



Meeting note

Project	Expansion of London Luton Airport
File reference	TR020001
Status	Final
Author	The Planning Inspectorate
Date	30 June 2021
Meeting with	London Luton Airport Limited (the Applicant)
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 Update

The Applicant noted that the previous project update meeting had been in Autumn 2020 and explained that since that time a targeted review had been conducted, focusing on ensuring the scheme had a robust funding position. The Applicant set out that the review had led to a number of minor changes, which included: a reliance on utilising for longer the existing terminal with some modest works to increase capacity to 21.5 mppa. The Applicant explained some of that increased Terminal 1 throughput would then transfer to Terminal 2 once open. Terminal 1 therefore grows from 18 to 21.5mppa before reducing back to 20mppa on the opening of Terminal 2. This represents a reduction in the scale of Phase 1 from 23 to 21.5 mppa when compared to the previous iteration of the scheme.

The Applicant outlined its provisional new scheme programme up to 2024, which anticipated a full Statutory Consultation exercise in early 2022 with formal submission following later in the year. The Inspectorate queried the reason for additional Statutory Consultation. The Applicant noted that it was wanting to work closely with its local authorities to understand what level of detail they would be seeking to enable them to reach an informed view in respect of likely impacts. The Applicant advised that the LLAL team has been strengthened including its communications and stakeholder team regarding engaging with stakeholders on technical matters.

The Inspectorate enquired whether the 2022 Statutory Consultation would consult on the scheme as a whole or be targeted at certain aspects. The Applicant noted the former and reiterated the exercise also factored in other concerns in relation to the current COVID pandemic, the UK's latest carbon targets and its own aspirations in relation to Green Managed Growth (GMG).

The Applicant set out its demand forecast approach, following a review in March in light of the current COVID pandemic, and confirmed their working assumption of a return to previous levels by 2024. The Applicant speculated that once the country had relaxed all COVID19-related restrictions in two to three years, a return to predicted growth was likely and noted that due to its core airline operators - predominantly low-price passenger flights within Europe - it may return sooner.

The Applicant concluded that it is drafting a document for the Statutory Consultation suite to set out its planning forecast modelling.

Environmental Impact Assessment and Survey Update

The Applicant explained that it is in the process of preparing a new Preliminary Environmental Information Report (PEIR) for the 2022 Statutory Consultation and set out further updates in respect of its Environmental Impact Assessment (EIA), which included: ongoing stakeholder engagement in response to its Scoping exercise and previous PEIR; new EIA forecasts; surface access modelling for future stages; and a full set of data to model the impacts for the 2022 PEIR.

The Applicant explained that the 2022 PEIR will be developed into the Environmental Statement (ES) following consultation and briefly outlined what will be modelled within it. London Luton Airport Operations Limited's (LLAOL) separate application to increase capacity to 19mppa through the Town and Country Planning Act 1990 regime was discussed, the Applicant explained that this would be addressed qualitatively as a sensitivity test within assessments. The Inspectorate queried if the LLAOL application had been submitted to Luton Borough Council. The Applicant explained it had but no schedule for determination had been released.

The Applicant explained that it had conducted a review of its previous survey work to identify which surveys may benefit from being updated to ensure its baseline was robust. The Applicant set out which 2017 to 2020 surveys had been, or were being, updated, which included: breeding and wintering birds; bats and invertebrates. Nitrogen oxides, particulate matter and volatile organic compounds continue to be monitored; and archaeological trial investigations will be undertaken to inform the ES.

The Inspectorate queried if there had been any concerns raised in respect of the previous PEIR or assessment work completed. The Applicant set out that the main concerns were in relation to noise and air quality and, in the more recent discussions, climate change. Changes in methodologies were noted in respect of updated guidance, such as those methodologies set out in the Design Manual for Roads and Bridges (DMRB) standards.

The Inspectorate requested an update on engagement with key stakeholders. The Applicant noted that Natural England (NE) had been attending a biodiversity group that has been set up and, as it was committed to biodiversity net gain (BNG), was liaising with NE to ensure the BNG calculations were accurate. In respect of most heritage assets and archaeology the Applicant had been deferring to the relevant local authorities for their input and advice but noted Historic England is also engaged with a

particular interest in the scheduled monument. Various groups had been set up for engagement with the Environment Agency (EA), most notably in relation to drainage and permitting for the works on a former landfill site. It was noted the scheme now included less proposed works in the landfill area.

The Applicant stated that it didn't anticipate conducting another Scoping exercise as it believed the Scoping Opinion (SO) issued in 2019 was still relevant; although there would be some changes to the scheme, the footprint remained similar, and the scope and methodologies for the assessment remained robust. The Inspectorate advised if what was being built generally accorded with the previous SO then consideration of a further Scoping exercise wasn't required.

Green Managed Growth

The Applicant set out that it had developed a draft of its GMG strategy, the overarching framework for monitoring, control and managing impacts for the lifetime of its expansion programme, and noted ongoing engagement with the local authorities, LLAOL and more recently DAA, as the operators of Dublin Airport, in respect of control and collaboration required to deliver its GMG aspirations. This led to discussion on the respective roles of the Civil Aviation Authority (CAA), the Department for Transport (DfT) and the local authorities within the Applicant's GMG strategy.

The Applicant briefly set out its next steps in developing its GMG strategy and noted the Statutory Consultation document suite will include provisional information on the likely GMG limits. The Inspectorate queried if the Applicant will be requesting feedback on GMG monitoring responsibilities. The Applicant explained that the detail of how monitoring would be undertaken was yet to be developed although the principles of this had been set out. It was agreed that a draft of the GMG strategy would be shared when ready and a future session on GMG should be scheduled for a future meeting.

Statutory Consultation

The Applicant provided further information on its planned Statutory Consultation exercise, which is planned to run for eight weeks in early 2022 and will consult on: forecasts and phasing; scheme design; the case for the scheme; and the PEIR. A new Statement of Community Consultation (SoCC) will be developed with the local authorities in due course. The event locations are being informed by the previous consultation attendance and ongoing dialogue with the local authorities.

The Inspectorate acknowledged the challenges of planning a consultation exercise considering the current COVID19 pandemic and queried how the Applicant intends to draft the SoCC whilst there was still some uncertainty. The Applicant explained it plans to adopt a 'digital first' approach supplemented with some face-to-face events; the wording of the SoCC will be drafted to make it clear physical events may be subject to change due to potential restrictions in place. The Inspectorate noted the approach.

Next Steps and AOB

The Applicant briefly outlined its next steps, which included: identifying the provisional GMG limit values; looking at how to offset its carbon emissions; incentivisation for airlines to use greener aircraft; further consideration of General Aviation (private jets)

and cargo (particularly in relation to GMG), and continued work on how the existing airport infrastructure can be used to increase capacity.