



Responses to Any Further Information at Deadline 8

Application by Luton Rising to extend London
Luton Airport

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1 Introduction

- 1.1 This report provides the response of Luton Borough Council (LBC) as local planning authority (LPA) to various documents that were submitted by the Applicant at Deadline 8.
- 1.2 At Deadline 8 (23 January) some 44 documents were provided by the Applicant. The five Host Authorities (HAs) have jointly commissioned consultants in respect of noise (Suono), forecasting (CSACL) and draft DCO/legal (Pinsent Masons). Two separate reports have been submitted on behalf of the five Host Authorities, namely:
- CSACL’s Brief Review of the ‘Applicant’s Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts’ [REP8-037]; and
 - Pinsent Masons document, ‘Host Authorities’ Response at Deadline 9 to DCO Matters’ (which includes comments on the Applicant’s Deadline 8 submissions pertaining to the draft DCO, notably REP-004, REP8-005, REP8-036 and REP8-042).

2 REP8-008 Deadline 8 Submission - 4.12 Airport Boundary Plans

Reference	Subject	Comment
Drawing no. LLADCO-3C-ACM-AIR-WHS-DR-CE-002	Airport Boundary Plan (Expanded)	The submission of this additional plan is welcomed and should clarify the position in relation to operational boundary of the 32mppa airport.

3 REP8-010 Deadline 8 Submission - 5.01 Environmental Statement Chapter 18 Traffic and Transportation

Reference	Subject	Comment
Table 18.9	East Luton Highway Improvements	The removal of Frank Lester Way from the table and its delivery with the Airport Access Road is noted (as explained in the Applicant’s covering letter [REP8-001]. This is welcomed.

4 REP8-016 Deadline 8 Submission - 5.02 Environmental Statement Appendix 10.6 Cultural Heritage Management Plan

Reference	Subject	Comment
CHMP	Various alterations	LBC's archaeological advisor has confirmed that the CHMP submitted at Deadline 8 contains all the revisions that had previously been requested. The CHMP is acceptable to LBC.

5 REP8-021 Deadline 8 Submission - 7.05 Employment and Training Strategy

Reference	Subject	Comment
LBC reviewed the Deadline 7 version of the Applicant's ETS [REP7-017] and commented in our response at Deadline 8 [REP8-058].		
Appendix A	Local Procurement Protocol	The additional text setting out the local procurement protocol for both the construction phase and operational phase of the development is welcomed and reflects requirements associated with the P19 permission and comments from LBC.

6 REP8-023 Deadline 8 Submission - 7.09 Design Principles

Reference	Subject	Comment
Section 1.2	Independent Design Review Process	LBC welcomes the inclusion of the additional elements of the Proposed Development that are to be subject to independent design review
Section 1.3	Programme of Works	The provision of the initial programme of works covering a five year period is welcomed, together with the updating of that programme every five years.
Table 4.5 T.64	DART Terminal 2 Station	The additional wording reflects comments that were made by LBC to the Applicant (and included in our Deadline 8 submission [REP8-058]).
Appendix A	Terms of Reference	LBC is content with the proposed Terms of Reference, but has suggested some small changes to simplify the text.

7 REP8-029 Deadline 8 Submission - 8.118 Applicant's Response to Issue Specific Hearing 4, Action 7 - Updates on Road Safety Audits

Reference	Subject	Comment
Para 1.10	Audited junctions within LBC	The thirteen junctions identified were those that were audited and the response in Appendix D reflects the agreed position between the Applicant and the local highway authority.

8 REP8-033 Deadline 8 Submission - 8.122 Bus and Coach Study

Reference	Subject	Comment
Section 5	Next Steps	LBC welcomes this commitment to future coach and bus studies to identify services that may be supported in future Travel Plans.

9 REP8-035 Deadline 8 Submission - 8.142 Applicant's Response to Issue Specific Hearing 8 Action 22 - Proposed Odour Reporting Process

Reference	Subject	Comment
Para 3.1.1 and 3.1.3	Proposed Odour Reporting Process	At Deadline 8, LBC commented in our REP8-058 on I.D.1 in Table 1.3 of the Applicant's REP7-068 submission, noting that the odour reporting process had been agreed with the Applicant. The amendment to this document reflects what was agreed with LBC's environmental health officer.

