Luton Rising
Our airport.
Our community.
Our planet.

February 2023

London Luton Airport Expansion

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Volume 6 Consultation Report

6.02 Consultation Report Appendix J

2022 Statutory Consultation Materials Part 2 of 2

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6.02 CONSULTATION REPORT APPENDIX J: 2022

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Future LuToN

Making best use of our existing runway

Consultation summary & FAQ booklet

Statutory consultation 8 February – 4 April 2022

Luton Rising

Our airport.
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This document summarises proposals for the future expansion of London Luton Airport. This is a really important consultation affecting the future of the town and the region. If you would like a hard copy version of this brochure in another language, please email **futureluton@lutonrising.org.uk** or call **0800 538 5203**.

Ten dokument zawiera podsumowanie propozycji przyszłej rozbudowy portu lotniczego London Luton Ariport. Konsultacje te są bardzo ważne, ponieważ dotyczą przyszłości miasta i całego regionu. Aby otrzymać drukowany egzemplarz broszury w języku polskim, należy wysłać e-maila na adres **futureluton@lutonrising.org.uk** lub zadzwonić pod numer **0800 538 5203**.

এই নথিতে লন্ডন লুটন বিমানবন্দরের ভবিষ্যৎ সম্প্রসারণ সংক্রান্ত প্রস্তাবের সারসংক্ষেপ রয়েছে। এটি সত্যিই একটি গুরুত্বপূর্ণ আলোচনা যা এই শহরের তথা এই অঞ্চলের ভবিষ্যতকে প্রভাবিত করবে। আপনি যদি এই পুস্তিকাটির একটি কাগজ-সংস্করণ বাংলা ভাষায় পেতে চান, তাহলে দয়া করে **futureluton@lutonrising.org.uk**-এ ইমেল করুন অথবা **0800 538 5203**-এ কল করুন।

Šiame dokumente apibendrinami pasiūlymai dėl būsimos Londono Lutono oro uosto plėtros. Tai labai svarbi konsultacija, turinti įtakos miesto ir regiono ateičiai. Jei norėtumėte gauti popierinę brošiūros versiją lietuvių kalba, atsiųskite el. laišką **futureluton@lutonrising.org.uk** arba skambinkite telefonu **0800 538 5203**.

ਇਹ ਦਸਤਾਵੇਜ਼ ਲੰਡਨ ਲਿਊਟਨ ਹਵਾਈ ਅੱਡੇ ਦੇ ਭਵਿੱਖ ਵਿੱਚ ਵਿਸਤਾਰ ਦੇ ਲਈ ਤਜਵੀਜ਼ਾਂ ਦਾ ਸਾਰ ਦੱਸਦਾ ਹੈ। ਇਹ ਕਸਬੇ ਅਤੇ ਖੇਤਰ ਦੇ ਭਵਿੱਖ ਨੂੰ ਪ੍ਰਭਾਵਤ ਕਰਨ ਵਾਲਾ ਵਾਕਈ ਇੱਕ ਮਹੱਤਵਪੂਰਨ ਸਲਾਹ-ਮਸ਼ਵਰਾ ਹੈ। ਜੇ ਤੁਸੀਂ ਪੰਜਾਬੀ ਵਿੱਚ ਇਸ ਬ੍ਰੋਸ਼ਰ ਦੀ ਕਾਗਜ਼ੀ ਕਾਪੀ ਦਾ ਸੰਸਕਰਣ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ **futureluton@lutonrising.org.uk** 'ਤੇ ਈਮੇਲ ਕਰੋ ਜਾਂ **0800 538 5203** 'ਤੇ ਕਾਲ ਕਰੋ।

Acest document sintetizează propuneri pentru viitoarea extindere a Aeroportului Luton din Londra. Aceasta este o importantă sesiune de consultări, care va afecta viitorul orașului și al regiunii. Dacă doriți o versiune pe suport de hârtie a acestei broșuri în limba română, vă rugăm să trimiteți un e-mail la adresa **futureluton@lutonrising.org.uk** sau să apelați numărul **0800 538 5203**.

اس دستاویز میں لندن لیوٹن ایئرپورٹ کی مستقبل میں توسیع کی تجاویز کا خلاصہ بیان کرتی ہے۔ یہ واقعی ایک اہم مشاورت ہے جو شہر اور علاقے کے مستقبل پر اثر انداز ہو گا۔ اگر آپ کو یہ بروشر مطبوعہ شکل میں مندرجہ زبان میں چاہیے تو **futureluton@lutonrising.org.uk** پر ای میل یا **0800 538 5203** پر کال کریں۔

આ દસ્તાવેજ લંડન લ્યુટન એરપોર્ટના ભાવિ વિસ્તરણ માટેની દરખાસ્તોનો સારાંશ આપે છે. આ નગર અને વિસ્તારના ભાવિને અસર કરતી ખરેખર મહત્વપૂર્ણ પરામર્શ છે. જો તમને ગુજરાતીમાં આ બ્રોશરની હાર્ડ કોપી જોઈતી હોય તો કૃપા કરીને **futureluton@lutonrising.org.uk** ને ઇમેઇલ કરો અથવા **0800 538 5203** પર કૉલ કરો.

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01 Introduction

Introduction

We are Luton Rising, the trading name of London Luton Airport Limited, by which you may have previously known us. The name Luton Rising better reflects the wide range of assets we look after and a broader mission than just being an airport owner. It also reflects our own ownership structure: uniquely for a major UK airport, we are wholly publicly owned – by Luton Borough Council – which means that we can focus on our benefit to the community rather than private shareholders.

Our largest asset is London Luton Airport, and this document is about our plans for expansion of the airport and how you can have your say about them.

We are legally obliged to hold a public consultation before submitting our plans, but we don't see this consultation as a box-ticking exercise. We want to hear your views, and use them to help inform our proposals, as we have done following the two rounds of public consultation we've already held.

The proposals described here differ in important ways from those we presented at the previous statutory public consultation in 2019. For example, we have redesigned the scheme so that it moves far less earth to build the platform for the airfield – the equivalent of two Wembley Stadiums less. We have also heard your concerns about the environmental impact and are proposing a new Green Controlled Growth framework. It places robust limits on key environmental impacts and will not rely on our good faith to keep to them. They will be legally binding and independently monitored.

Nevertheless, we do have good faith. You might think it odd for a company that owns an airport, but sustainability is a central part of our values. We believe there is a way to grow an airport in a sustainable and responsible way, and we describe how we set about that in our consultation materials.

Sustainability is about more than environmental issues – it's social and economic impacts too. Our airport is a vital part of the economic ecosystem of the region and beyond, directly or indirectly supporting tens of thousands of jobs. The proposed expansion to 32 million passengers (mppa) a year will generate thousands more jobs and more than a £1 billion increase in economic activity in Luton and the neighbouring counties. We want more local people to be able to access these jobs, so our proposals also include an extensive **Draft Employment and Training Strategy** to make that possible.

Our airport is the most socially impactful in the UK. Since 1998, we have contributed £257 million to support frontline services, and since 2002, we have contributed £155 million to support local community organisations and charities. These organisations help make life-transforming changes for people, and our proposals include the new Community First fund, which will allow for much greater support for community projects in Luton and the neighbouring counties.

We have made the case that our airport does much that is good. It can also cause effects which are not so good.

We understand that people who live under flightpaths to our airport are worried about the potential increase in noise from aircraft. This is a very reasonable concern, and strict limits on the impact of noise are included in the Green Controlled Growth framework mentioned previously. We have also changed the compensation proposals for people who are affected by aircraft noise so that they are both more generous in the amounts of money available and made available at lower noise thresholds than previously. Together, these changes make the noise compensation package among the most generous offered by a UK airport.

Closer to the airport, we know that many users of Wigmore Valley Park are upset about how the plans for expansion involve building over part of the park. We have listened closely to these concerns.

Alongside our commitment to make the park at least 10% bigger than at present, our revised design includes protecting more of the existing habitat and landscape, better screening of the airport and repositioning the new area nearer to the community it serves.

To address the potential loss of biodiversity, we will also create new areas of natural habitat such as native broadleaf woodland and meadow grassland. The effect will be in an overall increase in biodiversity of at least 10%.

We want to hear what you have to say. We aim to make it as easy as possible for you to get access to all the information, ask all the questions you want and make your views known, whether that's online or at one of the in-person events (COVID-19 permitting).

This summary booklet provides a high-level overview of our proposals and how we plan to mitigate the impacts of the scheme where we can, as well as a number of frequently asked questions. It also includes details of our consultation events and how to respond to the consultation.

For a more detailed overview of the scheme, you can read our **Consultation Brochure**. Details of how to access our consultation materials can be found on page 23.

Airport expansions affect a lot of people – in both good ways and bad. We need our proposal to help balance those benefits and disadvantages as fairly as possible, and your views can help us do that.

Why are we consulting again?

Since we held our last consultation in 2019, we've reviewed the 3,501 responses to the consultation, including those who signed two petitions. This is alongside the evolving context for the scheme, including the ongoing impacts of climate change, COVID-19 and Brexit. Following this, we completed an in-depth review of our proposals and identified a number of key changes.

We're now holding a second statutory consultation, and third public consultation overall, on the whole scheme to give you an opportunity to understand our updated plans and share your views before we apply to the government for permission to build the scheme. Even if you responded to our consultation in 2019, we'd encourage you to take the time to read through our latest proposals and let us know your views.

