



Meeting note

Project name	Expansion of London Luton Airport
File reference	TR020001
Status	Final
Author	The Planning Inspectorate
Date	30 September 2020
Meeting with	London Luton Airport Limited
Venue	Microsoft Teams
Meeting objectives	Project update meeting
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Project and programme update

The Applicant stated that it expected to submit its application for a Development Consent Order (DCO) in summer 2021.

The Applicant summarised changes to the scheme following Statutory Consultation carried out in Q4 2019. Of particular note was that those changes now also included an increase to the Red Line Boundary to allow for alterations to road access to the west of the scheme to be delivered through the DCO.

The alterations formed part of an extant planning permission, but the Applicant would seek to include the works within its DCO in order to safeguard the delivery of its scheme. The Applicant confirmed that the highway works were proposed to be undertaken to the local road network and therefore did not constitute a Nationally Significant Infrastructure Project in their own right. The highway works would constitute Associated Development in the DCO application.

The changes to the scheme (including the access road) would be addressed in a supplementary non-statutory consultation planned for Q1 2021. The consultation would engage all s42 consultees, including any newly affected land interests.

The Inspectorate noted that the turnaround between supplementary consultation and the anticipated submission of the DCO application in summer 2021 was short. The

Applicant confirmed to the Inspectorate that detailed plans were in place to meet the time frame and ensure the required standards were met.

Demand forecast

The Applicant explained that its demand forecasts had been updated after Statutory Consultation to account for Net Zero policy, Brexit, changing plans/ operations at other airports and the COVID-19 pandemic. The assumption is that post-pandemic growth will recover to 2019 levels by 2024. The rate of recovery of passenger demand will ultimately be driven by rate of recovery of the wider economy.

The Applicant currently expected to meet its forecast of handling 32 million passengers per annum (mppa) by around 2041.

Green Managed Growth

The Applicant is developing a “Green Managed Growth” (GMG) framework to ensure the proposed development operates within clearly defined and quantifiable limits on environmental impacts. The proposed limits are to be fair, transparent, justifiable and practical. At present the Applicant is looking at the themes to be included within the framework, including:

- climate change;
- air quality;
- noise; and
- surface access.

For each of these themes a limit would be determined. The Applicant intends to identify the metrics to quantify or assess limits, the scope of the limit, time periods, means of data collection, specific limit values and mitigation and monitoring. The Applicant is considering the mechanics of delivery, including how the GMG approach will be captured within the draft DCO and supporting documents, the possible establishment of an independent body to scrutinise and enforce operations within the GMG framework, and the need or otherwise to propose any absolute cap on flight numbers in conjunction with the limits.

The Applicant will be including information on the GMG strategy within the consultation proposed for Q1 2021.

Planning Inspectorate/ Civil Aviation Authority interface

The discussion noted the interactions between the Applicant and Civil Aviation Authority (CAA) in respect of the latter's functions of, for example, Airspace Change Process and aerodrome safety. The relevant interfaces with the land-use planning process under the PA2008 were highlighted. The Applicant confirmed that it continued a programme of regular discussions with the CAA. The CAA's main interest in the application for a DCO would be to ensure that none of the content in a made DCO would impede its ability to take a robust decision in respect of its statutory functions at a later date.

Approach to plans

The Applicant summarised its approach to presenting the plans that would be submitted to support the application. The Inspectorate offered to review draft versions of the Land Plans and Works Plans to check against accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations