timing of delivery of impacts and benefits at Luton. It is our view that many of the economic, price and elasticity assumptions carry a degree of down-side risk meaning the forecasts are likely to be optimistic thereby further slowing growth at Luton.</u></p>	<p><u>Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts, DBC are still not satisfied [REP8-05890] and [REP9-064].</u></p>	
DBC17 65	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 aircraft to enter the airline fleets from the mid to late 2030s.</p>	<p>The conversion of passenger demand forecasts to projections of aircraft movement and fleet mix is appropriate, and the outputs reasonable for <u>the Core Planning Case the Core Development</u> (subject to the reservations noted above about the passenger forecasts).</p>	<p>-Agreed via email on 05.12.23</p>	<p>Agreed</p>
<p>Night quota period</p>					

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC18 <u>76</u></p>	<p>Position on the appropriateness of retaining the current restrictions on movements during the night quota period (from 23:30 to 06:00). <u>Appropriateness and realistic profile of flights over day and night</u></p>	<p>The Applicant considers that its has adopted an appropriate and realistic profile of flights over day and night as set out in the Need Case [AS-125], including the assumption that there will continue to be aircraft movements within the night quota period (from 23:30 to 06:00) but no increase in the number or noise quota count of aircraft movements above those currently permitted to operate within that period, and that this profile of demand forms an appropriate basis for the assessment of surface access and noise implications of the proposed development. <u>The night quota period movement cap is secured via the Air Noise Management Plan [REP7-044REP9-047], compliance with which is secured through paragraph 27 of Schedule 2 to the draft DCO.</u></p>	<p>-DBC agrees that the Need Case sets out a realistic profile of flights for the day and night periods.</p> <p>and would expect the night quota count cap to be included as a requirement and not left to the discretion of the Applicant.</p>	<p>Agreed via email on 05.12.23.</p>	<p>Agreed</p>

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					
DBC1987	Employment and Training Strategy (ETS) to include regular monitoring	Any monitoring and evaluation of outcomes and initiatives outlined within the Employment and Training Strategy (ETS) [REP8-020REP7-017APP-215] will be agreed and scoped out once a decision on the DCO has been reached. The Applicant together with the airport operator will regularly monitor and review progress against its own objectives, to ensure their efficiency. KPIS will be set post DCO consent but t The Applicant will continue to engage with the Local Authority to frame the KPIs.	The The Employment and Training Strategy (ETS) should include regular monitoring as part of the governance process, which includes Key Performance Indicators (KPIs) to demonstrate its success.	To be discussed post DCO Consent Agreed via email 04.11.23	Agreed
Employment and Training Strategy					
DBC20198	Approach and content of the ETS Employment and	The ETS [REP8-020REP7-017APP-215] aims to use the Proposed Development to support the growth strategies of the Host Authorities, and	DBC is satisfied with the proposed ETS, and request further engagement	Agreed through Economics and Employment	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	Training Strategy ETS proposals	the Applicant has engaged with the Host Authorities through the Economics and Employment TWG, and will <u>has continued</u> to engage post submission of the application for development consent.	to ensure it is linked with local economic development strategies.	TWG meeting on 26.09.2022	

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 019	Approach to, and scale of, proposed monitoring <u>Future monitoring of the highway network around the airport</u>	<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/7.13REP8-024REP4-0445]. The Transport Assessment [APP-203, AS-123, APP-205 and APP-206] sets out a proposed monitoring programme to ensure that mitigation on the highway network will be delivered as and when required <u>and before impacts are realised on the network.</u></p>	<p>Whilst specific highway interventions are identified within the Proposed Development, future monitoring of the highway network around the airport will be essential, alongside monitoring of the use of sustainable transport modes. It is indicated that proposed improvements will be delivered over the duration of the access strategy, informed by the rate of passenger growth and local monitoring.</p>	<p>This was discussed at meetings on 27.07.2023, and 20.10.2023 <u>and 17.01.2024 and agreed in a meeting on 06.02.2024.</u></p>	<p>Not agreed <u>On going</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>The Applicant submitted an updated Travel Plan 'toolbox of measures' at Deadline 4 in the Framework Travel Plan [REP4-0445] which provided more details on implementation and timescales.</p>			
<p><u>AssessmentModelling and transport assessment</u></p>					
<p><u>DBC22</u> <u>1a</u></p>	<p><u>COVID-19 modelling</u></p>	<p><u>In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the COVID-19 pandemic in transport modelling. The Examining Authority stated it "has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance.</u></p> <p><u>The Examining Authority also requested that the Applicant engages with stakeholders, including National Highways and the Local Highway Authorities, at the earliest possible</u></p>	<p><u>DBC still require information to confirm their position on the scope of the Traffic and Transport Assessment [AS-030], at Chapter 18 of the Environmental StatementES, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.</u></p> <p><u>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to all modes there is an outstanding request for further detail, particularly for north-south mode share versus east-west, to gain a better understanding of</u></p>	<p><u>This was discussed at a meeting on the 29.01.2024Meeting on the 29/01/2024</u></p>	<p><u>Position not confirmed by Interested PartyNot agreedNot Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based.'- The proposed approach set forward by the Applicant considers the size and complexity of the strategic transport model and the timescale for the DCO examination though will include (1) analysis of recent local and national trends in travel demand (2) updating the future year forecasts using the latest DfT projections case scenario (NTEM8 & NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update committed developments and take 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</u></p>	<p><u>Hertfordshire catchment, these have not been provided by the Applicant.</u></p> <p><u>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, Annabels Lane / Watery lane on the approach to M1 junction 9.</u></p> <p><u>The Hertfordshire Host Authorities accept that there is insufficient time in the examination process to re-run traffic models and in lieu of this would like to see additional monitoring sites to ensure the potential impact on their network can be appropriately addressed. The earlier traffic modelling showed that there was increased traffic on these links. 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</u></p>		

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		<p><u>dualling was assumed to be delivered by LBC by 2027, this delivery is now expected in 2028 and so the revised modelling will remove dualling from the 2027 modelling scenario.</u></p> <p><u>Numerical values of the trip distributions have been provided in Applicant's Response to Issue Specific Hearing 7 Action 2 - Accounting for Covid-19 in Transport Modelling Final Report [AS-159], Appendix E and F, and as such the Applicant believes it is not necessary to provide any further information.</u></p> <p><u>Any further modelling queries raised by DBC have been responded to in the Applicants Response to Rule 9 Modelling Queries [REP8-039] to be submitted at Deadline 8.</u></p> <p><u>The Applicant believes that they have addressed all queries relating to the Rule 9 modelling.</u></p>	<p><u>Authorites in relation to the Covid-19 modelling which remains not agreed.</u></p>		
<p>DBC23 DBC20</p>	<p><u>Management measures to mitigate traffic risk</u> <u>Scope of the</u></p>	<p><u>A mechanism for delivering traffic mitigation is described in the OTRIMMA [TR020001/APP/8.97REP8-043] with management measures in place to deal</u></p>	<p><u>DBC accept the proposed mechanisms for the mitigation measures provided through the STF and the OTRIMMA as well as the ATF Steering Group.</u></p>	<p><u>This was discussed at a meeting on 27.07.23,</u></p>	<p><u>Agreed</u> <u>Agreed</u> <u>ngoing</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	Traffic and Transport Assessment	<p>with future risks, and the possible use of the STFustainable 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><u>The Sustainable Transport Fund (STF) [TR020001/APP/8.119] will be available to provide fund enhancements to the public transport network where necessary and reasonably practicable. An updated STF document will was pr</u></p>	<p>DBC still require information to confirm their position on the scope of the Traffic and Transport Assessment [AS-030], as Chapter 18 of the Environmental Statement, which is related to the extent of impacts on the network capacity and whether significant effects are likely to occur.</p> <p>The trip distribution plans for the trips have been provided and reviewed at Deadline 6 and are still not providing the required detail. In relation to all modes there is an outstanding request for further detail to gain a better understanding of Hertfordshire catchment, these have not been provided by the Applicant and final outstanding detail.</p>	<p>20.10.23 and 17.01.24 and 29.01.24.</p> <p>This was discussed at meetings on 27.07.2023, and 20.10.2023</p>	
DBC24 321	Assessment years used within the Traffic and Transport Assessment	<p>The assessment <u>in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]</u> has been undertaken for three assessment Phases for the assessment years of 2027, 2039 and 2043.- The assessment Phases used within the traffic and transport assessment have also informed other</p>	<p>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.</p>	<p><u>This was discussed at a meeting on 27.07.2023, 15.09.2023 and on 20.10.2023</u></p>	Agreed

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		environmental topics including the air quality assessments.		<p><u>this matter was agreed on.</u></p> <p>This was discussed <u>agreed at a meeting on 27.07.2023.</u></p>	
<u>DBC25</u> <u>4</u>	<u>Model scope, coverage and assumptions around the development / transport and highway scheme uncertainty log</u>	<p><u>It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</u></p> <p><u>An updated Uncertainty Log has been submitted as part of the Rule 9 final report [AS-159].</u></p> <p><u>Any further modelling queries raised by DBC have been responded to in the Applicants Response to Rule 9 Modelling Queries [REP8-040] was submitted at Deadline 8.e</u></p>	<u>The uncertainty log has been provided and DBC has confirmed it is acceptable.</u>	<u>This was discussed at a meeting on 27.07.2023, 20.10.2023 and 17.01.2024.</u>	<u>Agreed</u>
<u>DBC26</u>	<u>Approach to the modelling scenarios</u>	<u>The approach to the modelling scenarios was agreed with National Highways in advance of undertaking the</u>	<u>The latest Covid 19 modelling excludes any hard shoulder running.</u>	<u>This was discussed at meetings on</u>	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>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.</u></p> <p><u>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the</u></p>		<p><u>27.07.2023, 02.08.2023, 20.10.2023, and 17.01.2024 and 29.01.24.</u></p>	

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		<p><u>Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</u></p> <p><u>The Applicant refers the Host Authorities to Section 14.3 of the Transport Assessment [APP-206].</u></p> <p><u>Furthermore, the 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.</u></p>			
<u>DBC27</u> <u>6</u>	<u>Calibration and validation of models</u>	<u>The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both National Highways and the relevant highway authorities.</u>	<u>HGDBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</u>	<u>This was discussed at meetings on 27.07.2023, and 02.08.2023 and 20.10.2023</u>	<u>Agreed</u>
<u>DBC28</u>	<u>The Strategic (CBLTM-LTN) and VISSIM modelling</u>	<u>The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented</u>	<u>The CBLTM-LTN and VISSIM modelling assumes that by 2027 the improvements to the A505 and related junctions proposed by the East Luton Study will have been implemented.</u>	<u>This was discussed at meetings on 27.07.2023 and 02.08.2023 and</u>	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction area.</u></p>	<p><u>HGDBC is satisfied that there is certainty that this will be delivered.</u></p>	<p><u>agreed in a meeting on 20.10.2023</u></p>	
<p><u>DBC29</u> <u>8</u></p>	<p><u>All known committed development and transport infrastructure schemes</u></p>	<p><u>All known committed developments and transport infrastructure schemes have been incorporated into the models in accordance with WebTAG guidance and best practice. A Local Transport Plan sensitivity scenario has also been produced. This has included reviewing all planned development against a certainty log and incorporating developments in the relevant scenario.</u></p> <p><u>The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</u></p>	<p><u>The Hertfordshire HA's 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. There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing:</u></p>	<p><u>This was discussed at meetings on 27.07.2023, 02.08.2023 and 17.01.2024.</u></p> <p><u>Confirmation of agreement received via email on 19.01.2024.</u></p>	<p><u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>The modelled scenario compares back to the do-minimum and so there is no need for the following scenario:</u></p> <p><u>Do Minimum with committed highway schemes and developments and mitigation.</u></p> <p><u>As such, this scenario has not been run.</u></p> <p><u>A written response was provided as part of the Issue Specific Hearing (ISH) 4 Action 8 response, namely Applicant's Response to Issue Specific Hearing 4 Action 8: Off-site Highway Works [REP4-082].</u></p>			
	Mitigation				
DBC30 <u>2932</u>	Consultation with National Highways	The Applicant will continue to engage with National Highways post submission of the application for development consent <u>regarding the capacity improvements and network solutions that will enable their support of the Proposed Development.</u>	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

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p><u>DBC31</u> <u>0243</u></p>	<p><u>Mitigation measures</u></p>	<p><u>The Applicant has set out proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity in the Transport Assessment [APP-203 to APP-206] and Framework Travel Plan FTP [TR020001/APP/7.13REP8-024].</u></p> <p><u>The schemes have been designed to address the impacts of the Proposed Development which in these locations relate to additional vehicle trips. -The proposals do not preclude alternative proposals being brought forward; a mechanism for delivering alternative arrangements is described in the OTRIMMA [TR020001/APP/8.97REP8-043]. The Applicant is not required to provide enhancements to a junction, it is required to mitigate the impacts of the Proposed Development.</u></p>	<p><u>The 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].</u></p> <p><u>DBC to confirm its position on the proposed mitigation measures in relation to the impacts of airport expansion on surface access network capacity.</u></p>	<p><u>This was discussed at a meeting on 27.07.23, 20.10.23, 14.12.23, and 17.01.24.</u></p> <p><u>This was discussed at a meeting on 27.07.2023, and 20.10.2023 with a future meeting planned.</u></p>	<p><u>Not agreed</u></p>
<p>Public / sustainable transport impacts</p>					

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC32 1254</p>	<p>East-west public transport connectivity</p>	<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 Sustainable Transport Fund STF [TR020001/APP/8.119] will provide up to £37 million over the period of the airport's expansion to support the implementation of sustainable transport interventions. Interventions desired by DBC can be brought to the ATF Steering Group, of which HCDDBC is a member, to request interventions to be included in the five yearly Travel Plans.</p> <p>The Bus & Coach Study [TR020001/APP/8.122REP5-058] 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> <p>The region lacks good public transport from East to West and vice versa, both by road and rail. The proposals do not</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> <p>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023.</p>	<p>Not agreed Agreed Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>There is no longer a cap or end point for the STF and the STF does allow for pump-priming of the fund as set out in the STF document [TR020001/APP/8.119REP9-044].</p> <p>notes that there has been a long-standing lack of strategic east-west public transport connectivity in the region, and the The Applicant supports the need to improve such connection however these strategic connections are not the responsibility of the Applicant to address.</p> <p>However, significant modelling and assessment work has been performed around demand, capacity assessment and demand distribution for people travelling to and from the airport by rail. This has shown that the rail network will have capacity to deal with the expected increase in passengers and increase in public transport mode share as a result of the Proposed Development. This is summarised in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p>	<p>appear to address this issue. No additional public transport measures are proposed for East to West travel to Luton, other than by rail and existing public transport. DBC to provide suggestions for bus/coach improvements. Moreover, DBC would like reference of direct connections from Hitchin Station to be referenced in the Framework Travel Plan REP4-0445] 'toolbox of interventions'.</p> <p>Dacorum DBC 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>DBC's A response on the Bus/Coach Study REP5-058] will be provided at Deadline 56. It is still not certain that additional public transport routes in Hertfordshire would be provided.</p> <p>There are poor levels of service provision on the B653 corridor and the interchange at the Luton DART station.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>The Applicant tThrough this application is improving on-site infrastructure for bus and coach including additional capacity at the existing terminal and a new bus/coach station for the Proposed Terminal. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-0445] set out how the Applicant and Operator will work with <u>each</u> other to ensure that sustainable access opportunities to the Airport <u>airport</u> are maximised which could include improvements to east-west bus and coach connections.</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-0445] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5. The Bus & Coach Strategy identified a direct bus route between the airport, Hitchin, and Aylesbury as a priority measure to be discussed in the ATF Steering Group.</p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
<p>DBC33 2265</p>	<p><u>GCG Targets</u> <u>Public transport capacity</u> <u>Capacity to accommodate public transport trips</u></p>	<p>The GCG Framework [TR020001/APP/7.08REP7-020] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the airport, which must be maintained as passenger throughput increases to the new passenger cap of 32mppa. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan FTP [TR020001/APP/7.13REP8-024] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years. The Sustainable Transport Fund STF [TR020001/APP/8.119] provides funding for the measures set out in the FTP, and how the STF will be spent is to</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> <p>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail and bus/coach. The distributional assessment of passenger and employee demand is not clear.</p> <p>Hertfordshire Host Authorities including DBC await the results of the Network Rail capacity assessment to confirm their position regarding the rail network</p>	<p>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23, and 17.01.24 and 29.01.24.</p> <p>This was discussed at meetings on 27.07.2023_i, and 02.08.23_i, and 20.10.2023</p>	<p>Agreed</p> <p>Not Agreed</p> <p>ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>be decided through the ATF Steering Group.</u></p> <p><u>The GCG Framework [TR020001/APP/7.08REP7-020] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the Framework Travel Plan FTP [TR020001/APP/7.13REP8-024] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. The level of ambition in comparison to GCG Limits when setting the percentage change for targets will be informed by (where applicable):</u></p> <p><u>a. Striving to go beyond the Limits for passenger and staff mode share.</u></p> <p><u>b. Responding to modelling forecasts in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</u></p> <p><u>c. Due regard for recent five-year CAA/staff surveys and trends over the duration of the previous Airport Surface Access Strategy/Travel Plan.</u></p>	<p><u>capacity. It is understood this is due provided at Deadline 7.</u></p> <p><u>With the low level of forecast rail travel from the east (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no substantial proposals to change this.</u></p> <p><u>DBC await the Network Rail capacity assessment due at Deadline 7.</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>d. A lookahead to delivery of transport infrastructure delivery in the next five-year period.</u></p> <p><u>e. Engagement with the ATF and other bodies involved in the governance of the Travel Plans.</u></p> <p><u>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO. As part of the Proposed Development the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through the Green Controlled Growth (GCG) Framework in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Mode share Limits are clearly set out in GCG, and mode share Targets will be set at an appropriate level (always further-reaching than GCG Limits) through the</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>development of Travel Plans in future. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets, and as such a new coach station is proposed at Terminal 2. The detailed design for the coach station will be developed at the appropriate time, following grant of development consent.</p> <p>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</p> <p>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of people – both passengers and staff – who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability of the rail network to cater for future demand. In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed</p>			

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		<p>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 on the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, AS-123, APP-205, APP-206].</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-0445] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5</p>			
<u>DBC34</u> <u>3</u>	<u>Travel Plan Targets</u>	<u>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</u>	<u>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</u>	<u>Meeting on the 29.01.24</u> <u>Not agreed position confirmed in a</u>	<u>Not agreed</u>

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		<p><u>Terms of reference for the Airport Transport Forum (ATF) [REP4-083].</u></p>	<p><u>increase in traffic generation, taking into account changes in background traffic levels.</u></p> <p><u>In particular the Framework Travel Plan does not sight the P19 Travel Plan targets as the minimum requirement.</u></p> <p><u>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</u></p>	<p><u>meeting on 06.02.2024</u></p>	
<p><u>DBC35 426a</u></p>	<p><u>Rail services</u></p>	<p><u>The Applicant has analysed the existing public transport network, including assessing rail capacities and identifying which additional trips could access the airport by public transport.</u></p> <p><u>The Transport Assessment [APP-203, AS-123, APP-205, APP-206] has therefore considered the number of people - both passengers and staff - who will be travelling to the airport by public transport as a result of the Proposed Development, and the ability</u></p>	<p><u>It is not clear whether there is sufficient capacity to accommodate all of the public transport trips within the proposed networks for rail. The distributional assessment of passenger and employee demand is not clear.</u></p> <p><u>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</u></p>	<p><u>Awaiting Network Rail response to the updated Rail Impact Summary [REP8-030] submitted by the Applicant at Deadline 8.</u></p> <p><u>A response was not received</u></p>	<p><u>Not Agreed or going</u></p>

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		<p><u>of the rail network to cater for future demand.</u></p> <p><u>In summary, the Transport Assessment [APP-203, AS-123, APP-205, APP-206] concludes that there is expected to be sufficient capacity in the rail network to accommodate demand, taking account of the Proposed Development. It is expected that existing commercial bus and coach operators would increase the frequency of services to support the demand where this was necessary.</u></p> <p><u>Whilst Covid-19 has impacted the rollout of capacity enhancements, it has also reduced pressure on some services as user levels remain below pre-Covid-19 levels. More details are provided in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. An updated Rail Impact Summary [REP8-030] report was submitted at deadline 8 which provides detail of the rail impacts at existing stations, Luton Parkway and the DART.</u></p>	<p><u>confirmed by Network Rail the Hertfordshire HAs retain their position in relation to this point as Ongoing / Not Agreed.</u></p> <p><u>With the low level of forecast rail travel from Hertfordshire (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for 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.</u></p>	<p><u>from Network Rail at Deadline 10.</u></p>	

