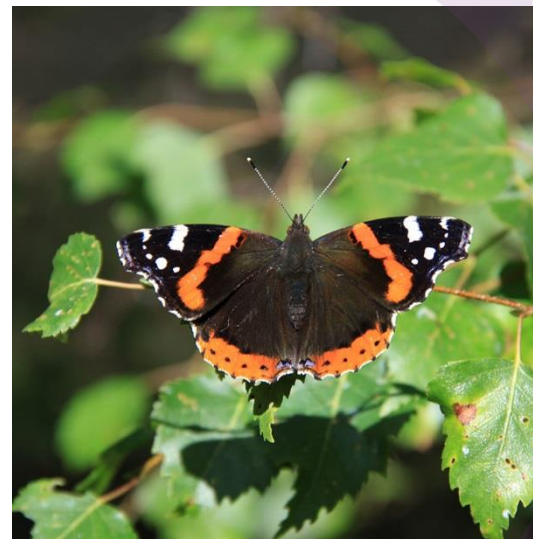


London Luton Airport Operations Ltd

London Luton Airport -19 mppa

Consultation Summary Report



Report for

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Document revisions

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1. Introduction

1.1 Background

This Consultation Summary Report (CSR) has been prepared by Wood Group UK Limited on behalf of London Luton Airport Operations Ltd (LLAOL). It presents the results of the non-statutory consultation held by LLAOL on its proposals to increase the number of passengers using London Luton Airport from 18 million to 19 million passengers per year (known as the 19mppa Consultation).

This CSR provides details of the consultation undertaken, the number of responses that were received during the consultation period and a summary of the comments received, which are grouped by topic to assist the reader.

1.2 Structure of the report

The remainder of this CSR is structured as follows:

- Section 2 – presents a summary of what was consulted on. The section also explains who was consulted and the methods used during the consultation.
- Section 3 – presents details of the feedback mechanisms used and describes how the analysis of feedback was managed.
- Section 4 – details the number of representations received during the consultation period.
- Section 5 – sets out a summary of the representations received by topic.

2. Approach to consultation

2.1 Introduction

This section provides an overview of the purpose of the 19mppa Consultation, when it took place, with whom and how it was carried out. It also provides a summary of the pre-consultation engagement undertaken and how this influenced the approach.

2.2 Consultation strategy

Prior to undertaking the 19mppa Consultation, LLAOL prepared a non-statutory consultation strategy. This set out details of the proposed approach to consultation and was produced with consideration of the guidance provided by the Government's Consultation principles (2018), Luton Council's Statement of Community Involvement (2012) and the Gunning Principles. The Gunning Principles are the founding legal principles applicable to public consultation in the UK. The Gunning principles are that:

- Consultation must take place when the proposal is still at a formative stage.
- Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response.
- Adequate time must be given for consideration and response.
- The product of consultation must be conscientiously taken into account.

The draft strategy was presented to Luton Council on 28th August 2020 and feedback invited on the approach. The Council endorsed the approach but recommended that the period of consultation be extended from four to five weeks due to the technical nature of the environmental information that was proposed to be published.

2.3 Purpose of the consultation

The overarching aim of the 19mppa Consultation was to gather views from the local community, statutory consultees, the wider public and all those with an interest in London Luton Airport (the airport) about its emerging plans for increasing passenger numbers from 18 million to 19 million passenger per year.

Views were specifically sought on:

- Plans for increasing the airport's capacity.
- Managing the effects of the proposals on the environment and local communities.
- Opportunities to enhance the local area through the proposals.
- Whether the proposals would help to support regional prosperity and economic growth.
- The documents published as part of the consultation.

2.4 When did the consultation take place?

In devising the optimum timing of the consultation, consideration was given to the restrictions imposed by the COVID-19 pandemic, the public perception of the consultation (in light of both COVID-19 and the ruling in relation to the Airports National Policy Statement in Feb 2020¹) and the Luton Airport AD6 Consultation on airspace changes.

The consultation took place for a period of 35 days (5 weeks) between 9am on 7th October and 11.55pm on 11th November 2020.

2.5 Where did the consultation take place?

A Consultation Zone with two distinct areas was defined with the objective of seeking the views of local communities and other parties interested in the proposals to increase passenger numbers at the airport, but was not geographically restricted to respondents in this area.

Consultation Zone A

This zone included all properties within the amended 48dB night time noise contour (the maximum extent of properties affected by the proposed changes to Condition 10) which was extended to ensure that roads or features were not split arbitrarily.

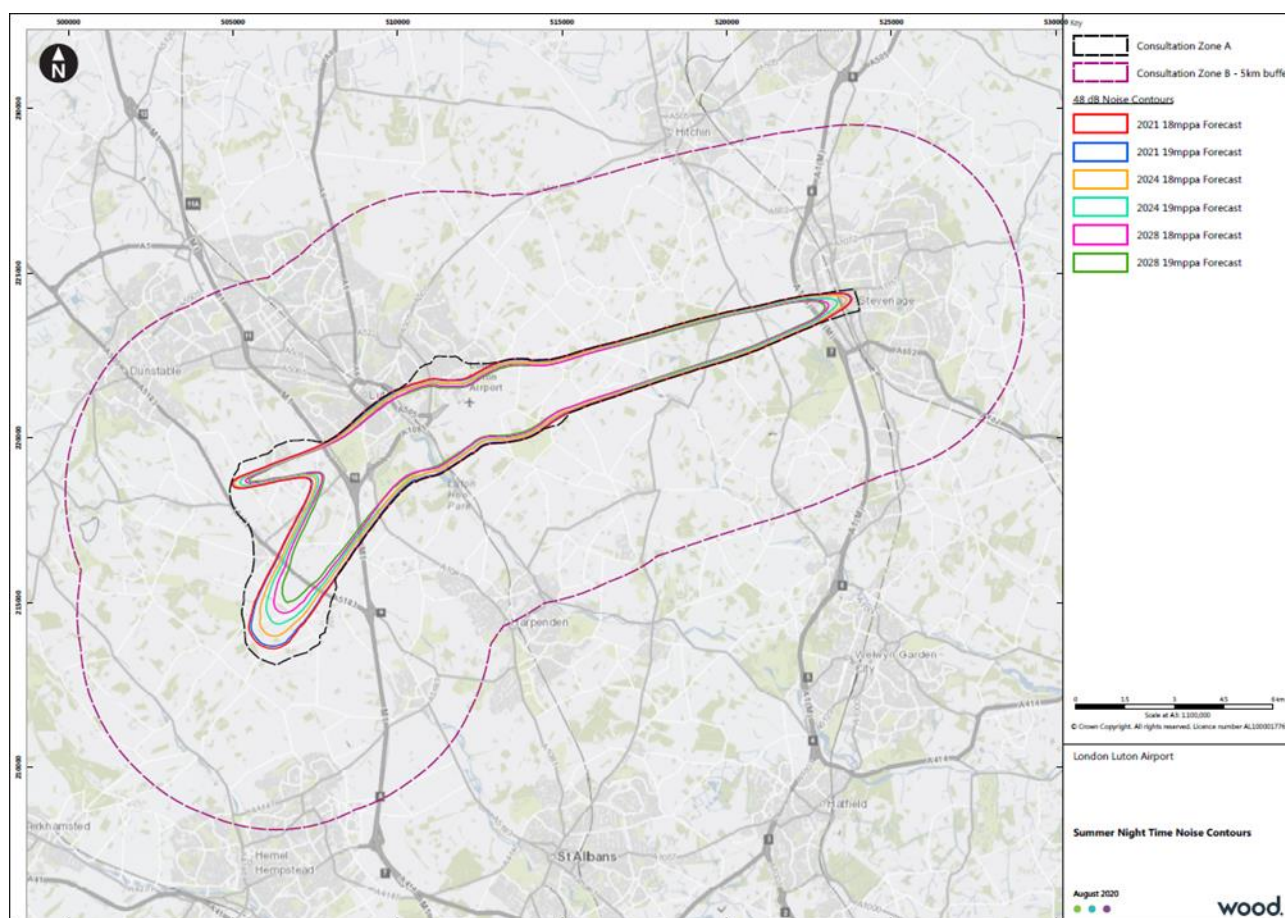
Consultation Zone B

This zone extended beyond zone A by five kilometres to ensure a wide geographic reach to the consultation and that all those with the potential to be affected by the Project had the opportunity to comment on the proposals from the outset.

A map of the Consultation Zones is presented at Figure 2.1 below.

¹ The Court of Appeal declared the ANPS to be unlawful based on the failure of the government to have regard to (or to have indicated how it has had regard to) the Paris Agreement when designating the ANPS.

Figure 2.1 Consultation Zones



2.6 Who was consulted?

To ensure that the consultation was open and accessible to all those with an interest in the proposals, a stakeholder mapping exercise was undertaken. This identified the following groups and stakeholders who were likely to have an interest in the consultation:

- Individuals, owners/occupiers and businesses based in the vicinity of the Project.
- local authorities, including neighbouring borough or county councils.
- local MP's.
- Statutory consultees (e.g. the Environment Agency, Natural England, Highways England etc).
- Voluntary organisations (including community or resident groups).
- Local pressure groups (such as LADACAN and Harpenden Sky).
- Local business groups and airport users.

A list of those contacted or notified about the consultation using the methods detailed in Section 2.7 below is presented at Appendix C.