How we've taken on board your feedback so far

We've carefully considered all of the comments received during the 2019 consultation and have updated our proposals to take these on board where possible. The key themes raised and our responses to these are described overleaf.

Key themes	Our response to this
Impact of expansion on local communities	A new approach to managing the potential effects of future expansion has been developed: Green Controlled Growth. This is one of the most far-reaching commitments to minimising environmental impact ever put forward by a UK airport and seeks to manage the growth and operation of the airport through the coming decades within definitive environmental limits. It will put in place a set of binding limits for surface access, air quality, noise and greenhouse gas emissions, meaning growth at the airport will be allowed only where it can be shown to be delivered within those limits.
Sustainability	We've also incorporated lots of sustainability measures into our proposals, including renewable energy, such as solar and geothermal, as well as rainwater harvesting. We'll also design the new terminal to BREEAM Excellent standard, which is the world's longest established method of assessing, rating and certifying the sustainability of buildings.
Access to and from the airport	We're now including a new Airport Access Road and improvements to the Airport Way/Percival Way junction in our proposals. We decided to include a slightly modified version of the road within our proposals due to the economic uncertainty caused by COVID-19. Our updated proposals would mean that the road is ready to use ahead of when it would be needed for access to the expanded airport. We've also reconsidered our plans for car parking so that the right amount of car parking spaces are available at each phase of development.
Wigmore Valley Park	We've updated our design to keep more trees and maintain biodiversity and to retain an existing ridgeline that will provide visual screening of the airport. We're also aiming to provide at least 10% more public open space than currently exists.
Construction	We've amended our design to reduce the size of the airfield platform and landside remediation works, which will significantly reduce the amount of earth that needs to be moved and the materials that need to be brought onto the site. This will reduce the construction works on site and mean fewer construction vehicles on the surrounding roads. We've also changed the phasing of development, which means construction will now start later and finish later. However, the scale of the project does mean that it would still be delivered over several years. The overall delivery is expected to take place over a period of up to 20 years, during which there will be periods of construction activity and others with no activity.
Other changes to our plans	We've made other changes to our design, including reconfigured taxiways; realigning the position of the new stands to reduce the number of stands within the landfill boundary; reducing the size of hardstanding associated with the Engine Run-Up Bay; moving the fuel storage facility further away from the runway; and adding a Surface Movement Radar to the south side of the runway.

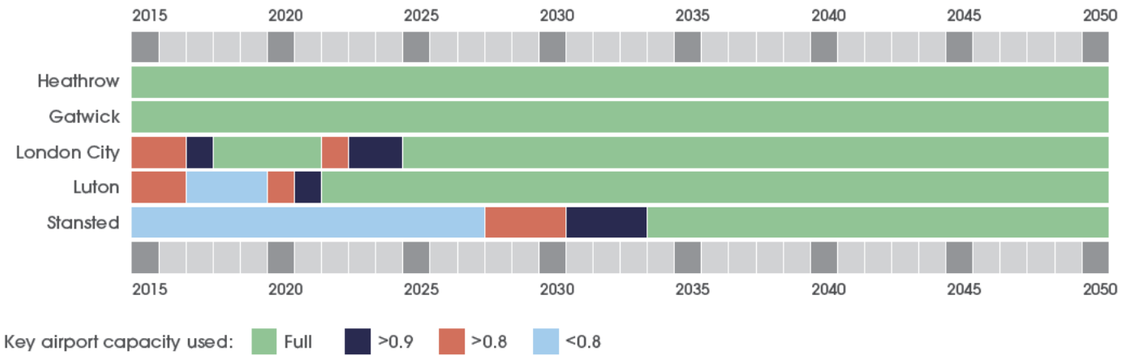
Why grow?

The airport is central to the local economy and particularly important in helping to level up the Luton economy and to address deprivation and poverty. It is strategically positioned in the priority growth area of the Oxford-Cambridge Arc, and its expansion will deliver enhancements to connectivity to support economic growth in this priority area.

Demand for air transport has grown rapidly in the UK, more than doubling since 1997 and reaching 297 million passengers using UK airports in 2019. According to national aviation forecasts produced by the Department for Transport (DfT) in 2017, UK air passenger demand was forecast to increase to between 334 and 380 mppa by 2030 and to between 468 and 533 mppa by 2050.

Although the COVID-19 pandemic has impacted the timescale over which this growth in passenger demand is expected to be realised, demand is still expected to reach these levels, in approximately five years. In 2017, DfT's assessment was that all of the London airports, including London Luton Airport, were expected to reach their consented capacity limits over the period to 2040. This provides the context for our expansion proposals.

Central growth scenario, no new runways, London airports, timeline of capacity usage



The proportions shown relate to the higher of the terminal capacity or runway capacity used
Luton's capacity increased in 2017
London City's capacity increases in 2022

Source: DfT UK Aviation Forecasts 2017

In addition to this, there are a number of key reasons to expand the capacity of the airport, including:

- The airport is central to the local economy and is strategically positioned in the broader region, where it serves as an important connectivity asset.
- The airport plays a key role in securing the 'levelling up' of the economy of Luton and other nearby areas of deprivation.
- In order to maintain its connectivity and economic contribution across the region, the airport has to address its capacity constraints.
- Without additional capacity, the airport will not be able to meet the needs of its catchment area for improved air connectivity and support the regeneration of Luton and the broader region.

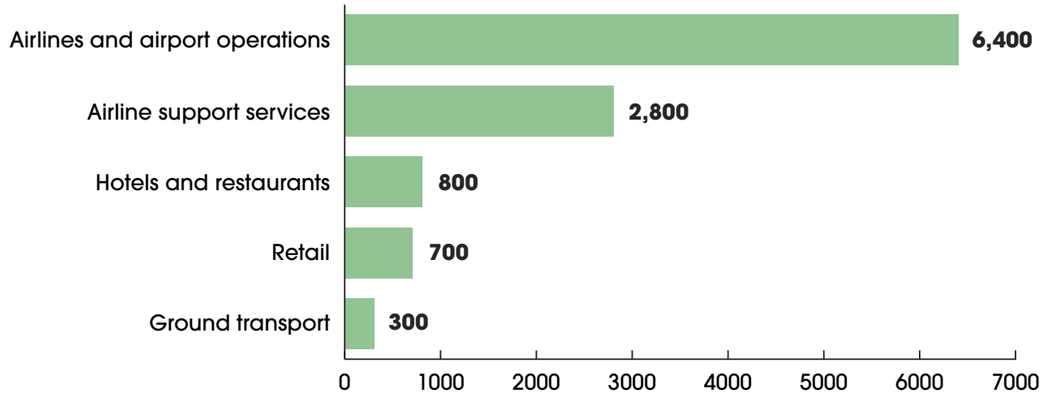
02 Benefits of expansion

Why expand?

Given the need for regeneration in Luton, we understand the importance of maximising the economic benefits and social value of the airport, one of Luton's main infrastructure assets. The airport has been a part of Luton's history for over 80 years, and we recognise the important role it has played in helping to shape the development of the town and the surrounding counties. This includes supporting the local economy and community in a number of ways:

- The airport supports a critical supply of jobs and economic activity in Luton, the counties of Bedfordshire, Buckinghamshire, Hertfordshire and beyond.
- The average wage of those working at the airport in 2019 was £41,100, which was 34% higher than the national average and 27% higher than the average of all jobs in Luton.
- Dividends and other payments from Luton Rising are paid to Luton Borough Council, supporting frontline services in the community.
- We take our social responsibilities seriously and contribute to local good causes through our community funding programme. Since 2002, we have provided more than £150 million to local charities and voluntary organisations.

Airport direct employment by activity in 2019



Source: Oxford Economics, November 2021

What benefits can we contribute with expansion?

The airport plays a role both as an international transport hub that forms a critical part of the UK's national infrastructure, as well as a major local employer with a deep history of commitments in Luton (and the surrounding counties).

Expanding capacity at the airport will generate many types of benefits. As the UK's only airport wholly owned by the local authority, we are committed to ensuring the benefits realised are shared with the communities that are impacted by operations. The benefits that will be realised with expansion include:

- Expansion will support thousands of new job opportunities and significant economic activity for Luton, the counties of Bedfordshire, Buckinghamshire, Hertfordshire and beyond.
- Improving air connectivity is a crucial aspect in ensuring that the UK remains competitive globally, generating benefits to users and the wider economy.
- We will share the revenue gains from expansion with the community, maintaining our long track record of commitments to local charities and growing future contributions.

