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Our airport.  
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Our planet.



Statutory Consultation 2022

# **Preliminary Environmental Information Report**

Volume 2: Main Report



Statutory Consultation 2022

# **Preliminary Environmental Information Report**

Volume 2: Main Report  
**Chapter 1: Introduction**



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# 1 INTRODUCTION

## 1.1 Purpose of this document

- 1.1.1 This document is a Preliminary Environmental Information Report (PEIR), prepared in pursuant to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref. 1.1). This document forms part of the suite of information documents prepared to enable an informed response to consultation for the proposed expansion of London Luton Airport (the airport) from 18 million passengers per annum (mppa) to 32 mppa, (hereby referred to as 'the Proposed Development') by Luton Rising (a trading name of London Luton Airport Limited ('the Applicant')).
- 1.1.2 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 of the Planning Act 2008 (as amended) (Ref. 1.2) and therefore requires the submission of an application for a Development Consent Order (DCO) under Section 14 of the Planning Act 2008.
- 1.1.3 This document presents a description of the Proposed Development, the alternatives considered, the identified likely significant environmental effects and measures to avoid or reduce such effects, based on information available at the time of writing. Whilst the primary focus of this document is on significant environmental effects, the preliminary assessment reviews a wider range of impacts and potential effects which are also described. The project design will continue to evolve and reflect the outcomes of the consultation and the process of information gathering as the assessment progresses until the application for development consent is submitted. The information provided within this document is therefore preliminary and may be subject to change as the assessment continues.
- 1.1.4 The location of the Proposed Development, shown in **Figure 1.1** in Volume 4 of this PEIR, is in the Luton Borough, bordering North Hertfordshire and Central Bedfordshire in the south east of the United Kingdom (UK).

## 1.2 The Applicant

- 1.2.1 The ownership and operation of the airport is different to many other airports. Luton Rising owns the airport and is the Applicant for the application for development consent for the Proposed Development under the Planning Act 2008.
- 1.2.2 Luton Rising is wholly owned by Luton Borough Council (LBC) (100% shareholder), which means that the airport is effectively in public ownership.
- 1.2.3 In 1998, the Applicant and LBC entered into a Concession Agreement with London Luton Airport Operations Limited (LLAOL) for the management, operation and development of the airport. This agreement, which lasts until 2031, means that LLAOL has complete responsibility for, and control over, the day-to-day running of the existing airport.
- 1.2.4 LBC and LLAOL are both key stakeholders to the Proposed Development and have been consulted extensively as part of the application process.



## 1.3 Luton expansion project background

1.3.1 In December 2017, the Applicant published its ‘*Vision for Sustainable Growth 2020-2050*’ (Ref. 1.3). The Vision outlines the Applicant’s intention:

*“to make best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our wider commitment to responsible and sustainable development.”*

1.3.2 In 2018 the Applicant consulted on early options development and identified the preferred option to achieve the objectives of the Proposed Development. A Preliminary Environmental Information Report was prepared for the Proposed Development and published in October 2019 (‘the 2019 PEIR’) to support the 2019 Statutory Consultation. The 2019 PEIR is available at: <https://lutonrising.org.uk/>.

1.3.3 In early 2020, London Luton airport was the fifth largest airport in the UK, providing for almost 18 mppa prior to the 2020/2021 Covid-19 global pandemic (Ref. 1.4). In 2017, it sustained around 27,000 jobs across the UK, strongly supporting the sub-regional economy, and contributed approximately £1.8 billion to the UK economy. In 2018/19, the airport contributed more than £8 million in community investment funding. Passenger growth trends to 2019 showed the airport to be one of the fastest growing airports in the UK.

1.3.4 The impacts of the 2020/2021 Covid-19 global pandemic, and reduction in international aviation have been felt by all UK airports. These unforeseen circumstances led the Applicant to reevaluate the trajectory of future growth at the airport and review the Proposed Development. Despite the pandemic, the Applicant has identified a continued opportunity to further expand the offering at the airport to continue meeting the long term demand for air travel in the south east of England, in turn helping the Government to meet its ambitions to increase freight and passenger movement capacity (Ref. 1.5).

1.3.5 During this review period the Applicant has amended the Proposed Development in response to prevailing conditions and confirmed their intent to submit an application for development consent for the expansion of the airport; therefore, this PEIR has been prepared to support further statutory consultation in compliance with the Planning Act 2008.

## 1.4 Overview of the Proposed Development

1.4.1 The Proposed Development will comprise the following main elements:

- 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, material 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;
- h. landscape and ecological improvements, including the replacement of existing open space; and
- i. further infrastructure enhancements and initiatives to support our goal of a net zero airport operation by 2040, 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.

1.4.2 A detailed description of the Proposed Development is provided in **Chapter 4** of this PEIR.

## **1.5 The legal framework for the Environmental Impact Assessment Nationally Significant Infrastructure Project**

1.5.1 The Proposed Development is defined as an NSIP under Section 23 of the Planning Act 2008. The Applicant proposes to apply for a DCO to the Inspectorate as:

- a. under Section 23(1)(b) the Proposed Development involves the alteration of an airport in England, the effect of which to increase by more than 10 million per year the number of passengers for whom the airport is capable of providing air passenger transport services. For the purposes of Section 23(6), 'alteration' is satisfied in this case because the Proposed Development includes (amongst other things) the construction of a new terminal building; and
- b. under Section 23(1)(c) the Proposed Development involves an increase in the permitted use of an airport in England of more than 10 million per year in the number of passengers for whom the airport is currently permitted to provide air passenger transport services. "Permitted" means permitted by planning permission or development consent (Section 23(7)).

### **The need for an Environmental Impact Assessment (EIA)**

1.5.2 An Environmental Impact Assessment (EIA) is a systematic process that examines the likely significant effects on the environment resulting from the future construction and operation of a proposed development. The findings of an EIA are presented in an Environmental Statement (ES) which can then be

used to inform decision makers and the public about the possible environmental implications of a development and help the decision maker (in the case of a DCO, the Secretary of State (SoS)) determines the application. This is a process prescribed by the European Community Directive 2011/92/EU as amended by Directive 2014/52/EU (Ref. 1.6) (EIA Directive) on the assessment of the effects of public and private projects on the environment, which requires the EIA to determine 'likely significant environmental effects' caused by a development.