2.7 Methods used during consultation

A range of methods and techniques were used to ensure that the various consultees identified above and all sections of the community that may be affected by the Project could be involved in the process.

Channels of communication

To ensure the 19mppa Consultation was inclusive and open to all, a number of communication channels were utilised to allow consultees to access project information and members of the team.

Website

A dedicated website (www.luton19mppa.info) was developed and launched at the commencement of the consultation (9am on the 7th October 2020). All documentation and information relating to the consultation was available online, with details on how to request hard copies of the materials also provided. The website also allowed stakeholders to provide feedback on the proposals via the online feedback form.

Once the consultation closed, the suite of consultation documents remained available on the website for stakeholders to view, however the website was updated to clearly state that the deadline for feedback had passed and no more responses would be accepted.

Telephone information line

To provide opportunities for consultees who did not want to respond online, or have limited/no access to the internet, a freephone telephone information line answer phone service was set up. This service allowed consultees to request hard copies of documents, ask questions about the project and receive guidance on how to submit feedback. During the consultation seven calls were received and all were responded to within a 24 hour period.

Engagement and meetings

In the letter sent to consultees at the outset of the consultation, LLAOL offered to hold one-to-one video/teleconference meeting upon request.

Consultation materials

The following information was provided during the consultation electronically via the consultation website and in hard copy on request via the telephone information line.

19mppa Consultation document

To ensure accessibility of the project information to a range of audiences, a consultation booklet was produced. This was written in plain English and in a style intended to enable people to access information at a non-technical level.

The consultation booklet summarised the background to London Luton Airport and the Project, as well as providing information on the approach to managing the impacts of the proposals. It also explained how to take part in the consultation and where more information could be found.

Planning Process summary

A factsheet was provided which explained how the 19mppa Consultation would inform the preparation of the planning application and the associated process and timescales for determination. This was written in plain English and in a style intended to enable people to access information at a non-technical level.

Technical information

An Environmental Impact Assessment (EIA) Progress Report was published and set out details of the EIA approach, progress to date, assessments being undertaken together with their preliminary findings and next steps.

London Luton Airport Masterplan 19mppa was published and set out the framework for the short-term development of the airport to increase its capacity from 18 to 19 million passengers a year. The document presented the analyses undertaken as part of the Masterplan assessment including traffic forecast, capacity analysis, capacity requirements definition, and impact on people and natural environment.

Questionnaire/feedback form

A feedback form was provided for anyone wishing to respond to the consultation. This contained five questions structured around aspects of the proposals on which feedback was sought to enable further development of the proposals. The form was capable of being completed online via the website or in writing by hard copy via the project freepost address. A copy of the questionnaire/feedback form is presented in Appendix A.

Notification of consultees

Letters to stakeholders

Letters were sent out by LLAOL by email to all stakeholders identified from the airport database, to arrive on the day of the consultation launch. The letter contained information on the consultation, how to access the information and how to respond. Within the letter, the opportunity to meet with the team (via Microsoft Teams or telephone) to discuss the proposals and mitigation in further detail was also offered.

Information leaflet

A Community Information Leaflet (CIL) was created and distributed to all properties in Consultation Zone A using a local distribution company. The CIL provided information on:

- What LLAOL were consulting on.
- Where to find the information.
- How to respond.
- The deadline for responses.

Approximately 12,000 CIL were distributed during the first two weeks of consultation launch (weeks commencing 5th and 12th October).

A copy of the CIL was also sent out via email alongside the stakeholder letters (as above) to raise awareness of the proposals. A copy of the CIL is provided at Appendix B.

Advertising and Publicity

Media advertising was undertaken to help raise awareness of the 19mppa Consultation. This was targeted across Consultation Zone B raise awareness of the consultation with those that did not receive a direct mail. The advertising was focused in the first week of the consultation period (to raise awareness) and two weeks before the end of the consultation (to remind consultees that the closing date was approaching).

Channels for advertising comprised:

- Banner advertising on Luton Today website.
- Banner advertising on the Herts Advertiser website.
- Banner advertising on the Comet website.

Coverage was provided on regional television, local radio and in local newspapers and press releases were also published on the London Luton Airport website. The consultation was also mentioned within a monthly stakeholder newsletter to all councillors in a monthly stakeholder newsletter to raise awareness.

3. Feedback mechanisms

This section sets out details of the feedback mechanisms available for consultees to provide representations in respect of the consultation. It also explains the process and procedures employed to analyse consultation feedback.

3.1 How could consultees respond

The following arrangements were made to facilitate consultation feedback.

1. Online feedback through the website - An electronic feedback form was available on the Project website and was prompted on the homepage. This could either be completed and submitted online or could be downloaded from the website and emailed via the Project email or posted via the freepost address.
2. Hard copy feedback forms - Hard copy feedback forms were available on request via the telephone information service and returned by post using the freepost address. A copy of the feedback form is presented at Appendix A.
3. Other ways to provide feedback - There were a number of other ways people could provide their feedback:
 - ▶ By writing to Freepost LLAOL CONSULTATION.
 - ▶ By sending an email to info@luton19mppa.info.

3.2 Approach to analysing and reporting consultation feedback

All responses received (whether received online or offline) were logged with a unique identification number before being uploaded or transcribed verbatim into a secure database to allow analysis.

A coding framework was created to provide a list of themes and topics raised by the consultation feedback. The coding framework was applied by analysts to all feedback received, to capture and organise the issues raised in a systematic way to ease interrogation and analysis.

Once the coding framework had been applied to the feedback received, similar themes were grouped together and organised into categories. Summaries of the feedback by theme and topic were provided to the project team together with the full consultation representation to enable them to consider feedback and take it into account in the design, assessment and evaluation processes. This consideration is documented in the Environmental Statement and the Planning Statement that will accompany the application to Luton Council for planning permission.

All personal data received as part of the consultation was processed in accordance with General Data Protection Regulation (GDPR) 2018.

A record of the collated feedback received is provided in section 5 of this CSR. The material has been divided into 12 topics, with a separate heading per topic that summarises the issues raised by consultees. These summaries provide a clear and objective summary of the views expressed by consultees and have been broken down using sub-headings.

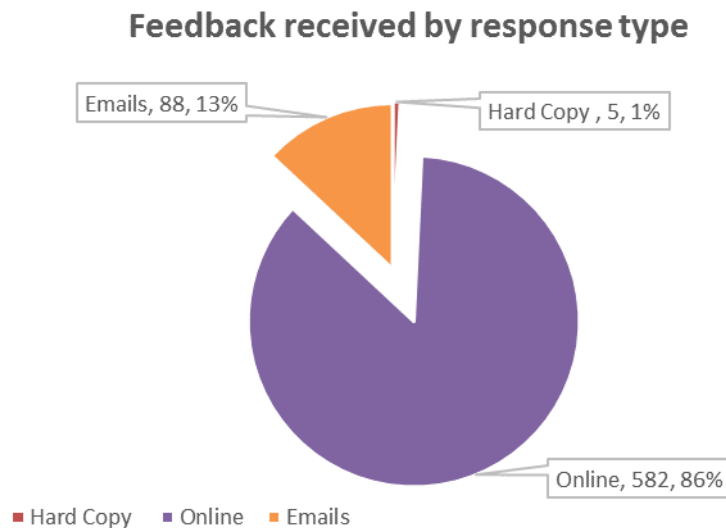
4. Responses received during the consultation

4.1 Number of responses received

A total of 675 pieces of feedback were received to the 19mppa Consultation. All were coded and analysed in line with the approach detailed in Section 3.2 and were reported on as valid consultation responses.

Responses were received from local authorities, national, regional and local organisations, businesses and the local community. The feedback received comprised:

1. Hard copy responses - 5
2. Online feedback forms – 582
3. Emails – 88



5. Comments received by topic

5.1 Introduction

This section summarises the representations received from all consultees. The representations set out below are reported by topic in alphabetical order.

5.2 Car parks

Comments in relation to car parking broadly fell in to three categories which are set out under the sub-headings below.

Airport user parking

Some respondents commented that the parking measures introduced in the last two years at the airport were not effective. Other comments suggested that more parking spaces would be required with an increase in passenger numbers at the airport with requests for more car parks to be built near to the railway line.

Respondents also raised concerns about increases in airport users parking vehicles in local villages and the effects of this on local communities, with comments proposing support for local councils taking action against unauthorised parking in their areas. Further comments suggested that more consideration should be given to off-site long-term parking facilities with some suggesting park and ride facilities. Other comments were received which challenged the lack of information on the proposed Car Park Management Plan.

Drop off and waiting areas

Respondents who commented on the drop off point did so recommending that drop off parking should be free of charge or that improvements should be made due to an increase in passenger numbers. Others commented that the current drop off point is inadequate, confusing, and congested, or that it should be replaced with a congestion zone or emissions charge. One comment said that air quality could be enhanced by a reduction of or better management of traffic in the Central Terminal Area associated with the drop off zone.

Parking costs

Comments made about the cost of parking at the airport frequently suggested that the airport parking was the most expensive in the UK. Other comments said that the cost of parking had resulted in obstructive parking in local areas around the airport.

5.3 Consultation

Comments in relation to consultation broadly fell in to eleven categories which are set out under the sub-headings below.

Advertisement and accessibility

Some comments were received which said that the consultation was not sufficiently advertised or promoted in impacted local communities, such as St Albans.

