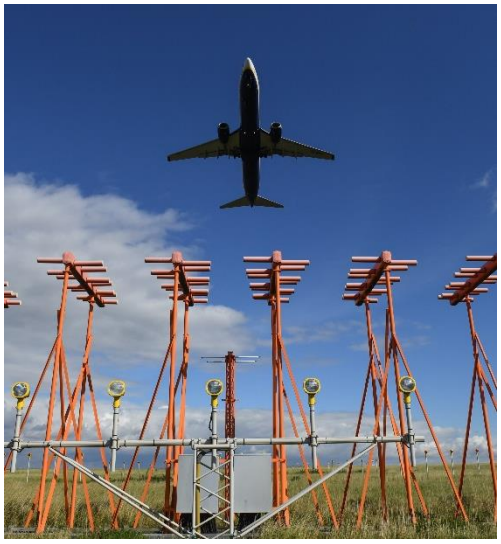
London Luton Airport

Environmental Statement relating to the Variation of Condition 10 of Granted Planning Consent 15/0059/VARCON

Environmental Impact Assessment

Volume 1: Non-Technical Summary



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Wood Environment & Infrastructure Solutions UK Limited – July 2019

Report for

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No.	Details	Date
1	Draft	December 2018
2	Final	March 2019
3	Final	April 2019
4	Final	July 2019

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1. Introduction

1.1.1 In 2014, London Luton Airport were granted consent for a growth plan that allowed for expansion to 18 million passengers per annum at the airport. This consent was granted subject to a number of conditions. London Luton Airport intend to vary Condition 10 of this permission via a Section 73[1] application.

1.1.2 To support the planning application, an Environmental Impact Assessment has been undertaken to understand the potential environmental effects that the proposed variation to Condition 10 may have on the surrounding environment and community.

1.1.3 The Environmental Impact Assessment process identifies the key environmental effects of a development and identifies ways that these effects can be reduced and / or managed. An Environmental Impact Assessment is required by law for large developments that have the potential to cause significant environmental effects. The findings of this process are reported in a document called an Environmental Statement. The Environmental Statement will be in the public domain for anyone to view.

1.1.4 This Environmental Statement has been prepared in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017[2] (the '2017 EIA Regulations'). It presents the likely environmental effects of the proposed variation to Condition 10, to enable decision makers, statutory and non-statutory consultees and members of the public to understand the likely significant effects of the proposed variation to Condition 10 on the environment.

1.1.5 On the 29 May 2019, Wood received a formal response under Regulation 25 of the 2017 EIA regulations requesting further information(reference: 19/00428/EIA). The Environmental Statement, including this Non-Technical Summary, has been updated in response to this request.

1.1.6 This Non-Technical Summary sets out a brief summary of the findings reported in full in the Environmental Statement.

[1] An application made under the *Town and Country Planning Act 1990* to remove or vary a condition associated with an existing planning permission.

[2] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online]. Available at: http://www.legislation.gov.uk/uksi/2017/571/contents/made [Checked March 2019].

2. The Proposed Variation to Condition 10

Need for the proposed variation

2.1.1 The existing planning consent for London Luton Airport allows for expansion up to 18 million passengers per annum. Since this application was made, London Luton Airport has experienced unprecedented levels of growth in passenger numbers which are considerably above those predicted.

2.1.2 A combination of factors including the more rapid growth in aircraft movements, outpacing the deployment of next generation aircraft, noise reductions being less effective than anticipated for those aircraft that have been introduced and Air Traffic delays across Europe, has resulted in a breach of the summer night-time noise contour area limit for 2017, 2018 and those forecast for summer 2019. Additional contributing factors, as outlined by the airport were the result of the following:

"In 2017 the night noise contour only was exceeded, this was largely due to late arriving aircraft that were scheduled to arrive in the daytime period. When removing the late arriving aircraft from the night time contour assessment the limit was not exceeded. Over the next few years European Air Traffic delays are set to increase but to what extent is unknown at this time therefore we are seeking a slightly larger limit compared to the forecasts in order to allow for any occurrences, which could cause the limit to be exceeded, outside of the Airport's control."

2.1.3 It should be noted that LLA has not yet breached the daytime contour area set out in Condition 10, however, in 2018 the daytime noise contour area was recorded as 19.4 sq.km and hence, only just complied with Condition 10. In addition to the above, current forecast suggest that there may be a breach during the summer 2019 daytime contour.

2.1.4 As such, London Luton Airport seeks to temporarily vary Condition 10 of the permission to control day-time and night-time noise associated with the airport. This is driven by a desire to continue improving the airport's passenger experience and to achieve consented capacity. Doing nothing would result in continual breach of Condition 10 and subsequent enforcement action on London Luton Airport, having financial implications.

Proposed variation

2.1.5 The proposed Condition 10 variation seeks to temporarily increase the area enclosed by the contours for day-time and night-time noise. There are no material changes associated with the proposed variation to Condition 10 that would seek to change the external appearance, height, scale, mass or layout of elements associated with the consented scheme.