- 1.5.3 The requirements of the EIA Directive are transposed into the UK legislation by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI.572) (the "EIA Regulations"). The EIA Regulations require that an EIA is always undertaken for certain projects, which are defined under Schedule 1. Projects which do not fall within Schedule 1 can also require an EIA if they fall within development descriptions in Schedule 2 to the EIA Regulations, and are considered likely to give rise to significant effects on the environment due to its nature, size or location (with due regard to the selection criteria set out within Schedule 3 to the EIA Regulations).
- 1.5.4 The Proposed Development falls within the development description of both paragraphs 10(e) and 13(1) of Schedule 2<sup>1</sup> of the EIA Regulations due to the Proposed Development requiring construction and change/extension of an existing airfield, and the potential to give rise to significant environmental effects. Other infrastructure elements which form part of the Proposed Development would likely constitute as requiring an EIA individually under Schedule 2, for example the construction of the new road providing access to the east of the airport (previously referred to as the Century Park Access Road) falls within the description of paragraph 10(f) "*construction of roads*", the fuel farm within paragraph 3(e) "*surface storage of fossil fuels*".
- 1.5.5 Therefore, the Applicant will undertake a single EIA for the Proposed Development in accordance with the EIA Regulations to inform the application for development consent, to identify and, where possible, mitigate potential significant environmental effects.

### ***Brexit***

- 1.5.6 It is important to note that the Proposed Development is required to abide by the existing legislation in place at the time of notification of the intention to undertake and scoping of the EIA. Therefore, despite leaving the European Union on 1 January 2021, European legislation transcribed into national legislation – namely the EIA Directive described above – continues to apply to the assessment of the Proposed Development at the airport and is required as evidence for the application for development consent.

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<sup>1</sup> EIA Regulations 2017, Schedule 2 paragraph 10(e) construction of airfields and 13(1) any change to or extension of development of a description listed in Schedule 1 to these Regulations (other than a change or extension falling within paragraph 21 of that Schedule) or in paragraphs 1 to 12 of this Schedule, where that development is already authorised, executed or in the process of being executed, and the change or extension may have significant adverse effects on the environment.

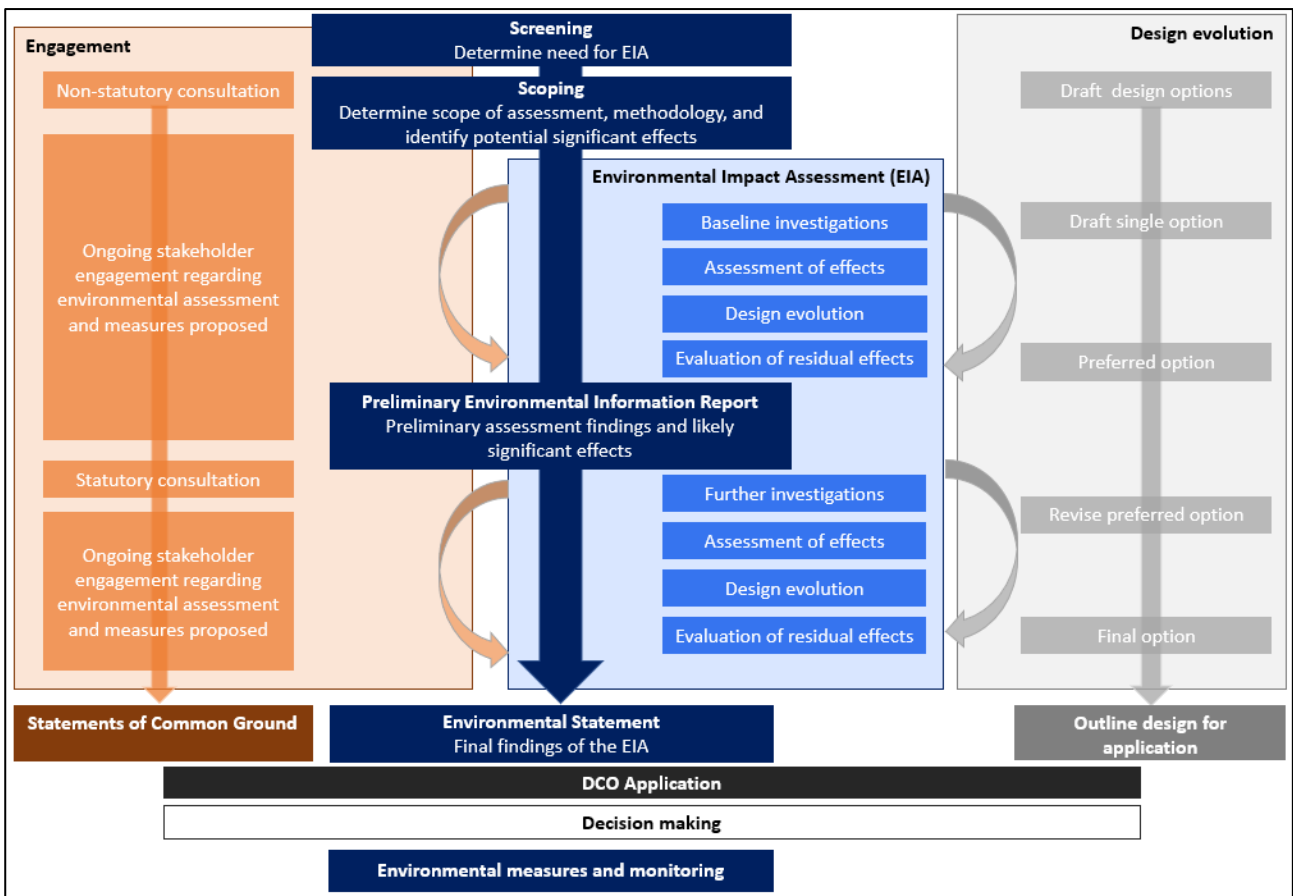
1.5.7 In any event, The EIA Directives were implemented in the United Kingdom in a series of regulations covering the different projects that are subject to EIA. The EIA Regulations and the earlier (now revoked) Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 implemented the EIA regime for NSIPs into domestic legislation. The EIA Regulations contain the process for EIA, including the requirement for an environmental statement to be prepared (Reg. 5), in relation to NSIPs. The IP EIA Regulations form part of retained EU law under s. 2 European Union (Withdrawal Agreement) Act 2020 but the EIA Directives do not. However, this does not mean that the EIA Directive 2011 is of no relevance to any EIA conducted as the EIA Directive may be relevant to the interpretation of the IP EIA Regulations where there is any ambiguity.