Other responses said that the consultation should have covered a wider area with some indicating that hard copies of the consultation document should have been provided to those affected. Another suggestion was that technical evidence and assessments should have been made available.

Some respondents expressed concern that the consultation was only available through the use of a computer, and as such was not easily accessible to the elderly, anyone lacking computer skills, or those unable to afford a computer. Other comments suggested that there was a lack of notice and time provided to consider the consultation.

A number of general concerns were also raised about the consultation and its effectiveness but were not qualified further.

Consultation approach

Some comments were received which said that the consultation was tick-box or public relations exercise and that the proposals sounded pre-determined.

Consultees said that the feedback and responses provided to the consultation would not be taken into consideration and that there was no evidence of previous feedback being considered, with calls for the consultation process to be reviewed. Other representations requested improved engagement with stakeholders, including Hertfordshire County Council, on the environmental assessments and the Masterplan and that officials from the airport should visit impacted villages to engage with residents.

Consultation documents and information

A range of comments were made which shared negative sentiment regarding the consultation documents and the information provided as part of the consultation. Some respondents expressed concern that the information and documents provided were unclear, confusing, complicated, overly technical, difficult to read and understand, and that they were overly large in volume. Some also said that this prevented the general public from properly engaging, with some suggesting that a simplified sub-document and a short video describing the proposals would have been useful.

Further responses said that the consultation documents concealed information about the impacts of the proposals, whilst others said that the consultation documents included conflicting statements, specifically, regarding the significance of the impacts of the proposals.

One consultee said that there is no reference made regarding community funding requirements from the 2014 18mppa planning consent and whether additional funding will be provided as part of this proposal. Linked to this were suggestions that there was no information on the relationship between a 19mppa community fund proposal and the airports Development Consent Order (DCO) scheme. Further consultees said that the documents should be independently fact checked by experts due to questions about the accuracy of information from surveys undertaken.

Some consultees said that the consultation documents were vague or did not include sufficient detail and information. Specifically, respondents commented that the documents lacked detail on:

- Air quality and air quality breaches.
- The impacts of the proposals, including environmental, health and climate change impacts.
- How impacts, such as noise, air pollution and other environmental impacts will be managed and mitigated.
- The number of additional aircraft movements required to accommodate the increase in passenger numbers.

- How the proposal would support the local economy.
- How the existing transport infrastructure would cope with increased passengers.
- How often aircraft were expected to be stacking.
- How the day time and night time noise contours will be reduced once the temporary variation of Condition 10 has ended.

Comments were also received that said that the consultation documents did not provide details on the documents which would be superseded by the new planning application.

Concerns were also raised by respondents regarding the information provided on aircraft movements. Specifically, comments said that the data did not allow a direct comparison between actual movements in 2018 and 2019. Further comments also expressed concern that no justification was provided as to why 2018 and 2019 had been used and why a projection for 19mppa had not been provided. Concern was also expressed suggesting that the figures provided did not reflect CAA figures.

Respondents indicated that the consultation documents lacked measurable goals, targets and commitments, specifically with regard to enhancing the local area and reducing the community and environmental impacts of the proposals. Further comments also said that the documents did not include information on compliance with current targets related to noise and pollution and did not properly consider the degradation of the local environment and loss of local amenity and facilities.

Some consultees said that the documents did not include details or reference to planning and environmental policies and commitments, specifically:

- Compliance with planning policy related to biodiversity net gain and flood risk improvements.
- Compliance with Hertfordshire County Council's declaration of a Climate Emergency and 'Clean Air for All' requirements.
- The relationship of the proposals to Luton Local Plan Policy LLP6 and whether the masterplan would be submitted to LBC for approval.
- The Committee on Climate Change's report to reduce flights by 50% in the UK.

Some representations received questioned the accuracy of specific information and statements presented within the consultation documents, these representations were:

- That pre-COVID data was no longer relevant and that any increase in passenger numbers must be based on realistic data.
- Projections for EasyJet's operation of 100 new A320 neo aircraft did not take into account the impact of COVID-19 on the airline industry and lacked assurances those aircraft will be based at Luton.
- Statements made in the documents concerning previous assessments of aircraft modernisation and demand brought into question the accuracy of assumptions made in the proposals.
- The documents should have better reflected the reality of the experience of local residents living with noise pollution.
- The statement that the airport supports more than 27,500 jobs contradicts previous statements and the Halcrow report about the economic impact of the airport.
- References to the planning permission granted in 2012 were incorrect with regards to the dates and the application reference.

- There are no references to the complete overhaul of national aviation policy through the Aviation 2050 process.
- The information provided on flight movements did not mention early morning flights between 05:00 to 06:00.
- Statements in the consultation documents regarding operating close to capacity contradict CAA data and Luton quarterly reports suggesting the airport exceeded the cap in 2019 and 2020.
- That the consultation documents did not fairly assess the noise, air quality and transport impacts.

Consultation maps

Respondents said that the maps only included partial information and did not adequately represent the total area impacted by noise, as certain areas that experience noise impacts had not been included. Respondents also stated that due to the low quality of the noise contour maps, it was difficult to assess where the noise contours fell. Others were concerned that the maps provided in the consultation documents were unclear and ineffective.

Consultation questionnaire

Some of the responses received indicated that the consultation questions were biased or loaded. Other comments said that the questionnaire was set out in a way which made it hard to object or provide criticism to the proposals or provide feedback on current breaches of noise contours, with some respondents questioning the reason for not including a comment box for question 4 of the questionnaire.

Consultation timing

Some responses commented that the timing of the consultation was inappropriate. In particular, respondents said that it was not appropriate to hold the consultation due to:

- The COVID 19 pandemic resulting in lower levels and quality of engagement.
- The uncertainty facing the aviation sector as a result of the pandemic.
- The proximity to Christmas.
- It taking place before other proposals, such as proposals to alleviate disturbance in Harpenden, and the Future Arrivals Consultation had been completed.

Some comments said that the responses to the consultation should be discarded and the consultation should be held again after the pandemic.

Environmental Impact Assessment (EIA) Progress Report

Consultees commented that the EIA Progress Report lacked information, detail, and evidence. Other responses questioned the accuracy of information contained within the Report and the continuity between the Report and other consultation documents. Specifically, respondents said that the EIA Progress Report did not include an estimate of the increase in flights and carbon emissions resulting from the increase in passenger numbers or information on the use of renewables.

Some respondents suggested that the 'Environmental Statement' was not fit for purpose as it omitted 11 of the 13 conventionally addressed topics without explanation.

Other respondents stated that the EIA must set out: the impact of the proposals on airport road traffic, aircraft traffic and all other CO2 emissions; the environmental effects of the proposals in areas outside of the Luton administrative area, specifically in Hertfordshire and North Hertfordshire; and, demonstrate that the increase in passenger numbers would not breach the limits identified in the previous planning application, in areas outside of Luton.

Consultees identified that the Report said that the height of arrivals over Berkhamsted and Ivinghoe were above the threshold where effects are deemed to be insignificant, however they considered the effects experienced by those communities to be significant. Respondents also said that the flight corridor LEQ data for Flamstead was inaccurate.

Positive comments received regarding the consultation

Positive comments were also received about the consultation. These included that the consultation documentation was effective, sufficient, clear to understand, well produced and contained a lot of information. Others stated that the consultation questionnaire was easy to complete.

Relationship between London Luton Airport and Luton Council

Some respondents raised concerns about the relationship between the airport and Luton Council. These often related to a potential conflict of interest arising as a result of the Council being both the owner of the airport and the planning authority presiding over the planning application, compromising the consultation and outcome of the planning application. Suggestions were made which indicated that the consultation should be managed by an independent body and that the planning application should be evaluated and determined by an independent party. Other comments expressed the view that the proposals should be reviewed by the Secretary of State. Concern was also raised that Luton Council has not acted against the airport for breaches of planning conditions.

Relationship to other consultations and proposals

Some consultees said that it was unclear how the consultation related to other ongoing consultations, with comments stating that there were too many consultations at the same time. Others requested greater separation between the airport's DCO proposals and the 19mppa proposals to enable communities to properly engage with the consultations.

Consultees also said that the consultation documents did not include the reasons for the withdrawal of the 2019 consultation.

Sustainable growth

Respondents indicated that the definition of sustainability provided in the consultation document was unclear, confusing, false or inappropriate and had been manipulated to suit the purpose of the proposals. Other comments said that the definition was circular and no measurable goals or evidence of any balance or consideration to date had been provided. Respondents also expressed concern that the consultation documents provided little information on how the proposals would be delivered in a sustainable manner and that there had been no record of sustainable growth since 2013. Others considered that the proposals prioritised airport profits over the environment and local communities.

5.4 Destinations

When commenting on travel destinations, respondents said that there should be more flights to more destinations and that an increase in international links would only seek to benefit the airport and the local

community. A further comment proposed that the increased passenger capacity could be used to provide services to under-utilised destinations such as Moscow.

5.5 Environment

The topic of environment was one of the most frequently commented on in the consultation. Comments broadly fell in to six categories which are set out under the sub-headings below.