03
Our proposals

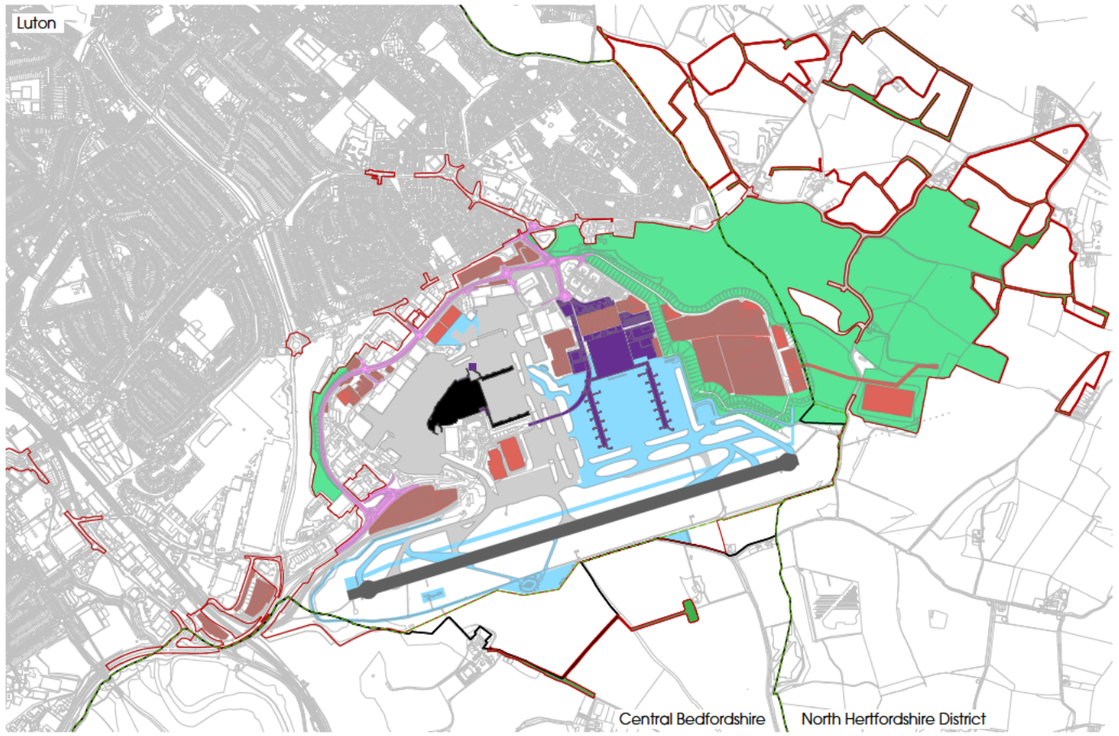
Summary of proposals

To support the initial increase in demand, the existing infrastructure and supporting facilities will be improved, in line with the phased growth in capacity to 32 mppa. The main elements of the proposals include:

- Reconfiguration and improvement of the existing passenger terminal (Terminal 1).
- New passenger terminal building and boarding piers (Terminal 2).
- Earthworks to create an extension to the current airfield platform, all of which is generated on site.
- Airside facilities including new taxiways and aprons, together with a relocated engine run-up bay and fire training facility.
- Landside facilities.
- Extension of the Luton Direct-Air to Rail Transit (Luton DART) with a station serving the new passenger terminal.

- Landscaping and ecology improvements, including the replacement of existing and planned public open space and amenities.
- Further infrastructure enhancements 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.

Final indicative layout masterplan



KEY

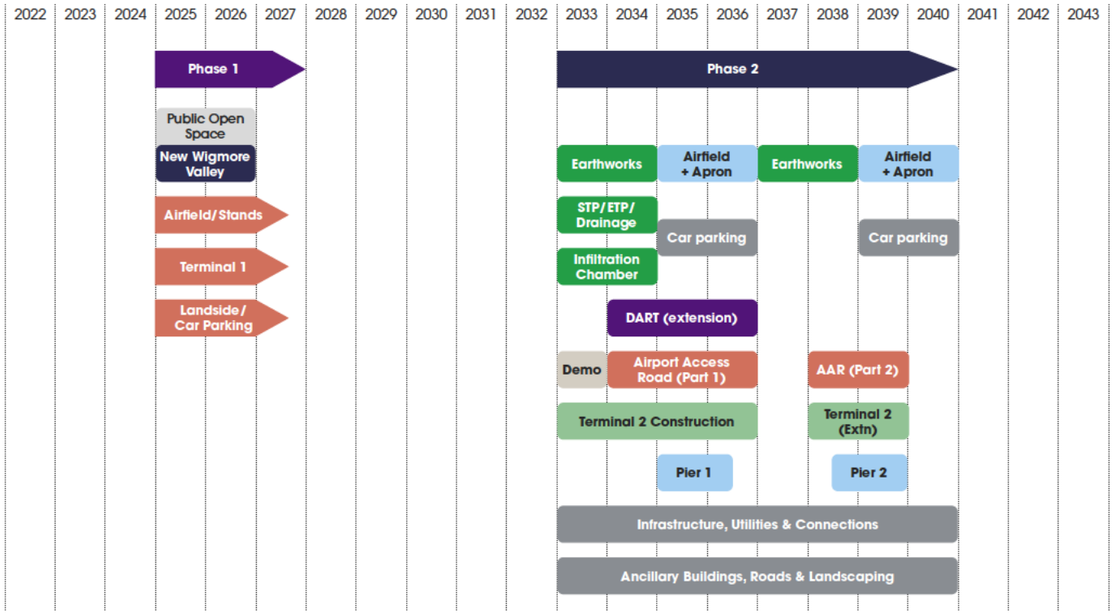
- Proposed Development Boundary
- Local Authority Boundary
- Green Belt Boundary
- Existing Runway
- Terminal 1
- Existing apron/taxiways/links
- Proposed apron/taxiways/links and airport equipment
- Proposed terminal and associated works
- Proposed airport support facilities and carparks
- Proposed onsite highways works
- Proposed replacement open space and landscape mitigation

Phasing

There are two phases to the expansion proposals:

- **Phase 1** – interim capacity up to 21.5 mppa, comprising works that develop capacity in advance of Terminal 2 opening, in line with the demand.
- **Phase 2** – Terminal 2 enabling 32 mppa capacity for the airport, which includes the bringing into use of Terminal 2 and its associated infrastructure and support facilities.

Construction timeline



Key changes since 2019

We've made the following key changes to our design proposals since our previous consultation:

- Inclusion of a new Airport Access Road and improvements to the Airport Way/Percival Way junction as part of our application for development consent, which changes the development boundary for the application.
- A range of sustainability design measures, including additional solar energy production and water efficiency measures.
- Improvements to the replacement open space for Wigmore Valley Park to protect more valued existing habitat and landscape features, provide improved enclosure and screening to development at the airport, improve connectivity to the existing parkland areas to be retained, and to reposition it nearer to the community it serves.
- Reducing the size of the platform needed to bring the expanded airport level with the runway, meaning a reduction in earthworks (engineering works involving moving and excavating earth). Compared to the scheme we previously consulted upon the scale of the reduction in earthworks is equivalent to two Wembley Stadiums.
- Reconfiguring taxiways, reducing aircraft parking stands, and repositioning the engine run-up bay with noise barriers.
- Reducing the footprint of the car parking.
- A new approach to managing the potential effects of future expansion, called Green Controlled Growth.

Green Controlled Growth

We are proposing a unique and ground-breaking initiative which we call Green Controlled Growth (GCG).

GCG is a new, environmentally-focused approach to managing growth at the airport. It will introduce binding limits for the airport's noise, carbon, air quality and surface access impacts. We selected these impacts because these are the areas where, as the airport grows over time, there is most scope for impacts to increase in line with growth. Crucially, these environmental limits are not airy aspirations but would be legally binding. Assessing whether limits are being breached will be carried out by an independent body.

GCG includes full ongoing monitoring of these impacts and regular public reporting. If monitoring were to suggest at any point that these limits were in danger of being breached, then plans must set out how that breach would be avoided. If environmental limits were ultimately breached, further growth would be stopped, and mitigation required.

GCG will measure and control four key environmental impacts:

The GCG limits will also include a robust system of governance and independent oversight to ensure that performance against the environmental limits is properly monitored and managed. We will set up a new body, independent of Luton Rising, to hold the airport operator to account and ensure that appropriate action is taken based on the results of monitoring.

We believe GCG would be one of the most far-reaching commitments to the sustainable operation of an airport ever to be introduced in the UK.

Full details can be found in our **Draft Green Controlled Growth Proposals** document.

04
Managing and mitigating the effects of expansion

We are in the process of identifying the environmental effects of the scheme and are developing measures to avoid, reduce or mitigate adverse impacts, as well as proposing opportunities to provide environmental enhancements. This process is known as an Environmental Impact Assessment. Our findings to date are set out within our **Preliminary Environmental Information Report (PEIR) and Non-Technical Summary**.

Some of our key mitigation measures include the following:

Noise

We acknowledge that noise is a key environmental concern for nearby communities. We have assessed the likely significant effects associated with noise and have undertaken noise modelling to understand the changes in noise levels that would be experienced by local communities if the scheme comes forward. The measures we are planning to take to reduce the potential noise effects include operational procedures such as continuous descents and ascents of aircraft and limits on aircraft operations during specific periods.

We will also define noise limits and controls within which the airport would be allowed to operate as part of a 'Noise Envelope', which is a framework of legally binding and enforceable limits and controls to manage air noise. A Noise Envelope will be established for the scheme through the GCG framework. The type and nature of the controls that will apply within the Noise Envelope would be influenced by the Noise Envelope Design Group (NEDG). The NEDG is independently chaired, and includes representatives from local authorities, the community and other stakeholders with the necessary technical expertise. The NEDG has recommended how it expects noise controls to work for the proposed expansion and how they would be enforced.

Additionally, households likely to experience significant effects as a result of aircraft noise may be eligible for noise insulation. We are proposing a new tiered noise insulation scheme as part of our expansion plans, offering a range of packages for homeowners. These range from a full package of insulation to a financial contribution towards insulation. Full details can be found in our **Draft Compensation Policies and Measures** document.