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<p><u>DBC36</u> <u>5276</u></p>	<p>New public transport services – <u>bus and coach</u></p>	<p><u>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</u></p> <p><u>The Framework Travel Plan FTP [TR020001/APP/7.13REP8-024] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback. The Sustainable Transport Fund STF [TR020001/APP/8.119] will support the implementation of such sustainable transport interventions. The Bus & Coach Study [TR020001/APP/8.122REP8-032] specifically identifies routes that serve Hertfordshire for priority implementation.</u></p> <p><u>The Airport Transport Forum Steering</u></p>	<p><u>There is significant emphasis on increased public transport services but there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</u></p> <p><u>The DBC response on the Bus/Coach Study [TR020001/APP/8.122REP8-032REP5-058] 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 †</u></p> <p><u>There is significant emphasis on increased public transport services but</u></p>	<p><u>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023 and 178.01.2024 and agreed in meeting on 06.02.2024.</u></p> <p><u>Awaiting submission of updated bus and coach strategy at D10</u></p>	<p><u>Agreed</u> <u>ongoing</u></p>

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		<p>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>The Applicant has agreed to make reference to the NX788 service which was missing in the Bus & Coach Study [TR020001/APP/8.122REP8-032].</p> <p>The Applicant is committed to working with local highway authorities and operators to support measures for further improving sustainable transport within the area.</p> <p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as</p>	<p>there is no detail as to what these will entail in terms of new or enhanced bus or coach services and whether the capacity will be sufficient to accommodate predicted demand if the modal shift targets are met. There is also uncertainty as to how maximising the number of rail services calling at Luton Parkway Station will be achieved.</p> <p>A response from the Hertfordshire Host Authorities on the Bus/Coach Study [REP5-058] will be provided at D6. It is still not certain that additional public transport routes in Hertfordshire would be provided.</p>		

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		<p>and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The granting of development consent would enable the airport to grow and this, in turn, would increase the potential patronage for bus and coach operators. The toolbox approach, underpinned by the monitoring and stakeholder feedback, enables the Applicant to work with stakeholders and operators to develop measures which are effective in responding to demand. As set out in the toolbox, this can include, for example, subsidies for bus enhancements.</p> <p>Improvements to the public transport network are not entirely within the gift of the Applicant and require discussion and negotiation with third parties. The completion of the Luton DART and extension to the new terminal area should make access by rail more attractive and the Applicant will work with train operating companies to maximise the opportunities for trains to call at Luton Parkway Station. In the</p>			

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		<p>future, the airport operator will work closely with rail and bus service operators through the Airport Transport Forum and development of future Travel Plans, which will set out measures improve services in order to meet future mode share Targets.</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-0445] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
DBC27	Travel Plan delivery	<p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties whilst achieving sustainable mode share Targets. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives of the Surface Access Strategy [APP-228] and changing circumstances which will be</p>	<p>The Applicant should be more ambitious in relation to setting out how the Travel Plan is to be delivered and for providing funding for public transport improvements, particularly local bus services.</p> <p>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful <u>to needs to be understood to</u></p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.</p>	Ongoing

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		<p>recognised through the results of ongoing monitoring and stakeholder feedback. Future Travel Plans that follow the structure and requirements set out in the Framework Travel Plan [REP4-0445] will have ambitious Targets that are over and above those set out in the GCG Framework [REP5-022 REP7-020], set out in consultation with stakeholders. In order to meet these Targets a number of measures will need to be implemented, which could include improvements to local bus services. The airport operator is committed to funding these, as they have done in the recent past. Ultimately, each one of the future Travel Plans would be subject to approval by the relevant planning authority under the process to discharge the requirements of the DCO, the decision for which would include consideration of the appropriateness of the Targets set out and the corresponding measures proposed to meet them.</p> <p>The approach to future monitoring and undertaking of surveys is set out in the Framework Travel Plan [REP4-0445].</p>	<p>demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund <u>STF</u> should be available in perpetuity in some form.</p>		

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		<p>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [REP5-022 REP7-020] against the targets set out in the Framework Travel Plan [REP4-0445].</p> <p>The Applicant provided further detail on implementation and timescales of the 'toolbox of measures' in the Framework Travel Plan [REP4-044] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
DBC28	Travel Plan reporting	<p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The approach to monitoring is set out in the Framework Travel Plan [REP4-0445]. Civil Aviation Authority (CAA) data from the latest available five years</p>	<p>In achieving real shifts to public transport as well as encouraging cycling and walking, the regular reporting and enforcing of Travel Plan targets is clearly essential and the role of DBC and the proposed ATF needs to be developed further, including how any ATF is constituted and funded. DBC will consider the longevity of the ATF and maintenance going forward as further detail on the structure of the ATF is provided</p>	<p>This was discussed at a meeting on 27.07.2023 and 20.10.2023 with ongoing meetings also planned where this can be discussed if required.</p>	Ongoing

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		<p>will be analysed and mitigation measures suggested accordingly. The detailed monitoring approach will be set out in the final Travel Plan with further engagement to determine specifics.</p> <p>The GCG Framework [REP5-022 REP7-020], Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-0445] set out the governance structure, including the future role of the existing Airport Transport Forum (ATF) (including for local authorities) and how it will report into the operator and Environmental Scrutiny Group (ESG) to ensure that the proposed shift to sustainable modes is supported and encouraged.</p> <p>The Applicant has produced the Terms of reference for the Airport Transport Forum [REP4-083] for Deadline 4. Moreover, the Applicant will confirm how funding for this matter will be secured such as through S106 agreements and other similar agreements.</p>			
<p>Public / sustainable transport targets</p>					

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DBC29	Existing public transport connectivity	<p>The Airport has made significant progress in growing its sustainable transport mode share for both passengers and staff as set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206], Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-0445]. The Covid-19 pandemic has seen a drop-off in sustainable transport however the Applicant is seeking to achieve a decrease in the non-sustainable passenger and staff mode share, setting increasingly ambitious Limits through GCG in line with airport passenger growth, with additional Targets set over and above these Limits to incentivise even greater ambition for sustainable travel. Encouraging passengers to access the airport by bus and coach is an important part of achieving both Limits and Targets.</p> <p>The Framework Travel Plan [REP4-0445] sets out a toolbox of measures to enable a flexible approach in adapting and responding to future challenges and uncertainties. The toolbox consists of interventions and measures that can be</p>	<p>The existing public transport links to the airport are recognised in the proposals as being inadequate. Of the airports in the London region, London Luton Airport has the lowest level of public transport use (some 25% of journeys). DBC welcome the recognition of this inadequacy and the wish to address it, but do not feel the proposals go far enough to delivering this. DBC consider that there are significant challenges which need to be addressed to achieve that stated modal shift.</p> <p>With the low level of forecast rail travel from the east <u>Hertfordshire</u> (3% has been quoted from St Albans/Harpenden) alongside the lack of confirmed provision for new bus / coach services from the east, this raises concerns with the Hertfordshire Host Authorities that the assumption for travel to the airport from the east is still mainly reliant on private car travel and there are no substantial proposals to change this.</p>	This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.	Not Agreed

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		<p>drawn upon and scaled up or down as and when required, in response to meeting the vision and objectives, changing circumstances, through the results of ongoing monitoring and stakeholder feedback.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
<p><u>DBC28</u> <u>730</u></p>	<p><u>Net increase of vehicle traffic</u> <u>Mode shift</u></p>	<p>The GCG Framework [REP5-022 REP7-020] sets out mode share Limits for staff and passengers. The Surface Access Strategy [APP-228] and the Framework Travel Plan [REP4-0445] set out the approach for setting Targets, which will be further reaching than the GCG Limits for mode share. Future Travel Plans will set Targets for passenger and staff mode share. The Surface Access Strategy [APP-228] and Framework Travel Plan [REP4-0445] are focused on ensuring that the targets are ambitious and aim to directly influence the increase in sustainable surface access modes to and from the airport in the longer term. Therefore, it is proposed that the newly set targets are more ambitious towards sustainable</p>	<p>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. DBC would welcome further discussions on this target.</p>	<p>This was discussed at meetings on <u>27.07.2023₃</u> and <u>02.08.23₁</u> and <u>20.10.2023</u> and <u>178.01.2024.</u></p>	<p>Ongoing</p>

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

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		<p>interventions and measures are performing.</p> <p>As shown previously, baseline data for passenger and staff travel has been subject to considerable variation over recent survey years. Therefore, targets will be set with regard to the latest CAA air passenger travel data and once the first staff survey has been completed post approval of the DCO.</p> <p>The Framework Travel Plan [REP4-0445] contains the provisional targets for the first future Travel Plan, alongside the headline targets for passenger and staff mode share targets.</p> <p>The Applicant is committed to working with the local highway authorities and supporting measures for further improving sustainable transport within the area.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p> <p>The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [REP5-022 REP7-020]</p>			

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		<p>against the targets set out in the Framework Travel Plan [REP4-0445].</p>			
<p><u>DBC29</u> <u>831</u></p>	<p>Non-sustainable mode share</p>	<p>The GCG Framework [REP5-022] sets a 55% Limit of non-sustainable mode share by the time passenger throughput reaches 27 mppa at the airport, which must be maintained as passenger throughput increases to the new passenger cap of 32mppa. Conversely, 45% is the minimum acceptable amount of public transport use. This has been set as a Limit through GCG to align with the modelling assumptions used in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Notwithstanding this, the public transport work has shown that there is potential to grow passenger modal share beyond 45%. The Framework Travel Plan [REP4-0445] sets out the approach and structure for future Travel Plans, to establish more ambitious Targets for future years. The Applicant will provide more detail clarifying the Limits set out in the GCG Framework [REP5-022] against the</p>	<p>There should be an opportunity to review the future minimum targets if they are exceeded in the early years to ensure there is still a target for continual improvement regarding reducing impacts of private vehicle usage. Having the same target of 45% at 27 mppa and 32 mppa implies that there could be a greater impact on the highway network with the further expansion if the 45% target is achieved in the former year. The targets should therefore perhaps be more ambitious in the final phase.</p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023</p>	

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		<p>targets set out in the Framework Travel Plan [REP4-0445].</p>			
	Car parks				
<p><u>DBC37</u> <u>6029C3</u> <u>2</u></p>	<p>Parking demands</p>	<p><u>The Applicant is of the view that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. Without intervention, the increase in passenger numbers could lead to a significant and potentially unacceptable increase in car journeys, which is why the Applicant has developed a suite of measures to maximise the use of public transport to access the airport in the Framework Travel Plan FTP [TR020001/APP/7.13REP8-024].</u></p> <p><u>Any future third-party proposals for off-site car parking would require a</u></p>	<p><u>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.</u></p> <p><u>The Applicant has confirmed that off-site car parking is considered in the modelling analysis through background growth and that these trips will not be monitored through TRIMMA. The Hertfordshire Host Authorities do not have sufficient confidence in the modelling of these trips and how omitting them from the monitoring is</u></p>	<p><u>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.24.</u></p> <p><u>Confirmation of disagreement received via email on 19.01.24</u>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023 and 17.01.2024.</p>	<p><u>Not agreed</u>On going</p>

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		<p><u>separate planning application to the relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application assumes that there will be some growth in trips associated with off-site parking because of the likely increase in the market for off-site parking due to the Proposed Development, proportionate with the on-site parking growth. A more detailed response to this issue is contained in Written Question TT.2.21 in Applicant's Response to Written Questions – Traffic and Transport [REP7-061].</u></p> <p><u>The application assumes that there will be some growth in trips associated with off-site parking because of the likely increase in the market for off-site parking due to the Proposed Development, proportionate with the on-site parking growth. A more detailed response to this issue is contained in Written Question TT.2.21 in Applicant's</u></p>	<p><u>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. 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.</u></p> <p><u>Hertfordshire have requested that the number of Off-site car parking spaces</u></p>		

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		<p>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 F-FTP [TR020001/APP/7.13] at Deadline 4, and the Bus & Coach Study [TR020001/APP/8.122REP8-032] and the STF [TR020001/APP/8.119] at Deadline 10975. The Applicant notes that the modal shift aspirations are preferable to the inclusion of significant amounts of long-term parking from both an environmental and highway capacity perspective. The ratio of parking spaces per passenger as the airport expands is planned to decrease, although it is acknowledged that the overall number of parking spaces will increase. Without intervention, the increase in passenger numbers could lead to a significant and potentially unacceptable increase in car journeys, which is why the Applicant has developed a suite of measures to maximise the use of public transport to access the airport in the Framework Travel Plan [REP4-044].</p>	<p>be recorded by the Applicant and reported to the ATF Steering Group.</p> <p>The Applicant should provide clarification on how off-site car parking is considered in the modelling analysis.</p> <p>And how the additional trips to the off-site parking are included in the traffic monitoring approach through the TRIMMA. The Hertfordshire Host Authorities consider that the additional trips associated with the off-site parking should be an integral part of the monitoring and mitigation identification.</p>		

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		<p>Any future third-party proposals for off-site car parking would require a separate planning application to the relevant local planning authority if and when they come forward, and it would be for the local planning authority to consider the potential implications of such proposals through their decision-making processes. The application assumes that there will be some growth in off-site parking, 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 Framework Travel Plan [REP4-045] at Deadline 4, and the Bus & Coach Study [REP5-058] and the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.REP5-022[REP4-045]</p>			

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<p><u>DBC38</u> <u>71033</u></p>	<p>Parking restraint and pricing policies</p>	<p><u>The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed. This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [TR020001/APP/8.97-] 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]. This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [TR020001/APP/8.97 REP7-040] and the processes within that. A more</u></p>	<p>The Proposed Development, in combination with proposed parking restraint and pricing policies may result in increased demand for off-site parking (both formalised and opportunistic). As such there may be a need to implement parking control areas in areas surrounding the airport.</p> <p>Unlikely that private off-site parking would be provided in 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 [DBC379].</p>	<p>This was discussed at meetings on 27.07.2023, 02.08.23 and the 25.09.2023, and was agreed on the 20.10.2023 and 17.01.2024.</p> <p><u>Confirmation of disagreement received on 19.01.24</u></p>	<p><u>Not agreed</u> <u>Agreed</u> <u>Ongoing</u></p>

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		<p>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]. The Applicant is willing to enter discussions with local authorities with regard to the potential for providing assistance with parking management schemes in their local residential areas where there is a clear demonstration that there are problems related to inappropriate airport related parking. However, it should be noted that it is entirely within the gift of neighbouring local authorities to put planning policies in place as appropriate to ensure that inappropriate parking is managed. This will be further managed through the Outline Traffic Related Impact Management and Mitigation Assessment (OTRIMMA) [REP5-041] 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>			

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<p><u>DBC39</u> <u>8214</u></p>	<p>Monitoring and managing the impact of off-site car parks</p>	<p><u>The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets.</u> <u>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.</u> <u>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].</u><u>The Applicant has, however, incorporated forecast traffic associated with these facilities into the design of proposed mitigation.</u></p>	<p><u>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.</u></p> <p><u>The Hertfordshire Host Authorities seek the OTRIMMA monitoring to include the trips to the third-party off-site car parks which are proposed to expand as part of the airport expansion and could be adding to already congested networks</u></p> <p><u>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.</u></p> <p><u>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</u></p>	<p><u>This was discussed at meetings on 27.07.2023, and 02.08.23 and 17.01.2024.</u></p> <p><u>Confirmation of disagreement received on 19.01.24.</u></p>	<p><u>Not agreed</u> <u>Not Agreed</u> <u>Ongoing</u></p>

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		<p><u>Monitoring proposed in the OTRIMMA [TR020001/APP/8.97 REP7-040] 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]. The Applicant welcomes and acknowledges the key role that the Local Planning Authorities have to play in monitoring and managing the impact of off-site car parks, especially in ensuring that the balance between on-site and off-site parking does not result in uncontrolled or unmitigated environmental effects which could undermine the ability of the Applicant to meet GCG Targets.</u></p> <p><u>The Applicant has no control over the operation or potential expansion of these facilities—this is a matter for facility operators and for local authorities. The Applicant has, however, incorporated forecast traffic associated with these facilities into the design of proposed mitigation.</u></p> <p><u>Monitoring proposed in the OTRIMMA [REP5-041] accounts for this. A more detailed response to this issue is contained in Written Question TT.2.21</u></p>	<p><u>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. 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.</u></p> <p><u>The Hertfordshire Host Authorities seek the OTRIMMA monitoring to include the trips to the third-party off-site car parks which are proposed to expand as part of the airport expansion and could be adding to already congested networks</u></p> <p><u>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</u></p>		

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		<p>in Applicant's Response to Written Questions – Traffic and Transport [REP7-061].</p>	<p>of the airport expansion and could be adding to already congested networks. 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 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>		
Framework Travel Plan					
<p>DBC40 39325</p>	<p>Toolbox of travel plan measures</p>	<p>The GCG Framework [TR020001/APP/7.08REP7-020] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan FTP [TR020001/APP/7.13REP8-024] 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;</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>The cost of the FTP toolkit measures compared with the available funding value of the STF should be provided to demonstrate that sufficient funding will be available.</p>	<p>This was discussed at meetings on 27.07.2023, 02.08.2023, 20.10.2023, and 17.01.2024 and 29.01.24.</p>	<p>Agreed</p> <p>Not agreed On going</p>

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		<p>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 Sustainable Transport Fund STF [TR020001/APP/8.119] provides £37 million throughout the period of the airport's expansion to fund for interventions to meet sustainable mode share Targets established in travel plans, which the Applicant believes to be of sufficient size to fund significant sustainable transport measures.</p> <p>The GCG Framework [REP7-020] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan [REP4-044] 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</p>	<p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</p> <p>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. The Hertfordshire host authorities suggest starting with a fund in perpetuity rather than having a cap on the fund value. The ATF would be able to identify through the process of drawing on the STF whether the fund will be sufficient at a later date and would be able to inform any changes to</p>	<p>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.2024.</p> <p>Confirmation of disagreement received via email on 19.01.24</p> <p>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023 and 17.01.2024.</p>	

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		<p>measures will be utilised and implemented appropriately.</p> <p>Furthermore, tThe Sustainable Transport Fund [TR020001/APP/8.119] provides £37 million throughout the period of the airport's expansion <u>Proposed Development to fund interventions to meet sustainable mode share Targets established in travel plans, which the Applicant believes to be of sufficient size to fund significant sustainable transport measures.</u></p> <p>The GCG Framework [REP5-022] includes mode share Limits that will ensure that the operator delivers any sustainable travel measures from the Framework Travel Plan [REP4-0445] toolbox that are necessary to stay within the Limits. <u>These will be funded by the Applicant as detailed in the Sustainable Transport Fund (STF) [REP5-056] which was submitted for Deadline 5. 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</u></p>	<p>the levy. <u>Essentially the start and end to the STF need to be flexible to ensure that the operator is able to deliver on their commitments.</u></p> <p>The STF proposes a £1m pump-prime fund however, the Hertfordshire host authorities find this capping value for pump-prime schemes restrictive and not evidenced. The STF pump-prime fund should be linked to the schemes identified through the ATF for forward-funding and there should be flexibility in the value to be able to deliver schemes that are identified as being needed in the early stages through that process. 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>The cost of the FTP toolkit measures compared with the available funding value of the STF should be provided to <u>demonstrate that sufficient funding will be available.</u></p> <p>The need for bus service pump-priming prior to the funds being built up would</p>		