Climate change and carbon emissions

Consultees shared their disappointment about the impact of the proposals to increase passenger numbers and of existing operations on climate change, with some respondents specifically reflecting on the current efforts to combat climate change and the 'climate emergency' declarations by Luton Council and Hertfordshire County Council. Respondents proposed that the airport should endeavour to reduce its impact on climate change and to meet net-zero targets through reductions in passengers and movements, limiting operations to aircraft with the lowest carbon emissions, and that profits be invested to combat climate change and meeting international and national policies and targets rather than arguing that it was not significant in national terms.

Concerns were also raised that said that proposals for carbon offsetting were ineffective and being used to justify unsustainable operations.

Emissions and air quality

A number of comments received expressed concerns about the impact of the proposals on local air quality, including from increased traffic resulting from the proposals, and on Luton Council's commitment to improve air quality.

Some suggestions were received for air quality mitigation measures, such as that the airport work to reduce aircraft emissions and fund research into more environmentally friendly aircraft engines. A few suggested that the proposals be delayed until emissions have been reduced and air quality concerns have been addressed. Another suggestion was that the Carbon Emissions Strategy should have been included in the consultation.

A few respondents said that nitrous oxide and particulate emissions over St Albans had not been measured.

Environmental effects

A number of respondents shared general comments about the environmental effects and impacts of the proposals and the potential for cumulative effects, in particular with the M1.

Respondents expressed apprehension about the environmental impacts of the proposals on specific areas, such as Harpenden, St Albans, the Chiltern Hills Area of Outstanding Natural Beauty (AONB), Buckinghamshire, Dagnall, Ivinghoe, Pitstone, Marsworth, and Grafham Water. The suggestion was also made that the airport's environmental impacts and targets be monitored by an independent body.

Consultees commented about the environmental impacts of existing operations, such as noise and disruption, odour, surrounding green spaces, fuel dumping, and local communities in Luton, Harpenden, and surrounding villages. Comments also shared concern about the management and mitigation of environmental impacts, and that such impacts could not be managed or mitigated or alternatively that sufficient mitigation measures had not been proposed as part of the consultation.

Comments were received which said that the airport should concentrate on minimising, mitigating or managing current environmental impacts, with suggestions that this be a prerequisite to the pursuit of the proposals. Consultees also said that previous environmental and climate change concerns raised by residents at previous consultations had not been addressed.

A number of suggestions were made within responses relating to environmental mitigation measures. These included the setting of requirements for airlines to use quieter and less polluting aircraft and greater investment in sustainable aircraft, rate reductions or compensation for residents impacted by noise and disruption, and help for those directly and indirectly impacted by the proposals. Other suggestions were that the airport should work collaboratively with industry and Government to avoid unrealistic expectations in relation to sustainability and that an EIA be undertaken.

Environmental improvements

Some comments received from respondents included suggestions that higher flight altitudes and steeper arrival and departure angles be used to reduce noise impacts on local communities, and that efforts be made to reduce existing impacts. Other comments suggested mitigation measures such as carbon capture, vehicle fleet electrification, cycling infrastructure, installation of noise barriers on the M1, provision of grants to sound proof windows in villages, installation of fences in car parks to reduce light pollution impacts on rural areas, and that airport explore or adopt an Environmentally Managed Growth approach to the proposals. A few suggested that airlines be required to adhere to flight paths and noise reductions or be subject to penalties, and that the number of flights be reduced.

A few respondents suggested that tree planting should be implemented in the local area, with the specific suggestion that 100 trees be planted for every arrival. Other comments suggested that more green spaces should be created and that the size of the airfield be reduced and be made available as green space to the public.

Health

Some respondents commented about the impact of the proposals on health, mental health, sleep, quality of life and wellbeing from increases in passengers, noise, and air quality. A few respondents also discussed the existing impacts of current operations on these topics.

A few respondents expressed concerns about the impact of existing and potential night flights on sleep, health, and wellbeing of residents.

Comments were raised that identified a lack of information on health impacts and mitigation, that LLAOL was inspecting health impacts rather than external bodies, and whether the Noise Impact Assessment would impact the decision to proceed with proposals. One consultee suggested that a health assessment be completed and published in full before the proposals are considered.

Noise

Comments were received that expressed concerns about the impact of the proposals on local noise levels, including on areas such as Dagnall, Hertfordshire, Whitwell, Harpenden, Markyate, and Buckinghamshire, as well as other villages surrounding the airport. One comment shared concern about the cumulative noise impacts from the proposals and Heathrow Airport on Buckinghamshire. Other consultees reflected upon the impact of increased noise from the proposals on local communities, health, quality of life, enjoyment of outdoor spaces, and wellbeing.

Responses shared concerns about the existing noise impacts of current operations on local noise levels, sleep, and health and wellbeing, including on areas such as Harpenden, Walkern, Dagnall, Alderley,

Flamstead, St Albans, Markyate, and Trowley Bottom. Some respondents also suggested that Luton focus on reducing current noise levels rather than pursuing the proposals.

A number of comments received stated that existing noise limits and mitigations have previously or currently been breached by the airport. Some expressed concerns about Luton's ability to manage or mitigate current and potential future noise impacts and the consequential impact on trust among local communities. Other consultees raised comments about previous and current breaches of national and international noise policies and guidelines. One comment indicated uncertainty as to whether the application to vary Condition 9 was needed due to the noise mitigation measures identified in the Noise Assessment whilst others said that a noise monitoring site in St Albans was not included in the proposals.

Some comments received provided recommendations for noise mitigation or management measures. These included the reduction of households in noise contours, increased eligibility year on year and lower qualifying threshold for the Sound Insulation Scheme, a lower homeowner burden for the Sound Insulation Scheme, and that Wigmore Valley Park be retained as a noise and pollution buffer. Further suggestions were made in relation to noise mitigation or management measures including triple glazing for local communities be funded, that new aircraft technologies be used to actively manage noise contouring and reduce noise impacts, and that homeowners in Wigmore and Vauxhall Park be offered home purchase to compensate for noise impacts. Consultees also suggested that a set of noise objectives dealing with monitoring be linked to the stated sustainability objectives in Chapter 6 of the Masterplan with an endpoint where the noise contours return to their original extent.

One response suggested that noise levels be continually reviewed and reported to local communities on a monthly basis, with a further respondent said that the airport should be expected, through a strategy, to work with those in the existing contours rather than extending them. Another suggested the airport set out commitments to sustainable aviation and collective work to better understand noise and annoyance and impacts on local communities.

A further respondent proposed that the application 19/00428/EIA be withdrawn to avoid confusing the public and confusing mitigation reporting and monitoring strategies.

Consultees also challenged the effectiveness of the proposed noise insulation offer in mitigating the impacts of noise outside, during summer, when residential windows are open, and in rural areas.

Some responses provided comments relating to Condition 10 of existing planning permissions, suggesting that Condition 10 remain in its current form and the airport's compliance with it be enforced by Luton Council. Other comments expressed concerns about the impact of the proposed variation to Condition 10 on noise levels and footprint with some indicating that the proposed variation contradicted the Noise Reduction Strategy target to reduce noise contours by 2028. Calls for positive steps and targets to be set so that there is no growth unless additional growth reduces the area within the daytime and the night time noise contours.

5.6 Information

Representations received included requests for further information. This included:

- Information on the types of aircraft to be used at the airport.
- Aircraft performance standards and noise impacts.
- A revised business strategy to enhance passenger throughput.
- Details on the expansion of toilet provision.
- Details on how sustainability goals would be achieved.

- Passenger number predictions and the impact of the COVID-19 pandemic on passenger numbers and jobs.
- The sources of information and headline statistics with regard to the number of jobs the airport supports and its contribution to the UK economy.
- Details on how the airport determined that it will recover to 2019 by 2023 and the proposed 19mppa by 2024.
- Details of compensation for impacted communities.
- Clarification on whether noise newly experienced since the COVID-19 pandemic will continue if expansion takes place.
- The data that altitude readings are based upon.
- Details of flight paths.

Other respondents suggested that information and data should be made available in respect of the aircraft purchasing strategy, set against passenger throughput for post-pandemic recovery and figures to show NO₂ and PM levels prior to and after the COVID-19 lockdown and predicted increases.

Further comments said that a web resource with live data should be provided to report on new fleet acquisitions, noise contour/envelope mapping and periods when the variations of conditions are in effect, and passenger throughput. Respondents also suggested that details on the relationship between the proposals and the airspace change proposals should be clarified so that the impacts on communities can be understood.

Some respondents stated that the planning application should explain and demonstrate how the additional one million passengers per annum can be accommodated within the existing environmental and infrastructure constraints identified in the previous planning application. Other consultees said that additional work was required to assess the effects on cultural heritage, whilst one consultee said that further information was required on the scale and nature of the proposed grant scheme and how it is to operate.

5.7 Need case

Comments were received which suggested that consideration had not been given to the impacts of COVID-19 on the aviation industry. Other respondents similarly recommended that the proposals should be delayed or that passenger numbers should be reduced as they are not set to return to pre-COVID levels for a number of years. Further comments suggested said that there is a lower demand for air travel due to modern communications and teleconferencing technologies, whilst others suggested that proposals be delayed until quieter aircraft can be successfully introduced in order to limit the impact on local communities.

Respondents expressed opposition to expansion of the airport, suggesting that aviation is not economically or environmentally sustainable. A greater awareness of the impacts flying has on climate change was expressed as a reason to not pursue the proposals.

