



Responses to Any Further Information at Deadline 10

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 10.
- 1.2 The Applicant submitted 47 documents and LBC has responded where appropriate. A separate document, prepared by Pinsent Masons in relation to DCO matters, is being submitted on behalf of the five Host Authorities (HAs).

2 REP10-010 Deadline 10 Submission - 5.01 Environmental Statement Chapter 13 Health and Community

Reference	Subject	Comment
13.9.10	Areas of deprivation	The addition to this paragraph is noted. This reflects LBC's comments on the local area set out in Sections 4.2 and 4.11 of the Local Impact Report [REP1A-004].

3 REP10-012 Deadline 10 Submission - 5.01 Environmental Statement Chapter 21 In-combination and Cumulative Effects

Reference	Subject	Comment
Table 21.10	Assessment of cumulative effects	The update to include an assessment of the cumulative effects, taking into account the Wandon End Solar proposal, is considered to be comprehensive. LBC does not disagree with the assessment conclusions.

4 REP10-022 Deadline 10 Submission - 5.02 Environmental Statement Appendix 18.3 Outline Construction Traffic Management Plan

Reference	Subject	Comment
4.2.9	Routeing of construction traffic	The addition of the proposal for the lead contractor to develop and implement an HGV management system to track vehicles to ensure that sensitive areas are protected is welcomed by LBC

5 REP10-024 Deadline 10 Submission - 5.09 Mitigation Route Map

Reference	Subject	Comment
Various	Updates to text	The additions within this document to reflect the changes that have occurred during the course of the Examination are welcomed by LBC and will assist with transparency and monitoring should the DCO be consented.

6 REP10-026 Deadline 10 Submission - 7.08 Green Controlled Growth Framework

Reference	Subject	Comment
2,3,2	Review of GCG process	The commitment to incorporation of new and best practice in monitoring techniques has responded to comments from the HAs and is welcomed.

7 REP10-28 Deadline 10 Submission - 7.08 Green Controlled Growth Framework Appendix A - ESG Terms of Reference

Reference	Subject	Comment
A2.1.15	Alternative competent officer	The amendment response to a comment made by LBC to the applicant and flagged in our Deadline 10 [REP10-059] on the previous iteration of the GCG Appendix [REP9-021]. This removes an inconsistency and also removes one of the items that was previously highlighted as not agreed in our SoCG.

8 REP10-030 Deadline 10 Submission - 7.10 Compensation Policies, Measures and Community First

Reference	Subject	Comment
6.1.37	Initial roll-out plan	This amendment clarifies the Applicant's position and provides for the roll-out of the noise insulation programme to those identified as being most affected, as such it is welcomed.

9 REP10-037 Deadline 10 Submission - 8.97 Outline Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA)

Reference	Subject	Comment
1.2.2	Approval process and requirement 30	The amendment reflects suggestions made in the ExA's commentary on the draft DCO.
1.2.4 and 4.1.2	Deletion of the RIF and residual impacts within the STF	This alteration reflects comments received from the HAs and is welcomed.
1.3.3 and 4.2.3	Mitigation Type 2 interventions	Again this reflects the discussions that took place with the HAs and concerns in relation to the RIF being capped at £1M.
2.1.4	Establishing the ATF steering group	LBC would welcome the establishment of the ATF steering group at the earliest possible occasion.

10 REP10-40 Deadline 10 Submission - 8.119 Sustainable Transport Fund

Reference	Subject	Comment
1.3.4	Requirement 32 and the STF	Securing the STF through the requirements is accepted following concerns that the S106 Agreement might not be completed in time, since it is important that the STF is secured in order to promote a mode shift to more sustainable forms of transport.
2.3	Fund size	The removal of the cap and the mechanism for an increase in levy charges reflect the discussions between the HAs and the Applicant.
2.3.11 and 2.3.12	Enabling early investment	The £1M pump priming reflects the discussions between the HAs and the Applicant.
2.3.13 and 2.3.14 and 2.4.1 and 2.4.2	Redistribution of the fund and Fund scope and use	The primary purpose of the fund is accepted, and the flexibility – subject to a cap of 25% and the ATF Steering Group's discretion – has been discussed with the HAs. The outline terms of reference for the ATF steering group [REP8-043] will need to be developed to ensure that the sustainable travel plan interventions take priority as is set out 2.4.