## 1.6 Environmental Impact Assessment Process

### Summary of the EIA Process

1.6.1 **Inset 1.1** provides an overview of the EIA process and its interface with design evolution and stakeholder engagement. Further information can be found in **Chapter 5** Approach to the Assessment.

Inset 1.1: Overview of EIA process within DCO



## Screening

- 1.6.2 EIA Screening is a process defined in the EIA Regulations, by which a developer may request a 'Screening Opinion' from the appropriate planning authority as to whether the proposed development is considered 'EIA Development' under the EIA Regulations; therefore requiring an EIA and ES. Screening was not undertaken for the Proposed Development as it was identified at an early stage that due to the nature and scale of the proposal, the Applicant considered the Proposed Development to be EIA Development and an EIA would be undertaken and an ES prepared.

## Notification

- 1.6.3 In accordance with Regulation 8 (1)(b) of the EIA Regulations, the Applicant notified the Secretary of State in writing via the Planning Inspectorate in March 2019 that an ES presenting the findings of the EIA will be submitted with the application for development consent.

## Scoping

- 1.6.4 A scoping exercise was undertaken late in 2018 and early 2019 which supported the preparation of an EIA Scoping Report. The purpose of the EIA Scoping Report was to set out the proposed scope of the EIA and the content of the ES to be submitted with the application for development consent. This included likely receptors, potential impacts upon the receptors, and the methodology to be applied to assess the likely significant effects identified. The Scoping Report included the following environmental aspects:
- a. air quality;
  - b. traffic and transportation;
  - c. climate change;
  - d. greenhouse gases;
  - e. noise and vibration;
  - f. soils and geology;
  - g. water resources;
  - h. waste and resources;
  - i. economics and employment;
  - j. health and community;
  - k. agricultural land quality and farm holdings;
  - l. biodiversity;
  - m. landscape and visual;
  - n. cultural heritage;
  - o. major accidents and disasters; and
  - p. in-combination and cumulative effects.

- 1.6.5 The information provided within an EIA Scoping Report is intended to enable stakeholders to engage with the EIA scoping process and to assist the Planning Inspectorate in reaching a Scoping Opinion. An EIA Scoping Report accompanies a written request to the Planning Inspectorate for a Scoping Opinion in accordance with Regulation 10(1) of the EIA Regulations.
- 1.6.6 The EIA Scoping Report for the Proposed Development was submitted to the Planning Inspectorate on the 29 March 2019 and is provided in **Appendix 1.1**, Volume 3 of this PEIR or can be accessed electronically on the Planning Inspectorate website (Ref. 1.7). A full list of the scope provided at this stage can be found in **Section 5.3**.
- 1.6.7 The Planning Inspectorate consulted on the EIA Scoping Report and published a Scoping Opinion on the 9 May 2019, which is provided as **Appendix 1.2**, Volume 3 of this PEIR. The Scoping Opinion can also be electronically accessed on the Planning Inspectorate website (Ref. 1.8). The Scoping Opinion identified where the Planning Inspectorate were satisfied with the proposed scope and approach, and some proposals for amendments to the scope of the assessment.
- 1.6.8 The Applicant acknowledges the comments provided by the Planning Inspectorate and statutory consultees and has considered them as part of the EIA and in preparing this PEIR as far as practicable at the time of writing. In accordance with regulation 14(3)(a) of the EIA Regulations, the ES will be based on the Scoping Opinion.
- 1.6.9 A preliminary response to key aspect comments are provided in the assessment chapters (**Chapter 6 to 21**) of this PEIR. This includes any changes based on the advice of the Planning Inspectorate and/or agreed approaches based on ongoing dialogue with the Planning Inspectorate and other relevant statutory consultees. Each technical chapter within this PEIR provides further detail of the consultation and agreement of scope of their technical assessment.
- 1.6.10 The Proposed Development, and its proposed delivery programme, has been amended since the preparation of the Scoping Report and receipt of the Scoping Opinion. However, the changes do not represent a material change that would alter the proposed scope and methodology of the EIA and the Scoping Opinion remains valid.
- 1.6.11 Ongoing dialogue is being maintained between the Applicant, the Planning Inspectorate and prescribed consultees in relation to the scope of the EIA to ensure a proportionate assessment that meets the requirements of the EIA Regulations. Any non-material changes to scope, for example updated assessment guidance since the Scoping Report, have and will continue to be discussed with relevant stakeholders; the ES will report any further dialogue and the confirmed scope.

### **Preliminary Environmental Information Report (this Report)**

- 1.6.12 Preliminary Environmental Information is defined in Regulation 12(2)(b) of the EIA Regulations as:

*“information referred to in regulation 14(2) which - (a) has been compiled by the applicant; and (b) is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)”*

- 1.6.13 The Planning Inspectorate’s Advice Note Seven: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping acknowledges that there is no prescribed format to what a PEIR should comprise, however, it should enable consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and help inform their consultation responses during the pre-application stage (Ref. 1.9).
- 1.6.14 The comments received on the 2019 PEIR and the Applicant’s response and how comments have been or will be addressed is provided in the **2019 Consultation Feedback Report**. The EIA is an ongoing exercise to gather environmental information, identify potential environmental impacts of the Proposed Development, and develop measures to avoid or reduce adverse impacts. This PEIR reports the latest findings at this stage of the EIA to support the latest statutory consultation exercise.
- 1.6.15 Relevant feedback provided by consultees during consultation will be used to inform the EIA and design of the Proposed Development and will be described in individual topic assessments in the ES.

**Environmental Statement**

- 1.6.16 The Applicant is required by the EIA Regulations to provide an ES where it is likely significant environmental effects may arise as a result of the Proposed Development. This ES will meet the requirements of the EIA regulations by providing ‘required information’ as listed under Schedule 4 and be submitted as part of the application for development consent.

**1.7 Legislation and planning policy**

- 1.7.1 Key legislation and policy relevant to the Proposed Development is summarised in **Table 1.1**.

Table 1.1: Key legislation and policy relevant to the Proposed Development

Legislation and Policy	Description	Where addressed in this PEIR
National		
Planning Act 2008	The Planning Act 2008 establishes criteria for the nature and scale of development that constitute a NSIP. Developments which meet these criteria therefore require a Development Consent Order. It places duties on the Applicant to consult on proposed applications	This Chapter, and <b>Chapter 5</b> Approach to the Assessment in Volume 2 of this PEIR.