Consultees also suggested that the proposal should be withdrawn until the airport can successfully operate within its agreed limits for 18m. Other comments received said that the proposals as set out in the consultation appeared to go against the agreement for expansion being considered in 2028.

5.8 Night flights and flight paths

Comments in relation to night flights and flight paths broadly fell in to two categories which are set out under the sub-headings below.

Night flight ban suggestion

Some respondents expressed concern that there were already too many night flights and that there had been an increase of 50% in night flights since 2011. Consultees said that there should be no further increase in the number of night flights or that there should be an outright ban. The effectiveness of the current time restrictions at reducing noise levels was questioned and there were suggestions for new times or processes that the night flight ban should operate to. Suggestions on timings for the ban of night flights were:

- ▶ Between 20:00 and 08:00.
- ▶ After 23:00.
- ▶ Between 23:00 and 05:30.
- ▶ Between 00:00 and 06:00.
- ▶ Between 20:00 and 06:00.

Concerns were also raised about breaches of night flight restrictions (Condition 10) over the last 2 years, with some questioning whether restrictions exist at all. Consultees said that this has led to a distrust of the airport and calls for better management of night-time operations.

The heights at which aircraft fly at night was also raised as a concern due to the impacts this has on local communities. Respondents suggested that restrictions on night flights could be an alternative to extending the night-time noise contour.

Flight paths

Flight paths were also an area of interest to respondents with comments received which said that a review of flight paths is needed so that they can be optimised for noise reduction. Suggestions were made that proposed returning flight paths to how they were pre-2015 or pre-2019, widening flight paths so that they cover a larger area and therefore spread noise levels or for new flight paths to avoid communities.

Some comments received suggested that flight paths be directed away from residential areas, that airlines use the northern flight path, and that the gliding club be removed from the airport to enable the use of flight paths with reduced impacts on local communities.

Comments received said that flight paths should be routed over areas such as the countryside and less densely populated areas, over Junction 10 of the M1, following the M1, as well as over Bedfordshire instead of Hertfordshire. Others suggested that flight paths should not be routed over areas such as Harpenden, Aldbury, and nature reserves such as RSPB The Lodge in Sandy. Comments were also received expressing concerns about existing flight paths, including that aircraft do not fly within current flight paths, that there had been a recent increase in flights following a new route over Harpenden and Southdown, and that flight paths are over populated areas.

Other respondents said that the location of flightpaths and height of aircraft after take-off and before landing should not be overlooked when considering the proposed expansion. Further comments were made which expressed the view that the airport should not be seeking further expansion until after the airspace has been modernised.

5.9 Passenger experience

Comments in relation to passenger experience broadly fell in to three categories which are set out under the sub-headings below.

Current passenger experience

Consultees said the current airport facilities are too busy and over-crowded, pose health risks to the public and that waiting times for baggage were too long. Some respondents raised questions about how long gate waiting times were. Comments also highlighted that passenger satisfaction at the airport is low when compared other national and European airports.

Improved facilities

Some respondents suggested that the current airport facilities should be improved and one respondent made a request for the addition of a viewing platform or a spectator lounge and coffee bar.

Passenger safety and security

Some consultees that provided comments on passenger movements through the airport expressed safety concerns about narrow evacuation routes, whilst others said that airport security should remove passengers refusing to follow COVID-19 guidelines.

5.10 Passenger numbers

Comments in relation to passenger numbers broadly fell in to three categories which are set out under the sub-headings below.

Objections to the increase in passenger numbers

A number of respondents objected to the proposed increase in passenger numbers. These objections were made generally without providing further information. Other comments said that the current cap should remain in place, that the airport should maintain commitments to not expand further and have reduced flights or that the airport should close and cease all air traffic movements. Further comments stated that the proposals should not be granted permission unless the impacts could be mitigated.

Other objections to the proposed increase in passenger numbers were expressed by reasons for objection. The reasons provided for objection cited by respondents were:

- Environmental impacts of the proposals.
- Increased social/community impacts on local communities, including impacts on health and quality of life.
- Increased carbon emissions and impacts on climate change, global warming and the environment.
- Compliance of the proposals and appropriateness of the scheme with national and local carbon reduction targets.
- Increases in air pollution and impacts on air quality and current air quality issues.
- Increased noise levels, with some respondents stating that noise levels were already too high because of the airport's existing operations.

- Existing and previous breaches of noise limits and planning conditions, including the breach of noise contour planning condition featured in the 2013 planning permission in 2017, 2018 and 2019.
- Failure of the airport to deliver previously agreed noise mitigation and reduction measures.
- The current 18mppa cap was not expected to be met until 2028, and the airport have been unable to operate within current limits.
- That current impacts from the airport cannot be mitigated or offset.
- Quieter aircraft are not set to be delivered until at least 2027.
- Over sustainability and previous commitments to pursue greener and more sustainable operations.
- Lack of meaningful benefits to the economy other than increased airport revenues.
- Concerns that the proposals do not take into account current uncertainties facing the transport sector and the economy, such as COVID-19 and Brexit.
- Insufficient airport capacity to accommodate an increase in passengers, and the proposal will result in overcrowding or an increased airport footprint.

Some of these objections also made reference to specific locations such as Kimpton, Harpenden and Dagnall.

A few respondents objected to the proposals and suggested that the airport and the surrounding area were not suitable for expansion. These respondents suggested that other airports be considered for expansion instead.

Consultees suggested that the proposals be withdrawn or delayed. Some suggested that the airport should concentrate on reducing environmental impacts and increasing the efficiency of its existing operations before proceeding with the proposals. Another suggestion was that the airport should concentrate on completing the FASI(S) Airspace Change project.

Some respondents suggested that the proposals be delayed until the revised national aviation policy has been published. Respondents also suggested the proposals be delayed until after the review of airspace and flight paths had been completed or until after the results of the DCO consultation and the High Court judgement on the expansion of Heathrow Airport are known.

Reduce passenger numbers

Respondents who provided comments relating to passenger numbers often did so expressing that the number of passengers transiting through the airport should be reduced. Some comments said that the airport is too small to be able to handle the existing number of aircraft and that there is already sufficient capacity at other airports. Suggestions were also made that there should be a reduction in the number of hours each day that the airport operates.

Support for increasing passenger numbers

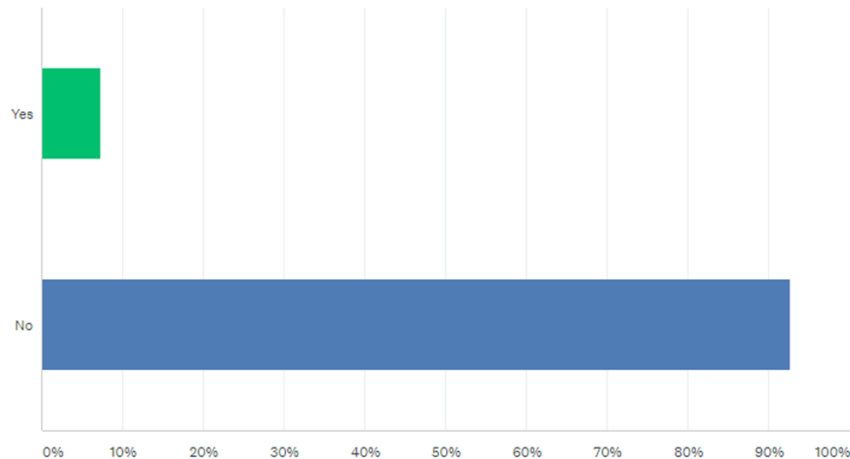
Support for the proposals to increase airport capacity was also provided by some consultees, with comments highlighting economic benefits and job creation as reasons to move ahead with the plans. Support was also expressed with conditions such as tackling noise impacts, carbon emissions and improving infrastructure.

5.11 Socio economic

Within the consultation questionnaire a question was raised which asked consultees;

- ▶ Do you agree that the proposals will help to support regional prosperity and economic growth?

Of those consultees who responded to the consultation 492 provided a response to this question with the following results;



Comments in relation to socio economic factors broadly fell in to three categories which are set out under the sub-headings below.

Community impacts

Respondents expressed concern about the impact of the proposals on local communities neighbouring the airport or under the flight paths, specifically as communities near to the airport suffer higher than average levels of deprivation and poor health and that these would be exacerbated by the proposals. Some made comments about the effects of noise and night flights on the sleep and economic productivity of local residents. Other comments said that the proposals would result in people moving away from the local area.

Some respondents expressed concerns that there are no opportunities to enhance the local area through the proposals due to the impacts of noise, traffic, air quality, health and wellbeing. Others said that the opportunities to enhance local area through the proposals had been exaggerated or were limited due to passenger expenditure elsewhere.

In contrast, some suggested that there were opportunities to enhance the local area through the proposals such as increased bus services, countryside hotels and valet parking. A few said that the previous planning permissions provided sufficient opportunities to enhance the local area and that there would be no additional opportunities through the proposals. Further comments suggested that the airport should work more closely with local organisations and communities to enhance the local area.

Comments received also suggested that compensation or funding be provided to local communities in order to reduce, mitigate, or compensate for impacts. These were that the airport should:

- Fund the installation of triple glazing on residential properties under the flight paths.
- Support businesses and communities impacted by the proposals.
- Expand the eligibility area of the Community Trust Fund to the whole of Buckinghamshire.

