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London Luton Airport Expansion

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**8.01 Statement of Common Ground between London
Luton Airport Limited and Bedfordshire Police**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.01

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**London Luton Airport Expansion Development Consent
Order 202x**

**8.01 STATEMENT OF COMMON GROUND BETWEEN LONDON
LUTON AIRPORT LIMITED (TRADING AS LUTON RISING) AND
BEDFORDSHIRE POLICE**


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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) London Luton Airport Limited (trading as Luton Rising) and (2) Bedfordshire Police.

Signed on Behalf of LONDON LUTON AIRPORT LIMITED (TRADING AS LUTON RISING)

Signature: 

Name: Antony Aldridge

Position: Head of DCO Programme

Date: 11/09/2023

Signed on Behalf of BEDFORDSHIRE POLICE

Signature 

Name: Lorraine Chown

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Date: 27/07/2023

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1 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

- 1.1.1 This Statement of Common Ground (SoCG) relates to an application made by London Luton Airport Limited, trading as Luton Rising (“the Applicant”), to the Secretary of State for Transport under section 37 of the Planning Act 2008 (“the Act”).
- 1.1.2 The application is for an order granting development consent, known as a Development Consent Order (DCO). The draft DCO is referred to as the London Luton Airport (Expansion) Development Consent Order. The DCO, if granted, would authorise an increase of the permitted capacity of London Luton Airport (“the airport”) to 32 million passengers per annum (mppa) (“the Proposed Development”).
- 1.1.3 This SoCG has been prepared by the Applicant and Bedfordshire Police in respect of the Proposed Development. In particular, this SoCG focuses on:
- a. Bedfordshire Police’s facility requirements in Terminal 1 and Terminal 2.
 - b. The study area for the Major Accidents and Disasters (MA&D). assessments as reported on in the Environmental Statement submitted as part of the DCO application.
- 1.1.4 The purpose and possible content of SoCGs is set out in paragraphs 58-65 of the Department for Communities and Local Government’s guidance entitled “Planning Act 2008: examination of applications for development consent” (26 March 2015). Paragraph 58 of that guidance explains the basic function of SoCGs:
- “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence.”*
- 1.1.5 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

- 1.2.1 The Applicant is the owner of the airport and is a private limited company wholly owned by Luton Borough Council (LBC). The airport is managed and operated by London Luton Airport Operations Ltd through a Concession Agreement with the Applicant and LBC. This agreement lasts until 2032.

1.2.2 Bedfordshire Police operate in and around the airport and have police facilities housed within the airport buildings. They are a key stakeholder that has been consulted throughout the course of the development of the Proposed Development.

1.2.3 The Applicant and Bedfordshire Police are collectively referred to in this SoCG as 'the parties'. The parties have been, and continue to be, in direct communication in respect of the Proposed Development.

1.3 Proposed Development description

1.3.1 The Proposed Development builds on the current operational airport with the construction of a new passenger terminal and additional aircraft stands to the north east of the runway. This will take the overall passenger capacity from 18 mppa to 32 mppa¹. In addition to the above and to support the initial increase in demand, the existing infrastructure and supporting facilities will be improved in line with the incremental growth in capacity of the airport.

1.3.2 Key elements of the Proposed Development include:

- a. extension and remodelling of the existing passenger terminal (Terminal 1) to increase the capacity;
- b. new passenger terminal building and boarding piers (Terminal 2);
- c. earthworks to create an extension to the current airfield platform; the vast majority of materials for these earthworks would be generated on site;
- d. airside facilities including new taxiways and aprons, together with relocated engine run-up bay and fire training facility;
- e. landside facilities, including buildings which support the operational, energy and servicing needs of the airport;
- f. enhancement of the existing surface access network, including a new dual carriageway road accessed via a new junction on the existing New Airport Way (A1081) to the new passenger terminal along with the provision of forecourt and car parking facilities;
- g. extension of the Luton Direct Air to Rail Transit (Luton DART) with a station serving the new passenger terminal;

¹ On 1 December 2021, the local planning authority (Luton Borough Council) resolved to grant permission for the current airport operator (LLAOL) to grow the airport up to 19 mppa, from its previous permitted cap of 18 mppa. Since then, the application was called-in and referred to the Secretary of State for determination instead of being dealt with by the local planning authority. The inquiry to consider the called-in application opened on Tuesday 27 September 2022, and closed on Friday 18 November 2022. At the time of submission of the application for development consent the outcome of the inquiry was still unknown. Hence, all of the assessment work to date has been undertaken using a "baseline" of 18 mppa. Nonetheless, in anticipation of LLAOL's 19 mppa planning application, the Applicant's environmental assessments included sensitivity analysis of the implications of the permitted cap increasing. As a result, the Applicant believes that the environmental assessments are sufficiently representative of the likely significant effects of expansion, whether the baseline is 18 mppa or 19 mppa. Where the change of the baseline does affect an assessment topic, in most cases it means that the "core" assessments (using an 18 mppa baseline) report a marginally greater change than would be the case with a 19 mppa baseline. The findings of the assessment are presented in the Environmental Statement submitted with the application for development consent.

- h. landscape and ecological improvements, including the replacement of existing open space; and
- i. further infrastructure enhancements and initiatives to support the target of achieving zero emission ground operations by 2040², with interventions to support carbon neutrality being delivered sooner including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

² This is a Government target, for which the precise definition will be subject to further consultation following the *Jet Zero Strategy*, and which will require further mitigations beyond those secured under the DCO.