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		<p>operator to stay within the mode share Limits to ensure that the toolbox of measures will be utilised and implemented appropriately.</p> <p>Furthermore, the Sustainable Transport Fund [REPX-XXX] provides £37 million throughout the period of the airport's expansion to fund interventions to meet sustainable mode share Targets established in travel plans, which the Applicant believes to be of sufficient size to fund significant sustainable transport measures.</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>	<p>be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will be available to pump-prime services in the early stages of expansion.</p> <p>The Hertfordshire Host Authorities suggest starting with a fund in perpetuity rather than having a cap on the fund value. The ATF would be able to identify through the process of drawing on the STF whether the fund will be sufficient at a later date and would be able to inform any changes to the levy. Essentially the start and end to the STF need to be flexible to ensure that the operator is able to deliver on their commitments.</p> <p>The STF proposes a £1m pump-prime fund however, the Hertfordshire Host Authorities find this capping value for pump-prime schemes restrictive and not evidenced. The STF pump-prime</p>		

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			<p>fund should be linked to the schemes identified through the ATF for forward-funding and there should be flexibility in the value to be able to deliver schemes that are identified as being needed in the early stages through that process.</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>The cost of the FTP toolkit measures compared with the available funding value of the STF should be provided to demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire have raised concerns about the approach that identifies the bus routes needing to be commercially viable and the level of funding that will</p>		

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			<p>be available to pump prime services in the early stages of expansion.</p> <p>The Hertfordshire Host Authorities suggest starting with a fund in perpetuity rather than having a cap on the fund value. The ATF would be able to identify through the process of drawing on the STF whether the fund will be sufficient at a later date and would be able to inform any changes to the levy. Essentially the start and end to the STF need to be flexible to ensure that the operator is able to deliver on their commitments.</p> <p>The STF proposes a £1m pump-prime fund however, the Hertfordshire Host Authorities find this capping value for pump-prime schemes restrictive and not evidenced. The STF pump-prime fund should be linked to the schemes identified through the ATF for forward-funding and there should be flexibility in the value to be able to deliver schemes that are identified as being needed in the early stages through that process.</p>		

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			<p>It is not clear how the "toolbox of travel plan measure" would be funded and who takes responsibility for them. There is a heavy reliance on third party schemes/interventions coming forward and third party buy-in to measures.</p> <p>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and Hertfordshire would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p> <p>Hertfordshire (as the highway authority for Dacorum) 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>		

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<u>DBC41</u> <u>03436</u>	Lift-sharing programmes	For lift-sharing programmes and other sustainable travel initiatives the <u>Framework Travel Plan FTP [TR020001/APP/7.13REP8-024REP4-045]</u> 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.	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.	This was discussed at meetings on 27.07.2023 and 02.08.23 and agreed on the 20.10.2023.	Agreed

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		<p>The Applicant and airport operator are currently in discussions around providing greater clarity on the responsible party and the identified funding source for sustainable transport measures set out within the Framework Travel Plan FTP [TR020001/APP/7.13REP8-024].</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP7-042] at Deadline 7. The Applicant and airport operator are currently in discussions around providing greater clarity on the responsible party and the identified funding source for sustainable transport measures set out within the Framework Travel Plan [REP4-0445].</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] for Deadline 5.</p>			

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<p><u>DBC42</u> <u>35437</u></p>	<p>Framework Travel Plan FTP scope</p>	<p>The Framework Travel Plan Framework Travel Plan [TR020001/APP/7.13REP8-024REP4-0445] establishes the format and content of future Travel Plans that are to be produced five-yearly.</p>	<p>The scope of the Framework Travel Plan [TR020001/APP/7.13] is acceptable. The scope of the Framework Travel Plan FTP [TR020001/APP/7.13REP8-024REP4-045] is acceptable. DBC to confirm its position on the scope of the Framework Travel Plan [REP4-045].</p>	<p>This was discussed at a meeting on the 27.07.2023 and agreed on the 20.10.2023. Agreed via email on 06.12.2023. This was discussed at a meeting on 27.07.2023 with ongoing meetings also planned where this can be discussed if required.</p>	<p><u>Agreed</u> <u>ongoing</u></p>
<p>Modelling</p>					
<p><u>DBC38</u> <u>DBC36</u> <u>5</u></p>	<p>Model scope, coverage and assumptions around the development / transport and</p>	<p>It is understood that the Host Authorities are happy with the model scope, coverage and assumptions around the development/transport and highway scheme uncertainty log.</p>	<p>The uncertainty log has been provided and DBC has confirmed it is acceptable. There are ongoing concerns about the post-Covid modelling but no additional modelling is being requested and any impacts will</p>	<p>This was discussed at a meeting on 27.07.23;</p>	<p><u>Not agreed</u> <u>going</u></p>

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	highway scheme uncertainty log	<p>An updated Uncertainty Log has been issued to the Host Authority, and will also be submitted as part of the Rule 9 final report, due 15/12/23 [AS-159].</p> <p>Any further modelling queries raised by Hertfordshire County Council DBC have been responded to in the Applicants Response to Rule 9 Modelling Queries to be submitted at D8.</p>	<p>be picked up in the OTRIMMA, DBC have requested more information on Post Covid work, including the updated uncertainty log. Once information has been received DBC will review and confirm their position.</p>	<p>20.10.23 and 17.01.24.</p> <p>Confirmation of disagreement received via email on 19.01.24</p> <p>This was discussed at meetings on 27.07.2023, and 02.08.23 and 17.01.2024.</p>	
DBC39 DBC37 6	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,</p>	<p>The highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. DBC acknowledges the Applicant has undertaken a sensitivity test to investigate whether the proposals will cause an unacceptable impact on the Strategic Road Network and is yet to provide a position on this. DBC still have questions on the Applicant's approach to the Post Covid scenario and are therefore not currently able to provide a position on this</p>	<p>This was discussed at meetings on 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 On going

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		<p>there are no capacity enhancement schemes which have been prepared by National Highways to address these issues and for modelling purposes only a capacity enhancement scheme which increased the capacity of the M1 between Junction 9 and 10 and associated improvements to M1 J10 were included in the 2043 future baseline.</p> <p>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the 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 Applicants report Accounting for Covid-19 in Transport</p>	<p>highways modelling currently assumes hard shoulder running (or Smart motorway) to be present in all future options. DBC acknowledges the Applicant has undertaken a sensitivity test to investigate whether the proposals will cause an unacceptable impact on the Strategic Road Network. DBC still have questions on the Applicants approach to the Post Covid scenario and are therefore not currently able to provide a position on this.</p>	<p>This was discussed at meetings on 27.07.2023, and 02.08.23 and, 20.10.2023 and 17.01.2024.</p>	

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		<p><u>Modelling – Environmental Appraisal [REP7-079] clearly states that Hard Shoulder running has not been included in this work. The Applicant is therefore unclear why DBC have indicated this matter is not agreed. The Applicant requests reasoning as to why this change of status has been made.</u></p> <p><u>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</u></p>			

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		<p><u>were included in the 2043 future baseline.</u></p> <p><u>Furthermore, a sensitivity test has been undertaken at the request of National Highways to understand the effects of no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed by the Applicant to the Junction 10 in the earlier phases of development continue to mitigate the impacts of the Proposed Development even in the event where no further capacity enhancement is provided to the M1 corridor.</u></p> <p><u>The Applicant refers the Host Authorities to Section 14.3 of the Transport Assessment [APP-206].</u></p> <p><u>Furthermore, the Applicants report Accounting for Covid-19 in Transport Modelling – Environmental Appraisal [REP7-079] clearly states that Hard Shoulder running has not been included in this work. The Applicant is therefore unclear why HCC have indicated this matter is not agreed. The Applicant requests reasoning as to why this change of status has been made.</u></p>			

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		<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 no capacity enhancement on M1 in the future baseline. This test has demonstrated that the works proposed</p>			

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		<p>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 HA to Section 14.3 of the Transport Assessment [APP-206].</p>			
<p><u>DBC40</u> <u>DBC37</u></p>	<p>East Luton highway improvement schemes</p>	<p>The assumptions for the East Luton highway improvement schemes have been agreed with the relevant highway authority, LBC. LBC consider that it is appropriate to include these improvements in the Do-Minimum scenario due to the reasonable certainty that the schemes will proceed. LBC has already implemented one phase of the works through the upgrades to the Stopsley Way junction area.</p>	<p>East Luton highway improvement schemes being included in the 2027 case may provide an overestimate of traffic capacity at those locations. Noted that some locations require further modification as a result of the airport. Funding for the initial measures is not confirmed.</p>	<p>This was discussed at meetings on <u>27.07.2023</u> and <u>02.08.23</u> and <u>20.10.2023</u>.</p>	<p>Ongoing</p>
<p><u>DBC41</u> <u>DBC38</u></p>	<p>Calibration and validation of models</p>	<p>The details of calibration and validation of models are set out in the modelling Local Model Validation Reports (LMVR) which have been agreed by both</p>	<p>DBC are satisfied they have been engaged in the development, calibration and validation of the models and are happy with the model scope,</p>	<p>This was discussed at meetings on <u>27.07.23</u> and</p>	<p>Agreed</p>

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		<p>National Highways and the relevant highway authorities.</p>	<p>coverage and assumptions around the development/transport and highway scheme uncertainty log.</p>	<p>02.08.23 and 20.10.23.</p> <p>This was discussed at meetings on 27.07.2023 and 02.08.23.</p>	
<p><u>DBC42</u> <u>DBC39</u></p>	<p>The CBLTM-LTN and VISSIM modelling</p>	<p>The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction area.</p> <p>The Applicant understands that LBC remains committed to the delivery of the improvements to the A505 and related junctions proposed by the East Luton Study. LBC has already implemented one phase of the works through the upgrades to the Vauxhall Way / Stopsley Way junction area.</p>	<p>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.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and agreed in a meeting on 20.10.23.</p>	<p>Agreed</p>

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<p><u>DBC43</u> <u>DBC40</u></p>	<p>All known committed development and transport infrastructure schemes</p>	<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 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>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>There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing:</p> <p>Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues). There does not appear to be a modelled scenario which isolates the impact of the Proposed Development on the local network. The following scenario is therefore missing:</p> <ul style="list-style-type: none"> Do Minimum with committed highway schemes and developments and mitigation (to resolve Do Minimum issues). 	<p>This was discussed at meetings on 27.07.2023, and 02.08.23 and 17.01.2024.</p> <p>Confirmation of agreement received via email on 19.01.24.</p>	<p>Agreed Ongoing</p>

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		<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]. All known committed developments and transport infrastructure schemes have been incorporated into the models in accordance with WebTAG guidance and best practice. A Local Transport Plan sensitivity scenario has also been produced. This has included reviewing all planned development against a certainty log and incorporating developments in the relevant scenario. The approach to modelling was agreed with officers at relevant highway authorities including LBC, National Highways and officers at CBC and HCC were aware of this approach. The approach is consistent with that adopted for the 2019 statutory consultation and no material concerns on the approach were raised at the time.</p>			

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		<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 ISH4 Action 8 response, namely Applicant's response to Issue Specific Hearing 4 Action 8: Off-site Highway Works [REP4-082].</p>			
		<p>Funding for residual highway impactsLocal impact fund</p>			
<p>DBC44 DBC43 1</p>	<p>General local highway network fund to cover additional improvements</p>	<p>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</p>	<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>This was discussed at meetings on <u>27.07.2023</u>, <u>02.08.23</u>, <u>20.10.2023</u> and <u>17.01.2024</u> and agreed in a meeting on <u>06.02.2024</u>.</p>	<p>Ongoing et agreed Agreed Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>local highway authorities and support appropriate measures in the event that there are impacts which occur as a consequence of the implementation of the Proposed Development.</u></p> <p>The OTRIMMA [TR020001/APP/8.97REP8-043] contains information relating to <u>unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and may be funded through the STF.</u></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 <u>acknowledges that – due to the scale and long build-out period of the Proposed Development – unforeseen impacts may occur. The Applicant has therefore made the STF available to fund highway mitigations as per the terms set out in the dDCO [TR020001/APP/2.01].</u></p> <p><u>In advance of the identification of the need to mitigate unforeseen impacts of the Proposed Development (as</u></p>	<p><u>DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [TR020001/APP/8.97REP8-043] to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</u></p> <p><u>The Applicant has proposed the scale of the Residual Impacts Fund (RIF) as a maximum £1m (index linked) value. How the value has been determined is required to give assurance that it is adequate. The Hertfordshire host authorities are concerned that the fund may not be sufficient to fund any</u></p>	<p><u>This can be moved to Agreed if Hertfordshire are in agreement with the words added to the STF paper to be submitted at deadline 9.</u></p> <p><u>This was discussed at meetings on 27.07.23, 02.08.23, 20.10.23 and 17.01.24.</u></p> <p><u>Confirmation of disagreement received via email on 19.01.24</u></p> <p><u>This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023</u></p>	

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		<p>described in the OTRIMMA [TR020001/APP/8.97REP8-043], 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 therefore also not possible to estimate the cost of this mitigation. 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> <p>The OTRIMMA [REP7-039N] contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and is funded via a separate</p>	<p>additional mitigation over the expansion build-out period and all authorities.</p> <p>DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [TR020001/APP/8.97] to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</p> <p>The Applicant has proposed the scale of the Residual Impacts Fund (RIF) as a maximum £1m (index-linked) value. How the value has been determined is required to give assurance that it is</p>	<p>and 178.01.2024. and updated to 'Agreed' on submission of the OTRIMMA.</p>	

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		<p><u>Residual Impact Fund to be secured as part of the S106.</u></p> <p><u>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 proposed the establishment of the RIF, which is not a planning requirement, nor a mechanism typically offered by any proposed development.</u></p> <p><u>In advance of the identification of the need to mitigate unforeseen impacts of the Proposed Development (as described in the OTRIMMA [REP7-039], 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 therefore also not possible to estimate the cost of this mitigation. As set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] and Surface Access Strategy [APP-228],</u></p>	<p><u>adequate. The host authorities are concerned that the fund may not be sufficient to fund any additional mitigation over the expansion build-out period and all authorities.</u></p> <p><u>DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REPX-XXX] to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</u></p> <p><u>The Applicant has proposed the scale of the Residual Impacts Fund (RIF) as a maximum £1m (index linked) value.</u></p>		

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		<p>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> <p>The Applicant and airport operator have provided greater clarity on the responsible party and the identified funding source for sustainable transport measures set out within the Framework Travel Plan [REP4-045] in the Sustainable Transport Fund (STF) [REP5-056]. [REP4-045] Whilst different solutions are being identified, one of the ways in which comfort could be provided to the Local Authorities is the establishment of a Sustainable Transport Fund, or similar approach. The finer details of this are being developed and will be provided in December 2023.</p>	<p><u>How the value has been determined is required to give assurance that it is adequate. The host authorities are concerned that the fund may not be sufficient to fund any additional mitigation over the expansion build-out period and all authorities.</u></p> <p><u>DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP5-041] to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. However, concerns remain around the amount of the fund.</u> DBC is in approval of the Residual Impacts Fund outlined in the OTRIMMA [REP5-041] to cover additional improvements in physical highway infrastructure should future monitoring demonstrate that there is a need for such improvements. Unforeseen or unintended consequences of future growth on the highway network should not be left to the highways authorities to fund in the future. Such interventions would be considered alongside demand management and sustainable transport</p>		

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		<p>Details of the OTRIMMA [REP5-041] were shared with the relevant Host Authorities at Deadline 4. This document contains information relating to unintended consequences and a fund to address these. This is referred to as Mitigation Type 2 and is funded via a separate Residual Impact Fund to be secured as part of the S106. <u>The fund size will be shared at the appropriate time as this is secured in the S106.</u></p>	<p>initiatives in the Sustainable Transport Fund with priority given to reducing highways impacts by modal shift prior to capacity interventions given the environmental benefits that would result.</p> <p>The Applicant should share details of the scale of the Residual Impacts Fund (RIF) to give assurance that it is adequate and an indication of the level of intervention that could be delivered. Also require details of the funding allocation to the authorities.</p>		
	DBC queries				
<u>DBC 425</u>	<u>Responsible growth</u> Responsible growth	<p>The GCG Framework [REP5-022 TR020001/APP/7.08 NeREP5-022] is proposed to respond to the aspiration to grow in a responsible and sustainable manner. It has been designed to ensure that ongoing airport growth can only take place within acceptable environmental limits, with enforcement and oversight from an independent scrutiny group.</p>	<p>The issues that remain to be addressed continue to be of a scale that DBC's position remains as articulated in its response to the first statutory consultation, as follows: <i>'Unless and until there is evidence to demonstrate, and mechanisms to ensure, that the Airport can grow and be operated in a responsible manner, in the spirit of the Government's aspiration for a partnership for sustainable growth set out in Aviation</i></p>	<p>This was discussed at a meeting on <u>27.07.23</u> and <u>17.01.24</u>.</p> <p><u>Confirmation of disagreement received on <u>11.01.24</u></u>This was discussed at a meeting on</p>	<p><u>Not agreed</u> Not agreed</p>

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			<p><i>2050, which contains its environmental impacts to within prescribed acceptable and agreed limits that are enforceable, can achieve an overall betterment in the amenity and health of the communities impacted by it – both immediate and further afield, and can adequately provide for the surface access needs required of it, the County Council has an in-principle objection to growth of the Airport. This evidence does not currently exist.'</i></p>	<p><u>27.07.2023 and 178.01.2024.</u></p>	
<p><u>DBC 4436</u></p>	<p>Details of Travel Plans and the ATF</p>	<p><u>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 Framework Travel Plan FTP [TR020001/APP/7.13REP8-024] clearly set out the details of how future Travel Plans will be developed and Targets set, and also describes the governance process for updating future Travel Plans and how, through the</u></p>	<p><u>Hertfordshire Host Authorities Hertfordshire</u> are in general agreement to the Framework Travel Plan which will need to be agreed further with the local authorities at the appropriate time. <u>The Hertfordshire Host Authorities would still seek to ensure that at least the P19 targets are carried forward into the future Travel Plans through the consultation process that will be in place to agree the targets.</u> In relation to the ATF, Hertfordshire are in general agreement to the provisions.</p>	<p>This was discussed at a meeting on 27.07.2023 and 20.10.2023.</p> <p><u>Confirmation of agreement received via email on 19.01.24</u></p>	<p>Agreed</p>

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		<p>Airport Transport Forum, 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]. 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 Framework Travel Plan [REP4-045] clearly set out the details of how future Travel Plans will be developed and Targets set, and also describes the governance process for updating future Travel Plans and how, through the Airport Transport Forum, HCC will be consulted and engaged with throughout the delivery of the Proposed Development.</p>			

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		<p>The Applicant has produced the ATF Terms of Reference in document [REP4-083].</p>			
<p><u>DBC45</u> <u>4</u></p>	<p><u>Highway model network extent</u></p>	<p><u>The Applicant confirms that the extent of the highways model network is the same as that within the CBLTM-LTN model.</u></p>	<p><u>DBC agree with the extent of the highway network included in the CBLTM-LTN model.</u></p>	<p><u>This was discussed at meetings on 27.07.2023 and 02.08.23.</u></p>	<p><u>Agreed</u></p>
<p><u>DBC46</u> <u>745</u></p>	<p>Future year VISSIM modelling</p>	<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 <u>DBHCC</u> 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</p>	<p><u>The Hertfordshire Host Authorities are content with the updated VISSIM modelling results and cordoning of the strategic model.</u>DBC have the following concerns about the future year VISSIM modelling: Inconsistent with strategic modelling. Unconventional method of applying growth—therefore lack of confidence in forecast models. Confirmation of whether the VISSIM models have been developed using outputs from the strategic model. DBC request the Applicant shares the associated results and assumptions for the junction capacity assessments.</p>	<p>This was discussed at a meeting on 27.07.2023 <u>and agreed in writing on 10.01.24</u> with ongoing meetings also planned where this can be discussed if required.</p>	<p><u>Agreed</u> <u>ongoing</u></p>

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		<p>incorporated into the local VISSIM model was reported in Scenario Testing (Section 14 of the Transport Assessment [APP-203, AS-123, APP-205, APP-206]). Transport Assessment).</p> <p>The test was undertaken for the 2043 Full Development scenario as this reflects the end state of the Proposed Development. The sensitivity test showed that even with the strategic model growth applied to the baseline Vissim <u>VISSIM</u> 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. The Rule 9 modelling will include the strategic model growth in the Vissim <u>VISSIM</u> model.</p>			