Consultees also expressed concern that the airport is not able to, and does not currently, adequately manage community impacts of existing operations. One respondent expressed support for the measures to manage the effects of the proposals on the environment and local communities. Others suggested that the proposals should be delayed until an assessment of the community impacts had taken place.

Employment and economic growth/benefits

Feedback received about employment and economic growth and benefits often expressed conflicting views, some considered that the proposals would not help to support regional prosperity and economic growth, while others suggested that the proposals would, due to the benefit of increased employment opportunities in the local area.

Some respondents expressed concerns about the quality and viability of jobs brought about by the proposals due to the impact of the COVID-19 pandemic on the aviation sector and the onset of technological challenges such as automation. Others raised concerns about the dependence of the local economy on the aviation sector and the viability of the aviation sector as a whole in the short term, raising concerns that the sector and the economy may not recover for some time after the COVID-19 pandemic.

Some respondents said that the economic benefits to regional prosperity and economic growth were outweighed by impacts on noise, health and wellbeing, sleep and productivity, quality of life, and the environment. A few suggested that the airport invest in employment opportunities in sustainable and green areas, such as sustainable energy, and research to reduce noise, air quality and carbon impacts of operations.

Consultees expressed concern that previous figures for increased employment were not based on credible statistics and that a realistic forecast for a 1mppa growth scenario should be confirmed. Suggestions were also received that the statement that the airport provides £1.8 billion in benefits to the national economy should be evidenced and that forecasts of economic benefits from the previous application to raise passenger numbers to 18mppa be compared against real figures from the end of 2019.

A few comments received suggested that existing conditions provide sufficient employment and economic opportunities, and that additional employment opportunities could be delivered post-COVID. Some respondents expressed concern that the proposals would only benefit shareholders and businesses located at the airport.

Local/Regional benefits

Some respondents commented that the proposal will only benefit the airport and not benefit adversely impacted areas such as Hertfordshire. Some respondents also expressed concern that increasing international travel will reduce economic prosperity as UK earnings will be spent abroad. Others also said that infrastructure proposed to support the proposal will be funded by the taxpayer.

Some responses put forward suggestions on how to improve local/regional benefits. These included investing in green industries, building a community centre, building an events area, as well as increasing investment in local businesses and infrastructure and helping local communities to recover from the COVID-19 pandemic. A respondent also suggested that the airport provide funding to local villages.

Comments were also received which said that an increase in passengers should only be permissible with a balance between the benefits (shared with the local communities) and the costs (being mitigated). They also said that if the increase results in disbenefits, permission should not be granted unless those effects can be adequately mitigated. Other comments said that there needed to be a clear identification of the training, skills and employment programme that the airport are proposing in order to maximise the opportunities for local organisations and improve accessibility for those who will be working at the airport.

Some respondents also provided support for the future Luton 32mpps project and one respondent suggested that the Luton DART will enhance the area.

5.12 Surface access

Comments in relation to surface access broadly fell in to five categories which are set out under the sub-headings below.

Access general

Respondents expressed concern that the increase in passenger numbers will increase the amount of traffic in the local area, causing increased delays and pollution. This was further identified through concerns that local infrastructure cannot cope with an increase in passengers and traffic and that there will be additional strain on transport links. Some consultees stated that Junction 10 of the M1 would not be able to handle increased airport capacity along with local train links, whilst others said that the existing impacts of airport operations on the traffic of local roads, villages, and rural lanes are already a concern.

Other respondents offered suggestions on how to improve surface access. Some suggested that infrastructure should be improved to improve access, while others said that the airport should consider introducing traffic management systems and improving shuttle services. Some also identified that the airport should encourage more passengers to use public transport and that electric charging points should be provided to encourage the use of electric vehicles. A few comments suggested that flight schedules should be staggered in order to reduce traffic impacts on local roads.

Respondents also questioned the impact of the proposal on Hertfordshire County Council's Transport Vision 2050 strategy to reduce car use, whilst other comments said that a travel plan should be used to inform the Masterplan.

Improve public transport

A number of respondents said that the proposal to increase passenger numbers will have a negative effect on public transport, some even stated that any improvements to public transport would be limiting. A few comments received stated that COVID-19 would put people off using public transport.

A number of respondents suggested improvements to public transport such as public transport connections should be improved while taxi services and driving should be discouraged. Others suggested that train services should be improved and that areas that do not have access to transport to the airport should be provided with public transport. There were also suggestions that a relationship between Luton DART and the Thameslink network will be needed.

Improve road access

Some respondents commented that access to the airport is poor and already congested and that the proposal will only cause an increase in traffic. Some responses also said that any possible improvements that can be made to road access are limited.

Further responses proposed improvements to road access. Respondents suggested the general improvement of roads near the airport to help reduce traffic levels. Some said traffic should be directed away from local villages and one respondent suggested that road access should be improved through a bypass to the south of Hitchin.

Transport assessment

Some comments received suggested that the estimated increase in surface access journeys stated in the EIA be broken down into different modes of transport. A suggestion was also received that the airport should account for Hertfordshire County Council's COMET modelling.

Transport plan

Comments received regarding the Transport Plan considered that the targets set out in the plan are too aspirational. Responses also expressed concerns that the plans to reduce car use will not be effective.

5.13 Technology

Respondents commented on the use of new technologies and their usefulness in reducing noise and environmental impacts. Some consultees suggested that the airport should encourage airlines operating at the airport to phase out older aircraft and replace them with quieter and more sustainable aircraft. In support of these comments other consultees suggested that quieter engines and new technologies be used to reduce pollution or that the airport should only allow quieter planes to operate.

Some respondents said that the proposals should be withdrawn or delayed until quieter aircraft can be delivered, while others expressed concerns about over-reliance on future aircraft technology to reduce noise.

A few comments received suggested that the airport invest in sustainable energy technologies and mitigation measures, such as a wind farm on the airport site, to reduce climate change impacts and provide additional jobs.



Appendix A

LLA 19mppa Questionnaire

1. What comments do you have on our plans for increasing the airport's capacity from 18 to 19 million passengers per year?

2. Do you have any comments on how we should manage the effects of our proposals on the environment and local communities?

3. What opportunities are there to enhance the local area through our proposals for 19 mppa?

4. Do you agree that the proposals will help to support regional prosperity and economic growth?

- a. Yes
- b. No

5. Do you have any comments on any of the documents provided as part of this consultation?

Appendix B

LLA 19mppa CIL



London Luton Airport is changing... ...have your say



Responding to this consultation

Providing your feedback

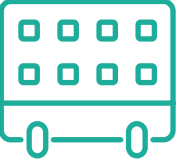
- Your feedback is important and will help us to determine our final proposals. You can provide us with your comments in a number of ways:
- Online using the feedback form on our website www.luton19mppa.info
- Email us at info@luton19mppa.info
- Complete a feedback form available on request using the contact details below
- Write to us at Freeport

FREEPORT LLAOL CONSULTATION

Finding out more

- You can find out all the information on our website www.luton19mppa.info
- Email any questions about the consultation to info@luton19mppa.info
- You can also call our freephone number 08007022594

The deadline for
responding to this
consultation is
11.55pm on the
11th November
2020



If you would like



information on this

consultation in large

text or an alternative

format, please contact

us on 08007022594 or

send an email to us at

info@luton19mppa.info

Our proposals for passenger growth

London Luton Airport is commencing preparations for a period of recovery from the impacts of Covid 19 pandemic. For us to do this we need to ensure that we accommodate the need for future growth. In this consultation we present our emerging proposals to increase capacity from 18 to 19 million passengers per annum (mppa) and would like to hear your views.

The proposals presented in this consultation do not involve any physical alterations to the airport infrastructure. Instead, they involve some operational changes, to flight schedules, noise contours and the way traffic gets to and from the airport.

This consultation provides an opportunity for you to provide us with your feedback on our proposals before we submit a planning application to Luton Council later in 2020.

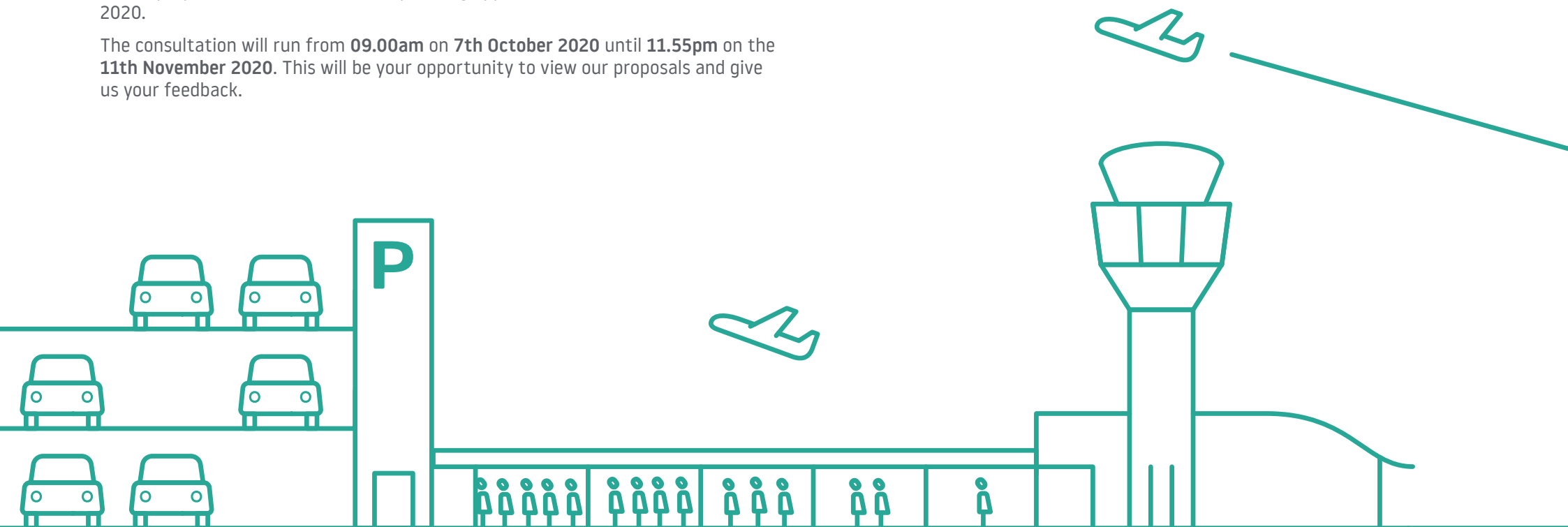
The consultation will run from **09.00am** on **7th October 2020** until **11.55pm** on the **11th November 2020**. This will be your opportunity to view our proposals and give us your feedback.