Legislation and Policy	Description	Where addressed in this PEIR
	(Section 42) and defines matters the SoS must consider in the decision-making process (Section 104 and 105).	
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI.572)	The 2017 EIA Regulations transpose provisions contained within the EIA Directive (2014/52/EU, amending 2011/92/EU). They require that the effects of a development are taken into account in the decision-making process, especially where they are likely to lead to significant effects. To achieve this, the EIA Regulations propose the provision of an ES by the Applicant in respect to the Proposed Development to be submitted to the decision-making authority.	This Chapter, and <b>Chapter 5</b> Approach to the Assessment in Volume 2 of this PEIR.
The Environment Act 2021	The Environment Act 2021 came into force on 9 November 2021. The Environment Act contains powers to introduce new environmental protections, governance structures and recovery targets which prioritise air quality, water quality, plastic pollution, wildlife and climate change, resilience and restoration.	The Act passed after the Applicant carried out the scoping exercise and undertook this preliminary assessment. However, the Applicant has considered the requirements introduced by the Act and can confirm that where there is an applicable impact, it is identified in the relevant chapter of the PEIR and, if considered appropriate, will be assessed in the corresponding ES chapter which will be submitted as part of the application for development consent.
National Policy Statement for National Networks – December 2014	The National Policy Statement for National Networks (NPSNN) (Ref. 1.10) sets out the need for development of road, rail and strategic rail freight interchange	The proposed works at M1 Junction 10 include minor slip roads widening within the highway boundary, widening of the



Legislation and Policy	Description	Where addressed in this PEIR
	<p>projects on the national networks and the policy against which decisions on major road and rail projects will be made. It is noted that the Government is undertaking a review of the NPSNN, during which the existing policies remain extant.</p>	<p>circulatory system to provide additional lane within the existing roundabout, and changes to white lines and signals, and an adjacent compound. The total area of the works is around 7.7ha. A review exercise has been undertaken which concludes the works do not meet the size thresholds and there are no likely significant environmental effects expected from the works when considered in isolation. The new Airport Access Road providing access to the east of the airport is not part of the Strategic Road Network (SRN). Therefore, the works are not NSIPs in their own right. The NPSNN remains a relevant consideration as works are proposed on the SRN at Junction 10 as part of the Proposed Development. The provisions of the NPSNN relevant to environmental assessment broadly mirror those as outlined in the Airports National Policy Statement (ANPS) and have, therefore, been appropriately considered in this preliminary assessment. Further consideration of the proposals against relevant NPSNN policies will take place following this consultation and in</p>

Legislation and Policy	Description	Where addressed in this PEIR
		preparation of the DCO application.
Aviation Policy Framework (APF) – March 2013	<p>The Aviation Policy Framework (APF) (Ref. 1.11) sets out the Government’s current policy on aviation. The APF is a high-level strategy setting out the Government’s overall objectives for aviation, and the policies they will use to achieve these objectives. It states support for growth in the aviation sector, which is a major contributor to the national economy. The APF sets out a framework which aims to maintain a balance between the benefits of aviation and its costs, particularly associated with climate change and noise.</p>	Applied appropriately to topic assessments <b>(Chapter 6 to 20 of Volume 2 of this PEIR)</b> .
Draft Aviation Strategy – December 2018	<p>The Government has prepared a draft of the Aviation Strategy (Ref. 1.12) which will replace the APF when finalised. This set out the Government’s policy for the more intensive use of existing airports across the UK. The Strategy recognises that <i>“airports are vital hubs for local economies, providing connectivity, employment, and a hub for local transport schemes”</i>. This Strategy will also be a relevant consideration for the application for development consent and will need to be taken account of for the environmental impact assessment.</p> <p>As part of the emerging Aviation Strategy, the Government published the policy paper entitled ‘Beyond the horizon: The future of UK aviation, Making best use of existing runways. In this paper, the Government sets out its support for airports beyond Heathrow making best use of their existing runways, subject to related economic and</p>	Applied appropriately to topic assessments <b>(Chapters 6 to 20 in Volume 2 of this PEIR)</b> .

Legislation and Policy	Description	Where addressed in this PEIR
	<p>environmental considerations being taken into account.</p>	
<p>Decarbonising Transport, a Better, Greener Britain – July 2021 (Ref. 1.13)</p>	<p>This plan sets out the government’s commitments and the actions needed to decarbonise the entire transport system in the UK. It includes: a pathway to net zero transport in the UK, the wider benefits net zero transport can deliver, the principles that underpin their approach to delivering net zero transport.</p> <p>The plan acknowledges a projected increase in passenger numbers, and the need for global coordination, meaning that decarbonisation of aviation will require a consistent, long-term effort from government and industry, both in the UK and internationally. It outlines measures in place and proposed, including the Jet Zero council, UK emissions trading and influence in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA).</p>	<p><b>Chapter 12</b> Greenhouse Gases in Volume 2 of this PEIR.</p>
<p>Jet Zero Consultation - A consultation on our strategy for net zero aviation – August 2021</p>	<p>This draft strategy consultation outlines the steps the UK government propose to take to reach net zero aviation emissions by 2050; proposing a suite of policies to support industry to reduce and, where possible, eliminate carbon dioxide emissions from aviation. These policies span five different measures that aim to:</p> <ol style="list-style-type: none"> <li>a. improve the efficiency of the aviation system;</li> <li>b. accelerate the development and deployment of sustainable aviation fuels;</li> <li>c. support the development of zero emission flight;</li> </ol>	<p><b>Chapter 12</b> Greenhouse Gases in Volume 2 of this PEIR.</p>

Legislation and Policy	Description	Where addressed in this PEIR
	<p>d. ensure use of markets to drive down emissions in the most cost-effective way; and</p> <p>e. influence the behaviour of consumers.</p>	
National Planning Policy Framework (NPPF) – July 2021	<p>The NPPF (Ref. 1.14) sets out the Government’s planning policies for England, and how they should be adopted.</p> <p>The NPPF does not contain specific policies for NSIPs, however some of the policies are likely to be important and relevant for determining an application for development consent, as confirmed at paragraph 5 of the NPPF.</p> <p>At the heart of the NPPF is a presumption in favour of sustainable development.</p> <p>Paragraph 11 sets out the core planning principles to underpin both plan-making and decision-taking.</p>	Applied appropriately to topic assessments ( <b>Chapters 6 to 20</b> in Volume 2 of this PEIR.).
Local		
Luton Borough Council (LBC)	<p>Luton Local Plan (2011-2031) (Ref. 1.15) was adopted in November 2017. It is supportive of the sustainable growth of the airport, stating in its Strategic Objective 1: <i>“Retain and enhance Luton’s sub-regional role as a place for economic growth and opportunity including the safeguarding of London Luton Airport’s existing operations and to support the airport’s sustainable growth over the Plan period based on its strategic importance”</i></p> <p>Luton Local Transport Plan 2011-2026 (Ref. 1.16) is also relevant to the Proposed Development.</p>	Applied appropriately to topic assessments ( <b>Chapters 6 to 20</b> in Volume 2 of this PEIR.).
Central Bedfordshire Council (CBC)	The current Local Plan for Central Bedfordshire is the Central	Applied appropriately to topic assessments