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<u>DBC48</u> <u>56</u>	Impacts of the Covid-19 Pandemic	The impact of the Covid-19 pandemic is being addressed as part of the Rule 9 response. Work will be undertaken to understand the how traffic flows have changed since 2016/2017 from available data sources.	There is insufficient baseline information incorporating any impacts of the Covid-19 pandemic. The basis for the traffic forecasts and mode share targets is not based on the post-pandemic situation and the Base model is seven years old. Evidence of how traffic flows and public transport usage have changed between 2016 and 2022/2023 should be provided.	This was discussed at meetings on 27.07.2023, and 02.08.23, and 20.10.2023	Ongoing <u>O</u>
<u>DBC47</u> <u>967</u>	Mode share absolute numbers	The Applicant has presented Limits and Targets as percentages, <u>as opposed to absolute numbers</u> , to ensure that progress can be tracked against the passenger and staff samples from the CAA data and staff surveys.	<u>The percentages mask the trends in absolute numbers of trips and it is unclear whether these match to the numbers of trips assumed within the Transport Assessment. Additional detail on the numbers of trips rather than just percentages should be provided to be able to appreciate the impacts that are being presented in real terms.</u> 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 <u>and 17.01.2024.</u> <u>Confirmation of disagreement received via email on 19.01.24</u>	<u>Not agreed</u> On going

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			<p>impacts that are being presented in real terms.</p>		
<p>DBC5048</p>	<p>Sustainable Transport Fund</p>	<p>The Airport is committed to the establishment of a Sustainable Transport Fund to deliver on measures outlined in the Framework Travel Plan [REP4-0445]. The Travel Plan will do this first to meet Targets (more ambitious than GCG Limits). The Applicant and airport operator are currently developing a suitable and effective funding mechanism that best responds to sustainable transport opportunities.</p>	<p>Insufficient detail is provided on the level of investment and responsibility for providing support for additional public transport services, this is mentioned in the application material but there is no commitment towards implementation. Details of who is the responsible party for securing, providing and funding additional public transport from the east of the airport. Expected programme for their introduction and where the funding will come from is sought.</p> <p>The cost of the FTP toolkit measures compared with the available funding value of the STF would be helpful to demonstrate that sufficient funding will be available.</p> <p>The need for bus service pump-priming prior to the funds being built up would be likely, and DBC would like a greater commitment to this.</p> <p>The fund should be available in perpetuity in some form.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23.</p>	<p>Ongoing</p>

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<p><u>DBC51</u> <u>48749</u></p>	<p>Breach of Limits lag in stopping airport expansion</p>	<p>The Applicant notes that the timings provided in the GCG Explanatory Note [TR020001/APP/7.07REP5-020] 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/7.07REP5-020], based on the availability of monitoring results, it is evident that performance against the Limits in one calendar year cannot inform the capacity declaration for the following year; rather than absolute minimum lag is two summer seasons.</p> <p>The GCG timings have therefore been established to balance this deadline with the time needed for the airport operator to collect, process and report on monitoring data and the need to allow time for scrutiny of monitoring results (including by the public). It should be</p>	<p><u>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.</u></p> <p><u>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.</u>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><u>This was discussed at a meeting on 27.07.2023, and 02.08.2023 and 18.01.2024.</u></p> <p>This was discussed at meetings on 27.07.2023 and 02.08.23</p>	<p><u>Agreed</u> <u>ongoing</u></p>

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		<p>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><u>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]. The Transport-Related Monitoring and Mitigation Approach (TRIMMA), developed from the Outline TRIMMA [REP5-041] submitted at Deadline 4, will also include detail on</u></p>			

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		<p>the required monitoring and reporting related to traffic flows and congestion, focused on the localised impacts and required mitigation identified by the Transport Assessment.</p>			
<p>DBC520</p>	<p>Mode share Limits</p>	<p>The GCG mode share Limits are one aspect of both the GCG Framework and wider surface access control measures. The GCG Framework [REP5-022] also includes air quality Limits, which require monitoring at defined locations on the local road network based on the identified air quality impacts of the Proposed Development (as set out in the GCG Framework Appendix D: Air Quality Monitoring Framework [REP5-030]), and surface access greenhouse gas emissions Limits. Congestion will be monitored through the TRIMMA, in order to identify when the necessary highway mitigation identified by the Transport Assessment will be delivered. The representative outcomes are therefore all considered to be controlled through various mechanisms in the Draft DCO,</p>	<p>The GCG mode share Targets for non-sustainable mode share (based on passenger CAA annually collected data) are not related to representative outcomes: decarbonisation, air quality, public health and safety, and road traffic congestion.</p> <p>Dacorum <u>DBC</u> have an improved understanding of the mechanisms for control of growth through GCG and the relationship with the TRIMMA and FTP.</p> <p>There remain outstanding matters in relation to GCG that are under consideration and discussion overall.</p>	<p>This was discussed at meetings on 27.07.2023 and 02.08.23 and 20.10.2023.</p>	<p>Ongoing</p>

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		<p>including, but not limited to the GCG Framework.</p>			
<p><u>DBC49</u> <u>8534</u></p>	<p>Absolute passenger numbers</p>	<p>Absolute passenger numbers for the GCG mode share Limits are set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] (which correspond to the reasonable worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F: Surface Access Monitoring Plan [TR020001/APP/7.08REP5-032]. The GCG Framework [TR020001/APP/7.08] only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the Framework Travel Plan 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>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. Unclear relationship between GCG mode share, TRIMMA and Travel Plan monitoring which means impacts on the surface access network could be undetected or continue over an extended period before requiring restrictions on airport growth. Additional detail is required for the adjoining local authorities to fully understand the potential impacts of the growth impacts within their network before mitigating action is taken. More detail on the expected passenger sample rates / absolute passenger numbers for each target and threshold associated with the GCG. Relationship between the different monitoring</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> <p>Confirmation of disagreement received via email on 19.01.24 This was discussed at meetings on 27.07.2023, and 02.08.23 and 20.10.2023 and 17.01.2024.</p>	<p>Not agreed Agreed Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation measures set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206]. Further information is given in the OTRIMMA [TR020001/APP/8.97].</p> <p>Absolute passenger numbers for the GCG mode share Limits are set out in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] (which correspond to the reasonable worst case assumptions used in the transport modelling).</p> <p>GCG surface access monitoring requirements, including survey methods, are set out in the GCG Framework Appendix F: Surface Access Monitoring Plan ([REP5-032PP-224]. The GCG Framework [REP5-022] only considers staff and passenger mode share at an aggregate level.</p> <p>In addition to GCG, the Framework Travel Plan [REP4-0445] requires further, more granular monitoring to take place, to better inform the</p>	<p>mechanisms and requirements for mitigation need further explanation.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>additional targets to be defined by the Travel Plan and success of individual surface access measures.</p> <p>Finally, the TRIMMA will require location-specific monitoring, to inform the need to deliver the identified location-specific highway mitigation measures set out in the Transport Assessment. Further information is given in the OTRIMMA [REP5-041].</p> <p>The Applicant submitted the Sustainable Transport Fund (STF) [REP5-056] at Deadline 5.</p>			
<u>DBC49</u> <u>542</u>	DfT interim advice on Covid-19	<p>In May 2023 the Examining Authority requested the Applicant to review the transport modelling undertaken for the DCO in light of DfT interim advice, dated April 2023, regarding the treatment of the COVID-19 pandemic in transport modelling. The Examining Authority stated it "has made a Procedural Decision to request that the Applicant reviews its transport modelling considering the recently published guidance. The Examining Authority also requests that the Applicant engages with stakeholders,</p>	<p>DBC still have a number of outstanding questions and queries raised through the DCO process on the work, set out in Deadline 5 Submission — Comments on any further information/submissions received by Deadline 4 [REP5-068], and once these have been addressed will consider its position.</p>	<p>This was discussed at a meeting on the 02.08.2023₁ and 20.10.23.</p>	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>including National Highways and the Local Highway Authorities, at the earliest possible opportunity with a view to gaining agreement as to the appropriate methodology if the model is not re-based.'. The proposed approach set forward by the Applicant considers the size and complexity of the strategic transport model and the timescale for the DCO examination though will include (1) analysis of recent local and national trends in travel demand (2) updating the future year forecasts using the latest DfT projections case scenario (NTEM8 & NRTP22) and (3) an assessment of the risks associated with the updated forecasts and determination of any necessary adjustment factors that may arise from the analysis of recent trends. The VISSIM model will follow a similar approach to the base year update and the forecasts will update committed developments and take 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</p>			

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		<p>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>DBC50 <u>53</u></p>	<p>Broad principles of designs</p>	<p>The Applicant notes that the broad principles of the designs submitted as part of mitigation proposals in the Transport Assessment [APP-203, AS-123, APP-205, APP-206] are agreed, however, it is acknowledged that design will remain an ongoing discussion at the appropriate detailed design stage. It would be expected that detailed discussions around DMRB compliance and securing any departures will be undertaken during the development of detailed design drawings. It is also noted that the appropriate mitigation will be subject to future monitoring as part of the TRIMMA, as outlined in the OTRIMMA [TR020001/APP/8.97REP5-041].</p> <p>The Applicant has set out in a side agreement how alternative works can</p>	<p><u>Regarding the proposed highway mitigations at the three Hitchin junctions, discussions are ongoing. The main point for Hertfordshire and North Herts Councils is to ensure that sufficient funding is available to implement an enhanced scheme and that a scheme is deliverable at these locations. Their concern is further exacerbated by the results of the updated traffic modelling which show additional trips in the rural areas.</u></p> <p><u>The proposals are solely providing additional traffic capacity and are also inconsistent with the Applicant's own "indicative principles" for MT2 mitigations which have a ("Requirement to consider that all works include a commitment to enhance conditions for active</u></p>	<p>This was discussed at a meeting on the 02.08.2023, and 20.10.2023 and 17.01.2024.</p> <p><u>Confirmation of disagreement received via email on 19.01.2024.</u></p> <p><u>Confirmation of disagreement received via email on 19.01.24</u></p>	<p><u>Agreement subject to side agreement Not Position not yet confirmed by Interested Party Not agreed</u></p> <p><u>Under Discussion Position not yet confirmed by Interested</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>be delivered at the A505 / Upper Tilehouse and A602 Park Way / Stevenage Road Street junctions in Hitchin which accord with Herts requirements. It is the Applicant's position that this side agreement would resolve this issue. We are confident agreement on a side agreement can be reached.</p> <p>The schemes have been designed to address the impacts of the proposed scheme which in these locations relate to additional vehicle trips and minimal active travel trips given the distance from the development. The proposals do not preclude alternative proposals being brought forward.</p>	<p>travel"). Regarding the proposed highway mitigations at the three Hitchin junctions, 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. the Hertfordshire Host Authorities have requested that further design work is undertaken to meet policy requirements at these junctions to ensure acceptable policy compliant mitigations are built into the cost plan to give certainty that enhanced measures could be provided.</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>Party Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC56 4	Principal of highway monitoring	The Applicant notes that the principal of highway monitoring will be agreed as part of the TRIMMA. Further engagement will be undertaken to ensure agreement with the monitoring locations.	Ongoing discussions regarding the detail, and the locations of the monitoring sites are still to be agreed, but the principle is broadly acceptable.	This was discussed at a meeting on the 02.08.2023 and 20.10.2023.	Ongoing

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					
DBC515	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
DBC526	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
<p>DBC537</p>	<p>Construction dust assessment methodology and findings</p>	<p>The Applicant considers that the construction dust methodology is robust and the findings, including mitigation which is included in the <u>Code of Construction Practice (CoCP) [REP8-013]</u> 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 <u>Code of Construction Practice CoCP</u> is detailed in section 8 of Appendix 4.2 of the ES [REP8-013][REP6-003]REP6-003. code of construction practice is detailed in section 8 of Chapter 4 The Proposed Development of the ES [AS-074]. These have been discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.</p>	<p>DCC agrees with the construction dust assessment methodology and findings, including mitigation included in <u>Code of Construction Practice [REP8-013]</u> which follows best practice. the <u>Code of Construction Practice [REP6-003]</u>REP6-003 Code of Construction Practice which follows best practice.</p>	<p>Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. 2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC545 8	Modelling methodology including data sources	The Applicant considers the modelling methodology including the data sources, model setup including use of the (ADMS), modelled receptor locations, assessment years, emission inventory methodology, model parameters, spatial modelling aspects and verification methodology to be robust. The modelling methodology is detailed in section 3 in Appendix 7.1. of Chapter 7 Air Quality of the ES [AS-028] . The modelling methodology was discussed and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.	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, spatial modelling aspects, and verification methodology.	Air Quality TWG meetings from 2018 to 2022 SoCG meeting with DBC 31.07. 2023	Agreed
DBC555 9	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	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

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		meetings and the SoCG meeting with DBC.			
DBC566 0	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
DBC576 4	Air quality assessment results for construction and operational phases	The Applicant considers the air quality assessment results for construction and operational phases to be robust. The air quality assessment results for construction and operational phases 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.	DBC agrees with the air quality assessment results for construction and operational phases	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
<p>DBC586 2</p>	<p>Future air quality monitoring considerations</p>	<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) [TR020001/APP/8.147], detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</p> <p>The Applicant position on UFP monitoring is that it will not be undertaken as there are no legislated air quality standards.</p> <p><u>Short term measurements are addressed in item DBC59 below and emissions inventory reporting is addressed in DBC60.</u></p>	<p>DBC has requested the Applicant to review future air quality monitoring considerations. The Applicant will continue to liaise with DBC regarding monitoring during operation via the SOCG process.</p> <p>It is agreed that UFP monitoring should not be undertaken in the absence of air quality standards.</p>	<p>SoCG meeting with DBC 20.07.2023 and 22.11.2023.</p> <p><u>Confirmation of agreement received via email on 19.01.24</u></p>	<p><u>Agreed On going</u></p>

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DBC596 3	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 [TR020001/APP/8.147])], detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</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><u>At the SoCG meeting on 08.01.2024 it was noted that the Applicant agrees to consider short term monitoring results (including for PM_{2.5}) in undertaking environmental management of the scheme, but not for GCG purposes.</u></p>	<p>SoCG meeting with <u>DBHGC</u> 31.07.2023, <u>and</u> 22.11.2023 <u>and</u> <u>08.01.24.</u></p>	<u>Not agreed</u> <u>On going</u>
DBC604	Emissions of pollutants from airport sources	<p>The Applicant acknowledges that DBC has requested further discussion regarding use of emissions inventories as a measure to control and review emissions of pollutants from airport sources. The Applicant will continue to liaise with DBC on this matter.</p>	<p>The Applicant will continue to liaise with DBC regarding use of emissions inventories for air quality from airport (airside and traffic related) activity.</p> <p><u>At the SoCG meeting on 08.01.2024 it was noted that the Applicant agreed in principle that</u></p>	<p>SoCG meeting with DBC 31.07.2023 and 22.11.2023 <u>and</u> <u>08.01.24</u></p> <p><u>Confirmation of agreement received via email on 19.01.24 subject to</u></p>	<u>Agreed</u> <u>On going</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>A technical note [REP6-076] has been provided at Deadline 6 [(Applicant's Response to Issue Specific Hearing 9 Action 26 - Air Quality Monitoring [TR020001/APP/8.14]7)], detailing the Applicant's position with regards to PM_{2.5} monitoring, short term measurements and emissions inventory, where discussions are still ongoing.</p> <p><u>An updated 5.02 Environmental Statement ES Appendix 7.5 Outline Operational Air Quality Plan [REP9-013] was submitted at Deadline 9 which confirms that a review of available road traffic data will be undertaken (e.g. the use of in/out movements, airport car parking data and staff travel survey data).</u></p>	<p><u>it should be able to use traffic data collected routinely on site to include traffic related activity. The Applicant agreed to confirm this. The HA DBC accepted that it would not be practicable to distribute traffic emissions over the public highway network.</u></p>	<p><u>Applicant confirmation of using in/out airport traffic data using staff travel survey data, airport parking or onsite data</u> Applicant confirmation of using in/out airport traffic data using staff travel survey data, airport parking or onsite data</p>	
DBC615	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][APP-065] , to be appropriate. The mitigation identified were discussed	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

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		and agreed during Air Quality TWG meetings and the SoCG meeting with DBC.			
<u>DBC621-25</u>	<u>GCG Thresholds and Limits – Air Quality</u>	<u>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP5-022TR020001/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</u>	<u>DBC still have ongoing issues on this approach, noting queries raised through response to draft application documents in October 2022.</u> <u>Comments made through relevant representations, including Deadline 5 Submission – Comments on any further information/submissions received by Deadline 4 [REP5-068], on appropriateness of use of annual average concentrations, and appropriateness of proposed monitoring approach in this context.</u> <u>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) around interim 2028 PM2.5 limit.</u> <u>DBC expects the Applicant to use available analytical techniques to determine the airport contribution</u>	<u>DBC SoCG Air Quality meeting 08.01.24</u> <u>Confirmation of agreement received via email on 19.01.2024</u> <u>To be confirmed at topic specific meeting</u>	<u>Agreed</u> <u>On going</u> <u>Position</u> <u>not confirmed</u> <u>by DBC</u>

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		<u>contribution (relative to its level of impact) to mitigating the identified impacts.</u>	to data captured by continuous air quality monitoring instruments. <u>Discussions are ongoing. The Applicant is preparing a technical note with regard to short term monitoring threshold and boundary monitoring to be received by Deadline 6. DBHCC will continue to engage with the Applicant on this through the SoCG process.</u>		
Landscape and Visual Impacts					
DBC636	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
DBC646 7	LVIA effects and mitigation	The Applicant considers that the LVIA identifies all significant landscape and visual effects and proposed mitigation measures for these effects.	DBC has requested clarification in relation to the landscape effects on the Chilterns Area of Outstanding Natural Beauty (AONB). DBC <u>does not consider that the LVIA - Chapter 14 of the ES [AS-079] - identifies</u>	Discussed <u>at meetings</u> on 30.10.2023 <u>and 05.01.24</u>	<u>Ongoing</u> <u>ot agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>The Applicant has set out the approach to considering effects on tranquillity of the AONB with regards to landscape and visual effects. The methodology is included in Appendix 14.1 of Chapter 14 of the ES [AS-036], which the Applicant considers to be robust. The effects on tranquillity are assessed in Chapter 14 of the ES [AS-079] and as part of the Applicant's Response to Issue Specific Hearing 8 Action 42 - Chilterns Area of Outstanding Natural Beauty Special Qualities Assessment -[REP7-046] prepared by the Applicant, noting there is no overarching methodology on how to quantify tranquillity (or the impacts on it). The Special Qualities Assessment has therefore utilised sources such as CPRE tranquillity and dark skies mapping and Natural England's indicators of relative tranquillity to inform the assessment on relative tranquillity. Chapter 14 of the ES [AS-079], and as part of the AONB Special Qualities Assessment prepared by the Applicant.</u></p>	<p><u>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.HCGDBC 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 relating to impacts on</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<u>tranquillity cannot be reasonably justified.</u>		
<u>DBC65</u>	<u>LVIA assessment phases</u>	<u>The Applicant has outlined the assessment phases considered in the LVIA.</u>	<u>NHDC-DBC agree with the assessment phases considered in the LVIA.</u>	<u>LVIA TWG meetings on 20.04.2020, 7.10.2020 and 16.09.2021 and 30.10.2023</u>	<u>Agreed</u>
DBC666 8	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] AONB	DBC request clarification in relation to the approach to considering tranquillity of the AONB with regards to landscape and visual effects. <u>HGGDBC 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</u>	Discussed on 30.10.2023 <u>and 05.01.24</u>	<u>Ongoing</u> <u>ot agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>Special Qualities Assessment prepared by the Applicant.</u></p>	<p><u>such limited baseline tranquillity or Dark Skies information in the AONB Special Qualities Assessment (or indeed clear identification of the methodology used to identify baseline or subsequent assessment) that any conclusions relating to impacts on tranquillity cannot be reasonably justified.</u>[Katy Mayhew to draft text]</p>		
<p>DBC676 9</p>	<p>Residential Visual Amenity Appraisal</p>	<p>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.</p>	<p>DBC agrees with the methodology and residential properties considered within the RVAA and the conclusions of the RVAA.</p>	<p>Discussed on 30.10.2023</p>	<p>Agreed</p>
<p>DBC687 0</p>	<p>Presentation of information on the viewpoint photograph sheets</p>	<p>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</p>	<p>DBC agrees with the presentation of information on the viewpoint photograph sheets.</p>	<p>Discussed on 30.10.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		Appendix 14.6 of the ES [AS-088 – AS-094, AS-1405] . .-			
DBC697 4	<u>Assessment years and viewpoints portrayed in photomontage s</u> <u>Viewpoint locations portrayed in the photomontage s</u>	The Applicant has prepared several wireline or block model photomontages (or Accurate Visual Representations), included in Appendix 14.7 of this ES [TR020001/APP/5.02REP3-009 – REP3-013] to support the LVIA. These photomontages show both the baseline view and the view incorporating the Proposed Development. The photomontages have been produced from viewpoint locations mapped on Figure 14.8 of this ES [APP-106] . .-	DBC agrees with viewpoint locations portrayed in the photomontages.	Discussed on 30.10.2023	Agreed
DBC702	Growth rates for proposed planting as set out Section 14.8 of the ES	The Applicant outlines a range of growth rates for proposed planting in Section 14.8 of Chapter 14 of the ES [AS-079] and summarised below: <ul style="list-style-type: none">Hedgerows planted with transplants (0.6-0.8m height) are	DBC agrees with the growth rates for proposed planting outlined by the Applicant.	<u>LVIA TWG meetings on 4 and 05.02.20, 07.06.22 and on 30.10.23</u> <u>LVIA TWG meetings on 4 and</u>	Agreed