We have also included measures to reduce aircraft ground noise within the scheme design, such as providing additional taxiways and improving the use of airfield layout to reduce aircraft taxi time and queueing. As we continue to develop our proposals, we are reviewing further locations for acoustic barriers to reduce the impact of aircraft ground noise.

Greenhouse gas emissions

In order to minimise the airport's greenhouse gas emissions, where possible we will use construction materials with a lower carbon footprint, design new buildings that are energy efficient and encourage the use of electric vehicles on the airfield. New planting will fully offset any lost vegetation from the scheme. Emissions from airport operations will be reduced where possible through implementing measures including on-site renewable energy generation, using fixed electrical ground power to standing aircraft and using single or reduced engine taxiing.

The use of public transport for passengers and employees to reach the airport will be encouraged through improvements to public transport connections, including the Luton DART and coach and bus services. We will also work with airlines to encourage the use of sustainable aviation fuels and introduction of newer generation quieter and cleaner aircraft. In line with emerging policy, options to decarbonise airport ground operations will be pursued with the operator as part of the actions to reach net zero carbon.

Offsetting of residual carbon emissions is proposed to reach net zero airport ground operations by 2040. The UK government has announced Jet Zero, which is its proposed approach and principles to reach net zero aviation by 2050, and we recognise that the aviation sector will have a crucial role to play in achieving this.

Air quality

We are committed to minimising emissions from the construction and operation of the expanded airport. During construction, contractors will be required to control and limit dust, air pollution, odour and exhaust emissions. A Dust Management Plan will be developed and implemented to minimise dust from construction works alongside regular dust monitoring on and off-site.

During construction, we will also implement a Construction Traffic Management Plan and a Construction Workforce Travel Plan for the sustainable delivery of goods and materials and to encourage sustainable travel of the construction workforce to the site. In addition, during Phase 2, the new Airport Access Road incorporated within the scheme will provide road traffic routes away from areas that are sensitive to emissions. During operation, we will work with the National Air Traffic Service and airlines to reduce hold times in the air and on the ground, and therefore the amount of time their engines are running for. We will also update the fleet of ground support equipment to low-emission and electric-powered vehicles by 2035.

Landscape and visual impact

Our proposals would require substantial changes to the landscape to the east of the airport, including removing an area of Wigmore Valley Park, which will require relocation and the felling of some existing trees. The tranquillity and aesthetics of the local landscape would also be affected, and the new airport buildings may be prominent in views from several locations surrounding the airport. New buildings will be similar in size and design to the existing airport buildings and will be designed to minimise visual impacts.

To reduce the visibility and impact on the landscape of the scheme, we are proposing extensive new planting, including hedgerows, trees and woodland within areas off-site to further screen the development, and also plan to reinstate historic field patterns. Our scheme design has evolved to avoid excavation on the ridgeline of Winch Hill. The proposal's designs also avoid impacting on ancient woodland at Winch Hill Wood and retain the mature woodland and hedgerow vegetation at Winch Hill and on the south east boundary of Wigmore Valley Park. The existing entrance and eastern part of the park will also be retained and integrated into the replacement area of open space. We will also reduce and minimise light pollution, using directional lighting and shielding.

05
Have your say

Have your say

You can find out about the scheme and respond to the consultation online by visiting our virtual consultation room at [redacted]. You can access the virtual consultation room via a computer, smartphone or tablet. It is open 24/7 throughout the consultation period, so you can visit at a time convenient to you. You can read about our proposals, watch videos about key aspects of the scheme, download our consultation materials and submit questions to the project team.

We understand that some of you may not be able to visit our virtual consultation room or may still prefer to attend an event in person. For this reason, we're going to be visiting you in the community and are holding a series of consultation events. At the events, you'll have the opportunity to view the proposals, speak to members of the project team and complete a consultation response form to share your feedback.

We'll be following all relevant guidance regarding COVID-19 to manage the safety of all attendees. Any changes to the planned face-to-face events, for example cancellations as a result of COVID-19 restrictions, will be published on our website.

You can respond to this statutory consultation in several ways, all of which are free of charge:

- **Online:** complete or download the consultation response form via our website [redacted]
- **At the consultation events:** consultation response forms can be completed and submitted at a consultation event
- **By email or post:** completed consultation response forms, and any other comments, can be emailed to **2022consultation@lutonrising.org.uk** or returned by post (no stamp required) to **FREEPOST FUTURE LUTON 2022**

Our consultation closes on **11:59pm on 4 April 2022**.

When providing your response, please include your name and address.
If you would prefer your response to be anonymous, you can include your postcode only. Please also confirm the nature of your interest in the scheme.
Please note that while all feedback received by the deadline will be recorded and considered, we are not able to respond to individual comments.

Date and time	Area	Venue address
Tuesday 15 February 15:00-20:00	**Luton**	**St Margaret of Scotland Church Hall** 22a Bolingbroke Road, Luton LU1 5JD
Wednesday 16 February 15:00-20:00	**Markyate**	**Markyate Village Hall** Cavendish Road, Markyate AL3 8PS
Friday 18 February 15:00-20:00	**Stevenage**	**Stevenage Arts and Leisure Centre** Lytton Way, Stevenage SG1 1LZ
Monday 21 February 15:00-20:00	**Breachwood Green**	**Breachwood Green Village Hall** Chapel Road, Breachwood Green SG4 8NX
Wednesday 23 February 15:00-20:00	**Leighton Buzzard**	**Leighton Town Football Club** Bell Close, Lake Street, Leighton Buzzard LU7 1RX
Friday 25 February 15:00-20:00	**Pitstone**	**Pitstone Memorial Hall** Vicarage Road, Pitstone LU7 9EY
Friday 4 March 15:00-20:00	**Harpenden**	**The Eric Morecambe Centre** Rothamsted Park, Harpenden AL5 2FR
Saturday 5 March 10:30-15:00	**Slip End**	**Slip End Village Hall** Markyate Road, Slip End LU1 4JW
Thursday 10 March 15:30-20:30	**Hitchin**	**Hitchin Town Hall** Brand Street, Hitchin SG5 1HX
Wednesday 16 March 14:00-19:00	**Tring**	**Victoria Hall** Akeman Street, Tring HP23 6AA
Saturday 19 March 10:30-15:00	**Whitwell**	**Whitwell New Fellowship Hall** Bendish Lane, Whitwell SG4 8HT
Monday 21 March 15:00-20:00	**St Albans**	**Jubilee Centre** Catherine Street, St Albans AL3 5BU
Saturday 26 March 10:30-15:00	**Luton**	**Wigmore Church and Community Centre** Crawley Green Road, Luton LU2 9TE

Get in touch

You can sign up for future updates about the scheme on our website at [redacted]

If you have any questions about the proposals or consultation, or if you would like to request printed copies of consultation materials or a USB drive, you can reach us in the following ways:

Email: futureluton@lutonrising.org.uk

Leave us a voicemail: 0800 538 5203

FAQs

We understand that there is a lot of information to take in, so we have included the following frequently asked questions to provide the key information we believe you will be most interested in learning more about before responding to this consultation.

How can I respond to the consultation?
Full details on how to respond to the consultation can be found on page 23.

What has changed about the proposals since the 2019 statutory consultation?
Details about our proposals, and the changes to these since the 2019 consultation, can be found on page 16.

Why are you doing another statutory consultation?
You can find details about our decision to undertake a second statutory consultation on page 6.

What have you done with the feedback from the 2019 consultation?
We've carefully reviewed and considered all of the comments we received during the consultation in 2019 and have updated our proposals to take these on board where possible. The key changes which we have made are detailed further in the table on page 7. We have also published our full **2019 Statutory Consultation Feedback Report**, which includes our response to each of the themes raised during the consultation. You can read this report on our website at [redacted].

When will you submit your application?
We are aiming to submit our application for development consent in late Summer 2022. If our application is accepted by the Planning Inspectorate, inspectors (appointed by the Planning Inspectorate) will consider our application.

Who makes the decision if the scheme goes ahead or not?
The Secretary of State (SoS) for Transport will make the final decision about whether the scheme will be given consent. If our application is accepted by the Planning Inspectorate, there will be an opportunity for people to register as an interested party and get involved in the subsequent examination process. The Planning Inspectorate will appoint planning inspectors to examine the application for development consent on behalf of the SoS. Following this examination, the inspectors will make their recommendation to the SoS who will then make the final decision.

What benefits will I see from this project?
The airport is a key part of the local economy within the 'Three Counties' of Bedfordshire, Buckinghamshire and Hertfordshire, and the proposed expansion is projected to add almost another £1 billion to this annually, with up to 6,600 additional jobs. You can read more about the benefits of the scheme on pages 10 and 11, or in our **Consultation Brochure** or **Draft Need Case** document.

When will the construction of the scheme start and finish?
Subject to gaining development consent, the earliest construction could start on the scheme is 2025. The scale of the scheme means that it would be delivered over several years. The overall delivery is expected to take place over a period of up to 20 years during which there will be periods of construction activity and others with no activity.