Legislation and Policy	Description	Where addressed in this PEIR
	<p>Bedfordshire Local Plan 2015-2035 (Ref. 1.17).</p> <p>Although the airport is not within the district, the South Bedfordshire Local Plan 2004-2011 (Ref. 1.18). (still adopted in the southern region of Central Bedfordshire) recognises its importance. The Central Bedfordshire Local Plan raises concerns about the environmental impact particularly on local communities below the flight paths. It requests that any future expansion is kept within acceptable environmental limits.</p> <p>Central Bedfordshire Council Transport Strategy (Local Transport Plan 3) (Ref. 1.19) was adopted in 2011 and covers the period April 2011 to March 2026.</p>	<p>(<b>Chapters 6 to 20</b> in Volume 2 of this PEIR.).</p>
North Hertfordshire District Council (NHDC)	<p>NHDC does not currently have an adopted local plan. It does however have saved policies from the North Hertfordshire District Local Plan No. 2 with Alterations (April 1996) (Ref. 1.20) which currently forms the most up-to-date plan.</p> <p>The NHDC Proposed Submission Local Plan (2011-2031) (Ref. 1.21) was submitted to the SoS in June 2017. After modifications in 2018 and 2021, it is still being considered. However, it is likely to be adopted in late 2021/early 2022 and is therefore is being given appropriate weight in the EIA.</p>	<p>Applied appropriately to topic assessments (<b>Chapters 6 to 20</b> in Volume 2 of this PEIR.).</p>
Hertfordshire County Council (HCC)	<p>Hertfordshire Local Transport Plan (2018-2031) (Ref. 1.22) was published in May 2018.</p> <p>The Hertfordshire Minerals Local Plan Review 2002-2016 (MLP) adopted in 2007 remains relevant. The Hertfordshire Minerals Local Plan (2016-2031) Consultation Draft was published in 2017</p>	<p>The Hertfordshire Local Transport Plan has been considered as part of the assessment in <b>Chapter 18</b> Traffic and Transport. The Waste Local Plan has been considered within <b>Chapter 17</b> Soils and Geology and</p>

Legislation and Policy	Description	Where addressed in this PEIR
	<p>followed by the Hertfordshire Minerals Local Plan Proposed Submission in January 2019. These documents are currently under review. The intention was to adopt the plan in late 2020, and has now been delayed to 2022. However, the delivery timetable also currently under review and this date may be subject to change. As the intention is to adopt the plan in the near future, it is being given appropriate weight in the EIA.</p> <p>The Waste Local Plan Initial Consultation Document was published in February 2018. The Hertfordshire Waste Development Framework comprising the Waste Core Strategy and Development Management Policies document (adopted November 2012) and the Waste Site Allocations document (2011-2026) (adopted in July 2014) is also being considered.</p>	<p><b>Chapter 19</b> Waste and Resources, in Volume 2 of this PEIR.</p>
Other	<p>Saved policies of the Bedfordshire and Luton Minerals and Waste Local Plan 2005 (Ref. 1.23), which covers Bedford Borough, Central Bedfordshire and Luton Borough Councils, remain part of the development plan, as does the Minerals and Waste Local Plan: Strategic Sites and Policies (MWLP: SSP) (Ref. 1.24) which was adopted by Luton and Central Bedfordshire Councils in January 2014.</p> <p>The Adopted Minerals and Waste Plan for Bedfordshire (2014 – 2029) also forms part of the development plan and covers the Luton and Central Bedfordshire areas.</p>	<p>These documents have been considered within <b>Chapter 17</b> Soils and Geology and <b>Chapter 19</b> Waste and Resources, in Volume 2 of this PEIR..</p>

1.7.2 The legislative and policy context for each of the topic specific assessments is summarised in the relevant section of each chapter to this PEIR. Any changes to legislation or policy between now and the submission of the application for development consent will be recorded and considered in the ES to be submitted with the application for development consent.

## 1.8 Location of information within the Preliminary Environmental Information Report

1.8.1 **Table 1.2** sets out the location of the information within this PEIR (reflecting that of the information required by Regulation 14 and Schedule 4 of the EIA Regulations for inclusion within an ES).

Table 1.2: Location within the PEIR of information required by the EIA Regulations

Regulation 14 / Schedule 4	Location within this PEIR
<p>1. A description of the development, including in particular –</p> <p>(a) a description of the location of the development;</p> <p>(b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;</p> <p>(c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;</p> <p>(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.</p>	<p><b>Chapter 4</b> The Proposed Development of Volume 2 of this PEIR provides a description of the location and physical characteristics of the Proposed Development.</p> <p>Information regarding the main characteristics of the operational phase of the Proposed Development, and estimates of expected residues and emissions, as far as reasonably know at this design stage, have been described in aspect chapters (<b>Chapter 6 to Chapter 20</b>) of Volume 2 of this PEIR.</p>
<p>2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.</p>	<p>A description of reasonable alternatives considered to date has been provided in <b>Chapter 3</b> Assessment of Alternatives of Volume 2 of this PEIR.</p>
<p>3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution</p>	<p><b>Chapters 6 to 20</b> of Volume 2 of this PEIR describe the baseline (current state of the environment)</p>