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		<p>assumed to be maintained at a height of at least 2.1m within 8 years.</p> <ul style="list-style-type: none"> • Hedgerows planted using 1.5-1.8m feathered trees are assumed to be maintained at a height of 2.1m within 5 years. • Woodland comprising transplants (0.6-0.8m height), feathered trees (circa 1.5-2m height) and light standards (2.5-3.5m height) is assumed to achieve an estimated height of 2-3.5m after 8 years, 4-5.5m after 15 years, 6-7.5m after 20 years and at least 8-10m after 25 years. • Scrub vegetation planted with shrubs and transplants (0.3-0.8m height) is assumed to achieve a height of 2-3m within 5-10 years. • Heavy standard trees (3.5-4.25m) are assumed to achieve heights of between 6-7m after 5 years, 8-9m after 10 years and 10m+ after 15 years. •—Light standard trees (2.5-3m) are assumed to achieve heights of 5m 		<p>5.02.2020 and 7.06.2022</p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		after 8 years, 7-8m after 15 years, and 9-10m after 25 years.			
DBC713	Outline Landscape and Biodiversity Management Plan	The Outline Landscape and Biodiversity Management Plan <u>in Appendix 8.2 in the ES [AS-029]</u> aligns with the SLMP [APP-172] and the measures contained therein are consistent with the Applicant's commitment to deliver a minimum of 10% BNG.	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.	<u>Landscape and Visual Impact Assessment, LVIA and Biodiversity</u> TWG meetings in pre-application phase attended by DBC officers (see Appendix 1 of this document) — .	Agreed
DBC74	Long-term stewardship of the public open space and landscape	The Applicant will continue to engage with HCC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved.	DBC strongly advise that discussions about the long-term stewardship of the public open space and landscape need to take place at the earliest opportunity, as any decisions could have a fundamental impact upon the strategic landscape masterplan and management strategies.	To be discussed at topic specific meeting	Ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
Open Space					
DBC75	Management of Wigmore Valley Park	<p>It is the Applicant's intention that the new park be placed into the control of a new Community Trust which would include as Trustees local community representation and other key stakeholders. The Applicant has committed funds within future budgets to fund the maintenance of the park into the future. . . . Further detail on the future management of Wigmore Valley Park, along with details of how the habitats will be created and managed, is included within the Outline Landscape and Biodiversity Management Plan in Appendix 8.2 in the ES [AS-029].</p> <p>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP [APP-172] are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green Horizons Park and the Proposed</p>	<p>DBC welcome the changes to the layout of the revised Wigmore Valley Park, but request more clarity on the future management and funding of future management on the replacement open space, and detail on how the proposed structures on Wigmore Valley Park fit within the SLMP [APP-172].</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Development [REP4-073]. The Applicant will continue to engage with the DBC as the open space and landscape proposals evolve during the detailed design stage, following approval of the DCO, if approved.</p>			
<p>DBC76</p>	<p>Planning permission to provide enhanced facilities</p>	<p>During the development of the SLMP [APP-172], the Applicant considered securing planning permission to provide enhanced facilities, this was discussed with the Host Authorities during the SLMP meeting on 2 December 2022. The SLMP provides the context to the landscape proposals, both consented as part of the Green Horizons Park (formerly New Century Park) application and the wider proposals associated with the DCO.</p> <p>Detail on how the proposed structures within Wigmore Valley Park fit within the proposals outlined in the SLMP [APP-172] are provided in the Applicant's response to Issue Specific Hearing 1 Action 1: Green</p>	<p>HCC welcome that the Applicant has secured planning permission to provide enhanced facilities, and requests that consideration is given to how these proposals link with the layout and design of the wider SLMP area.</p>	<p>To be discussed at topic specific meeting</p>	<p>Ongoing</p>

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		Horizons Park and the Proposed Development [REP-4073].			
Noise policy, legislation and guidance					
DBC727	<u>Compliance with appropriate policy, legislation and guidance</u>	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 [REP9-011TR020001/APP/5.01REP1-003] (plus Building Bulletin 93: Acoustic Design of Schools which was mistakenly omitted from Table 16.4) is appropriate to inform the assessment, at the time of writing the submission documents.	DBC agrees these documents to be appropriate.	<u>Meeting with Suono and Host Authorities 12.01.24</u> Relevant representations	Agreed
DBC738	<u>Compliance with aviation noise policy. Appropriate policy, legislation and guidance</u>	The Planning Statement [TR020001/APP/7.01REP5-016] sets out how the Proposed Development complies with aviation noise policy including the objective in the Aviation Policy Framework “to limit and where possible reduce the number of people in the UK significantly affected by aircraft noise, as part of a	<u>DBC's summary position is set out in ISH 3 post hearing submission [REP3-094]. Principal Areas of Disagreement Summary Statements (PADSS) [AS-057] identifies a concern that policy assessment is not compliant with aviation noise policy.</u>	<u>Meeting with Suono and Host Authorities 12.01.24</u> Meeting with Suono and Host Authorities 12.01.24AS-057 Relevant representations	Not agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p><u>with aviation noise policy</u></p>	<p>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 Aviation Noise Policy Statement [REP1-012].</p>	<p><u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBC'S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update.</u></p> <p><u>DBC summary position is set out in post hearing submission [REP3-094].</u></p>		
<p><u>Noise</u> Assessment methodology – modelling assessment and criteria</p>					
<p>DBC749</p>	<p><u>Construction noise and vibration predication and assessment methodology</u> <u>Approach, methodologies, Lowest Observable Adverse Effect</u></p>	<p>The Applicant has employed a robust methodology for the construction noise and vibration assessment, with appropriate assessment criteria and assessment periods.</p> <p>The methodologies and data applied are as referenced in BS 5228-1 and BS 5228-2.</p> <p>LOAELs, SOAELs and UAELs (for defined day, evening and night time</p>	<p>DBC agrees with the approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods for the construction noise and vibration assessment.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p>Level (LOAEL), Significant Observable Adverse Effect Level (SOAEL), and Unacceptable Adverse Effect Level (UAEL) values and assessment periods for the construction noise and vibration assessment</p>	<p>periods) used by the Applicant for the construction noise and vibration assessments are set out in Table 16.11 and Table 16.12 of Chapter 16 of the Environmental StatementES [-REP9-011TR020001/APP/5.01REP1-003].</p>			
<p>DBC758 0</p>	<p><u>Air noise prediction and assessment methodology</u> <u>Modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and</u></p>	<p>The Applicant has employed a robust methodology for the air noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Noise modelling has been undertaken using Aviation Environmental Design Tool (AEDT) software.</p>	<p>DBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the air noise assessment.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p>assessment periods, and change criteria for the air noise assessment</p>	<p>The primary assessment metrics are the 92-day summer $L_{Aeq,16h}$ and $L_{Aeq,8h}$ sound levels.</p> <p>The LOAELs, SOAELs and UAELs (day and night) used by the Applicant for the air noise assessments are set out in Table 16.13 of Chapter 16 of the Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003].</p> <p>Change criteria for identifying the magnitude of impact for changes in air and ground noise are set out in Table 16.14 of Chapter 16 of the Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003].</p>			
DBC7684	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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DBC778 2	Ground noise prediction and assessment methodology.	<p>The Applicant has employed a robust methodology for the ground noise assessment, with appropriate assessment criteria and assessment periods.</p> <p>Modelling of ground noise has been undertaken in accordance with ISO 9613 and that the assumptions on stand use are documented in the ES.</p> <p>Ground noise change criteria are set out in Table 16.14 of Chapter 16 of the Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003] and LOAELs, SOAELs and UAELs for the different assessment periods are set out in Table 16.13 of Chapter 16 of the Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003].</p>	DBC agrees with the modelling approach, methodologies, LOAEL, SOAEL, and UAEL values and assessment periods, and change criteria for the ground noise assessment.	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed
DBC783	<u>Surface access noise prediction and assessment</u>	The Applicant has employed a robust methodology for the surface access noise assessment, with appropriate assessment criteria and assessment periods.	DBC agrees with the use of CRTN methodology.	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
	<p>methodology Methodology for the surface access noise assessment Road Traffic Noise Assessment Methodology.</p>	<p>This methodology includes the use of the CRTN prediction methodology, and an assumption that there will be no reduction in noise from electric vehicles.</p> <p>Surface noise LOAEL, SOAEL and UAEL values have been set out in Table 16.16 of Chapter 16 of the Environmental Statement ES [REP9- 011TR020001/APP/5.01REP1-003].</p> <p>Change criteria for surface access noise are set out in Table 16.17 of Chapter 16 of the Environmental Statement ES [REP9- 011TR020001/APP/5.01REP1-003].</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>DBC agrees with the LOAELs SOAELs for the surface access noise assessment.</p> <p>DBC agrees with the surface access noise change criteria.</p>		
<p>DBC798 4</p>	<p>Daytime surface access UAEL Justification for the setting of</p>	<p>The Applicant has applied an appropriate daytime Unacceptable Adverse Effect Level (UAEL) for the surface access noise assessment. The Applicant has applied an</p>	<p>DBC consider that the daytime UAEL for surface access noise should be 71 dB LAeq,16hr consistent with the Heathrow Airport PEIR.</p>	<p>Meeting with Suono and Host Authorities 12.01.2024 Suono submissions on behalf of the Host</p>	<p>Not agreed</p>

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	<p>surface access noise UAELs</p>	<p>appropriate UAEL for the surface access noise assessment:</p> <p>UAEL: Daytime 74 dB LAe1,16hr and night time 66 dB LAeq,8hr. (Table 16.16 of Chapter 16 of the Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003]).</p> <p>The UAEL has been set with reference to the Association of Noise Consultant's and Institute of Acoustics' Professional Practice Guidance on Planning and Noise, andNoise and has been accepted as appropriate in the DCO decision for the A14 Cambridge to Huntingdon Improvement Scheme.</p> <p>Further information has been provided in a document "Surface Access Noise Modelling— Additional Information" [TR020001/APP/8.41] Surface Access Noise Modelling Additional Information [REP3-045]</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>	<p>Authorities at Deadline 3</p>	

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<p>DBC805</p>	<p>Validation of the surface access noise model</p>	<p>The Applicant has utilised a robust surface access noise model following the methodology set out in CRTN. Confidence in the model comes from the long-term validation of the core calculation methodology from thousands of measurements over decades and a robust quality assurance procedure for checking the model input data. Differences between the model outputs and spot check measurements are explained in paragraph 16.7.14 of Chapter 16 of the ES [REP9-011TR020001/APP/5.01REP1-003]. It is not best practice to adjust the CRTN model to match spot measurements. This is because the CRTN model outputs are based on annual average data over an 18 hour period, which cannot be directly compared to short-term (up to 3 hours on a single day) duration measurements which may have atypical traffic volumes and speed than the annual average data.</p> <p>Further information has been provided in a document submitted at</p>	<p>DBC agree with the approach taken and validation of the surface access noise modelling.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.2024</u> Relevant representations</p>	<p>Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p>Deadline <u>32</u>, Surface Access Noise Modelling – Additional Information [REP3-045]. [TR020001/APP/8.41]</p>			
Noise Assessment methodology – determining significance					
DBC816	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</p>	<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.</p>	<p>Suono response on behalf of Host Authorities dated 16.01.2023</p>	<p>Not agreed</p>

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		<p>Limits) is summarised in Chapter 16 Noise and Vibration of the ES [REP9-011 TR020001/APP/5.01REP1-003].</p> <p>An assessment against both the 2019 Actuals and 2019 Consented baseline has therefore been undertaken. The conclusions of residual significant effects remain the same for both assessments, as significant effects would be avoided through the provision of the full cost of noise insulation.</p>			
DBC827	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. 	<p>DBC agrees with the of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle. <u>DBC agrees with the approach of using a future baseline that is compliant with the airport's current consented long term noise limits.</u></p>	Suono response on behalf of Host Authorities dated 16.01.2023	Agreed

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		<ul style="list-style-type: none"> Night-time 48 dB L_{Aeq,8h} noise contour – 37.2 km². <p>Long-term limits for 18mppa to be achieved by 2028:</p> <ul style="list-style-type: none"> Daytime 57 dB L_{Aeq,16h} noise contour – 15.2 km². Night-time 48 dB L_{Aeq,8h} noise contour – 31.6 km². 			
DBC838	<u>Ambient Noise monitoring data</u>	<p>Chapter 16 <u>Noise and Vibration sets</u> of the ES [-REP9-011TR020001/APP/5.01] REP1-003 sets out the two types of noise monitoring that have been used in the assessment. At the request of the Examining Authority, further information has been provided in Ambient noise monitoring data and survey sheets [AS-120]. These documents note that the assessment baseline is calculated, rather than measured, and that the ambient noise monitoring does not directly influence the assessment of noise effects.</p>	<p>DBC do not consider that the noise monitoring data is sufficient to fully characterise the existing noise environment.</p> <p>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBC'S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update 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</p>	<p><u>Meeting with Suono on behalf of the Local Authorities 21.11.2023</u></p> <p><u>Meeting with Suono on behalf of the Local Authorities 21.11.2023</u></p>	<p><u>Agreed</u>AA <u>agreed</u>Not <u>agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p>be given when discussing the noise effects, but this is not possible with the presented results. DBC acknowledge that the <u>ambient noise monitoring data would not directly influence the assessment of noise effects. A fully quantified noise environment would have allowed for a greater level of explanation and context to be given when discussing the noise effects, but this is not possible with the presented results.</u></p>		
Noise mitigation					
DBC849	<p>Noise insulation scheme introduction appropriateness of the noise insulation scheme</p>	<p>The proposed Noise Insulation Scheme has been set out by the Applicant in Draft Compensation Policies Measures and Community First [TR020001/APP/7.10-REP47-04236].</p>	<p>DBC agrees with the introduction of the night-time SOAEL eligibility criteria and accepts the appropriateness of the noise insulation scheme in principle.</p>	<p><u>Meeting with Suono and Host Authorities 12.01.24</u> <u>Relevant representations</u></p>	Agreed

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<p>DBC8590</p>	<p>Noise Controls</p>	<p>As noted in the Green Controlled Growth (GCG) Framework [TR020001/APP7.08REP7-020] and the Air Noise Management Plan [TR020001/APP/8.125REP7-044], the following noise controls are included in the DCO: As noted in the Comparison of Consented and Proposed Operational Noise Controls [REP5-014], the following noise controls will be included in the DCO:</p> <ul style="list-style-type: none"> - Noise Envelope, including noise contour area limits and thresholds - Movement Limit of 9,650 during the night quota period (23:30 – 06:00) - Quota Count Limit of 3,500 during the night quota period (23:30 – 06:00) - Ban on QC2 and above movements during the night period (23:00 – 07:00) - Track Violation Penalties - Departure Noise Violation Limits 	<p>DBC agrees with the inclusion of these controls.</p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p>	<p>Agreed</p>

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		<p style="text-align: center;">-</p> <p><u>The Air Noise Management Plan [TR020001/APP/8.125] REP7-044</u> submitted at Deadline 7 sets out the additional measures to control aircraft air noise arising from the operation of the Proposed Development including Track Violation Penalties and Departure Noise Violation Limits. This Plan is secured by a paragraph 27 requirement in Schedule 2 of the <u>Draft dDCO [TR020001/APP/2.01]</u>.</p> <p><u>The Draft Section 106 Agreement [TR020001/APP/8.167] REP7-074</u> secures the payment of the Track Violation and Departure Noise Violation fines into the Community Fund.</p>			
<p>DBC869 4</p>	<p>Noise indicators <u>proposed for inclusion within the Noise Envelope</u></p>	<p>The Applicant has set out noise indicators proposed for inclusion within the Noise Envelope (54dBL_{Aeq,16h} and 48dBL_{Aeq,8h} noise contour areas).</p>	<p>DBC agrees with the numerical value chosen to represent the noise contour area Limits.</p>	<p><u>NEDG Final Report (Annex A) in Appendix 16.2 of the ES [TR020001/APP/5.0 2-REP4-023] NEDG Final Report (Annex A) in</u></p>	<p>Agreed</p>

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				<u>Appendix 16.2 of the ES [REP4-023]Annex A NEDG Final Report [REP4-023]</u>	
DBC879 2	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 benefits can be shared with the community.</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 chapter or the anticipated modernisation of airspace.</p>	<u>NEDG Final Report (Annex A) in Appendix 16.2 of the ES [TR020001/APP/5.02-REP4-023]NEDG Final Report (Annex A) in Appendix 16.2 of the ES [REP4-023]Annex A NEDG Final Report [REP4-023]</u>	Agreed
DBC889 3	Effectiveness of Noise Envelope	<u>Appendix 16.2 of the Environmental StatementES [TR020001/APP/5.02-REP4-023]ES [REP4-023]</u> sets out how the	<u>DBC note that it appears that through implementation of Local Rules to manage the release of slots, alongside 5-year advanced</u>	<u>Meeting with Suono on behalf of Host Authorities 21.11.2023Meeting</u>	<u>Agreed</u> <u>Not agreed</u>

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		<p>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 Green Controlled Growth GCG Explanatory Note [TR020001/APP/7.07REP57-02018]) has been designed to improve upon the existing noise control regime and to effectively prevent breaches from occurring. Appendix 16.2 Operational Noise Management (Explanatory Note)</p>	<p><u>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. DBC is not satisfied that the Noise Envelope would be effective in controlling breaches of a noise Limit.</u></p> <p><u>DBC has received the document Noise Envelope – improvements and worked example [REP2-032] and is reviewing its contents.</u></p> <p><u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBC'S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update.</u></p> <p><u>DBC note that it appears that through implementation of Local Rules to manage the release of</u></p>	<p><u>with Suono on behalf of Host Authorities 21.11.2023</u></p>	

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		<p>of the Environmental Statement ES [TR020001/APP/5.02-REP4-023] sets out how the proposed Noise Envelope contains mechanisms that should have avoided the noise Limit breaches that occurred at the airport from 2017-2019. This is further elaborated on in the Comparison of consented and proposed operational noise controls document [REP5-014] which provides a direct comparison between the current and proposed operational noise controls, noting that the Noise Envelope provides several enhancements to the current consented noise controls that are designed to prevent breaches before they occur, such as independent scrutiny and oversight, increased transparency, adaptive mitigation and management plans and noise Limit reviews.</p> <p>Improvements have been made to the Noise Envelope since submission, and a worked example showing how the improved Noise Envelope controls should have avoided the noise Limit breaches</p>	<p>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>		

