



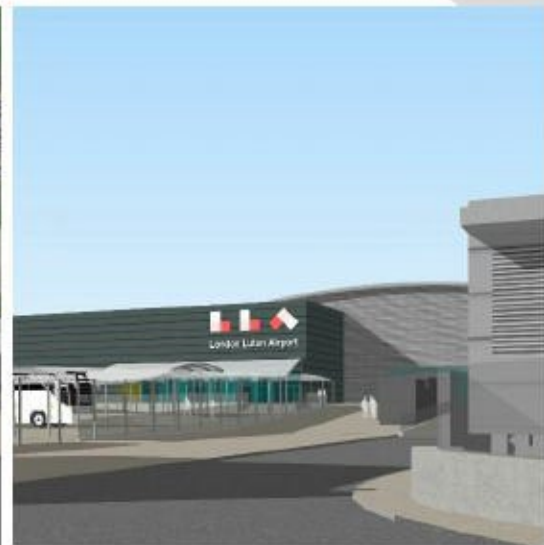
London Luton Airport

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London Luton Airport Operations Limited

Expansion to 19 million passengers per annum

Environmental Impact Assessment Screening Report



Report for

Alejo Pérez Monsalvo
CAPEX Director
London Luton Airport
Navigation House
Airport Way, Luton
Bedfordshire LU2 9LY

Main contributors

Poppy Prentice

Issued by



Katie Lidington

Approved by



Alistair Billington

Wood

Floor 23
25 Canada Square
Canary Wharf
London E14 5LB
United Kingdom
Tel +44 (0) 203 215 1610

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1. Introduction

1.1 Overview

This Screening report has been prepared on behalf of London Luton Airport Operations Limited (LLAOL) in support of a Section 73 application to vary Condition 8 (reference 15/00950/VARCON), granted permission in June 2014. It is proposed to vary the application to increase the capacity of London Luton Airport (LLA) from 18 million passengers per annum (mppa) to 19 mppa.

1.2 Purpose of this Report

- 1.2.1 The purpose of this report is to determine whether the Proposed Scheme would have any likely significant effects on the environment, and therefore whether there is a need to undertake an Environmental Impact Assessment (EIA).
- 1.2.2 Consideration of the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017* (hereafter referred to as the 'EIA Regulations') has indicated that the increase to 19 mppa may be considered a change or extension to a Schedule 1(7) development given the currently runway length and as such, fall within Schedule 2(13).
- 1.2.3 However, given that there are unlikely to be potential significant effects, Luton Borough Council's (LBC) opinion would be sought during the pre-application process with a view to screening out the need for EIA.
- 1.2.4 To fulfil this obligation, Wood Environment and Infrastructure Solutions UK Limited (hereafter referred to as 'Wood') has been commissioned to prepare a Screening Report, in support of a request for a formal EIA screening opinion from LBC under Regulation 6 of the EIA Regulations. The EIA screening opinion would determine whether the Proposed Scheme constitutes EIA development, as defined by Regulation 2 of the EIA Regulations, and would have likely significant environmental effects.
- 1.2.5 In accordance with Regulation 6(2) of the EIA Regulations, the following information is contained within this report:
- a plan sufficient to identify the land (**Appendix A, Figure 1**);
 - an Environmental Constraints Maps (**Appendix A, Figure 2**);
 - a description of the nature and purpose of the proposal, including a description of the physical characteristics (**Section 2**);
 - a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected (**Section 2**);
 - consideration of the likely significant effects on the environment arising from the Proposed Scheme (**Section 3**); and
 - a summary and conclusion as to whether the proposal should be subject to an EIA (**Section 4**).
- 1.2.6 All information has been collated from desk-based sources, accounting for the baseline conditions and the potential environmental effects of the Proposed Scheme.

1.3 Legal Obligations

- 1.3.1 In relation to the obligations on local planning authorities, the EIA Regulations state the following:
- '(6)(6) A relevant planning authority must adopt a screening opinion within—*
- (a) 3 weeks beginning with the date of receipt of a request made pursuant to paragraph (1); or*
 - (b) such longer period, not exceeding 90 days from the date on which the person making the request submits the information required under paragraph (2) or (3) as may be agreed in writing with the person making the request.'*
- 1.3.2 Accordingly, it is requested that LBC provide a Screening Opinion detailing their decision within three weeks of receiving this EIA Screening Report.