Regulation 14 / Schedule 4	Location within this PEIR
<p>thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.</p>	<p>and future baseline upon which each aspect assessment for the EIA is based.</p>
<p>4. A description of the factors specified in regulation 5(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.</p>	<p>Volume 2 of this PEIR addresses the factors specified in regulation 5(2) likely to be significantly affected by the Proposed Development in:</p> <p><b>Chapter 6</b> Agricultural Land Quality and Farm Holdings;  <b>Chapter 7</b> Air Quality;  <b>Chapter 8</b> Biodiversity;  <b>Chapter 9</b> Climate Change Resilience;  <b>Chapter 10</b> Cultural Heritage;  <b>Chapter 11</b> Economics and Employment;  <b>Chapter 12</b> Greenhouse Gases;  <b>Chapter 13</b> Health and Community;  <b>Chapter 14</b> Landscape and Visual;  <b>Chapter 15</b> Major Accidents and Disasters;  <b>Chapter 16</b> Noise and Vibration;  <b>Chapter 17</b> Soils and Geology;  <b>Chapter 18</b> Traffic and Transportation;  <b>Chapter 19</b> Waste and Resources;  <b>Chapter 20</b> Water Resources; and  <b>Chapter 21</b> In-combination and cumulative effects.</p>
<p>5. A description of the likely significant effects of the development on the environment resulting from, inter alia—</p> <p>(a) the construction and existence of the development, including, where relevant, demolition works;</p> <p>(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;</p>	<p>Volume 2 of this PEIR addresses the factors specified in regulation 5(2) likely to be significantly affected by the Proposed Development in:</p> <p><b>Chapter 6</b> Agricultural Land Quality and Farm Holdings;  <b>Chapter 7</b> Air Quality;  <b>Chapter 8</b> Biodiversity;  <b>Chapter 9</b> Climate Change Resilience;</p>

Regulation 14 / Schedule 4	Location within this PEIR
<p>(c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;</p> <p>(d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);</p> <p>(e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;</p> <p>(f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;</p> <p>(g) the technologies and the substances used.</p>	<p><b>Chapter 10</b> Cultural Heritage;</p> <p><b>Chapter 11</b> Economics and Employment;</p> <p><b>Chapter 12</b> Greenhouse Gases;</p> <p><b>Chapter 13</b> Health and Community;</p> <p><b>Chapter 14</b> Landscape and Visual;</p> <p><b>Chapter 15</b> Major Accidents and Disasters;</p> <p><b>Chapter 16</b> Noise and Vibration;</p> <p><b>Chapter 17</b> Soils and Geology;</p> <p><b>Chapter 18</b> Traffic and Transportation;</p> <p><b>Chapter 19</b> Waste and Resources;</p> <p><b>Chapter 20</b> Water Resources;</p> <p><b>Chapter 21</b> In-combination and cumulative effects; and</p> <p><b>Appendix 5.2</b> to Volume 3 of the PEIR Light Obtrusion Assessment.</p>
<p>The description of the likely significant effects on the factors specified in regulation 5(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(a) and Directive 2009/147/EC(b).</p>	<p>The specified methodology within <b>Chapters 6 to 20</b> has been applied, considering, where appropriate, direct and indirect, secondary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the Proposed Development.</p> <p>Transboundary effects are addressed in <b>Chapter 5</b>.</p> <p>Cumulative effects are addressed in <b>Chapter 21</b> In-combination and cumulative effects.</p>
<p>6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.</p>	<p>The methodology applied to each aspect assessment of the EIA, including assumptions and limitations to date, have been defined in aspect chapters (<b>Chapters 6 to 20</b>) of Volume 2 of this PEIR.</p>
<p>7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example</p>	<p>Mitigation measures identified to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where</p>

Regulation 14 / Schedule 4	Location within this PEIR
the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases	appropriate, of any proposed monitoring arrangements have been defined in aspect chapters <b>(Chapter 6 to 20)</b> of Volume 2 of this PEIR.
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU of the European Parliament and of the Council(c) or Council Directive 2009/71/Euratom(d) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	<b>Chapter 15</b> Major Accidents and Disasters of Volume 2 of this PEIR describes the expected significant adverse effects of the Proposed Development on the environment deriving from the vulnerability of the Proposed Development to risks of major accidents and/or disasters which are relevant to the project concerned.
9. A non-technical summary of the information provided under paragraphs 1 to 8.	A Non-Technical Summary is provided as Volume 1 to this PEIR.
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	A reference list has been provided at the end of each chapter of this PEIR.

1.8.2 Aspects of the environment that should be considered as part of the EIA, and where they are addressed further in this PEIR are shown in **Table 1.3**.

Table 1.3: Aspects within the EIA Regulations and where addressed within the PEIR

Aspects within the EIA Regulations	Aspects in Volume 2 of the PEIR
Population	Health and Community is considered in <b>Chapter 13</b> Economics and Employment is considered in <b>Chapter 11</b> Traffic and transportation is considered in <b>Chapter 18</b> Noise and Vibration is considered in <b>Chapter 16</b>
Human health	Health is considered in <b>Chapter 13</b>
Biodiversity (for example fauna and flora)	Biodiversity is considered in <b>Chapter 8</b>

Aspects within the EIA Regulations	Aspects in Volume 2 of the PEIR
Land (for example land take)	Land Use and Agriculture is considered in <b>Chapter 6</b> Public open space is addressed in <b>Chapter 14</b> Land of ecological value is considered in <b>Chapter 8</b>
Soil (for example organic matter, erosion, compaction, sealing)	Soil is considered in Agriculture, and Soils and Geology in <b>Chapter 6</b> and <b>Chapter 17</b> respectively.
Water (for example hydromorphological changes, quantity and quality)	Water Resources is considered in <b>Chapter 20</b>
Air	Air quality is considered in <b>Chapter 7</b>
Climate (for example greenhouse gas emissions, impacts relevant to adaptation)	Climate Change, including greenhouse gases, and resilience and adaptation, is considered in <b>Chapter 9</b> and <b>Chapter 12</b>
Material assets	Agriculture is considered in <b>Chapter 6</b> Waste and resources is considered in <b>Chapter 19</b> Cultural Heritage is considered in <b>Chapter 10</b> Community is considered in <b>Chapter 13</b>
Cultural heritage (including architectural and archaeological aspects)	Cultural Heritage is considered in <b>Chapter 10</b>
Landscape	Landscape and Visual aspects are considered in <b>Chapter 14</b>

1.8.3 The legislative and policy context for each of the aspect specific assessments is described in detail in individual aspect assessment chapters (**Chapters 6 to 20** in Volume 2 of this PEIR).

### **Airports National Policy Statement**

1.8.4 The ‘*Airports National Policy Statement: new runway capacity and infrastructure at airports in the south-east of England*’ (the ANPS) was designated on 26 June 2018, providing a policy framework for new runway capacity and infrastructure at airports in the South East of England.

1.8.5 The ANPS (Ref. 1.25) does not have effect in relation to an application for development consent for an airport development not comprised of an application relating to the Heathrow Northwest Runway. Nevertheless, as set out within paragraph 1.41 of the ANPS, the Secretary of State considers that the contents of the ANPS will be both important and relevant considerations in the determination of such an application, particularly where it relates to London or the south east of England.

