



<b>Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) for the purposes of Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations)</b>	
<b>Project name:</b>	Proposed Expansion of London Luton Airport
<b>Address/Location:</b>	London Luton Airport, Luton, Bedfordshire LU2 9QT
<b>Planning Inspectorate Ref:</b>	TR020001
<b>Date(s) screening undertaken:</b>	First screening – 23 July 2019 following the Applicant’s request for a scoping opinion
<b>EEA States identified for notification:</b>	First screening: None identified

<b>FIRST TRANSBOUNDARY SCREENING</b>	
<b>Document(s) used for transboundary Screening:</b>	Future LuToN: Making best use of our runway - Environmental Impact Assessment Scoping Report ('the Scoping Report') March 2019
<b>Screening Criteria:</b>	<b>The Inspectorate’s Comments:</b>
<b>Characteristics of the Development</b>	<p>The Proposed Development involves the remodelling and expansion of the existing London Luton Airport to increase the capacity from the current consent limit of 18mppa to a future capacity of 32mppa by 2038. The increase in passenger capacity will require an increase in Air Transport Movements (ATMs) from around 135,500 per annum in 2017 to approximately 212,500 per annum by 2038. To facilitate this increase, additional infrastructure will be required, including the following:</p> <ul style="list-style-type: none"> <li>• the extension of the existing airfield to support additional aircraft stands;</li> <li>• the construction of a second terminal;</li> <li>• supporting aviation facilities; and</li> <li>• highway junction improvements in the area around the airport and on major access roads.</li> </ul> <p>The Scoping Report describes the Proposed Development in relation to three areas, as shown on Figure 2.1 to the Scoping Report. These are: the 'Main Application Site'; 'Off-site Car Parks'; and 'Off-site Highway Interventions'.</p> <p>The geographical extent of the Main Application Site is 360ha, of which approximately 170ha is previously undeveloped open</p>

	<p>space or agricultural land.</p> <p>New structures are proposed and will be predominantly located within the Luton Borough Council area. The Proposed Development will also require extensive earthworks to construct an airfield platform. The material required for the earthworks will be locally won from the excavation of land owned by the Applicant to the east of the existing London Luton Airport, extending into an area of North Hertfordshire. The Scoping Report states that the consumption of natural resources and waste production will be limited to typical construction requirements and will be locally sourced as far as practicable.</p> <p>The Applicant proposes best practice measures to reduce the risk of pollution, nuisance and accidents during construction, which are to be implemented through a Code of Construction Practice (CoCP).</p> <p>Detailed information on the phasing of the Proposed Development, including the construction programme, is not currently available. The Scoping Report provides some information at Section 3.6 with regards to the likely capacity and construction phasing.</p>
<p><b>Location of Development (including existing use) and Geographical area</b></p>	<p>The Proposed Development is an expansion of the existing London Luton Airport, and is located within the Counties of Bedfordshire and Hertfordshire in south-east England. The Scoping Report identifies that the Proposed Development lies within the administrative areas of Luton Borough Council, Central Bedfordshire Council and North Hertfordshire Borough Council.</p> <p>The existing use of the Main Application Site comprises existing airport infrastructure, arable agricultural land and open space (see Figures 2.1 and 2.2 to the Scoping Report). The open space within and adjacent to the Main Application Site includes Wigmore Valley Park. Part of this park also contains a closed historical landfill. The Proposed Development will be constructed over the closed landfill.</p> <p>Land to the north of the Main Application Site is predominantly residential, with mixed industrial and residential land located to the west. To the south and east the land is rural with arable fields.</p> <p>Two Off-site Car Park locations identified in the Scoping Report are located to the south west of the existing London Luton Airport, as shown on Figure 2.1 to the Scoping Report. The current use of these areas is as a trailer park and a disused area of hardstanding. They are located in a commercial area bordered by Parkway Road and the A1081 to the south, New Airport Way and the A1081 to the east, and Kimpton Road and industrial units to the north. The Midlands Mainline Railway passes between the two sites.</p> <p>The Off-site Highway Interventions will include several sites required for highway improvements; however, the exact location and nature of these interventions are yet to be</p>