2 ENGAGEMENT WITH BEDFORDSHIRE POLICE

2.1 Summary of engagement

- 2.1.1 The pre-application statutory consultation carried out by the Applicant, and the way in which it has informed the DCO application, is set out in full in the **Consultation Report [AS-048]**.
- 2.1.2 The parties continue to be in direct communication in respect of the Proposed Development.
- 2.1.3 This SoCG between the parties is based on an extensive programme of consultation and ongoing engagement which are summarised in Table 2-1. This sets out the eight meetings and substantive correspondence that has taken place to date and indicates the topics discussed at each stage. Matters under discussion are set out in section 3.

Table 2-1: Engagement between the Applicant and Bedfordshire Police

Date	Form of correspondence	Details
21 May 2019	Meeting – In person	Introduction to the Proposed Development and introductory discussion on the approach to the assessment of major accidents and disasters within the environmental impact assessment (EIA).
3 July 2019	Meeting – In person	Design review of the Proposed Development, including a design review of measures relating to safety and security.
16 December 2019	Email/letter	Response submitted to the 2019 statutory consultation.
1 April 2020	Meeting – MS Teams	Meeting to review the comments made in Bedfordshire Police's response to the 2019 statutory consultation.
10 September 2021	Email	Parameters for Emergency Assembly Area.
15 October 2021	Meeting – MS Teams	Meeting to provide an update about the scheme and the statutory consultation, and discuss the MA&D methodology and preliminary assessment results.
24 November 2021	Meeting – MS Teams	Meeting to provide an update about the scheme and discuss the scheme changes and the terminal layout in particular.
17 August 2022	Meeting – MS Teams	Meeting to progress the discussions regarding the terminal layout and to discuss the production of a draft SoCG.

16 November 2022	Meeting - MS Teams	Meeting to discuss wording of SoCG, dog kennel requirements, additional storage and space within T2.
16 December 2022	Updated SoCG	Bedfordshire police added information to SoCG in relation to dog kennels, T2 and additional storage and confirmed that they were content with the remaining wording
29 March 2023	Email	PINS website link of full suite of application documents sent to Bedfordshire Police and draft SoCG for any further comments.
18 May 2023	Meeting – MS Teams	Meeting to discuss the matters in the SoCG, and the MA&D study area.
13 June 2023	Email	Email with request for Bedfordshire Police to provide their response to SoCG item relating to MA&D.
22 June 2023	Emails	Email from Bedfordshire Police asking if Section 3.1.1 of the SoCG will need updating to reflect a change in their requirements. Response by the Applicant requesting this update.
29 June 2023	Email	Bedfordshire Police provided updated SoCG to reflect the changed plans regarding the re-location of the police facility.

3 MATTERS AGREED, ONGOING, OR NOT AGREED

Table 3-1: Summary of matters

SOCG ID	Matter	Bedfordshire Police position	The Applicant position	Source of agreement	Agreed / Ongoing / Not agreed
3.1	Facilities				
3.1.1	Police facility location	<p>Bedfordshire Police have agreed with the airport operator that Building 90, which is adjacent to the current policing facility (with access from Percival Way), will be upgraded to meet the current and future policing accommodation needs required as a result of the proposed airport growth. Full specification for the works has been agreed with completion and occupation by Bedfordshire Police expected by the end of 2023.</p> <p>The existing kennel facilities will be within the Building 90 demise.</p>	The Applicant notes that Bedfordshire Police and the airport operator have agreed a new, upgraded location for the police presence on the airport site. As a result, the policing facility applied for within the Proposed Development is no longer required.	Bedfordshire Police's update to SoCG on 29 June 2023	Agreed
3.1.2	Terminal 1	Facilities within Terminal 1 to remain.	Terminal 1 police facilities are to be retained.	Microsoft Teams Meeting with Bedfordshire Police on 17 August 2022	Agreed
3.1.3	Terminal 2	Facilities required within Terminal 2 includes office accommodation of approximately 30sqm	The Applicant confirms that the facility requirements	Microsoft Teams	Agreed

SOCG ID	Matter	Bedfordshire Police position	The Applicant position	Source of agreement	Agreed / Ongoing / Not agreed
		to replicate that in T1, and an examination suite in close proximity to the arrivals hall of up to 80sqm.	listed by Bedfordshire Police for Terminal 2 can be accommodated within the back of house areas indicated on indicative drawings within 4.09 General Arrangement Drawings Part 1 of 3 [AS-018]	Meetings on 17 August 2022 and Bedfordshire Police's updates to SoCG on 16 December 2022	
<h3>3.2 Major Accidents and Disasters</h3>					
3.2.1	Study area	The study area for Major Accidents and Disasters, is agreed by Bedfordshire Police as being sufficient to encompass the likely significant effects of the Proposed Development from the perspective of major accidents and disasters.	The Applicant welcomes Bedfordshire Police's confirmation that the study area is agreed. The study area is described within Section 15.3 and shown on Figure 15.1 of Chapter 15, Major Accidents and Disasters of the ES [APP-041] . The study area for each Major Accidents and Disasters hazard is further detailed in the ERR (Appendix 15.1 of the ES [APP-109]).	Email from Bedfordshire Police on 29 June 2023	Agreed