How will you manage the impacts of the proposals on the environment?
We are introducing Green Controlled Growth (GCG), which is a unique and ground-breaking approach to managing growth at the airport. It will introduce binding limits for the airport's noise, carbon, air quality and surface access impacts. We selected these impacts because these are the areas where, as the airport grows over time, there is the most scope for impacts to increase in line with growth. Crucially, these environmental limits are not airy aspirations but would be legally binding. Assessing whether limits are being breached will be carried out by an independent body. Further details about our GCG initiative can be found on page 17 of this booklet and in our **Draft Green Controlled Growth** document. Measures to manage and reduce negative environmental impacts are also included within the design, construction and operations of the expansion proposals.

What will be the impacts on air quality and how will they be managed?
We recognise that air quality is an important issue locally and across the UK and accept responsibility for developing strategies, policies and measures to reduce emissions related to the expansion of the airport, to protect people and sensitive ecological areas. For both aircraft and road traffic, these measures will include finding alternative solutions and switching to less polluting aircraft and vehicles.

How are you measuring and reducing the carbon footprint of the scheme?
We have assessed the level of greenhouse gas emissions that would be produced by the scheme. Although the main source of greenhouse gases from an expanded airport would be from flights, we have also considered greenhouse gases that would be emitted by construction activities, surface access journeys and airport operations. We've committed to a number of measures to reduce emissions from the construction and operation of the scheme. These include power infrastructure; using low-carbon energy sources and on-site renewable energy generation; putting in place targets for employee and passenger sustainable travel to and from the airport; encouraging the uptake of sustainable aviation fuels, electric vehicles and newer aircraft; reducing emissions from waste, energy and water use; using low-carbon and recycled materials during construction; and creating building designs that are energy efficient and resilient to extreme weather events. While all greenhouse gas emissions are considered to be significant, our preliminary assessment demonstrates that with mitigation in place, emissions from the scheme are not considered to be so significant that they would impact on the UK's ability to meet its target of net zero carbon emissions by 2050. We want to reduce the carbon footprint of this consultation and are taking a 'digital first' approach, which significantly reduces the volume of paper being used.

What process will be followed to ensure the operator/airlines stay within imposed noise limits?
We will define noise limits and controls within which the airport would be allowed to operate as part of a 'Noise Envelope', which is a framework of legally binding and enforceable limits and controls to manage air noise. A Noise Envelope will be established for the scheme through the GCG framework. The type and nature of the controls that will apply within the Noise Envelope would be influenced by the Noise Envelope Design Group (NEDG). The NEDG is independently chaired and includes representatives from local authorities, the community and other stakeholders with the necessary technical expertise. The NEDG has recommended how it expects noise controls to work for the proposed expansion and how they would be enforced.

How are noise levels measured?
The airport operator (LLAOL) constantly monitors aircraft noise using both fixed and portable noise monitors, and these noise levels are published in regular reports on the airport website. The noise data used in our proposals is a combination of this data and data gathered by our noise consultants, which strengthens its reliability.

Will noise effects on the local area change as a result of the expansion of the airport?
The greatest noise impacts are predicted to occur when the development reaches full capacity in 2043, and these predictions likely represent a worst-case scenario. Our assessment work has shown that, even with the proposed expansion, there will be a reduction in the number of people who would experience significant noise effects due to aircraft noise, when comparing the predicted air noise for 2043 with the existing noise modelled for 2019. This is due to quieter and more efficient aircraft that will be phased into the fleet. However, if the 2043 noise contours with our expansion proposals are compared against the 2043 noise contours without expansion taking place, the difference in noise would be between 1 and 3 dB higher when compared to the scenario without expansion. It is estimated that 1,100 people will be exposed to significant noise effects during the daytime and 800 people during the night-time period. Households likely to experience significant effects as a result of the difference in air noise are currently eligible for a contribution to insulation under the current noise insulation scheme. Under the draft compensation scheme that would be part of our application, these properties would qualify for a full sound insulation package for habitable rooms.

How are you planning to mitigate impacts on traffic congestion?
We are required to provide mitigation so that traffic congestion will not be significantly worse than the levels of congestion which would occur without any expansion of the airport. We have carried out modelling work to determine locations where mitigation for traffic congestion is needed, and these highlighted that the current measures to manage traffic congestion, such as the improvements made to Junction 10 of the M1, are appropriate.

Get in touch

If you have any questions about the scheme or the consultation or would like to request printed or digital copies of consultation documents, please get in touch with us using the details below:

Email: **futureluton@lutonrising.org.uk**

Leave us a voicemail: **0800 538 5203**

Respond to the consultation

You can respond to the consultation in the following ways:

Respond online at: [redacted]

Email your response to: **2022consultation@lutonrising.org.uk**

Post us your response (no stamp required) to: **FREEPOST FUTURE LUTON 2022**

This booklet is fully recyclable in line with our commitment to sustainability. Please recycle this document when you are finished with it.

@LutonRising @LutonRising @LutonRising

[redacted]

Scan this to visit the consultation website, view materials and if you wish to take part in our consultation online.

Luton Rising

Our airport.
Our community.
Our planet.

Luton Rising is the trading name of London Luton Airport Ltd.
This is a private limited company, registered in England & Wales No.2020381
Registered address: Hart House Business Centre, Kimpton Road, Luton, LU2 0LA

J3 Consultation response form

Future LuToN

Making best use of our existing runway

Consultation response form

Statutory consultation 8 February – 4 April 2022

Luton Rising

Our airport.
Our community.
Our planet.

If you would like to speak to someone about the contents of this document please email **futureluton@lutonrising.org.uk** or call **0800 538 5203**

Jei norėtumėte pasikalbėti su specialistu apie šio dokumento turinį, atsiųskite el. laišką **futureluton@lutonrising.org.uk** arba skambinkite telefonu **0800 538 5203**

Aby skontaktować się odpowiednią osobą w sprawie treści tego dokumentu, prosimy wysłać e-maila na adres **futureluton@lutonrising.org.uk** lub zadzwonić pod numer **0800 538 5203**

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚਲੀ ਸਮੱਗਰੀ ਬਾਰੇ ਕਿਸੇ ਦੇ ਨਾਲ ਗੱਲ ਕਰਨੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ **futureluton@lutonrising.org.uk** 'ਤੇ ਈਮੇਲ ਕਰੋ ਜਾਂ **0800 538 5203** 'ਤੇ ਕਾਲ ਕਰੋ

আপনি যদি এই নথির বিষয়বস্তু নিয়ে কারো সাথে কথা বলতে চান, তাহলে দয়া করে **futureluton@lutonrising.org.uk**-এ ইমেলে করুন অথবা **0800 538 5203**-এ কল করুন।

Dacă doriți să discutați cu cineva despre conținutul acestui document, vă rugăm să trimiteți un e-mail la adresa **futureluton@lutonrising.org.uk** sau să apelați numărul **0800 538 5203**.

اگر آپ اس دستاویز کے مندرجات کے بارے میں کسی سے بات کرنا چاہیں تو **futureluton@lutonrising.org.uk** پر ای میل کریں یا **0800 538 5203** کو کال کریں۔

જો તમે આ દસ્તાવેજની સમાવિષ્ટો વિશે કોઈની સાથે વાત કરવા માંગતા હો, તો કૃપા કરીને **futureluton@lutonrising.org.uk** ને ઇમેઇલ કરો અથવા **0800 538 5203** ને કૉલ કરો

This consultation seeks your views on our proposed expansion of London Luton Airport

You can read all about our proposals in the Consultation Brochure and supporting documents, available on our website: [redacted]. The consultation materials can also be viewed free of charge at our document inspection venues at council offices and libraries, and consultation events listed in section 9 of the Consultation Brochure.

The consultation documents are also available free of charge on USB memory stick upon request. The full suite of printed consultation documents will be made available for purchase at the cost of £260 plus postage. All document and USB requests are limited to one per household or organisation.

You can respond to this consultation online by visiting [redacted]**uk**, by emailing **2022consultation@lutonrising.org.uk**, or you can return your completed form to one of the consultation events or by post to **Freepost Future Luton 2022** (no stamp required).

Should you require any further information about our expansion proposals or would like to request printed materials or request a USB memory stick, or advice on how you can submit your feedback, please email us at **futureluton@lutonrising.org.uk** or call **0800 538 5203** (and leave a message at any time so we can get back to you).

Instructions for completing this form

- Please refer to the Consultation Brochure, and the supporting consultation documents it refers to, when completing this form
- The section references within this form refer to the Consultation Brochure, and will help you find relevant information more easily
- If you wish to expand any of your answers, please feel free to use the blank pages provided at the back of this form, or attach additional sheets of paper

Date for receipt of consultation responses

Your feedback is important to us. The online form will close on 11:59pm on Monday 4 April 2022 – please ensure that you respond to ensure your comments can be considered.

GDPR and privacy

We are committed to protecting personal information. Any information provided will be used in line with applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR). Under the terms of the GDPR you have certain rights over how your personal data is retained and used by us. For more information, see our full data privacy statement which can found on our website [redacted]

About you

1 Please answer the following questions. This information is optional but will help us update you on the outcome of the consultation and the next stages in this project. If you would prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name

Address

Postcode

Email

2 Are you happy for us to contact you with updates about our scheme and the outcome of this consultation?

◯ Yes ◯ No

3 Do you own land or hold any interests or rights, such as private rights of way or sporting rights covered by our proposal?

◯ Yes ◯ No

3a If yes – did you receive a letter stating that you may be affected by our proposals under Section 42 of the Planning Act 2008 – this letter would have stated "section 42 Planning Act 2008" in the letter heading? Please note that we will contact you if you believe you are affected and have not yet heard from us.