Why are we consulting?

The aim of this consultation is to:

- explain how we propose to achieve an increase from 18 to 19mppa;
- outline how we plan to manage the environmental effects of the proposed increase in passengers;
- receive feedback and local knowledge that will enable us to further develop our proposals and strategies.





Appendix C

LLA 19mppa Stakeholder List

London Luton Airport 19mppa Consultation Stakeholder List

Local Key Stakeholders	
Robin Porter	Chief Executive, Luton Council
Laura Church	Corporate Director, Place and Infrastructure, Luton Council
Sue Frost	Service Director, Planning and Transport, Luton Council
Graham Olver	Corporate Director, London Luton Airport Ltd
Ciarán Scanlon	Service Director, London Luton Airport Ltd
Councillor David Williams	Leader of Hertfordshire County Council
Councillor Hazel Simmons MBE	Executive Leader, Luton Council
Councillor James Jamieson	Leader Central Bedfordshire Council
Martin Stein	Business Development Officer, Luton Council
Mark Turner	Chief Finance Officer, London Luton Airport Limited
	Highway Services, Luton
Keith Dove	Transportation Strategy & Regulation Manager at Luton Council
Steven Lain	Highways & Transport Projects, Service Manager at Luton Council

Local MPs	
Rachel Hopkins MP (Lab)	MP for Luton South
Sarah Owens MP (Lab)	MP for Luton North
Bim Afolami MP (Con)	MP for Hitchin & Harpenden
Daisy Cooper MP (Lib Dem)	MP for St Albans
Mohammad Yasin MP (Lab)	MP for Bedford
Nadine Dorries MP (Con)	MP for Mid Bedfordshire
Rt Hon Sir Mike Penning MP (Con)	MP for Hemel Hempstead
Andrew Selous MP (Con)	MP for South West Bedfordshire

Government and Shadow Ministers	
Rt Hon Grant Shapps MP (Con)	MP for Welwyn Hatfield & Secretary of State for Transport
Robert Courts MP (Con)	Aviation Minister
Chris Heaton-Harris MP (Con)	Transport Minister
Robert Jenrick MP (Con)	Secretary of State for Housing, Communities and Local Government
Luke Hall MP	Minister for Regional Growth and Local Government
Christopher Pincher MP (Con)	Minister for Housing and Planning
Jim McMahon MP (Lab)	Shadow Secretary of State for Transport
Mike Kane MP (Lab)	Shadow Aviation Minister
Kerry McCarthy MP (Lab)	Shadow Green Transport Minister
Stephen Barclay MP (Con)	Chief Secretary to the Treasury

London Luton Airport 19mppa Consultation Stakeholder List

Wider Three Counties MPs	
Oliver Dowden MP (Con)	MP for Hertsmere
Joy Morrissey MP (Con)	MP for Beaconsfield
Gagan Mohindra MP (Con)	MP for South West Hertfordshire
Sir Oliver Heald MP (Con)	MP for North East Hertfordshire
Richard Fuller MP (Con)	MP for North East Bedfordshire
The Rt Hon Cheryl Gillan MP (Con)	MP for Chesham and Amersham
The Rt Hon Andrea Leadsom MP (Con)	MP for South Northamptonshire

Civil Service	
Rannia Leontaridi	Director for Aviation & UK Director General Civil Aviation.
Nathan Phillips	Director for Airports and Infrastructure
Ian Elston	Deputy Director COVID-19 Aviation Restart, Recover & Engagement
Jack Goodwin	Deputy Director COVID-19 Aviation Restart, Recover & Engagement
Matt Sowter	Senior Airports Policy Advisor
Rebecca Hall	Head of Regional Airports and Connectivity at DfT
Lauren Naish	Project Manager at the Environment Agency - Welwyn Garden City Office
Dr Alison Barnett	Centre Director, Public Health England South-East
Sarah Albon	Chief Executive at Health and Safety Executive
Graham Dalton	Chief Executive of the Defence Infrastructure Organisation
Marian Spain	Chief Executive Officer

Business & industry Groups	
Hilary Chipping	CEO, SEMLEP
Richard Moriarty	Chief Executive, CAA
Tony Danker	Director General CBI
Karen Dee	Chief Executive, AOA
Justin Richardson	CEO, Bedfordshire Chamber of Commerce
Eddie Curzon	Regional Director, CBI London & South
Adam Szpala	Public Affairs, Policy & Campaign Officer, UK Chamber of Commerce
Jeremy Bishop	Chair, Herts Chamber of Commerce
James Martin	Director of Policy, UK Chamber of Commerce
Tim Alderslade	CEO, Airlines UK
James Jamieson	Vice-Chairman, England's Economic Heartland
Martin Tett	Chairman, England's Economic Heartland
Peter Horrocks	South East Midlands Local Enterprise Partnership Chair
Dave Hodgson	Chair, Strategic Transport Forum, England's Economic Heartland
David Scotter	Director, British Aviation Group
Dr Andy Jefferson	Programme Director, Sustainable Aviation
Jane Middleton	Chairman, Airlines UK
Robert Griggs	Policy & Public Affairs Director, Airlines UK
Francesca Hinton	Policy & Public Affairs Manager, Airlines UK
Jackie Cheetham	Honorary President, Strategic Aviation Special Interest Group

London Luton Airport 19mppa Consultation Stakeholder List

Jeff Bevan	Policy & Public Affairs Manager, Airport Operators Association
Adam Morton	Chair, Sustainable Aviation
Rob Light	Head Commissioner, The Independent Commission on Civil Aviation Noise
Seb Thompson	Group Press Office Manager, Manchester Airport Group
Louis Blake	Group Head of Communications, Manchester Airports Group
Becky Taylor	Editor and Manager of Corporate Communications, European Regions Airline Association
Kathleen Maclean	Beds, Cambs, Herts: Federation of Small Business
Martin Rolfe	Chief Executive of NATs Holdings

National Conservation	
Philip Long OBE	Chief Executive of the National Trust
Clare Charlesworth	Head of Region, Historic England South East
Crispin Truman OBE	Chief Executive, The Countryside Charity
Paul Forecast	East of England, Regional Director at National Trust
Brian Eversham	CEO at Local Wildlife Trust (Beds, Cambs, Northampton)

LLA Airlines	
Johan Lundgren	CEO, EasyJet
Jozsef Viradi	CEO, WizzAir
Friedrich Joussen	CEO, TUI
Gonen Usishkin	CEO, El AL

Wider Relevant MPs	
Lord McKenzie of Luton	Former Airport Chair
Huw Merriman MP	Chair of the Transport Select Committee
Ruth Cadbury MP (Lab)	Transport Select Committee
Lilian Greenwood MP (Lab)	Transport Select Committee
Simon Jupp MP (Co)	Transport Select Committee
Robert Langan MP (Lab)	Transport Select Committee
Chris Loder MP (Con)	Transport Select Committee
Karl McCartney MP (Con)	Transport Select Committee
Grahame Morris MP (Lab)	Transport Select Committee
Gavin Newlands MP (SNP)	Transport Select Committee
Greg Smith MP (Con)	Transport Select Committee
Sam Tarry MP (Lab)	Transport Select Committee
Mike Freer MP (Con)	MP for Finchley & Golders Green
Andrew Jones MP (Con)	Chair, APPG on Infrastructure
Lord Stunell MP (LD)	Officer, APPG on Infrastructure
Alan Brown MP (SNP)	Co-Chair, APPG on Infrastructure
Baroness Neville-Rolfe MP (Con)	Officer, APPG on Infrastructure
Chi Onwurah MP (Lab)	Officer, APPG on Infrastructure
Lord Chidgey MP (LD)	Officer, APPG on Infrastructure
Stephen Hammond (Con)	Officer, APPG on Infrastructure