2.1.6 It is proposed that Condition 10 is amended as follows:

"The area enclosed by the 57 dB(A) Leq16hr (0700-2300) contour shall not exceed 23.4 sq km for daytime noise, and the area enclosed by the 48 dB(A) Leq8hr (2300-0700) contour shall not exceed 44.1 sq km for night time noise, when calculated by the Federal Aviation Authority Integrated Noise Model version 7.0d (or as may be updated and amended) for the period up to the end of 2024. Post 2024 the area enclosed by the by the 57 dB(A) Leq16hr (0700-2300) contour shall not exceed 19.4sq km for daytime noise, and the area enclosed by the 48dB(A) Leq8hr (2300-0700) contour *shall* not exceed 37.2 sq km for night time noise.

By 1 January 2020, a strategy shall be submitted to the LPA for their approval which defines the methods to be used by LLAOL or any *successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.2 sq km for the area exposed to 57dB(A) Leq16hr (0700-*

2300) and above and for night time *noise to 31.6 sq km for the area exposed to 48dB(A) Leq8hr (2300-0700) and above.*

Forecast aircraft movements and consequential noise contours (Day, Night and Quota Periods) for the forthcoming calendar year shall be reported on *the 1st December each year to the LPA, which shall utilise the standard 92-day summer contour.*

Reason: *To* safeguard *residential amenity. To accord with the objectives of the Luton Local Plan and the National Planning Policy Framework."*

2.1.7 The proposed variation to Condition 10 is temporary and will run from 2019 to 2024, a period of five years. By 2024, Condition 10 would revert to its current extents; the proposed variation to Condition 10 states that:

"Post 2024, the area enclosed by the by the 57 dB(A) Leq16hr (0700-2300) contour shall not exceed 19.4 sq km for daytime noise, and the area enclosed by the 48 dB(A) Leq8hr (2300-0700) contour shall not exceed 37.2 sq. km for night time noise."

3. The EIA Process

3.1.1 The 2017 EIA Regulations require certain types of development to undertake an Environmental Impact Assessment before planning permission can be granted. In the case of London Luton Airport, as the consented scheme was subject to Environmental Impact Assessment and this application seeks to vary a condition associated with this, it is considered to be Environmental Impact Assessment development and therefore needs to be accompanied by an Environmental Statement.

3.1.2 The Environmental Statement documents the findings of the Environmental Impact Assessment. A draft report covering the scope of this assessment, including the environmental topics to be assessed and the baseline information, was submitted to Luton Borough Council in November 2018. The applicant and Luton Borough Council agreed that the report did not constitute a formal request for a scoping opinion. Instead, the scope was discussed and agreed with Luton Borough Council at a meeting in November 2018.

3.1.3 The Environmental Statement brings together information about any likely significant environmental effects resulting from the proposed variation to Condition 10. It sets out the conclusions that have been reached regarding whether any additional significant effects or increases in significance to those identified within the consented scheme are likely. This Non-Technical Summary summarises its key findings. The topics addressed in the Environmental Statement are outlined in **Section 4.**

4. Environmental Effects

Effects scoped out of the assessment

4.1.1 Following discussions with Luton Borough Council, the following topics have been scoped out of further assessment as there is limited potential for significant effects as a result of the proposed variation to Condition 10:

- Air quality;
- Historic environment and archaeology;
- Biodiversity;
- Socio-economic;
- Ground conditions;
- Landscape and visual impact;
- Traffic and transport;
- Water;
- Major accidents and disasters;
- Climate change; and
- Material assets.

4.1.2 The following topics were considered likely to have significant environmental effects and as such, were taken forward for detailed assessment:

- Noise, as the proposed variation to Condition 10 relates to increased noise contours; and
- Human health, due to the health implications associated with increasing the noise contour area.

Noise

4.1.3 There will be no increase in overall passenger numbers permitted as part of this proposed variation, so this assessment only focuses on the airborne aircraft noise. Aircraft air noise also occurs when aircraft are on the runway, for start of take-off roll, after landing, when aircraft are rolling down the runway and when aircraft are using reverse thrust for braking.

4.1.4 The 2012 Environmental Impact Assessment was supported by modelling and for consistency the same model has been retained for use for the purposes of this assessment. The baseline for the 2012 Environmental Impact Assessment was representative of the level of aircraft noise for the year prior to the development (i.e. 2011). For this assessment, the same baseline has been used. However, it is noted that the population data utilised for the 2012 ES is now considered out of date and as such, the population and dwellings counts have been updated with more recent population data for 2018.

4.1.5 The aircraft noise assessment concluded that effects between Lowest Observed Adverse Effect Level[3] and Significant Observed Adverse Effect Level[4], resulting from the increase in the daytime

[3] Level above which adverse effects on health and quality of life can be detected.
[4] Level above which significant adverse effects on health and quality of life occur.

and night-time contour extents, are minor due to the change in noise because of the increase in contour area being equivalent to +1 decibels (dB).