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		<p>that occurred at the airport from 2017-2019 has been provided in Noise Envelope – improvements and worked example [REP2-032].</p>			
<p>DBC899 4</p>	<p><u>Additional noise controls</u> <u>Status of the current planning permission noise conditions</u></p>	<p>As set out in the Comparison of consented and proposed operational noise controls [REP5-014], -the vast majority of the noise controls in the current consent will be secured in the DCO.</p> <p>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-TR020001/APP/8.126].</p> <p>the vast majority of the noise controls in the current consent will be secured in the DCO. REP5-014 REP5-022 REP4-025</p>	<p><u>DBC notes that this was a matter discussed at ISH9 and the Council's position is provided in their post hearing submission [REP6- 094]</u>.</p> <p><u>DBC notes the following:</u></p> <ul style="list-style-type: none"> - <u>there is a P18 / P19 noise condition requiring the future QC limit to reduce to 2,800, which would be possible if the Applicant used the Core Case to set noise limits from, as per DBC99</u> - <u>the P18 / P19 S.106 constrain early morning shoulder period movements to 7,000 ATMs.</u> <p><u>DBC takes the position that the following noise controls should be</u></p>	<p>Meeting with Suono on behalf of Host Authorities 21.11.2023</p> <p><u>Confirmation of disagreement received via email on 10.01.24</u></p>	<p><u>Not agreed</u> On going <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p><u>included as recommended by the NEDG:</u></p> <ul style="list-style-type: none"> - <u>a future QC limit below that of the extant, included QC limit of 3,500 acting in the core night period (2330-0600)</u> - <u>an ATM movement cap (or QC limit) applying to the early morning shoulder period (0600-0700)</u> - <u>an annual 24-hour ATM movement cap.</u> <p><u>DBC have stated their position in ISH9 and have discussed the remaining metrics with the Applicant, including the provision of a note, which it is understood the Applicant will be responding to at D6. The Council's position is provided in their post hearing submission [REP6-093]</u></p> <p><u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBCC'S noise consultant. DBC will review and confirm that the text is</u></p>		

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			<u>satisfactory on receipt of the update</u>		
<u>DBC90X</u>	<u>Total movement cap as a noise control</u>	<p><u>As set out in [REP7-056] in response to Written Question NO.2.5, the Applicant position is that an annual movement cap is not necessary or appropriate.</u></p> <p><u>Without prejudice to this position, if any annual movement cap were to be imposed it should not be less than 225,000 annual aircraft movements.</u></p>	<p><u>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].</u>DBC position to be confirmed following receipt of DBC D8 submission. If any annual movement cap were to be imposed it should not be lessmore than 210,000 annual aircraft movements.</p>	<p><u>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-052]</u></p>	<p><u>Ongoing</u> <u>Not agreed</u></p>
<u>DBC91X</u>	<u>Shoulder period movement cap as a noise control</u>	<p><u>As set out in [REP7-056] in response to Written Question NO.2.6, the Applicant position is that a shoulder period (0600 - 0700) movement cap is not necessary or appropriate.</u></p> <p><u>Without prejudice to this position, if any shoulder period (0600 - 0700)</u></p>	<p><u>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-</u></p>	<p><u>Confirmed on 23.01.2023 in response at Deadline 8 [REP8-054]</u></p>	<p><u>Ongoing</u> <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>movement cap were to be imposed it should not be less than 132,46000 annual aircraft movements. Justification for this limit and how it relates to the noise assessment is provided in Applicant's Position on Noise Contour and Movement Limits [REP9-055].</u></p>	<p><u>054]. DBC position to be confirmed following receipt of DBC D8 submission. If any shoulder period (0600 – 0700) movement cap were to be imposed it should not be lessmore than 8,829 annual aircraft movements</u></p>		
DBC925	Construction Vibration Thresholds in CoCP	<p>The Code of Construction Practice (CoCP) [-REP8-013REP6-003REP4-011] has been 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 Environmental StatementES [REP9-011TR020001/APP/5.01REP1-003]. differing depending on the duration of the works and whether advance notification has been provided to residents/occupants. This approach is consistent with that set out in BS5228-2:2009 +A1 2014.</p>	<p>LDBC agrees with these changes. Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBC'S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update. DBC agree with these changes</p>	<p><u>Meeting between Applicant and Suono 18.10.2023</u> <u>Meeting between Applicant and Suone 18.10.23</u> <u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with HCC'S noise consultant. HCC will review and confirm that the text is satisfactory on receipt of the</u></p>	<p><u>AgreedAg reed</u> <u>Not agreedAg reed</u></p>

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				update. Meeting between Applicant and Suono 18.10.2023	
DBC936	Fixed Plant Noise Limits	<p>Following discussions with the Host Authorities, the Applicant has updated Appendix 16.3 of the Environmental Statement 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 (LA_{90,T}), is not more than -10 dB, determined in accordance with British Standard 4142".</p> <p>Following discussions with the Host Authorities, the Applicant has agreed updated that Appendix 16.3 of the Environmental Statement - Fixed Plant Noise Management Plan [REP4-025] be updated to require that "Fixed plant shall be designed, constructed, operated and maintained with the objective that the rating level L_{Ar,Tr} of fixed plant under normal</p>	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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		<p>operation at the worst affected residential receptor, minus the background sound level ($L_{A90,T}$), is not more than -10 dB, determined in accordance with British Standard 4142". The revised document was submitted at D4 [REP4-025, REP4-026]REP4-025</p>			
<p>DBC947</p>	<p>Control of noise and vibration from impact piling</p>	<p>Following discussions with the Host Authorities, the Applicant has included the following text in the revised version of the Environmental StatementES - Appendix 4.2 Code of Construction PracticeCoCP [REP8-013REP6-003REP4-011].</p> <p><i>"No impact piling shall commence until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to control noise and vibration and measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted and approved as part of the Section 61 process. Any piling must be</i></p>	<p>DBC agrees with this inclusion</p>	<p>Meeting between Applicant and Suono 18.10.2023</p>	<p>Agreed</p>

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		<p><i>undertaken in accordance with the terms of the approved piling method statement.</i> The revised document was submitted at D4 [REP6-003, REP6-004REP4-011/12]</p>			
<p><u>98DBC9</u> <u>598</u></p>	<p>GCG Thresholds and Limits – Noise</p>	<p><u>The Noise Envelope Limits and Thresholds are aligned with the Faster Growth Scenario to ensure that the noise effects will not exceed the assessed 'reasonable worst case' in the ES. An Updated Faster Growth scenario was introduced in Applicant's Position on Noise Contour and Movement Limits [REP9-055] which assumes a faster fleet transition to new-generation aircraft, reducing noise effects and reducing the Noise Envelope Limits and Thresholds in turn. An assessment of the total adverse effects on health and quality of life of the Updated Faster Growth scenario is provided in Appendix A of [REP9-055]. The assessment notes that, as was the case for the ES Faster Growth scenario, the additional significant effects that arise in assessment Phase 1 compared to the Core Planning Case would be avoided through the provision of the</u></p>	<p>DBCLBC considers that noise Limits should be to be set by reference to the Core Planning Case.</p>	<p>Meeting with Suono 18.10.2023</p>	<p>Not agreed</p>

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		<p>full cost of insulation, so the noise effects in the Updated Faster Growth scenario are both limited and reduced.</p> <p>The Applicant considers that the principle of aligning noise Limits and Thresholds within the GCG Framework [REP5-022 TR020001/APP/7.08] with the Faster Growth sensitivity test is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</p>			
Local communities					
DBC9699	Quantitative assessment of health outcomes associated with aircraft noise	The Applicant considers that the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [TR020001/APP/5.01REP7-009, AS-078], is robust and has been undertaken applying an appropriate methodology and assumptions. This is based on the latest guidance and best practice from Department for the Environment, Food, and Rural	DBC to confirm its position on <u>accept</u> the quantitative assessment of health outcomes associated with aircraft noise presented in Chapter 13 Health and Community of the ES [TR020001/APP/5.01REP7-009AS-078].	Ongoing dialogue via email (16.11.2023). Joint host authorities are awaiting advice from their noise consultants. <u>Confirmed via email on 29.12.23</u>	<u>Agreed</u> <u>Ongoing</u> <u>Agreed</u>

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		<p>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>			
<p>DBC97100</p>	<p>Health and Communities</p>	<p>The Environmental Statement (ES) at Chapter 13 Health and Community [TR020001/APP/5.01 REP7-009AS-078] identifies effects on mental wellbeing arising from public concern and uncertainty during the planning and construction stages about the construction and operational effects of the Proposed Development (see Table 13.20). This effect is identified as temporary since it will not continue once the project is operational and the effects are known (see paras 13.9.6 and 13.11.2). (Note that paragraph 13.9.3 of Chapter 13 incorrectly identifies a significant effect during all assessment phases where only the planning and construction stages</p>	<p>It is anticipated that the Code of Construction Practice (CoCP) will mitigate mental wellbeing through a proposed community engagement strategy during construction stage resulting in a neutral impact of the Proposed Development during construction. However, there is likely to be a negative impact on the health and mental wellbeing of residents during the operation of the Proposed Development. The Councils recommend that additional Requirements are provided to mitigate this negative impact.</p>	<p>Ongoing Discussion via email (16.11.23).</p> <p>Clarification requested from HCCDBHCC (on behalf of DBC) on the operational effects requiring further mitigation.</p> <p><u>Confirmation of disagreement received via email on 03.01.24.</u></p>	<p>Ongoing <u>Not agreed</u></p>

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		<p>should have been referred to. This correction has been captured in the Errata Report also submitted at Deadline 1 [-REP5-036]). Effects on mental wellbeing associated with surface access and aircraft noise, such as increased annoyance and sleep deprivation, were assessed and no significant effect on population health was identified, as reported in Section 9 of Chapter 13 Health and Community [TR020001/APP/5.01-REP7-009AS-078] of the ES.</p> <p><u>The airport operator is committed to continued community engagement. It employs a Community and Corporate Social Responsibility (CSR) manager who is responsible for managing community engagement associated with the operation of the airport.</u></p> <p><u>Issues and concerns can be raised via London Luton Airport's website at: https://www.london-luton.co.uk/corporate/community/noise/making-a-noise-complaint.</u></p>	<p><u>Whilst there is no significant impact during operation, there is an opportunity for the Applicant to establish better lines of communication for engagement (beyond the current email address on the airport website), potentially through the appointment of a specific community liaison officer at the airport, who would be responsible for a plan for engagement and consultation during operation.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>		

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		<p><u>Public Noise Surgeries provide an opportunity for residents and councillors to meet with the Flight Operations team and ask questions about airspace and aircraft noise. Details of upcoming surgeries are published on London Luton Airport's website at https://www.london-luton.co.uk/corporate/community/noise/noise-surgeries. Appointment slots are available to book two weeks in advance.</u></p> <p><u>The London Luton Airport Consultative Committee (LLACC) meets as a full committee four times year. The agenda includes: Quarterly Planning, Environmental Management & Surface Access Report, which covers planning, surface access and development issues as well as the Community Engagement Strategy; and Quarterly Monitoring Report, which provides extensive data on aircraft movements, noise monitoring, route analysis and noise/track keeping complaints. A public gallery is available for members of the public or the press who wish to observe</u></p>	<p><u>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.</u></p>		

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		<p><u>these meetings, and minutes are published on London Luton Airport's website (https://www.london-luton.co.uk/corporate/the-llacc/llacc).</u></p> <p><u>There is also a Noise and Track Sub Committee (NTSC) that meets 3 to 4 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).</u></p>			
DBC98101	Consideration of vulnerable population groups	The Applicant considers the datasets used <u>in the health baseline to be appropriate and proportionate.</u>	The Hertfordshire <u>H</u> ost <u>A</u> uthorities are now satisfied that appropriate data was used to inform the baseline and agree that	Agreed at meeting on 09.11.23.	Agreed

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			the Applicant took a proportionate approach in their reporting.		
Biodiversity					
DBC99102	Baseline data for biodiversity assessment	The Applicant has presented sufficient baseline survey data to inform the assessment of potential impacts to biodiversity. Chapter 8 Biodiversity of the ES [AS-0279] 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.	DBC agrees that the baseline data presented in the application for biodiversity is adequate to inform the assessment.	<u>Biodiversity</u> TWGs in the pre-application phase of the project which <u>HCDBC</u> staff attended on behalf of DBC (see Appendix 1).	Agreed
DBC1003	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] .	<u>Biodiversity</u> TWGs in the pre-application phase of the project which <u>HCCDBCHCC</u> staff attended on behalf	Agreed

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				of DBC (see Appendix 1).	
DBC101 4	<u>Biodiversity Pre-construction</u> surveys	The Applicant reports that biodiversity survey effort for the Proposed Development showed consistent results throughout the pre-application phase to inform the assessment. Given the time that will elapse before construction of the project phases, and considering the mobility of some biodiversity receptors, the Applicant commits to pre-construction surveys for relevant species.	DBC agrees that the survey effort showed consistent results and that pre-construction surveys would provide any necessary updates prior to construction.	<u>Biodiversity</u> TWGs in the pre-application phase of the project which DBCHCC staff attended on behalf of DBC (see Appendix 1).	Agreed
DBC102 5	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.	<u>Landscape and Visual Impact Assessment, and Biodiversity</u> TWGs in the pre-application phase of the project which DBHCC staff attended on behalf of DBC (see Appendix 1).	Agreed

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DBC103 6	Residual Impacts for biodiversity	The Applicant's residual impacts on biodiversity features are accurately presented.	Dacorum Borough Council DBC agrees that the Applicant's residual impacts on biodiversity features are accurately presented.	<u>Biodiversity</u> TWGs in the pre-application phase of the project which DBHGC staff attended on behalf of DBC (see Appendix 1). Biodiversity meeting <u>02.08.2023</u> .	Agreed
DBC104 7	Scope and scale of mitigation for biodiversity	The scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	Dacorum Borough Council DBC agrees that the scope and scale of the mitigation proposed for biodiversity receptors is proportionate.	<u>Biodiversity</u> TWGs in the pre-application phase of the project which DBC staff attended (see Appendix 1). Biodiversity meeting <u>02.08.2023</u> .	Agreed
DBC105 8	Embedded mitigation	The Applicants approach to embedded mitigation is appropriate.	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.	Biodiversity meeting 2.8.23 with DBHGC officers acting on behalf of DBC.	Agreed

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			<p>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 design measures and not additional mitigation or compensation.</p> <p>No further issues were raised by <u>DBHGC</u> on behalf of DBC on this matter in the subsequent engagement in August 2023.</p>		
Water Resources and Flood Risk					
DBC10609	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><u>The Design Principles [-REP9-030TR020001/APP/7.09]</u> <u>The Design Principles [-REP5-034]</u> sets out in section 5 the drainage design</p>	<p>DBC accepts that the detailed design of drainage systems will be secured by Requirement <u>12-13</u> in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water regarding the</p>	Agreed via email 28.09.2023.	Agreed

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		<p>principles to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft dDCO [TR020001/APP/2.01]. Draft DCO [REP5-003].</p> <p>Schedule 2 of the Draft dDCO [TR020001/APP/2.01 REP5-003] also notes that 'No no part of the authorised development may commence until for that part written details of a surface and foul water drainage plan, including means of pollution control and monitoring, have been submitted and approved in writing by the relevant planning authority following consultation with the Environment Agency, the lead local flood authority and the relevant <u>water and</u> sewerage undertakers, on matters related to its functions.'</p>	<p>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>		
DBC10740	Water <u>usage</u> <u>balance</u>	<p>-The Design Principles [REP9-030TR020001/APP/7.09 REP5-034] sets out in section 5 the drainage design principles to be followed at the detailed design stage. This is secured in Schedule 2 of the Draft</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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		<p>dDraft DCO [TR020001/APP/2.01REP5-003].</p> <p>This includes incorporating water efficiency measures to minimise any net increase in Affinity Water's supply requirements to the Terminals resulting from the operation of the expanded airport, together with measures that maximise water reuse.</p> <p>The development of these measures would be informed by the Water Cycle Strategy (Appendix 20.5 of the ES [REP4-033])</p> <p>The Applicant is engaging with Affinity Water on water supply.</p>			
<p>DBC1081 4</p>	<p>Hydrogeological Characterisation Report</p>	<p>The Hydrogeological Characterisation Report in Appendix 20.3 of the ES [REP4-029] summarises the hydrogeological understanding of the site.</p> <p>The report has predicted maximum groundwater levels across the site using site groundwater monitoring</p>	<p>DBC accepts that the detailed design of drainage systems will be secured by Requirement 12-13 in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP5-003] to include consultation and agreement with the relevant authorities. It is also understood that the Applicant is in discussion with Thames Water regarding the</p>	<p>Agreed via email 28.09.2023.</p>	<p>Agreed</p>

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		<p>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 [REP9-030TR020001/APP/7.09REP5-034] sets out in section 5 the drainage design principles to be followed at the detailed design stage (secured by Schedule 2 of the Draft dDCO [TR020001/APP/2.01REP5-003]). This includes items DDS.19 and DDS.207 which notes the '<i>detailed design will provide at least 1m clearance between the highest water table and the underside of buried tanks and other underground structures</i>' and '<i>The drainage design will consider the impacts of groundwater mounding, to ensure that the infiltration tanks do not result in groundwater flooding downstream.</i>'</p> <p>The Hydrogeological Risk Assessment: Drainage in Appendix 20.6 of the ES [REP4-035] outlines the initial assessment of the</p>	<p>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>		

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		<p>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.4857 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>			
<p>DBC109 12</p>	<p>Flood Risk Assessment</p>	<p>The Flood Risk Assessment in Appendix 20.1 of the ES [REP4-038] considers the potential impacts of the Proposed Development during construction and operation.</p> <p>Fluvial flood risks are low risk for the Proposed Development due to the majority of works being in Flood Zone 1. Two Off-site Highway Interventions are in proximity to the River Lee, however these works are limited in scope and scale and would</p>	<p>DBC accepts that the detailed design of drainage systems will be secured by Requirement 42-13 in Schedule 2 of the Draft DCO [TR020001/APP/2.01REP5-003] to include consultation and agreement with the relevant authorities. It is therefore considered reasonable that the design can be appropriately managed as part of the DCO requirements.</p>	<p>Agreed via email 28.09.2023.</p>	<p>Agreed</p>

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		<p>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 [-REP9-030TR020001/APP/7.09REP5-034] 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/2.01REP5-003]). Design principle DDS.264 Design principle DDS.21 notes that <i>'the detailed design of all drainage attenuation systems shall be designed for a 1 in 100 year storm period plus an increase of 40% in capacity for climate change'</i>.</p>			
Climate Change <u>and GHGs</u>					
DBC110 3	Definitions of likelihood and severity, in	<u>The Applicant outlined definitions of likelihood and severity. These are defined in Tables 9.10, 9.11 and</u>	DBC agree with the levels and definitions of likelihood and severity (consequence) which	Climate Change and GHG working group:	Agreed

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	relation to Climate Change	9.12 of Chapter 9 Climate Change Resilience of the ES [APP-035]. The Applicant outlined definitions of likelihood and severity, in relation to Climate Change.	have been amended since the 2022 PEIR, in line with LLAOL's Climate Change Adaptation Report published after completion of the PEIR.		
DBC114	Increased aircraft movements and Jet Zero	The forecasts of an increase in aircraft movements has been prepared consistent with the underlying assumptions used by the Department for Transport (DfT) in considering their Jet Zero scenario pathways. The ES demonstrates how the Proposed Development will decarbonise in line with the Government's Net Zero Strategy. Jet Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's Transport Decarbonisation Plan.	Rapidly expanding aviation is the fastest growing source of greenhouse gas (GHG) emissions. The Proposed Development envisages 103,000 additional flights a year, a 60% increase on current levels, which will produce an enormous increase in emissions. There is a climate emergency, and this application ignores that reality.	To be discussed at topic specific meeting	Not agreed

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DBC115	GHG emissions and the climate emergency	<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 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>This growth will inevitably produce very significant increases in GHG which DBC considers to be neither "sustainable growth" nor "sustainable development". The Proposed Development, which would produce an estimated 1.3m tonnes of carbon emissions each year, seems flawed and is incompatible with the urgent action required to respond to the climate emergency.</p>	To be discussed at topic specific meeting	Not agreed

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DBC 116	GHG emission boundary		<p>Potential underestimate of GHG emissions from aviation. The Applicant has currently concluded that the Proposed Development will increase carbon emissions by approximately 5,000,000 tonnes CO2e. Clarity is required on the compatibility of the GHG emissions accounting approach used in Chapter 12 – Greenhouse Gas Emissions of the ES [REP3-007]. The GHG emissions accounting approach that has been take only accounts for one way aviation trips above 3000 feet, which is not considered to be in line with Institute of Environmental Management & Assessment (IEMA) GHG guidance.</p> <p>For instance, Section 5.2 of the IEMA Guidance states: “The assessment should seek to quantify the difference in GHG emissions between the proposed project and the baseline scenario (the alternative project / solution in place of the proposed project).”</p>	Not agreed and is included in the PADSS.	Not agreed

