



## Meeting note

<b>File reference</b>	TR020001
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	19 November 2020
<b>Meeting with</b>	London Luton Airport Limited
<b>Venue</b>	Virtual meeting
<b>Meeting objectives</b>	To discuss in more detail the Applicant's approach to its plans structure, Green Managed Growth strategy and latest survey work
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given:

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

### Plans structure

The Applicant outlined its intended approach to presenting the plans and drawings that would be submitted with its application. The Land Plans would comprise 10 sheets that cover the site, whilst the Works Plans and Parameter Plans would be broken down into the six 'zones' established in the Applicant's Statutory Consultation materials. General Arrangement Drawings (GAD) would be presented in 'books' for each of the six zones. Phasing Plans would also be provided to articulate the development of the scheme across three discrete phases.

The Applicant explained that in order to assist readability, some plans and drawings accompanying the application under Regulation 5(2)(o) of the Applications Regulations<sup>1</sup> would be provided at larger scales to the scale prescribed for plans required under other clauses in Regulation 5(2). The Inspectorate confirmed that the approach was logical but encouraged the Applicant to include justification within its application to explain why the prescribed scale did not apply to plans and drawings provided under Regulation 5(2)(o). The Inspectorate queried whether the GAD would be secured within the draft Development Consent Order (dDCO). The Applicant explained the GAD would be for indicative purposes only, and it was not intended that they would be secured or certified within the dDCO.

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<sup>1</sup> The Infrastructure Planning (Applications: Prescribed Form and Procedures) Regulations 2009

The Applicant explained that the Parameter Plans would express the parameters that its Environmental Impact Assessment (EIA) had been based on. The Inspectorate emphasised that flexibility should only be built in where absolutely necessary and that the Applicant's EIA should be based on a realistic 'worst case scenario' (WCS) approach throughout the application to ensure a holistic overview of what had been assessed was presented in the application.

The Applicant explained that indicative drawings would be provided to set out elevations and floors plans for key buildings. The Inspectorate advised that the WCS parameters for buildings should be scaled down to the minimum where possible. The Applicant concluded that it was confident that the parameters it had applied were not excessive.

The Inspectorate requested for a well-developed and full suite of Works Plans and Lands Plans to be provided with any dDCO submitted to the Inspectorate for feedback through its Draft Documents service.

### **Green Managed Growth**

The Applicant outlined its proposed 'Green Managed Growth' (GMG) strategy which would act as the overarching framework for monitoring, control and mitigation for the lifetime of its expansion programme. The Applicant explained that the framework was broken down into four core areas: air quality; carbon; noise; and surface access and outlined the key impacts for each.

The Applicant outlined its programme of stakeholder engagement specifically regarding its GMG strategy. The Applicant noted recent engagement with the host local authorities, technical consultees and airport operators and emphasised the engagement channels were separate to ongoing consultation on the scheme as a whole.

The Applicant explained that it was currently considering the composition and functions of a Statutory Enforcement Group (SEG) which would monitor effects and react if/ when breach limits were being approached. The Applicant's intention was for the SEG to have appropriate technical groups represented to provide necessary technical expertise.

The Inspectorate requested clarification about whether there would be associated timeframes involved in terms of monitoring and enforcement. The Applicant explained that it envisaged a process of regularly reviewing performance of limits and at the point of any tranche of planned growth, aiming to avoid potential exceedance.

The Applicant acknowledged that it was preparing a document setting out its proposed GMG approach, which would form part of the consultation material for a planned supplementary consultation exercise between February and April 2021.

The Inspectorate enquired whether the Applicant intended to provide a draft of the GMG material that would form part of its application to the Inspectorate at the Draft Documents stage. This would help the Inspectorate to fully understand the Applicant's proposals before the application is formally submitted. The Applicant agreed to considering supplementing its suite of Draft Documents with its draft application document(s) dealing with GMG.

## **EIA and survey update**

The Applicant explained that it was approaching a 'design chill' phase during which it would appraise its accrued survey data, review proposed mitigation and decide whether additional mitigation was necessary. The Applicant confirmed that it was expecting updated traffic data gathered in the period December 2020 to January 2021 and would update its Preliminary Environmental Information to reflect that, in preparation for its supplementary consultation exercise between February and April 2021.

The Applicant provided an overview of recent EIA survey work which included updates on bats, great crested newt, badgers, air quality, UK Habitats and archaeology. Ongoing engagement with Natural England in relation to relevant surveys was confirmed, in addition to engagement about a required licence for further investigation of four potential bat roosts.

The Applicant explained that since the Red Line Boundary (RLB) had been amended, new areas of land had been subject to environmental survey work. The Applicant provided an overview of some of its findings, which included low potential for bats. Although part of the site now extends into a District Wildlife Site (DWS), it is considered to be low value. Phase 1 and UK Habitat surveys had been completed and three receptors had been identified as part of its Landscape and Visual Impact Assessment (LVIA). The Applicant had agreed with its LVIA working group to add five new viewpoints to its assessment.

The Inspectorate queried whether the new areas of land affected by the changes to the RLB warranted further investigation in relation to drainage matters. The Applicant explained that its drainage design has been reviewed and it was satisfied that no further was required.

## **Next steps**

The Applicant re-confirmed that a six-week non-statutory supplementary consultation exercise is planned between late-February and early-April 2021.

The Applicant would look to submit Draft Documents to the Inspectorate for review starting late-February 2021. The Applicant intended to provide Draft Documents to the Inspectorate in tranches. The Inspectorate encouraged the Applicant to confirm its proposed programme for submitting Draft Documents as soon as possible.

The Applicant confirmed that it expected the application to be submitted in July/August 2021.

It was agreed the next project update meeting would be scheduled for early January 2021.