2. The Proposal

2.1 The Application Site and Surrounding Area

- 2.1.1 LLA is located approximately 45km north of London and the redline boundary is wholly within the local authority administrative area of LBC. Outside of the redline boundary, LLA owns land in Central Bedfordshire and North Hertfordshire. It is situated to the southeast of Luton, directly adjacent to the A1081 to the west, and Percival Way to the north. To the south and east, the airport is bounded by agricultural land. The southern boundary of LLA closely follows the boundary between Luton and the district of South Bedfordshire, while the easterly boundary follows the county boundaries between the counties of Hertfordshire and Bedfordshire.
- 2.1.2 LLA itself is approximately 245 ha and is predominantly level on a raised chalk plateau at the northern end of the Chiltern Hills; its highest point is approximately halfway along the runway. The local topography progresses to drop relatively steeply in proximity to the runway edges, with a gradient of 1:12.5 beyond the western extent and approximately 1:17 at the eastern extent. The general topography of the area to the south and east of Luton consists of a series of generally parallel ridges and valleys that run from northwest to southeast.
- 2.1.3 Elsewhere, the landscape is characterised by arable farmland and moderately sized villages or smaller clusters of residential properties. Arable farmland also contains pockets of priority habitat, namely deciduous woodland, ancient replanted woodland and semi-natural woodland located to the south and east of LLA. There are number of listed buildings, two registered parks and gardens and one scheduled monument within 2km of the airport. The nearest ecological designated site is Galley and Warden Hills Site of Special Scientific Interest (SSSI), 4.5km northwest of LLA.

2.2 Description of the Proposal

- 2.2.1 A previous planning permission (ref: 12/01400/FUL), granted in 2014, provided consent to allow the capacity of the airport to increase to 18 mppa. According to London Luton Airport Vision for Sustainable Growth 2020-2050¹, the latest forecasts for the airport show that the 18 mppa capacity is expected to be fully utilised by circa 2020.
- 2.2.2 LLAOL wishes to raise the passenger cap from 18 mppa to 19 mppa as soon as possible, to ensure that the number of passengers going through the airport can continue to grow over the next few years and is not restricted by the cap.
- 2.2.3 LLAOL anticipates that the growth to 19 mppa could be accommodated without any new on-airport infrastructure, including that which is already permitted and not yet built, and that which could be built under permitted development rights. The growth to 19 mppa would, therefore, not require any development.
- 2.2.4 Additionally, **Table 2.1** shows that the 'Peak Day' air transport movements (ATMs) would not increase from those currently required to accommodate the 2019 18 mppa scenario, to accommodate 19 mppa in 2020 through to 2028. This is because the additional passengers would be accommodated by higher levels of patronage on each individual aircraft.

¹ London Luton Airport Ltd, London Luton Airport Vision for Sustainable Growth 2020 – 2050. Access online [June 2019]: <https://www.llal.org.uk/Documents/vision2020-2050.pdf>

Table 2.1 Peak Day Air Transport Movements 2019 to 2028

Peak Day	2019 18 mppa ATMs	2020 19 mppa ATMs	2028 19 mppa ATMs
Daytime	426	426	426
Night-time	68	68	68
Daily total	494	494	494

2.2.5 However, **Table 2.2** shows that during the 92-day Peak Period, to accommodate 19 mppa would result in increase of 617 (1.75%) daytime ATMs over the 92-day period, with an increase in the daily total of 1,524 (3.8%) over the 92-day period. There would, however, be a corresponding reduction in ATMs outside of the 92-day peak.

2.2.6 As shown in Table 2.1, there is no change to the Peak Day.

Table 2.2 92-Day Peak Air Transport Movements 2019 to 2028

92-Day Peak	2019 18 mppa ATMs	2020 19 mppa ATMs	2028 19 mppa ATMs
Daytime	35,356	35,508	35,973
Night-time	4,631	4,614	5,538
92 Day Peak total	39,987	40,122	41,511

2.2.7 In terms of aircraft movements over the 92-day peak period, **Table 2.2** shows that ATMs would increase, but not at the same rate as passengers. It has been assumed that an increase of 1.5% in seats per aircraft, and an increase of 1% in seat occupancy, the ratio will be approximately 97.5% aircraft movement growth to passenger growth.

2.2.8 In addition to the above, there will be no major change in the direction of flights. This is due to the short haul point-to-point nature of the airport and as such, the majority of flights will remain in the "East-North-East" to "South-South-West" sectors.