London Luton Airport 19mpps Consultation Stakeholder List

Lord Berkeley MP (Lab)	Officer, APPG on Infrastructure
Steve Double MP (Con)	Chair on APPG for General Aviation
Lord Davies of Gower (Con)	Co-Chair on APPG for General Aviation
Sir Roger Gale (Con)	President on APPG for General Aviation
Lord Kirkhope of Harrogate (Con)	Vice President on APPG for General Aviation
Ian Paisley MP (DUP)	Vice Chair on APPG for General Aviation
Dr Rupa Huq MP (Lab)	Vice Chair on APPG for General Aviation
Lord Rotherwick (Con)	Vice Chair on APPG for General Aviation
Lord Stevens of Kirkwhelpington (Crossbench)	Vice Chair on APPG for General Aviation
Stephen Metcalfe MP (Con)	Vice Chair on APPG for General Aviation
Alex Norris MP (Lab)	Chair, APPG on East Midlands

Local Action Groups	
Andrew Lambourne	LADACAN - Luton And District Association for the Control of Aircraft Noise
John Hale	Chair, St Albans Quieter Skies (STAQS)
	St Albans Aircraft Noise Defence (STAND)
	Harpenden Sky
	Stop Low Flights from Luton
	Hertfordshire against Luton Expansion (HALE)
	Friends of Wigmore Park
	Stop Luton Airport Expansion
Cavan McDonald	Secretary, St Albans Quieter Skies (STAQS)
Darren Shirley	Chief Executive officer, Campaign for Better Transport
Dr Elaine King	Chief Executive Officer, Chiltern Conservations Board
	Chiltern Countryside Group
Nigel Green	Treasurer, St Albans Quieter Skies (STAQS)
Dave Oakley-Hill	Friends of the Earth, Luton

Wider Councils	
Adam Mitchell (Con)	Hertfordshire Council Conservative - Deputy Executive Member, Growth, Infrastructure, Planning and the Economy
David Williams (Con)	Harpenden North, Conservative, Council Leader
Cllr Bernard Sarson (Con)	Welwyn Hatfield Council - Executive Member, Regeneration, Economic Developments and Partnerships
Cllr Dan Thomas (Con)	Barnet Council Leader
Cllr Duncan Bell (Con)	Welwyn Hatfield Council Deputy Leader
Cllr Tony Kingsbury (Con)	Welwyn Hatfield Council Leader
Cllr Derrick Ashley	Hertfordshire Council Conservative - Executive Member, Growth, Infrastructure, Planning and the Economy
Cllr Teresa Heritage	Hertfordshire Council Conservative - Deputy Leader of the Council
Cllr Garrick Stevens	Berkhamsted Town Council - Leader
Cllr Geraldine Corry	Berkhamsted Town Council - Deputy Leader
Cllr Mark Russell	Caddington Parish Council - Chairman
Cllr Matthew Tomling	Caddington Parish Council - Vice-Chair

London Luton Airport 19mppa Consultation Stakeholder List

Cllr Andy Palmer	Caddington Parish Council - Planning Chair
Cllr Anne Pritchard	Chalgrove Parish Council - Chairman
Cllr Jacky Nabb	Chalgrove Parish Council - Vice Chair
Cllr Caroline Freer	Flamstead Parish Council - Clerk
Cllr Andrew Farrow	Great Gaddesden Parish Council - Clerk
Cllr Tony Gill	Hardwick Parish Council - Chair
Cllr Pauline Joslin	Hardwick Parish Council - Vice-Chair
Cllr Bob Deering	Hertford Town Council - Mayor
Cllr Jane Sartin	Hertford Town Council - Deputy Mayor
Cllr Amanda King	Kings Walden Paris Council - Chair
Cllr Jon Chamberlin	Kings Walden Paris Council - Vice Chair
Cllr Alastair Greene	Little Gaddesden Parish Council - Clerk
Cllr Laurie Eagling	Pitstone Parish Council - Clerk
Cllr Julie Hinder	Slapton Parish Council - Chair
Cllr Jim McPetrie	Slapton Parish Council - Vice Chair
Cllr Colin Sully	The Lee Parish Council - Chair
Cllr Carol Perry	The Lee Parish Council - Vice Chair
Cllr Roxanne Ransley	Tring Town Council - Mayor
Cllr Christopher Townsend	Tring Town Council - Deputy Mayor
Cllr Gill Clark	Wheathampstead Parish Council - Planning Chair
Cllr John Gates	Wigginton Parish Council - Chair
Cllr Kathleen Spence	Wigginton Parish Council - Vice Chair
Mike Forster	Chair of British Aviation Group
Cllr Hilary Bills	Vice Chair, Strategic Aviation Special Interest Group, Dudley Metropolitan Borough Council
Cllr Jamie Macrae	Vice Chair, Strategic Aviation Special Interest Group, Cheshire East Council
Cllr Nigel Shaw	Vice Chair, Strategic Aviation Special Interest Group, Broadland District Council
Cllr Keith Artus	Chairman, Strategic Aviation Special Interest Group, Uttlesford District Council
Sue Campbell	Hertfordshire Association of Parish & Town Councils
David Barnard	Hertfordshire Councillor
Sara Bedford	Hertfordshire Councillor
Nigel Bell	Hertfordshire Councillor
Joshua Bennett Lovell	Hertfordshire Councillor
Phil Bibby	Hertfordshire Councillor
Judi Billing MBE	Hertfordshire Councillor
Simon Bloxham	Hertfordshire Councillor
Stephen Boulton	Hertfordshire Councillor
Annie Brewster	Hertfordshire Councillor
Morris Bright MBE	Hertfordshire Councillor
Susan Brown	Hertfordshire Councillor
Eric Buckmaster	Hertfordshire Councillor
Frances Button	Hertfordshire Councillor
Lynn Chesterman OBE	Hertfordshire Councillor

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Caroline Clapper	Hertfordshire Councillor
Ken Crofton	Hertfordshire Councillor
Bob Deering	Hertfordshire Councillor
Terry Douris	Hertfordshire Councillor
Steve Drury	Hertfordshire Councillor
Margaret Eames-Petersen	Hertfordshire Councillor
Sue Featherstone	Hertfordshire Councillor
Dr Barbara Gibson MEP	Hertfordshire Councillor
Stephen Giles-Medhurst	Hertfordshire Councillor
Dreda Gordon	Hertfordshire Councillor
Dr Susie Gordon	Hertfordshire Councillor
John Graham	Hertfordshire Councillor
Lesley Greensmyth	Hertfordshire Councillor
Fiona Guest	Hertfordshire Councillor
John Hale	Hertfordshire Councillor
Dee Hart	Hertfordshire Councillor
Kareen Hastrick	Hertfordshire Councillor
Michael Hearn	Hertfordshire Councillor
Dave Hewitt	Hertfordshire Councillor
Fiona Hill	Hertfordshire Councillor
Nick Hollinghurst	Hertfordshire Councillor
Terry Hone	Hertfordshire Councillor
Tina Howard	Hertfordshire Councillor
Tim Hutchings	Hertfordshire Councillor
Steve Jarvis	Hertfordshire Councillor
Jeff Jones	Hertfordshire Councillor
Jonathan Kaye	Hertfordshire Councillor
Asif Khan	Hertfordshire Councillor
Joan King	Hertfordshire Councillor
Paul Mason	Hertfordshire Councillor
Graham McAndrew	Hertfordshire Councillor
Roma Mills	Hertfordshire Councillor
Mark Mills-Bishop	Hertfordshire Councillor
Adam Mitchell	Hertfordshire Councillor
Michael Muir	Hertfordshire Councillor
Robin Parker	Hertfordshire Councillor
Alan Plancey	Hertfordshire Councillor
Seamus Quilty	Hertfordshire Councillor
Nigel Quinton	Hertfordshire Councillor
Ian Reay	Hertfordshire Councillor
Richard Roberts	Hertfordshire Councillor
Anthony Rowlands	Hertfordshire Councillor
Ralph Sangster	Hertfordshire Councillor
Richard H Smith	Hertfordshire Councillor
Dr Andrew Stevenson	Hertfordshire Councillor

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Sharon Taylor OBE	Hertfordshire Councillor
Richard Thake	Hertfordshire Councillor
Ron Tindall	Hertfordshire Councillor
Sandy Walkington	Hertfordshire Councillor
Mark Watkin	Hertfordshire Councillor
Jane West	Hertfordshire Councillor
Chris White	Hertfordshire Councillor
Andrew Williams	Hertfordshire Councillor
David Williams	Hertfordshire Councillor
Phil Williams	Hertfordshire Councillor
Tim Williams	Hertfordshire Councillor
Colin Woodward	Hertfordshire Councillor
Colette Wyatt-Lowe	Hertfordshire Councillor
William Wyatt-Lowe	Hertfordshire Councillor
John Wyllie	Hertfordshire Councillor
Paul Zukowskyj	Hertfordshire Councillor

Additional MPs	
Edward Argar MP (Con)	Charnwood
Jon Ashworth MP (Lab)	Leicester South
Claudia Webbe MP (Lab)	Leicester East
Liz Kendall MP (Lab)	Leicester West
Maggie Throup MP (Con)	Erewash
Neil O' Brien MP (Con)	Harborough
Peter Bone MP (Con)	Wellingborough
Philip Hollobone MP (Con)	Kettering
Sir Keir Starmer MP (Lab)	Holborn and St Pancras, Leader of the Labour Party
Tom Pursglove MP (Con)	Corby

Unions	
Oliver Richardson	National Officer, Unite the Union - Civil Air Transport
Tim Johnson	Director - Aviation Environment Federation
Paul Naylor	Executive President - British Airline Pilots' Association

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