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			<p>Assessment results should reflect the difference in whole life net GHG emissions between the two options". Only accounting for emissions from one-way flights above 3000ft does not account for whole life net GHG emissions arising from the Proposed Development.</p>		
<p><u>DBC111</u></p>	<p><u>Potential underestimate of GHG emissions from aviation</u></p>	<p><u>It remains the position of the Applicant that only the emissions from departing flights are presented as part of the GHG assessment for the Proposed Development. Such an approach avoids the possibility of double counting emissions from aircraft movements departing from other airports, and is consistent with established practice by other airports.</u></p> <p><u>It is also consistent with the approach taken by the UK Government when reporting emissions under the UN Framework Convention on Climate Change; the UK's 'fair share' is deemed to be 50% of the total emissions for all arriving and departing flights, so for ease of accounting, the UK reports emissions</u></p>	<p><u>Potential underestimate of GHG emissions from aviation. The Applicant has currently concluded that the Proposed Development will increase carbon emissions by approximately 5,835,293 tonnes CO2e. Clarity is required on the compatibility of the GHG emissions accounting approach used in Chapter 12 – Greenhouse Gas Emissions of the ES [REP3-007]. The GHG emissions accounting approach that has been take only accounts for one way aviation trips above 3000 feet, which is not considered to be in line with Institute of Environmental Management &</u></p>	<p><u>Not Agreed and is included in PADSS</u></p>	<p><u>Not Agreed</u></p>

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		<p><u>from departing flights only to avoid double counting.</u></p> <p><u>Statutory advice from the Committee on Climate Change on the inclusion of international aviation and shipping in UK carbon budgets also recommends that an accounting approach based on departing flights only be adopted, since measuring emissions from both departing and arriving flights would double-count emissions.</u></p>	<p><u>Assessment (IEMA) GHG guidance.</u></p> <p><u>For instance, Section 5.2 of the IEMA Guidance states: "The assessment should seek to quantify the difference in GHG emissions between the proposed project and the baseline scenario (the alternative project / solution in place of the proposed project). Assessment results should reflect the difference in whole life net GHG emissions between the two options". Only accounting for emissions from one-way flights above 3000ft does not account for whole life net GHG emissions arising from the Proposed Development.</u></p>		
<p>DBC 11217</p>	<p>GHG: determination of significance within the ES</p>	<p><u>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</u></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 <u>5,385,2935,000,000 tonnes</u></p>	<p>Not agreed and is included in the PADSS-</p>	<p><u>Not agreed</u> Not agreed</p>

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		<p><u>environmental harms. The ES demonstrates how the Proposed Development will decarbonise in line with the Government's Net Zero Strategy. Jet Zero aligns with the UK's strategy to be net zero by 2050. The key part of Jet Zero is the UK Emissions Trading Scheme and CORSIA, both of which will cap aviation emissions. Surface access journeys are projected to decarbonise in line with the DfT's Transport Decarbonisation Plan. As such the Applicant does not believe that the application for development consent is flawed nor incompatible with Government climate policy</u></p>	<p>CO2e. This assessment is not in line with the latest IEMA GHG best practice guidance and given the predicted magnitude of carbon emission increase resulting from the Proposed Development.</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>		
<p><u>DBC 1132</u></p>	<p><u>GCG Thresholds and Limits - GHG</u></p>	<p><u>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [REP5-022TR020001/APP/7.08] they should be expressed as a net Limit,</u></p>	<p><u>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.</u></p>	<p><u>Please refer to examination submission response REP8-055 and REP8-056 Confirmation of agreement received via email on 08.02.2024.Confirm</u></p>	<p><u>OPosition not confirmed by DBCAgreed Not agreedAgreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
		<p><u>inclusive of any offsetting that the airport operator may choose to implement.</u></p> <p><u>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</u></p>	<p><u>The limits and thresholds for Phase 2b operational emissions have been increased by approximately 20%, as per Table 5.1 of 7.08 Green Controlled GrowthGCG Framework [REP7-030] and Table 3.7 of 7.07 Green Controlled GrowthGCG Explanatory Note [REP7-018].</u></p> <p><u>The following Phase 2b operational scope 1 and 2 emissions increases have been proposed:</u></p> <ul style="list-style-type: none"> <u>• Scope 1 and 2 emissions limit increase from 236 to 280 tCO2e/year;</u> <u>• Scope 1 and 2 emissions Level 2 Threshold increase from 224 to 266 tCO2e/year;</u> <u>• Scope 1 and 2 Level 1 Threshold increase from 212 to 252 tCO2e/year.</u> <p><u>The Applicant does not appear to have provided justification for these proposed Phase 2b operational emissions increases, which, according to the Green</u></p>	<p><u>ation of agreement received via email on 23.01.24.</u></p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p>Controlled Growth Framework, are to align with the Jet Zero Strategy ambition of net zero airport operation emissions by 2040. Justification for the proposed emissions increases and alignment with the Jet Zero Strategy is therefore requested. [DBC to confirm their position]</p>		
<p><u>DBC114</u> <u>326</u></p>	<p><u>GCG Thresholds and Limits - GHG</u></p>	<p><u>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP5-022 [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.</u></p>	<p><u>DBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework. DHCC 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</u></p>	<p><u>Position not confirmed by DBC Confirmed via email on 06.02.2024 To be confirmed at topic specific meeting To be confirmed at topic specific meeting</u></p>	<p><u>Ongoing Position not confirmed by DBC Agreed</u></p>
<p>Economics and Employment</p>					

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
DBC115 <u>48</u>	Methodology for assessing the effects on Economics and Employment from the construction and operation of the Proposed Development	The Applicant considers that the estimates of the economic benefits of the Proposed Development, as set out in the Need Case [AS-125] and the Environmental Statement ES Chapter 11 [APP-037] have been robustly produced using an appropriate methodology, including the effects during construction and operation, and that the economic benefits are significant, specifically that the creation of employment and GVA (gross value added) will contribute significantly to 'levelling up' in Luton and regeneration of the Borough.	DBHGC 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 <u>important</u> material contribution to levelling up in Luton.	<u>Agreed at the Economics and Employment TWG meeting on 19.03.2019. To be discussed at topic specific meeting</u>	<u>Ongoing</u> <u>Agreed</u>
DBC116 <u>59</u>	Economic benefits deriving from the additional air connectivity	The wider economic benefits deriving from the additional air connectivity delivered by the Proposed Development, as set out in the Need Case [AS-125] , are significant and will make a significant contribution to attracting additional high value economic activities to Luton and the surrounding area.	<u>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</u>	<u>Agreed via email on 29.01.2024 Agreed via email on 05.12.23 Agreed via email on 05.12.23</u>	<u>Agreed,</u> <u>subject to delivery timing and scale</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p><u>of the right order. -However, it is also understood that the delivery of these wider economic impacts will depend upon how closely the assumptions that have been made around projected traffic growth, and the relationships between traffic growth and sub-sector employment growth hold over time.</u></p> <p><u>DBC agree that there will be wider economic benefits, but concerns remain in relation to the timing of delivery and the value to the surrounding areas. agree that there will be wider economic benefits, but concerns remain in relation to the timing of delivery and the value to the surrounding areas, DBC recognises the importance of the direct and indirect employment and socio-economic benefit to the local and regional economy that the proposed expansion will bring.</u></p> <p><u>DBC considers that the socio-economic impact of the proposed development upon Luton as well</u></p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p>as the sub-regional impact is wholly positive. The Airport is a vital asset in the region with the Enterprise Zone built around it, and the aviation sector is a key area for growth and recovery post the Covid 19 Pandemic, with the growth of the Airport being a central pillar to the Council's Strategic Vision.</p>		
<p>DBC117 <u>620</u></p>	<p>Scoping out of the assessment on the impact of the Proposed Development on tourism deficit</p>	<p>The Applicant considers that it was correct to scope out from the economic assessment the effects of outbound tourism as set out in the EIA Scoping Report and accepted by the Planning Inspectorate in their Scoping Opinion.</p>	<p>DBC agrees with the scoping out of the assessment on the impact of the Proposed Development on tourism deficit.</p>	<p>Agreed at Economics and Employment TWG meeting on 28 05.2019 <u>May 2019</u>.</p>	<p>Agreed</p>

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					
DBC118721	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 NHDC are content on the use of existing flightpaths in noise assessments. <u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held with DBC’S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update.</u> <u>Note to the Applicant: it was agreed on 21/11/23 that this text would be updated in line with discussions held</u>	Meeting with Suono on behalf of Host Authorities 21.11.2023.	Agreed

ID ref	Matter	The Applicant's position	Dacorum Borough Council Position	Source of agreement	Status
			<p>with DBC'S noise consultant. DBC will review and confirm that the text is satisfactory on receipt of the update.</p>		

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
GREEN CONTROLLED GROWTH					
Green Controlled Growth Framework					
DBC119 822	Principle of GCG	The Applicant considers that the Green Controlled Growth GCG Framework [REP5-022 TR020001/APP7.08] represents an innovative, ambitious approach to managing the growth of the airport within definitive environmental limits.	The principle of the Green Controlled Growth 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 if it delivers on its intentions and is adequately defined, controlled and delivered.	Host Authority Response to Second Statutory Consultation prepared by Vincent + Gorbing, <u>04.04.2022.</u>	Agreed in principle.
Thresholds and Limits					
DBC120 1923	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 [REP5-022 TR020001/APP/7.08 REP7-020] , and	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 REP5-022 REP7-020] and the processes associated	HA SoCGs – GCG Meeting, 10.01.2024. To be confirmed at topic specific meeting	Agreed ongoing

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>the processes associated with these Thresholds and Limits, represents a clear and ambitious approach to managing airport growth in the context of environmental impact. REP5-022</p>	<p>with these Thresholds and Limits. DBC's position is that discussions on processes relating to Thresholds and Limits (noting comments raised in relation to timings) are still ongoing, and subject to further discussions.</p>		
<p>dbc 12104</p>	<p>GCG Thresholds and Limits</p>	<p>The Applicant considers that the principle of aligning Limits and Thresholds within the GCG Framework [REP5-022 TR020001/APP/7.08REP7-020] with the Faster Growth sensitivity test (with the exception of Air Quality, see row DBC621240) is appropriate and will ensure that the environmental impacts of expansion are no worse than the reasonable worst case.</p>	<p>DBC does not support the proposals for Limits to be set by reference to the Faster Growth Case rather than the Core Planning Case.</p>	<p><u>Confirmation of disagreement received via email on 19.01.2024</u> <u>Ema il received 27.09.2023.</u></p>	<p><u>Ongoing Position not confirmed by DBC</u> <u>Not agreed</u></p>
<p>DBC125</p>	<p>GCG Thresholds and Limits—Air Quality</p>	<p>Given the constraints around monitoring of air quality impacts outlined in the GCG Framework [REP5-022], the Applicant believes it is necessary for the GCG approach to air quality to be different to the other topics within scope of GCG. As GCG Limits will be aligned to UK Air Quality</p>	<p>DBC still have ongoing issues on this approach, noting queries raised through response to draft application documents in October 2022.</p> <p>Comments made through relevant representations, including Deadline 5 Submission—Comments on any</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>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.REP5-022</p>	<p>further information/submissions received by Deadline 4 [REP5-068], on appropriateness of use of annual average concentrations, and appropriateness of proposed monitoring approach in this context.</p> <p>Comments made in Principle Areas of Disagreement Summary Statements (PADSS) around interim 2028 PM2.5 limit.</p> <p>Discussions are ongoing. The Applicant is preparing a technical note with regard to short term monitoring threshold and boundary monitoring to be received by Deadline 6. HCC will continue to engage with the Applicant on this through the SoCG process.</p>		
	<p>GCG Thresholds and Limits – GHG</p>	<p>Scope 3 GHG emissions are by definition outside of the airport operator's control. On this basis, the Applicant considers it appropriate that where any Scope 3 emissions are incorporated into the GCG Framework [REP5-022] they should be expressed as a net Limit, inclusive of any offsetting that the airport operator may choose to implement.</p>	<p>DBC to confirm position, noting queries raised through response to draft application for development consent in October 2022.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>To demonstrate the Applicant's commitment to delivering reductions in surface access GHG emissions, it is proposed to align this Limit with a commitment (through the Applicant's broader corporate Net Zero Strategy) to be carbon neutral for surface access by 2040.</p>			
DBC126	GCG Thresholds and Limits – GHG	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP5-022] as the Government has confirmed its position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy.</p>	<p>DBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>
DBC122 <u>17</u>	GCG Thresholds and Limits – Surface Access	<p>The Applicant considers that the approach taken with respect to surface access Limits through the GCG Framework [REP5-022 TR020001/APP/7.08REP7-020] with <u>Limits aligned with the mode share assumptions that underpin the Transport Assessment and</u></p>	<p>The GCG mode-share targets are not related to outcomes that matter: decarbonisation, air quality, public health and safety and road congestion, the GCG targets for transport would potentially tolerate a large increase in car trips to/from the airport through Hertfordshire, and associated</p>	<p><u>Comments Confirmation of agreement received via email on 19.01.2024</u> To be confirmed at</p>	<p><u>Ongoing Agreed Position not confirmed by DBC</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>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 Framework Travel Plan FTP [TR020001/APP/7.13REP8-024REP4-044].</u> is appropriate and proportionate to the consequence of a failure to meet them, whilst allowing for more ambitious surface access Targets to be set through the Framework Travel Plan [REP8-024REP4-045].</p>	<p>worsening of congestion if this was offset by a shift to sustainable modes by other routes.</p> <p>The Applicant has provided additional information about the other mechanisms for managing mode share at a local level through the FTP and TRIMMA to address more local level concerns in Hertfordshire.</p>	<p>topic specific meeting.</p>	
<p><u>DBC123</u> <u>28</u></p>	<p><u>GCG Thresholds and Limits - Review</u></p>	<p><u>The Applicant considers that it is appropriate for the GCG process, Limits and Thresholds to be reviewed in the circumstances set out in the GCG Framework [TR020001/APP/7.08REP5-022], on the basis that there will be no ability to change any of the Thresholds or Limits to permit materially worse environmental effects than those identified in the Environmental Statement ES.</u></p> <p><u>In response to concerns raised by the Host Authorities regarding ensuring monitoring plans remain up-to-date</u></p>	<p><u>The Applicant committed to updated drafting on the 17 January 2024 to include an explicit requirement to ensure "current" best practice is considered as part of reviews of Monitoring Plans. CBC/DBC understand that this update is to be made to the GCG document at Deadline 9.</u></p> <p><u>DBC now consider this matter agreed following the amendments made at Deadline 10 to REP10-025.</u></p>	<p><u>- HA SoCGs – GCG Meeting, 10.01.2024</u></p>	<p><u>-Position not confirmed by DBC Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>with good practice and relevant guidance, the Applicant has introduced an explicit requirement to consider new and emerging best practice as part of the review of monitoring plans. This amendment was made to the GCG Framework [TR020001/APP/7.08REP9-022] and GCG Explanatory Note [REP9-020] at Deadline 9.</u></p>			
<p><u>DBC124</u> <u>3XXX</u></p>	<p><u>GCG Thresholds and Limits – Sanctions for continued breaches</u></p>	<p><u>The Applicant has outlined its position regarding the proposal by both the Host Authorities and the ExA for the inclusion of sanctions where there is a repeated and prolonged exceedance of a Limit in the Applicant's Position Statement on Financial Penalties [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:</u></p> <p><u>a. _____ are unnecessary and wholly unjustified in light of the robust and comprehensive GCG Framework the Applicant has put forward;</u></p> <p><u>b. _____ are inappropriate given the existing enforcement mechanism</u></p>	<p><u>DBC is concerned that the only requirement in GCG if Mitigation Plan fails is to produce new Mitigation Plan.</u></p> <p><u>DBC propose that there should be financial sanctions imposed alongside the requirement to produce a new Mitigation Plan.</u></p> <p><u>DBC are willing to discuss the level and structure of the proposed financial penalties with the Applicant.</u></p>	<p><u>Email received from Fiona Ross on the 09.01.2024.</u></p>	<p><u>Ongoing NPosition t agreed not confirmed by DBC</u></p>

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

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>it would be disproportionate and unreasonable to seek sanctions where all parties have agreed that mitigation is appropriate.</u></p> <p><u>The Applicant also notes that GCG explicitly links the Limits to growth, so if in breach the airport cannot grow – this is a significant commercial incentive to stay within Limits and to address breaches as soon as possible. The Applicant considers that the GCG process has been set up to avoid repeated breaches, and that (in contrast to current consent) the ESG will have approval role over mitigation. Therefore, it would be disproportionate and unreasonable to seek sanctions where all parties have agreed that mitigation is appropriate.</u></p> <p><u>The Applicant also notes that GCG explicitly links the Limits to growth, so if in breach airport cannot grow – this is significant commercial incentive to stay within Limits and to address breaches as soon as possible.</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
DBC128	GCG Thresholds and Limits – Review – GHG	<p>The Applicant considers it appropriate to exclude emissions from aviation (Landing and Take-Off (LTO) and Climb-Cruise-Decent (CCD) phases) from the scope of the GCG Framework [REP5-022] as the Government has confirmed its position that aviation emissions are best dealt with at a national level, in the context of their Jet Zero strategy and Aviation Strategy: Making Best Use policy.</p>	<p>DBC to confirm its position on exclusion of aviation GHG emissions from GCG Framework.</p> <p>Discussions are ongoing and are likely to be the subject of planned meetings.</p>	<p>To be confirmed at topic specific meeting</p>	<p>Ongoing</p>
Monitoring and reporting					
DBC125 429	Transition Period	<p>The Applicant considers that the proposed Transition Period is an appropriate response to the novelty of the Green Controlled Growth 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 Draft Development Consent</p>	<p><u>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).</u> DBC supports the removal of the transition period for noise.</p> <p>The Applicant has not explained and justified why it is not possible for the Airport Operator to be prepared to implement the new monitoring regimes</p>	<p><u>Confirmed via email on 01.02.24</u>To be confirmed at topic specific meeting.</p>	<p><u>Agreed</u>Ongoing <u>Position not confirmed by DBC</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p>OrderDCO [TR020001/APP/2.01REP5-003] is served. The GCG process for these environmental topics will apply in full from 1 January following the service of notice under Article 44(1) to allow monitoring to be carried out over a full calendar year for these topics.</p> <p>No transition period will apply for noise.</p> <p><u>The Applicant does not consider additional baselining monitoring is required for the purposes of GCG and the proposed transition period, however in response to specific concerns raised by the Hertfordshire host authorities, the Applicant will use reasonable endeavours (noting that this will require installation of air quality monitoring equipment outside of the red line boundary) to undertake Air Quality monitoring 6 months ahead of serving notice under Article 44(1).</u></p> <p><u>This amendment has been incorporated in the Environmental StatementES - Appendix 7.5 Outline Operational Air Quality Plan [REP9-013] submitted at Deadline 9.</u></p>	<p>under the GCG from the date of service of the notice under Article 44(1) of the draft DCO [TR020001/APP/2.01REP4-003], and DBC considers that the Applicant should commence implementation of the monitoring regimes under GCG following the grant of the DCO, prior to triggering GCG.</p>		

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
<p>DBC126 530</p>	<p>GCG Monitoring and Reporting - Timings</p>	<p>The Applicant considers that the proposed timings for monitoring and reporting of environmental impacts provide an appropriate balance between the time needed to measure and assess impacts, the need to allow for scrutiny of environmental reporting, and the need to align the GCG process with international guidance and national legislation on how growth at airports is managed through the Slot Allocation Process.</p> <p>Notwithstanding this, the Applicant has made changes to this requirement as part of the Draft ESG Terms of Reference [REP5-024] submitted at Deadline 5 to extend the timescales for the Environmental Scrutiny Group (ESG) to approve a Level 2 Plan (and Mitigation Plan) from 21 to 28 days. This has been achieved by reducing the amount of time that the airport operator has to prepare and submit a Level 2 Plan following submission of a Monitoring Report showing the exceedance of a Level 2 Threshold. Note that the overall timescales for preparation and approval of a Level 2 Plan cannot extend beyond the current</p>	<p><u>A period of 28 days has been agreed with the Applicant for the ESG to consider a draft and approve a final Level 2 Plan or Mitigation Plan. The ESG Terms of Reference submitted by the Applicant at Deadline 7 [REP7-022] reflect this.</u></p> <p>DBC have significant concerns with the adequacy of the Green Controlled Growth mechanism and their concerns with the timescales related to it.</p> <p>Given the need to assemble the representatives of the ESG, consider what may be quite considerable submissions and take the necessary technical advice 21 days is too short a determination period. It is suggested that a period of 8 weeks would be appropriate. To be further discussed at planned meetings</p>	<p><u>Confirmation of agreement received via email on 19.01.2024 HA DBC Response to ExA Written Questions</u></p>	<p><u>Agreed</u> ongoing</p>

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
		<p>proposal as this would result in the Green Controlled Growth (GCG) timescales extending beyond the September deadline for the airport to declare its capacity for the following summer season and would therefore not be workable.</p>			
Environmental Scrutiny Group and Technical Panels					
DBC127 631	Environmental Scrutiny Group (ESG) Membership	<p>The Applicant considers that it is appropriate to determine local authority involvement on the Environmental Scrutiny Group (ESG) on the basis of those local authorities that experience a broad range of impacts as a result of the Proposed Development. Based on the geographical distribution of impacts forecast in the ES, the four local authorities identified in the Draft ESG Terms of Reference [REP7-022REP5-024] are those that are likely to experience impacts across the various environmental topics in scope of GCG. Where a local authority is only forecast to be impacted in a single area, the</p>	<p>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.</p>	<p>HA SoCGs – GCG Meeting, 9.10.2023.</p>	<p>Not Agreed</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		Applicant believes it is more appropriate for them to be offered a role on the relevant Technical Panel, with Terms of Reference and membership set out in the Draft Technical Panel Terms of Reference [REP7-024REP5-026] .			
DBC128 732	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 [REP7-022REP5-024] will provide the ESG with the relevant impartial expertise on airport operations and slot allocation to allow the ESG to reach informed decisions when discharging its functions.</p> <p>The Applicant does not consider it appropriate for it, the airport operator, or airlines operating at the airport to have a role on the ESG to preserve its impartiality.</p>	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.	HA SoCGs – GCG Meeting, 9.10.2023.	Agreed
DBC129 833	ESG Membership	A key principle of the GCG Framework [REP5-TR020001/APP/7.08022] is that the ESG can provide effective, independent scrutiny of the impacts of the Proposed Development. According	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	Confirmation of disagreement received via email on 23.01.2024xTe	Not agreed. Not agreed.