- 1.8.6 Accordingly, whilst the ANPS does not have effect in relation to the Proposed Development, it will be an important and relevant consideration in the determination of the application for development consent. A summary of the relevant general provisions for assessment and how and where these have been addressed in this PEIR is provided in **Table 1.4**.
- 1.8.7 Individual aspect **Chapters 6 to 20** in Volume 2 to this PEIR respond to aspect specific policies.

Table 1.4: How and where policies from the ANPS are addressed in the PEIR

Policy	How and where addressed
<p>Paragraph 1.12</p> <p><i>"The Airports NPS provides the primary basis for decision making on development consent applications for a Northwest Runway at Heathrow Airport, and will be an important and relevant consideration in respect of applications for new runway capacity and other airport infrastructure in London and the South East of England. [...]"</i></p>	<p>The ANPS is recognised as one of the key policy documents relevant to the Proposed Development, and therefore has been considered by each aspect assessment in the preparation of the EIA. Relevant clauses of the ANPS are addressed within the aspect chapters (<b>Chapters 6 to 20</b> in Volume 2 of this PEIR).</p>
<p>Paragraph 1.39</p> <p><i>"[...] the Government has confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of airports can have positive and negative impacts, including on noise levels. We consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts."</i></p>	<p>This PEIR has been prepared as part of the suite of documents to enable informed responses to the statutory consultation for the Proposed Development. This PEIR is part of the ongoing exercise to gather environmental information, identify potential environmental impacts of the Proposed Development and develop measures to avoid or reduce adverse impacts.</p>
<p>Paragraph 1.41</p> <p><i>"The Airports NPS does not have effect in relation to an application for development consent for an airport development not comprised in an application relating to the Heathrow Northwest Runway, and proposals for new terminal capacity located between the Northwest Runway at Heathrow Airport and the existing Northern Runway and reconfiguration of terminal facilities between the two existing runways at Heathrow Airport. Nevertheless, the Secretary of State considers that the contents of the Airports NPS will be both important and relevant considerations in the determination of such an application,</i></p>	<p>Although the ANPS will not "have effect" in relation to the Proposed Development, it may be an important and relevant consideration in the determination of the application for development consent. Therefore, it has been considered in the methodology of the EIA and the preparation of this PEIR and will be considered in the preparation of the ES if appropriate. The ANPS has been described where relevant.</p>



Policy	How and where addressed
<p><i>particularly where it relates to London or the South East of England.”</i></p>	
<p>Paragraph 1.42  <i>“[...] airports wishing to make more intensive use of existing runways will still need to submit an application for planning permission or development consent to the relevant authority, which should be judged on the application’s individual merits. [...]”</i></p>	<p>The Applicant is preparing an application for development consent for the expansion of the existing airport to include new airside and landside infrastructure. This is to allow the maximisation of the capacity of the existing runway, in alignment with the ANPS.</p>
<p>Paragraph 4.4  <i>“in considering any proposed development, and in particular when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State will take into account:</i></p> <ul style="list-style-type: none"> <li><i>• Its potential benefits, including the facilitation of economic development (including job creation) and environmental improvement, and any long term or wider benefits; and</i></li> <li><i>• Its potential adverse impacts (including any longer term and cumulative adverse impacts) as well as any measures to avoid, reduce or compensate for any adverse impacts.”</i></li> </ul>	<p>Preliminary potential significant effects (whether beneficial or adverse) have been identified within this PEIR. Likely significant effects of the final design of the Proposed Development (whether beneficial or adverse) will be further identified during the EIA and will be presented in the ES.</p>
<p>Paragraph 4.19  <i>“Prior to granting development consent, the Secretary of State as competent authority must comply with the duties under the Conservation of Habitats and Species Regulations 2017. Under these regulations, if the competent authority considers that the proposed development is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and is not connected with or necessary to the management of that site, it must make an Appropriate Assessment of the implications for the site in view of the site’s conservation objectives.”</i></p>	<p>A HRA screening assessment has been undertaken as part of the scoping exercise and determined that there are no likely significant effects on Natura 2000 sites as a result of the Proposed Development and therefore, an appropriate assessment is not required under the Habitats Regulations. An updated HRA screening assessment is presented in <b>Appendix 8.3</b> Volume 3 of this PEIR, confirming that conclusion.</p>
<p>Paragraph 4.27  <i>“For any application to be considered compliant with the Airports NPS, it must be accompanied by a project level Equality Impact Assessment examining the potential impact of that project on groups of people with protected characteristics. In order to benefit from the support of the Airports NPS, the results of that project level Equality</i></p>	<p>An Equality Impact Assessment (EqIA) in accordance with the ANPS will be prepared and submitted as part of the application for development consent for the Proposed Development. A <b>Draft Equality Impact Assessment</b> is</p>

Policy	How and where addressed
<i>Impact Assessment must be within the legal limits and parameters of acceptability outlined in the Appraisal of Sustainability that informs the Airports NPS"</i>	provided as part of the consultation documentation.
Paragraph 4.35 <i>"The applicant should be able to demonstrate in its application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, the applicant should set out the reasons why the favoured choice has been selected"</i>	A description of reasonable alternatives considered to date and how the proposed design evolved has been provided in <b>Chapter 3</b> Assessment of Alternatives and design evolution in Volume 2 of this PEIR.

## 1.9 Competent Experts

- 1.9.1 The EIA Regulations require that an ES is prepared by ‘competent experts’ under Regulation 14 (4)(a). This PEIR has been prepared by a professional environmental team which comprises technical specialists who have extensive experience in the field of EIA, the details of which are presented in individual aspect **Chapters 6 to 20** in Volume 2 of this PEIR. The individual experts have demonstrated their competence through academic qualifications, membership of relevant professional institutions and practical experience in undertaking EIAs.
- 1.9.2 The EIA has been led by Arup and AECOM on behalf of the Applicant. Both Arup and AECOM have been awarded with EIA Quality Mark from the Institute of Environmental Management and Assessment (IEMA), demonstrating their competency in in EIA and ES preparation. This is a voluntary standard that requires organisations to commit to excellence in their EIA activities, and to be independently reviewed to ensure seven key commitments are met.