◯ Yes ◯ No

4 Are you responding on behalf of an organisation, business or campaign group? *(If yes, which organisation?)*

◯ Yes ◯ No

4a In what capacity are you responding for that organisation?

Our expansion plans

5 Which of the following best reflects the extent to which you support or oppose the expansion of London Luton Airport? *Please select one option:*

◯ Strongly support

◯ Slightly support

◯ Neutral

◯ Slightly oppose

◯ Strongly oppose

◯ Don't know

5a *Please provide us with the reasons for your response in the box below:*

Why grow?

6 Please see section 2 of the Consultation Brochure, which outlines the reasons why we are proposing to expand the airport. Further detail can be found in our Draft Need Case document.

Do you have any comments on our Draft Need Case which sets out the reasons for our proposal to expand the airport? *Please add your comments in the box below:*

Benefits of expansion

7 Please see section 2 of our Consultation Brochure, which explains the current benefits of the airport and the additional benefits that we believe expansion would bring to local and regional communities. Further details can be found in our Draft Need Case document, and our Draft Employment and Training Strategy document.

Do you have any comments or suggestions for how we might maximise employment, skills, community and social benefits and training opportunities to help benefit neighbouring communities? *Please add your comments in the box below:*

Our proposed design for the airport

8 Please see section 3 of our Consultation Brochure, which outlines our proposed design for the airport. Further details can be found in our Works Description Report.

We have made changes to our design since the 2019 statutory consultation. These are summarised in section 3 of the Consultation Brochure and include:

- new sustainability design measures including making Terminal 2 a net zero building and rainwater harvesting
- changing the approach to Wigmore Valley Park to preserve more trees, biodiversity and heritage assets
- reduction in the size of the airfield platform and the amount of earthworks
- other improvements such as reconfigured taxiways, realigning the position of the new stands, reducing the size of hardstanding associated with the engine run up bay and a new access road to the Fire Training Ground
- additional enhancements to Terminal 1

Do you have any comments on our design proposals for the scheme? *Please add your comments in the box on the next page:*

Getting to the airport

9 Please see section 4 of the Consultation Brochure, which explains our proposals to enable people to get to and from the expanded airport including:

- Airport Access Road
- Junction upgrades/other road improvements
- Luton DART extension
- New separate coach station will be provided at Terminal 2
- Targets for public transport mode share
- User charging for car park and forecourt access

Further details can be found in our Getting to and from the airport – emerging transport strategy.

Do you have any comments on our proposed Getting to and from the airport – emerging transport strategy? Do you have any suggestions for how we can maximise access to the airport by public/sustainable transport modes? *Please add your comments in the box below:*

Building our airport

10 We propose to construct the scheme in two phases. Phase 1 would include expansion of the existing Terminal 1 and additional aircraft stands and car parking. Phase 2 would the see the construction of Terminal 2 and associated facilities.

Please see section 5 of the Consultation Brochure, which outlines how we propose to build our airport expansion. Further detail can be found in our Works Description Report.

Do you have any comments on our proposals for constructing the scheme? *Please add your comments in the box below:*

11 Our proposals also include a Draft Code of Construction Practice which sets out in draft the measures we will take to minimise the effects of construction. Is there anything else you would like us to consider as part of this? *Please add your comments in the box below:*

The environment

12 Please see section 6 of the Consultation Brochure, in which we identify the key environmental effects that expanding the airport could have, and how we are proposing to manage and mitigate them. Further detail can be found in our Preliminary Environmental Information Report (PEIR).

Do you have any comments on the environmental effects of expansion and how we propose to manage and mitigate them? *Please add your comments in the box below:*

13 We are proposing a 'Green Controlled Growth' framework which would ensure that the airport is required to operate within specified 'limits' for air quality, noise, surface access and greenhouse gases. Section 3 of the Consultation Brochure describes the approach and further detail can be found in our Draft Green Controlled Growth Proposals document.

Do you have any comments on our Green Controlled Growth approach? *Please add your comments in the box below:*

Open space

14 Please see section 6 of the Consultation Brochure, which explains our approach to landscaping and open space as part of our plans to expand the airport. Our proposals include landscaping and ecology improvements, including the replacement of existing and planned public open space at Wigmore Valley Park.

Do you have any comments on our open space and landscaping proposals? Is there anything else you would like us to incorporate? *Please add your comments in the box below:*

Compensation and Community First Funding

15 Section 7 of the Consultation Brochure outlines our compensation proposals. We recognise that some people who live, or own property, near the airport will be affected by its expansion. We have prepared a Draft Compensation Policies and Measures document to explain our general approach to property and land acquisition, which also sets out the discretionary compensation available for eligible properties. Since the 2019 statutory consultation we have reduced the thresholds at which people can apply for noise insulation – this means that many more people are now eligible. These discretionary offers are intended to enhance the terms available under the statutory compensation code for eligible properties, but do not change your statutory rights.

Do you have any comments on our proposed compensation policies and measures? *Please add your comments in the box below:*

16 In our last statutory consultation in 2019 we set out how we wanted to go further than simply mitigating the negative effects of expansion and proposed a new fund which we called FIRST.

We still propose to establish a similar fund and in line with our social and environmental ethos, we now propose more focus on areas of high deprivation in the region and by helping to finance local decarbonisation projects. As well as fitting better with our own values, we also believe this approach is better aligned with the national levelling up and decarbonisation agendas promoted by the government. To better reflect this revised approach, we have renamed the fund 'Community First'.

You can read more about our Community First proposals in our Compensation Policies and Measures document.

Do you have any comments about our proposals for the Community First scheme? *Please add your comments in the box below:*

Further comments

17 Do you have any other comments about our proposals to expand London Luton Airport?
Please add your comments in the box below:

About you

18b. What is your gender?

- ◯ Female
- ◯ Male
- ◯ Prefer not to say
- ◯ Prefer to self-describe *(please provide more detail in the box below)*

18c Which of the following age groups do you belong to? *(Please select one option)*

- ◯ Under 18 years
- ◯ 18-24 years
- ◯ 25-34 years
- ◯ 35-44 years
- ◯ 45-54 years
- ◯ 55-64 years
- ◯ 65-74 years
- ◯ 75 years and above

18d Do you consider yourself to have a disability? *(Please select one option)*

- ◯ Yes
- ◯ No

18d1 Which of the following disabilities do you have? (*Please select all that apply)*

- ◯ Mobility
- ◯ Sensory
- ◯ Learning
- ◯ Mental health
- ◯ A disability not listed above

18e Which of the following best describes your ethnic background?
Please select all that apply:

- ◯ White British
- ◯ White Irish
- ◯ White European
- ◯ White (other)
- ◯ Asian or Asian British – Indian
- ◯ Asian or Asian British – Kashmiri
- ◯ Asian or Asian British – Pakistani
- ◯ Asian or Asian British – Bangladeshi
- ◯ Other Asian or Asian British
- ◯ Black or Black British – Caribbean
- ◯ Black or Black British – African
- ◯ Black (other)
- ◯ Chinese or Chinese British
- ◯ Gypsy, Traveller, or Irish Traveller
- ◯ Prefer not to say
- ◯ Another not listed above (please provide more detail in the box below)

This page has been intentionally left blank.

Get in touch

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Email: **futureluton@lutonrising.org.uk**

Leave us a voicemail: **0800 538 5203**

Respond to the consultation

You can respond to the consultation in the following ways:

Respond online at: [redacted]

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Post us your response (no stamp required) to: **FREEPOST FUTURE LUTON 2022**

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[redacted]

Scan this to visit the consultation website, view materials and if you wish to take part in our consultation online.

Luton Rising

Our airport.
Our community.
Our planet.

Luton Rising is the trading name of London Luton Airport Ltd.
This is a private limited company, registered in England & Wales No.2020381
Registered address: Hart House Business Centre, Kimpton Road, Luton, LU2 0LA

J4 Consultation boards

Luton Rising

Our airport.
Our community.
Our planet.