	<p>confirmed. Anticipated locations are presented on Figure 2.1 of the Scoping Report.</p> <p>Other known airport related developments currently underway or under consideration by the local planning authority include: Project Curium; Luton Direct Air to Rail (DART); Reuse and placement of spoil from both DART and Project Curium under a separate planning consent; and the Enterprise Zone comprising Bartlett Square and New Century Park. Appendix D to the Scoping Report provides details of the list of schemes currently being considered as part of the cumulative effects assessment (see also Figures 21.2 and 21.3).</p> <p>The Scoping Report confirms that the Proposed Development is located at least 90km from the east coast of England and 180km from the nearest EEA state, stated to be France to the south east.</p> <p>The Scoping Report has not identified any areas that could be affected which are under the jurisdiction of another EEA State.</p>
<p><b>Environmental Importance</b></p>	<p>There are no European (Natura 2000) sites within 10km of the Main Application Site, and no European sites designated for bat species located within 30km. The closest European site is the Chiltern Beechwoods Special Area of Conservation (SAC), located approximately 13km to the south west.</p> <p>There are 14 statutory designated sites within 10km of the Main Application Site. Ten of these sites are nationally important Sites of Special Scientific Interest (SSSIs), some of which are also designated as National Nature Reserves (NNRs) or Local Nature Reserves (LNRs), and the remaining four sites are LNRs.</p> <p>There are 30 non-statutory designated sites within 2km of the Proposed Development. The Scoping Report confirms that the Wigmore Park County Wildlife Site (CWS) will be lost to the Proposed Development and will require replacement.</p> <p>The Scoping Report confirms that there are no World Heritage Sites or Registered Battlefields within 2km of the Proposed Development. There is one Scheduled Monument, 113 listed buildings, two Registered Parks and Gardens (RPGs) and five conservation areas within the proposed study area.</p> <p>Five listed buildings lie within or adjacent the boundary of the Main Application Site. The Someries Castle Scheduled Monument is located to the south of the Main Application Site, and the Grade II* Luton Hoo RPG is located to the south west. Luton Hoo RPG contains 11 listed buildings including the Grade I Luton Hoo house. The Chilterns Area of Outstanding Natural Beauty (AONB) is located to the north and west.</p> <p>There are three Air Quality Management Areas (AQMA) within Luton designated for exceedances of the nitrogen dioxide (NO<sub>2</sub>) annual mean standard. The Scoping Report identifies a further AQMA in Central Bedfordshire and two in North Hertfordshire within the proposed study area, which are also designated for exceedances of the NO<sub>2</sub> annual mean standard. Figure 6.1 of</p>

	<p>the Scoping Report presents the locations of the designated AQMAs.</p> <p>The Scoping Report identifies that there are no European sites, or designated sites within another EEA state, which are likely to be affected by the Proposed Development.</p>
<b>Potential impacts and Carrier</b>	<p>The Scoping Report identifies potential impact pathways to sensitive receptors within the Zone of Influence (ZoI) from the Proposed Development including: transport of contaminants by air (eg dust, vehicle emissions, construction activities), land and water; and disturbance to protected species and species of conservation concern (eg noise, vibration and emissions).</p> <p>The Scoping Report states that the maximum extent of the ZoI for the Proposed Development will be 15km from the Main Application Site. The Scoping Report does not identify any potential impacts or pathways likely to give rise to effects on another EEA State.</p> <p>The Inspectorate notes that the Scoping Report rules out the potential for specific GHG emissions impacts on individual EEA states. The Inspectorate accepts the reasoning presented in the Scoping Report that impacts from specific GHG emissions cannot be apportioned to individual EEA states and instead should be considered in terms of contribution to global GHG levels as part of the wider Environmental Impact Assessment process.</p>
<b>Extent</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Magnitude</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Probability</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Duration</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Frequency</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Reversibility</b>	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
<b>Cumulative impacts</b>	<p>The Applicant's cumulative impact assessment (CIA) has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.</p>

### **Transboundary screening undertaken by the Inspectorate on behalf of the SoS**

Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts) and taken into account the information currently supplied by the Applicant.

#### **Action:**

No further action required at this stage.

**Date: 23 July 2019**

**Note:** The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

#### **Note:**

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>