10 REP8-037 Deadline 8 Submission - 8.174 Applicant's Response to Written Questions NE.2.1 and NE.2.2 - Demand Forecasts

Reference	Subject	Comment
General	Gatwick Airport Passenger Handling Capacity	The Applicant has used a fixed figure of 50 mppa, while the Host Authorities advocate a gently rising capacity over time, with in the

		<p>CSACL report of September 2023 [REP2-057] and illustrative figure in 2050 of 60.4 mppa being presented. Gatwick Airport has more recently published a figure of 67 mppa in 2048.</p> <p>The Applicant dismisses the use of a capacity for Gatwick of 67mppa on the basis that it is not the figure used by the DfT. This is not correct. The DfT figure used by York dates from a 2017 document, with the DfT's position now (and since at least 2022) being that growth in passengers per ATM means that there is no fixed capacity at Gatwick (or Heathrow). The figure of 67 mppa identified by the Host Authorities is that determined by Gatwick's own management team. A fuller more detailed response is provided in the separate CSACL Review of the "Applicant's Response to Written Questions NE.2.1 and NE.2.2 - Demand Forecasts" [REP8-037].</p>
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11 REP8-038 Deadline 8 Submission - 8.175 Applicant's Response to Deadline 7 Submissions

Reference	Subject	Comment
Table 2.1 I.D.2	Odour Reporting	Addressed above in Table 9.
Table 2.1 I.D.3	QA/QC Procedure	The response is noted.
Table 2.6 I.D.1	Gatwick's Passenger Capacity	This is addressed in CSACL separate report: "Brief Review of the 'Applicant's Response to Written Questions NE.2.1 and NE.2.2 – Demand Forecasts' [REP8-037]."
Table 2.8 I.D.1	Article 44	LBC commented on this in the joint submission with the other Host Authorities at Deadline 8 [REP8-052].
Table 2.8 I.D.2	Article 45(1)	LBC commented on this in the joint submission with the other Host Authorities at Deadline 8 [REP8-052].
Table 2.8 I.D.3	Article 45(2)-(5)	<p>LBC commented on this in the joint submission with the other Host Authorities at Deadline 8 [REP8-052].</p> <p>Further comments are included in the separate report produced by Pinsent</p>

		Masons: "Host Authorities' Response at Deadline 9 to DCO Matters."
Table 2.8 I.D.8	Schedule 2 Part 5	LBC commented on this in the joint submission with the other Host Authorities at Deadline 8 [REP8-052].
Table 2.11 I.D.2	GCG.2.10 ANPR Data	The Applicant's response is noted.
Table 2.11 I.D.7	Air Quality Monitoring	The Applicant's response to the use of a reference equivalent monitor is noted.
Table 2.11 I.D.7	Requirements 18-25 Financial Sanctions	LBC commented on this in the response to the ExA's Rule 17 letter at Deadline 8 [REP8-057].
Table 2.11 I.D.9	Historic Breaches of Noise Contours	The Applicant's response is noted.
Table 2.11 I.D.10	Slot Allocations and Local Rules	The Applicant's response is noted.
Table 2.14 I.D.7 and I.D.18 (duplicate in Table 2.18 I.D.9)	Noise Contours and Sharing the Benefit	The Applicant's response is noted with a wider definition of 'sharing the benefits' being utilised, applied to economic benefits and not just the benefits of noise reduction through advances in technology to be shared with local communities. The joint Host Authorities have indicated that they do not agree with the Applicant's interpretation of aviation noise policy, for instance at ISH3 and in the subsequent Post-hearing Submission [REP3-094].
Table 2.14 I.D.8	Corrections and Dispensations	The alteration to refer to the correct sections in the Air Noise Management Plan is noted, together with the revisions to the dispensation criteria to match the DfT guidance.
Table 2.14 I.D.9 and I.D.14	Noise Violation Limits	The Applicant's response is noted.
Table 2.14 I.D.10 and I.D.15	ATM Cap	LBC commented upon this in our Deadline 8 submission, responding to documents submitted at Deadline 7 [REP8-058]. LBC agree with the ExA that the annual aircraft movements cap is required and should not be more than 209,410 movements.
Table 2.14 I.D.11 and I.D.13	Quota Count Limits	LBC commented on this in the response to the ExA's Rule 17 letter at Deadline 8 [REP8-057]. LBC considers that the morning shoulder period aircraft movements cap is required and should not be more than 8,829 movements.
Table 2.14 I.D.16 and I.D.19	Faster Growth Case	The Applicant's response is noted.

Table 2.14 I.D.17	Noise Limit Review	The Applicant's response is noted.
Table 2.15 I.D.9	S106	Good progress has been made on the S106 Agreement, with the Applicant due to submit the latest version at Deadline 9. It is anticipated that a signed version will be submitted by the end of the examination.
Table 2.16 I.D.	Gas Mitigation	LBC confirmed in Table 15 of its Deadline 8 submission [REP8-58] that it was satisfied with the Applicant's Gas Mitigation Measures Technical Note [REP7-071].
Table 2.19 I.D.3	ExQ2 WE.2.2 Surface Water Drainage and P19	The amendments to Article 44 to address on-going P19 conditions were welcomed in our response in Table 2 commenting on Deadline 7 submissions [REP8-058].