Welcome

to our statutory consultation

We propose to increase capacity to 32 mi l on passengers per annum over a number of years We will bu ld a new terminal and assoc ated in rastructu e to fac l tate the fu ure capacity of London Luton Ai port n erms of the number of fl ghts and passengers it can hand e by making best use of he ex s ing runway

Our proposals nc ude changes o the scheme since the previous consultation in 2019 We now want your feedback on our updated proposals be ore we submit our appl cat on for development consent

Consultation documents

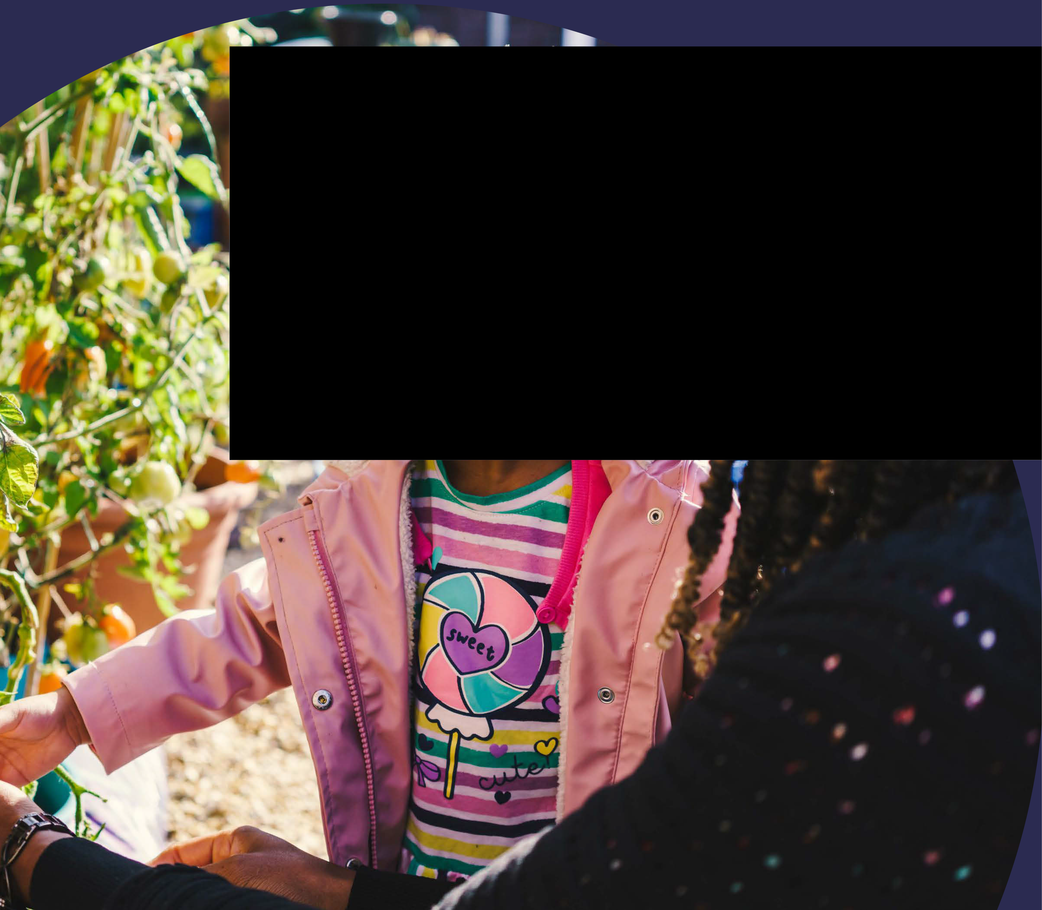
Please ake some time to read th ough our consulta ion materia s all of wh ch are ava lab e or download from **www lutonrising org uk** You will find hese on he ables w th n he oom He e you w ll also find briefing documents to help guide you hrough he mater als

Requesting printed copies of our documents

Pr nted versions of documents and digi al copies on a USB s ick are avai able (th s may be subject to a charge)

Call: **0800 538 5203** (24 hours and eave a message)

Email: **futureluton@lutonr sing org uk**



Lut n Rising
Our airport.
Our community.
Our planet.

Why grow?

Avia ion connectiv ty is crucial to economic growth

Ensur ng a G obal Br ta n is a undamen al part of the gove nment s Bui d Back Be ter s rategy n ts consu tat on on Jet Zero July 2021) the government confirmed hat *av a ion s vi al or rade and he dis r bu ion of goods creates jobs connects f iends and fam ly and – c uc al y or an s and nat on – inks us o the est of he wor d* Th s s one of he key reasons why the gove nment uppo ts ai po ts mak ng be t u e of he r exis ing unways

London Lu on Ai port s s at the cent e of he Ox ord-Camb idge A c wh ch is home to many nternat onal businesses or whom global connec iv ty is vi al Secur ng he con inued success and g obal compet t vene s of these compan es s an essent al part of the ub reg onal s rategies or econom c succe s The ai po t has p ayed an ncrea ing o e n provid ng hat connec iv ty through imp oved connect ons o more global y mpo tant c t es

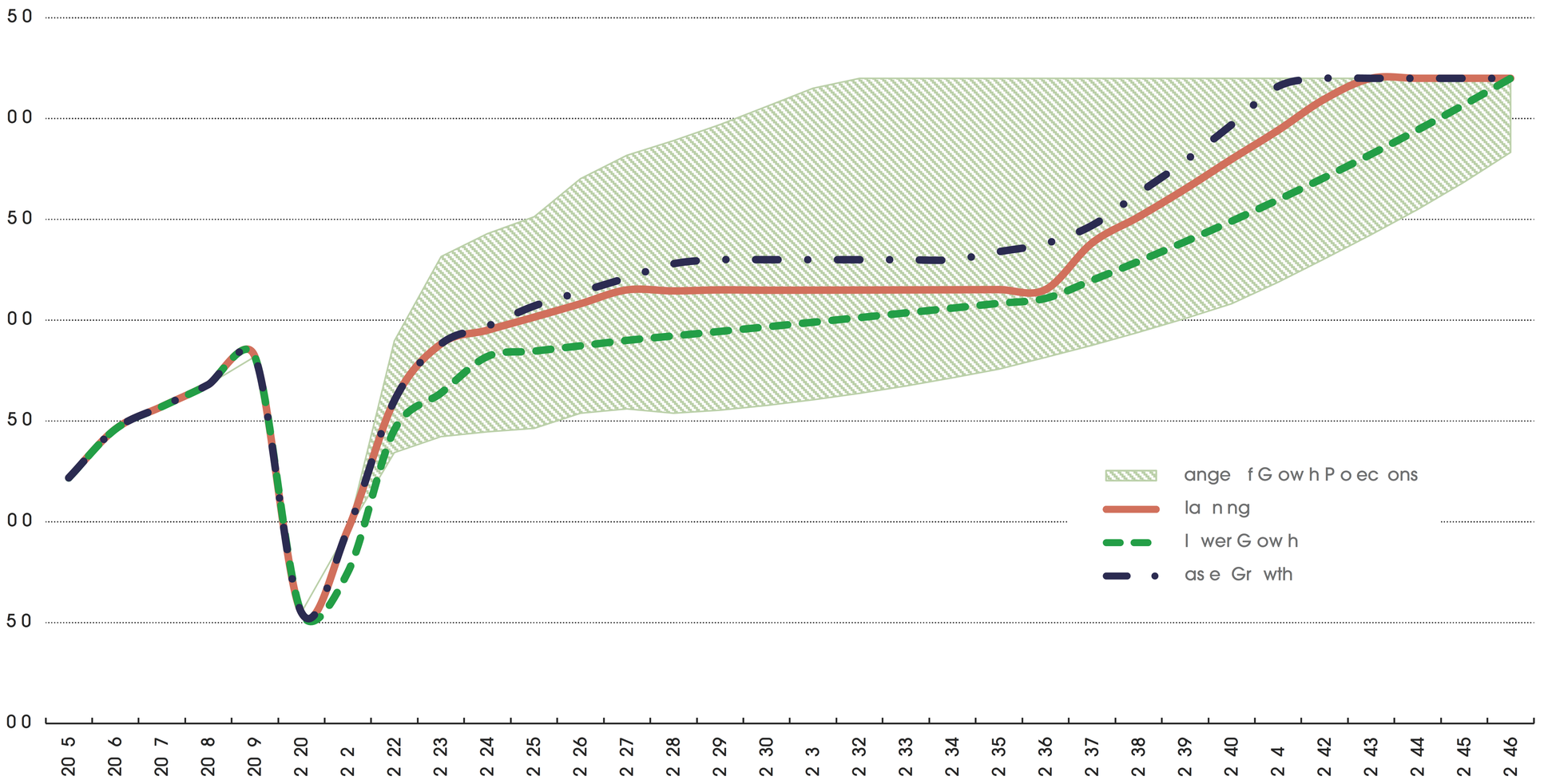
Mo e local y London Lu on A rport s a ma or econom c dr ver and employer in an a ea hat has subs an ial and pers s ent pocke s of depr vat on and needs *evel ing up* he g owth we re planning wi l crea e new job oppor un t es n an area hat needs them

What is the forecast for demand for air t avel?

As Cov d 19 res r ct ons ease demand for a r t avel nat ona ly is expected o recover o 2019 eve s by 2024 and to cont nue to g ow he eafter in l ne w th economic growth This inc udes aking account of he co t of carbon and measures o reduce ca bon em ss ons f om avia ion o net zero by 2050

Even a low ng for a new runway o be bu lt at Hea h ow or Ga w ck o use ts no thern unway p oject ons show that demand to use ondon Luton A rpo t w ll cont nue o grow n ine wi h nat onal forecasts and reach capac ty again by a ound 2024

Range of Uncons ra ned Passenger Demand Forecas s for he a rport up o 32 mppa and orecast cases or a sessment



our e Lo don Lu on Ai po t E pans on Dr ft N ed Ca e

This p ovides he con ext or why we are seeking o expand capaci y at the a rpo t to 32 mi l on pas engers per annum wh ch we expect wou d be reached by he ear y 2040s

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Benefits of the scheme

In 2019 the a rport suppor ed over 16 500 jobs including its supply chain and econom c activi y of £1 1 b ll on w th n the Three Counties of Bed ordsh re Buck nghamsh re and Hert ordsh re It is one of the most significant bus nesses in the reg on and expansion wou d br ng a number of econom c benefits

Creating new jobs

By the time he airport has expanded to 32 mi lion passengers per annum it would have crea ed around:

- 4 500 direct new jobs at the airport
- n total including the supp y cha n there would be 6 600 new jobs n the Th ee Count es and a total of 12 100 new jobs across he UK