4.1.6 It is considered that existing mitigation and enhanced mitigation as a result of this application are sufficient to meet the Government's policy aim to mitigate and minimise adverse impacts on health and quality of life as stated in the Noise Policy Statement for England. London Luton Airport already has a noise insulation scheme for eligible properties exposed to aircraft noise greater than the threshold and the provision of an updated noise insulation scheme will help avoid significant adverse effects on health and quality of life.

Human health

4.1.7 The baseline assessment of human health involved a desk-based study using publicly available government data sources, with statistics for key indicators of health being analysed. This baseline information was then used within the assessment of the health effects associated with changes to the level of noise.

4.1.8 The health of people in Luton is generally worse than the England average. Luton is one of the 20% most deprived districts / unitary authorities in England and about 19% (9,500) of children live in low income families. However, self-perceived health is better than the England average.

4.1.9 Strategic noise mapping using national calculation methods and using data supplied by local authorities to model the percentage of the population exposed to road, rail and air transport noise of 55 dB and 65 dB between 07:00-23:00 shows that Luton is lower than both the national average and the average of most neighbouring boroughs.

4.1.10 The health assessment focused solely on the health effects of the change in noise exposure. At the individual level, the change in noise exposure is likely to be imperceptible and not result in measurable health effects. At the population level, the health effects are a function of the larger size of the exposed population subject to lower magnitude changes in noise exposure. The health effects related to the change in noise exposure linked to the proposed variation to Condition 10 is likely to have an adverse health effect at the population level that is of slight-moderate significance. Measures to mitigate these effects for residents who are exposed to noise at or above 63 dB L_{Aeq} will be provided. Additional mitigation should be considered for those exposed to noise levels between 51 and 63 dB $L_{Aeq,16hr}$ and between 45 and 55 dB $L_{Aeq,8hr}$.

5. Summary of Likely Effects

5.1 Introduction

5.1.1 This chapter summarises the likely effects which are reported in full in each of the individual topic chapters described below.

5.1.2 Each of the environmental topics above have been the subject of an assessment carried and includes consideration of mitigation measures and reports on the likely significant effects following the implementation of such mitigation.

Overall summary of effects

5.1.3 A summary of the effects arising due to the proposed variation to Condition 10, as assessed within this ES, is provided in **Table 5.1**.

Table 5.1 Summary of effects

Receptor and summary of predicted effects	Significance	Summary rationale
Noise		
Human: Dwellings exposed to day time noise	Minor (negative)	An increase of 5,760 dwellings would be exposed to noise levels greater than LOAEL and 213 dwelling would be exposed to noise levels greater than the SOAEL. Based on the magnitude it is considered that a 1 dB increase represents a minor impact.
Human: Dwellings exposed to night time noise	Minor (negative)	An increase of 5,893 dwellings would be exposed to noise levels greater than LOAEL and 470 dwellings would be exposed to noise levels greater that the SOAEL. Based on the magnitude it is considered that a 1 dB increase represents a minor impact.
Non-residential receptors: exposure to day and night time noise levels	Minor (negative)	A +1 dB increase to non-residential noise sensitive receptors during daytime and night time.
Health		
Human: residents exposed to between 51 – 62 dB $LA_{eq,16hr}$ (day-time) and 45-54 dB $LA_{eq,8hr}$ (night-time).	Minor – Moderate (negative)	A 1 dB increase on an individual level however, given the high number of people affected and the larger aggregate population health effect.
Human: residents exposed to 63 dB $LA_{eq,16hr}$ (day-time) and 55 dB $LA_{eq,8hr}$ (night-time) or above.	Moderate (negative)	The change in noise exposure is above the SOAEL. Above these noise levels, there would be more disruptive effect of noise during sleep and consequent effects on work performance and learning.

Receptor and summary of predicted effects	Significance	Summary rationale
Human: workers and visitors exposed to between 51 – 62 dB $LA_{eq,16hr}$ (day-time) and 45-54 dB $LA_{eq,8hr}$ (night-time).	Neutral / Slight	Workers and visitors are affected for relatively short periods of time (usually 8 hours or less). They are likely to easily adapt to changing conditions and small increases in noise.
Human: workers and visitors exposed to 63 dB $LA_{eq,16hr}$ (day-time) and 55 dB $LA_{eq,8hr}$ (night-time) or above.	Slight	Workers and visitors are affected for relatively short periods of time (usually 8 hours or less).
Non-residential receptors: exposure to day and night time noise levels	Slight / Moderate	A +1 dB increase to non-residential noise sensitive receptors during daytime and night time. Schools in particular could experience a moderate impact when taking into account children's activities outdoors in school playgrounds and playing fields.

Source: Wood Environment & Infrastructure Solutions UK Limited, 2019

6. Further Information

6.1.1 The Environmental Statement has been submitted to Luton Borough Council who will make a decision on the application in consultation with various stakeholders. These will include government bodies, agencies and the general public.

6.1.2 Feedback from the consultees will be taken into consideration by Luton Borough Council as they make their decision on the planning application.

6.1.3 The Environmental Statement and application documents are available to view and download for free via the Luton Borough Council Planning Portal.