## 1.10 Structure of the PEIR

- 1.10.1 The PEIR is comprised of four volumes:
- a. **Volume 1: Non-Technical Summary (NTS)** – a summary of the findings of the PEIR using non-technical language;
  - b. **Volume 2 (this document): Main Report.** This contains introductory and explanatory information and assessment of likely significant environmental effects;
  - c. **Volume 3: Technical Appendices.** This volume includes any relevant technical information and further detail in support of each chapter, numbered sequentially corresponding to the relevant chapter; and
  - d. **Volume 4: Figures.** This document contains the supporting drawings referred to in this PEIR.
- 1.10.2 The main text of this Volume is divided into the following further chapters:



- a. **Chapter 2** Site and Surroundings of this volume describes the existing site and surrounding areas including environmental designations;
- b. **Chapter 3** Alternatives provides a description of alternatives considered, as required by the EIA Regulations;
- c. **Chapter 4** The Proposed Development provides a description of the Proposed Development and approach to construction;
- d. **Chapter 5** Approach to the Assessment describes the general approach to and different stages of the EIA;
- e. **Chapters 6 to 20** of this volume present each aspect assessment following the approach described in **Chapter 5** Approach to the Assessment and the EIA Scoping Report; and
- f. **Chapter 21** In-Combination and Cumulative Effects Assessment describes the in-combination effects that would arise as a result of the Proposed Development and potential cumulative effect with other developments.

## 1.11 Other statutory consultation documents

- 1.11.1 This PEIR is part of a suite of documents published as part of the statutory consultation to project information to consultees and members of the public. Other relevant documents are listed in **Table 1.5** and are cross referenced throughout the PEIR where relevant.

Table 1.5: Statutory consultation documents

Document	Contents
<b>Overview Documents</b>	
Consultation Brochure	Overview of our proposals Summary of how Proposed Development has developed since 2019 consultation
Summary and FAQ	Summary of the Consultation Booklet
Statement of Community Consultation (SoCC)	Sets out how consultation will be carried out
Consultation Response Form	Questions to help inform the Proposed Development Opportunity for consultees to formally comment on the Proposed Development
<b>Technical Documents</b>	
Works Description Report	Summary of Proposed Development including phasing of works and construction approach and sequence
Getting to and from the airport – our emerging transport strategy	Overall approach to transport, including modelling Public and sustainable transport aspirations

Document	Contents
	Highway mitigation measures and traffic management measures Travel plan framework
Draft Need Case	Setting out the economic need, aviation and economic policy Implications for demand forecasts (and how these are produced) and capacity requirements and economic benefits
Draft Green Controlled Growth	Summary of the Green Controlled Growth approach
Draft Sustainability Statement	Summary of approach to sustainability
2019 Statutory Consultation Feedback Report	Setting out comments raised in 2019 statutory consultation and the project's response to them
Draft Compensation Policies and Measures	Property and noise compensation proposals, and developing compensatory scheme for adverse impacts on local communities
Draft Employment and Training Strategy	Policies and strategy to support local employment and skills
Draft Equalities Impact Assessment	Identifies the groups with protected characteristics, as defined in the Equality Act (2010), that may be disproportionately affected by the Proposed Development, the impacts that they may experience, and recommend mitigation measures to minimise adverse effects.



## GLOSSARY AND ABBREVIATIONS

<b>Term</b>	<b>Definition</b>
ANPS	Airports National Policy Statement
APF	Aviation Policy Framework
CBC	Central Bedfordshire Council
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ES	Environmental Statement
HRA	Habitats Regulations Assessment
IEMA	Institute of Environmental Management and Assessment
LBC	Luton Borough Council
LLAOL	London Luton Airport Operations Limited, the current operators of London Luton Airport
Luton Rising	A trading name of London Luton Airport Limited, the owners of London Luton Airport
MLP	Minerals Local Plan
mppa	Million passengers per annum
MWLP: SSP	Minerals and Waste Local Plan: Strategic Sites and Policies
NHDC	North Hertfordshire District Council
NPPF	National Planning Policy Framework
NPS NN	National Policy Statement for National Networks
PEIR	Preliminary Environmental Information Report
SoCC	Statement of Community Consultation
SoS	Secretary of State

## REFERENCES

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- Ref 1.1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (SI.572)
- Ref 1.2 Planning Act 2008.
- Ref 1.3 London Luton Airport Limited (2017) London Luton Airport Vision for Sustainable Growth 2020-2050. LLAL, Luton
- Ref 1.4 Civil Aviation Authority (2020), Airport Data 2020: Size of Reporting Airports February 2019 - January 2020, January 2020
- Ref 1.5 Department for Transport (2018) Beyond the Horizon. The future of UK aviation: Making the best use of existing runways. DfT, London.
- Ref 1.6 Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
- Ref 1.7 London Luton Airport Limited (2019) Future LuToN: Making best use of our runway, Environmental Impact Assessment Scoping Report, Volume 1: Main Report
- Ref 1.8 National Infrastructure Planning (2019) Scoping Opinion: Proposed Expansion of London Luton Airport.
- Ref 1.9 The Planning Inspectorate (2017) Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements (Version 6) (Bristol, 2017)
- Ref 1.10 Department for Transport (2014) National Policy Statement for National Networks
- Ref 1.11 Secretary of State for Transport (2013), Aviation Policy Framework
- Ref 1.12 HM Government (2018) Aviation 2050 – the future of UK Aviation. A consultation.
- Ref 1.13 Department for Transport (2021) Decarbonising Transport: A Better, Greener Britain.]
- Ref 1.14 Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework.
- Ref 1.15 Luton Borough Council (2017). Local Luton Plan 2011-2031.]
- Ref 1.16 Luton Borough Council (2011) Luton Local Transport Plan 3.
- Ref 1.17 South Bedfordshire (2021) South Bedfordshire Local Plan (2015-2035)
- Ref 1.18 South Bedfordshire (2004) South Bedfordshire Local Plan Review (2004-2011)
- Ref 1.19 Central Bedfordshire (2011) The Central Bedfordshire Council Transport Strategy: Local Transport Plans 3
- Ref 1.20 North Hertfordshire District Council (1996) North Hertfordshire District Local Plan No. 2 with Alterations.
- Ref 1.21 North Hertfordshire District Council (2016). Local Plan 2011-2031.]
- Ref 1.22 Hertfordshire County Council (2018) Hertfordshire's Local Transport Plan (LTP4 2018-2031)
- Ref 1.23 Bedfordshire County Council (2005) Bedfordshire and Luton Minerals and Waste Local Plan.
- Ref 1.24 Bedford Borough, Central Bedfordshire and Luton Borough Council (2042) Minerals and Waste Local Plan: Strategic Sites and Policies.
- Ref 1.25 Department for Transport (June 2018) Airports National Policy Statement