ID ref	Matter	The Applicant’s position	Dacorum Borough Council position	Source of agreement	Status
		<p>to this principle, the Applicant considers that local authority representatives on ESG should be planning professionals, who will have the relevant experience of considering reports from technical specialists and using these to support a decision-making function through deciding planning proposals, which is similar in concept to the function of the ESG. This will also help ensure and that any decisions made by the ESG are made on an impartial, apolitical basis.REP5-022</p> <p><u>In response to concerns raised by LBC and the ExA regarding, the Applicant has made amendments to the GCG Explanatory Note [TR020001/APP/7.07] and GCG Framework Appendix A: ESG Terms of Reference [TR020001/APP/7.08] changing the reference from “suitably qualified senior planning professional” to “competent officer” regarding the requirements for an appropriate representative of a local authority on the ESG. The Applicant proposes that matters of competency in regard to local authority representation on the</u></p>	<p><u>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.</u></p> <p><u>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.</u></p> <p><u>_DBC have concerns regarding the limitations of specifying the requirement for local authority representatives on ESG to be “planning professionals” and whether these individuals would have the ability to make decisions on behalf of the local authorities.</u></p> <p><u>DBC have suggested that this be redrafted to outline the requirement for local authority representatives to have the “appropriate professional</u></p>	<p>be confirmed at topic specific meeting</p>	

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>ESG should be at the discretion of the chair of the ESG.</u></p> <p><u>The Applicant considers it entirely appropriate that the chair of the ESG should be able to decide upon matters of competence in this context, and that an independent chair will be capable of making an objective determination of whether an individual meets this requirement.</u></p>	<p><u>qualifications" and the ability to make decisions on behalf of their respective local authority.</u></p>		
<p><u>DBC130</u> <u>29XXX</u></p>	<p><u>Environmental Scrutiny Group (ESG) - Quorum</u></p>	<p><u>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the ESG to be quorum, the Applicant is proposing to amend the drafting of the Draft ESG Terms of Reference [REP7-022] to:</u></p> <p><u>1. Require at least two local authority representatives to be in attendance. The Applicant considers that with the attendance of three independents, and at least two local authorities, sufficient technically competent persons as well as those representing local communities will be present without increasing the risk of the GCG process being frustrated.</u></p>	<p><u>DBC welcome the amendments made at Deadline 9 in relation to quorum.</u></p>	<p><u>Confirmed via email on 01.02.24</u></p>	<p><u>Agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</u></p> <p><u>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG. The Applicant proposes that a quorum for an ESG meeting is met where the independent chair, independent aviation specialist, slot allocation expert and a minimum of one representative from a local authority are present.</u></p> <p><u>This criteria for quorum has been proposed to ensure that the functioning of GCG could not be frustrated or otherwise unintentionally hindered by any party to the process.</u></p>			
<u>DBC131</u> <u>0XXX</u>	<u>Technical Panel - Quorum</u>	<u>In light of the concerns raised by LBC and the ExA in relation to the minimum number of local authorities in attendance for the Technical Panel to be quorum, the Applicant is proposing</u>	<u>DBC welcome the amendments made at Deadline 9 in relation sto quorum.</u>	<u>Confirmed via email on 01.02.24</u>	<u>Agreed</u>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>to amend the drafting of the Draft Technical Panels Terms of Reference [REP7-024] to:</u></p> <p><u>1. Require at least two local authority representatives to be in attendance. The Applicant considers that with the attendance of three independents, and at least two local authorities, sufficient technically competent persons as well as those representing local communities will be present without increasing the risk of the GCG process being frustrated.</u></p> <p><u>2. In the event that quorum cannot be achieved at the first scheduled meeting, then a further meeting will be held within seven days with a reduced quorate requirement.</u></p> <p><u>Both meetings will be subject to the requirement to use reasonable endeavours to ensure 100% attendance by all members of the ESG.</u></p>			

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
<p>DBC132 14</p>	<p>ESG - Funding</p>	<p>The airport operator will be responsible for the secretarial and administrative costs associated with the operation of the ESG.</p> <p>The Applicant proposes to fund the chair and independent specialist on aviation that sit on the ESG, as well as the independent technical experts that sit on each Technical Panel. This is to ensure that the other organisations (including DBC) can draw upon the advice of this expert, and do not need to procure independent advice separately. These experts would be procured by the ESG, rather than directly by the airport operator.</p> <p>The Applicant also propose to fund local authority involvement with the ESG and Technical Panels on the basis of an hourly rate up to a cap. This cap would be different for ESG and Technical Panels to reflect the different roles, and would be index linked.</p> <p>The intention is for this funding to be secured either through the section 106 Agreement or by way of an alternative legal agreement.</p>	<p><u>DBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</u></p> <p><u>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.</u></p> <p><u>DBC welcomes the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</u></p> <p>DBC in principle supports the approach to the funding of the ESG and relevant Technical Panels as outlined.</p> <p>DBC would like to confirm the rates that should be considered in the development of the annual cap per local authority.</p> <p>DBC would also like the inclusion of review mechanism to reevaluate the appropriateness of these annual allowances as part of the funding approach.</p>	<p><u>Confirmed via email on 01.02.24</u> To be confirmed at topic specific meeting.</p>	<p><u>Agreed subject to the completion of the section 106 agreement</u> Ongoing</p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
<p>DBC133 25</p>	<p>ESG - <u>Establishment of ESG as a Corporate Entity</u></p>	<p>The Applicant proposes to establish the ESG as a corporate entity to provide independence from the airport. <u>One of the very important drivers in the Applicant's approach has been to ensure that the ESG is independent and is also seen to be truly independent. GCG is intended to be a clear and explicit communication to the local communities and surrounding host authorities that the structures in place are at arm's length from the operator, the owner and, indeed, in order to address a perceived conflict, LBC itself. It is on that basis that the Applicant considers the corporate entity is the right thing to do.</u></p> <p><u>Furthermore, by creating a separate legal entity which is distinctly the decision-maker, it will reduce the risk to those on local authority representatives, for example, a decision to refuse (or approve) being amenable to judicial review, and local</u></p>	<p><u>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 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.</u></p> <p><u>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</u></p>	<p><u>Confirmation of disagreement received on 19.01.2024</u></p>	<p><u>Ongoing</u> <u>Not agreed</u></p>

ID ref	Matter	The Applicant's position	Dacorum Borough Council position	Source of agreement	Status
		<p><u>authorities and/or representatives being liable.</u></p> <p><u>The implications for local authorities are therefore that the corporate entity (a company limited by guarantee) will secure independence, reduce potential legal liability enabling the ESG to undertake their functions, and also ensure that the legal powers open to companies are given to the ESG (e.g., in terms of appointments and entering into contracts).</u></p>	<p>the CLG model is not adopted. to DBC will be seeking further legal advice before confirming this position.</p>		

Table 3-10: Summary of ~~Green Controlled Growth~~ Design matters with Dacorum Borough Council

<u>ID ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
<u>DESIGN</u>					
<u>HCC14D BC-1348</u>	<u>Design Principles and Design Code</u>	<p>The Applicant's position is as set out in <u>Applicant's response to Deadline 4 Hearing Actions [REP4-070]</u>. The Applicant has engaged with DBCHCC to discuss this position and how the Design Principles document can be refined as a live document.</p> <p>The <u>Design Principles [REP9-030]</u> has been issued at Deadline 9. This version includes additional principles in relation to MSCP P1,</p>	<p><u>Refer to [REP4-161] Dacorum Borough Council, Hertfordshire County Council & North Hertfordshire Council response to ISH6 - AP31 suitability of Design Principles [REP9-030TR020001/APP/7.09REP5-034].</u></p> <p>In responding to the Examining Authority and others' concerns, documents <u>[REP5-034]</u>, and</p>	<p>Meeting on 05.01.24. To be discussed through topic specific meetings.</p> <p>Agreed with the exception of the landscape design principle</p>	<p>Agreed with the exception of the landscape design principle raised in <u>DBC1350 going</u></p>

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>the fire training ground and drainage.</u></p> <p><u>The Design Principles [REP8-022] has been issued at Deadline 8. This version included additional wording in 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</u></p> <p><u>The Applicant has added a number of additional design principles and a number of illustrative visualisations showing design intent for key buildings to Design Principles [-REP7-034] at Deadline 7.</u></p> <p><u>The Applicant has responded to Issue Specific Hearing 6, Action 33: Principles of Good Design in [REP5-043] issued at deadline 5 which explains how the principles of good design have been met through the proposals</u></p>	<p><u>[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 framework. Whilst the documentation as a whole could have provided a better sense of what the scheme would look like/work from a design perspective, the design principles are generally comparable in detail to those of other DCO proposals and they broadly cover the same kind of issues in much the same depth.</u></p> <p><u>Refer to 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</u></p>	<p><u>points raised in DBC135</u></p>	

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>against the national and other design policy requirements.</u></p> <p><u>The Applicant considers that a more prescriptive design code would not be appropriate as set out in [REP4-70] Issue Specific Hearing 6 Action 31.</u></p>	<p><u>continue to engage with the Applicant as necessary.</u></p> <p><u>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 [REP7-034] will not secure 'good design' at detailed design stage. This is in relation to the landscape specific principles as discussed in DBC135.</u></p>		
<u>DBC-135</u>	<u>Landscape Design Principles</u>	<p><u>The Design Principles [REP9-030-TR020001/APP/7.09] were strengthened at Deadline 7 and Deadline 9. In terms of building finishes. The proposals do not</u></p>	<p><u>The Design intent relating to the area with 'country park' character is welcomed. However, massing, rooflines, colour – in broad terms – to indicate how they have and should respond to local character,</u></p>	<p><u>Meeting on 05.01.2024</u></p> <p><u>Confirmation of</u></p>	<u>Not agreed</u>

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>constitute a detailed design and this matter with building finishes is considered in the Design Principles specifically DQ.01, DQ.02, DQ.08, T.02, T.12, T.13, T.23, T.24, T.27, T.37, T.28, T.41, T.645, T.667, ASF.02, and ASF.09, ASF.16, ASF.17, ASF.24 and ASF.25.</u></p> <p><u>The design has been developed to generate the development parameters for the ES and to retain necessary flexibility in the final design. The mitigation measures set out Sections 14.8 and 14.10 of Chapter 14 of the ES [AS-079], the principles set out in the Design Principles [REP9-030TR020001/APP/7.09] and the Strategic Landscape Masterplan (SLMP) [AS-172] are appropriate for this stage of the Development Consent Order (DCO) process.</u></p> <p><u>The approach to prescribing building heights, colour, rooflines and similar matters will be secured via Requirement 65 of</u></p>	<p><u>context or setting. Similarly, how they have and should respond to existing landform on the site.</u></p> <p><u>The Design Principles, including Landscape - specific Design Principles should outline design intent in relation to building height, massing, colour and similar to ensure that site context, character and setting has already been appropriately responded to. Such design intent is not yet clearly outlined in Documents [REP5-034] and [REP5-035].</u></p>	<p><u>disagreement received via email on 19.01.2024</u></p>	

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>the Draft DCO [TR020001/APP/2.01]</u></p> <p><u>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 [REP9-030TR020001/APP/7.09] issued at Deadline 7 was updated to refer to the parameters and includes indicative visuals which show the Proposed Development in the context of the existing airport site and adjacent areas which indicate horizontal and vertical mass/size.</u></p> <p><u>Details such as roof lines, colour palette etc. will be addressed at detailed design stage but the Design Principles [REP9-030TR020001/APP/7.09] sets expectations for such matters.</u></p>			

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
<u>DBC-136</u>	<u>Programme of works</u>	<p><u>Applicant's Response to Deadline 6 Submissions [REP7-063]</u> states, "A new paragraph 5(6) has been inserted in Schedule 2 of the <u>Draft DCO</u> submitted at Deadline 7 <u>[TR020001/APP/2.01]</u> 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 <u>Design Principles [REP9-030REP8-022]</u> has been updated to include a section describing the programme of Works and communication of this through the Applicant's and Airport operator's websites. eadline <u>REP6-093</u></p>	<p><u>[REP6-093]</u> A wide range of stakeholders and communities would benefit from a process through which the operator regularly updates and consults upon, in a phased fashion (every five years), its intentions to deploy the strategic masterplan contained within the DCO - e.g. terminal timing and indicative design, next tranche of infrastructure improvements or proposed alternatives in light of changed circumstances, etc.</p> <p><u>III</u></p>	<p><u>Meeting on 05.01.2024</u></p> <p><u>Confirmation of disagreement received via email on 19.01.2024</u> <u>C onfirmation of agreement via email on 07.02.2024</u></p>	<p>Not agreed <u>Agreed</u></p>

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
<u>DBC-137</u>	<u>Design Review</u>	<p><u>Since Issue Specific Hearing 8, Item 10 the Applicant has undertaken further engagement with Hertfordshire County Council\DBC as documented within the Applicants response to ISH8 – Action Point 53 [TR020001/APP/8-REP67-07293] which confirms the Applicant's agreement to the introduction of an independent design review process for Terminal 2 (Work Nos. 3b(01) and 3b(02)) , T2 Plaza (Work No. 3f), and the Hotel (Work no 4a), Coach Station (Work No. 3d) and the Luton DART Terminal 2 Station (Work No. 3g. An outline of this design review process is defined within the draft Terms of Reference (ToR) within the Design Principles [REP8-022] submitted at Deadline 8</u></p> <p><u>In addition, following the Rule 17 request, the Applicant has included within the draft ToR (mentioned above) two additional Works namely, the Coach Station</u></p>	<p><u>The host authorities remain of the view that the introduction of a post-approval independent Design Review would provide a valuable independent addition to the future design process but note that the applicant has not yet committed to this [REP4-061] but intends to respond at Deadline 6 [REP5-062].</u></p> <p><u>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.</u></p> <p><u>The Hertfordshire host authorities response in [REP8-055] are of the view that the more substantive and</u></p>	<p><u>Meeting 12.12.2023 and 05.01.2024</u></p>	<p><u>Agreed</u></p>

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>(Work No. 3d) and the Luton DART Terminal 2 Station (Work No. 3g), within the proposed Independent Design Review process.</u></p> <p><u>It should be noted that the Applicant does not consider the proposed car park P12 (Work No 4r) requires an Independent Design Review as the introduction of this Work is proposed at Stage 2b after the Terminal, Plaza, Luton DART Station and Coach Station have already been constructed. Therefore, the context for the car park will already have been set by these Works.</u></p> <p><u>The Applicant does not consider the proposed Terminal 1 extensions would benefit from a design review as these are minor extensions to the existing Terminal substantially driven by operational requirements and technical standards and therefore the Applicant does not believe there is scope for a Design</u></p>	<p><u>public facing aspect of the proposal would benefit from independent design review and the proposed Terminal 1 extensions (Work No. 3a), car park P12 (Work No. 4r), Coach Station (Work No. 3d) and Direct Air-Rail Transit Terminal 2 Station (Work No. 3g) would fall within that category. However, 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.</u></p>		

<u>ID_ref</u>	<u>Matter</u>	<u>The Applicant's position</u>	<u>Dacorum Borough Council's position</u>	<u>Source of agreement</u>	<u>Status</u>
		<p><u>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)).</u></p> <p><u>The Draft Section 106 Agreement [TR020001/APP/8.167] includes an obligation for LBC to establish and appoint a Design Review Panel in accordance with the Design Principles. The Applicant will meet the reasonable costs of the Panel.</u></p>			

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

Date	Attendees	Form of correspondence	Details
			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
			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
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

Date	Attendees	Form of correspondence	Details
			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 System 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
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,

Date	Attendees	Form of correspondence	Details
			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

Date	Attendees	Form of correspondence	Details
			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
			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.

Date	Attendees	Form of correspondence	Details
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,

Date	Attendees	Form of correspondence	Details
			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
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
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,

Date	Attendees	Form of correspondence	Details
			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
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

Date	Attendees	Form of correspondence	Details
			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.

Date	Attendees	Form of correspondence	Details
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

Date	Attendees	Form of correspondence	Details
			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
			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

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

Date	Attendees	Form of correspondence	Details
			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.

Date	Attendees	Form of correspondence	Details
	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,

Date	Attendees	Form of correspondence	Details
			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

Date	Attendees	Form of correspondence	Details
			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

Date	Attendees	Form of correspondence	Details
			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

Date	Attendees	Form of correspondence	Details
			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

Date	Attendees	Form of correspondence	Details
			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.

Date	Attendees	Form of correspondence	Details
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

Date	Attendees	Form of correspondence	Details
			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
			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
<u>08.12.23</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>14.12.23</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss Green Controlled Growth GCG matters in the SoCG</u>

Date	Attendees	Form of correspondence	Details
<u>05.01.2024</u>	<u>HCC, NHDC, WSP</u>	<u>Meeting – MS Teams</u>	<u>Landscape topic specific meeting to discuss draft SoCG.</u>
<u>08.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss ongoing air quality matters in the SoCG</u>
<u>10.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss Green Controlled Growth GCG matters in the SoCG</u>
<u>11.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC, National Highways</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding comments on the Applicant's response to Issue Specific Hearing 7, Action 2 - Accounting for Covid-19 in Transport Modelling Final Report [AS-159].</u>
<u>12.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding noise matters in the SoCG</u>
<u>12.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the Section 106 agreement.</u>
<u>165.01.24</u>	<u>LBC, CBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding design matters in the SoCG</u>
<u>167.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the outstanding surface access matters in the SoCG, and the D7 submissions.</u>
<u>TBC</u>	<u>CBC, LBC, HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss the Need Case matters in the SoCG and the</u>

Date	Attendees	Form of correspondence	Details
			<u>additional information submitted at D8.</u>
<u>25.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>29.01.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>
<u>06.02.24</u>	<u>HCC, NHDC, DBC</u>	<u>Meeting – MS Teams</u>	<u>Meeting to discuss outstanding surface access matters in the SoCG</u>