We're developing an Emp oyment and Training S rategy to ensure that people in Luton and he surrounding count es have the skil s to work at the a rport (both dur ng construct on and beyond)

Improving connectivity

Imp ov ng air connect v ty is a cruc al aspect in ensur ng that the UK remains competi ive global y

Supporting the community

We will share the revenue gains from expans on w th the community ma nta ning our long t ack record of commitmen s to ocal chari ies and growing future con ributions This wi l mean an even greater posit ve impact on people's l ves

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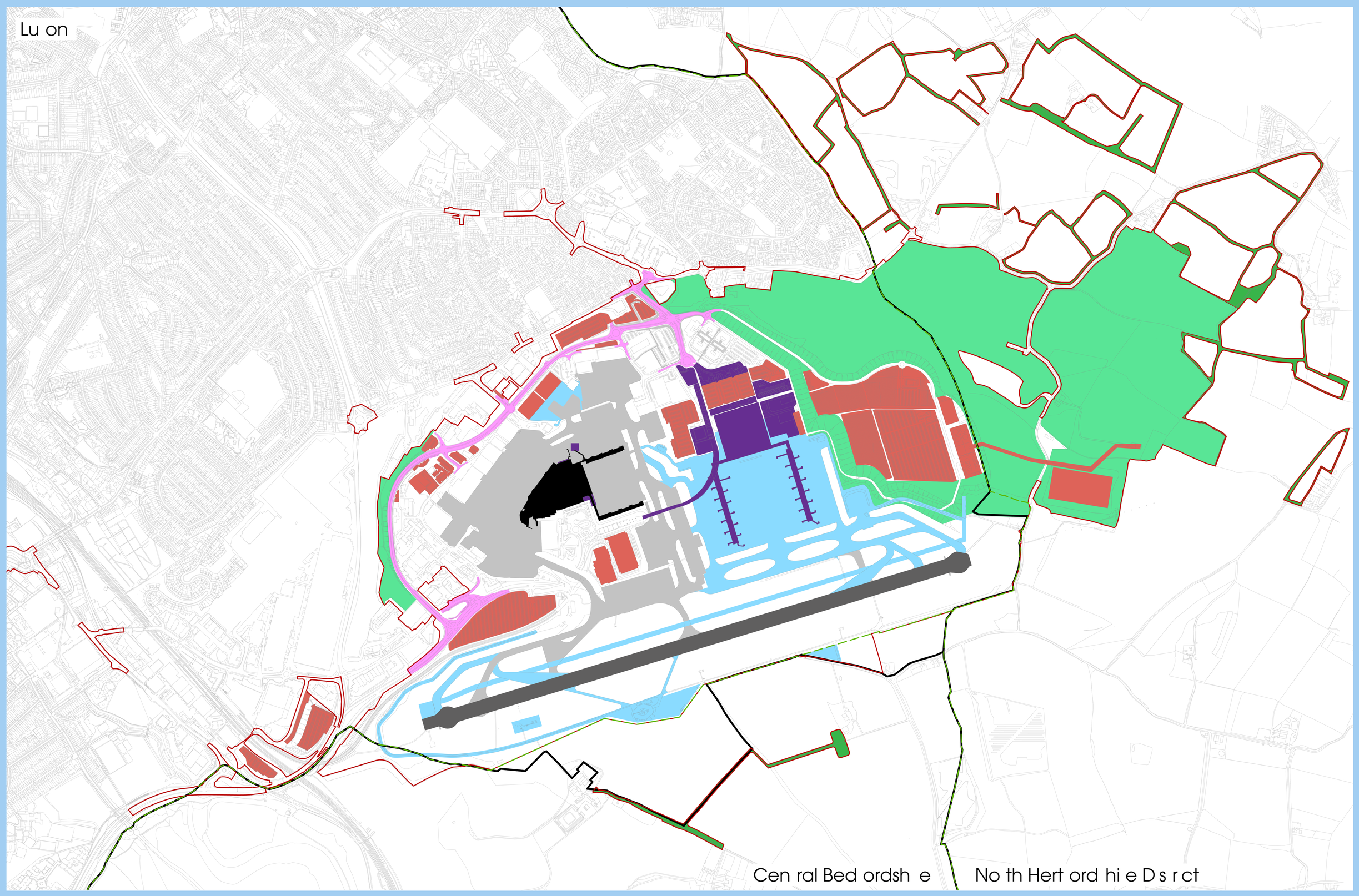
Our proposals

We a e propo ing to increase he futu e capac y of the ai po t over a number of years o 32 mi l on pas engers per annum by mak ng the best u e of our exis ing unway

h s would nclude expanding the cu rent erm nal (1) and bui d ng a new erm nal T2) and associated ac l t es



KEY

- Proposed Deve opment Boundary
- Local Author ty Bounda y
- Green Be t Bounda y
- Exi t ng Runway
- Term na 1
- Ex st ng ap on taxiway / inks
- Propo ed ap on/ ax ways l nks and a rport equ pment
- Propo ed term nal and a soc ated wo ks
- P oposed ai po t upport fac l t es and ca pa ks
- P oposed onsi e h ghways wo ks
- P oposed rep acement open pace and landscape m t ga ion

P ea e ote

1 Off te h ghway w rk are no sh wn n h s p an
2 The p an s ows t e ompl ted p opo a s ut he e are d ffe en s ages w ich a e s t out n de a l n t e uppo i g c nsu a ion ma e ial
3 P an s d aft and nd ca ve on y

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Our proposals

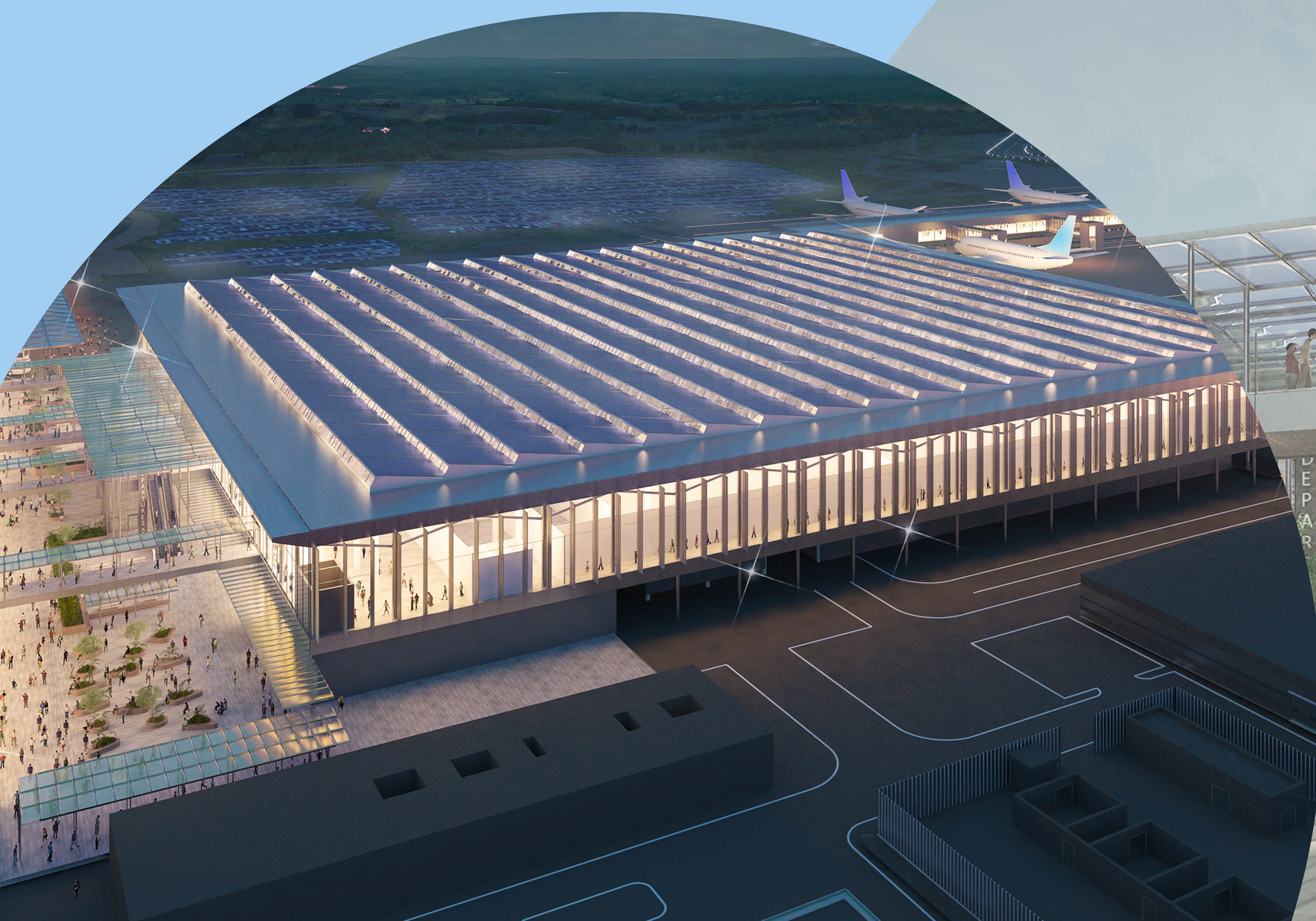
The main elements of our proposals include

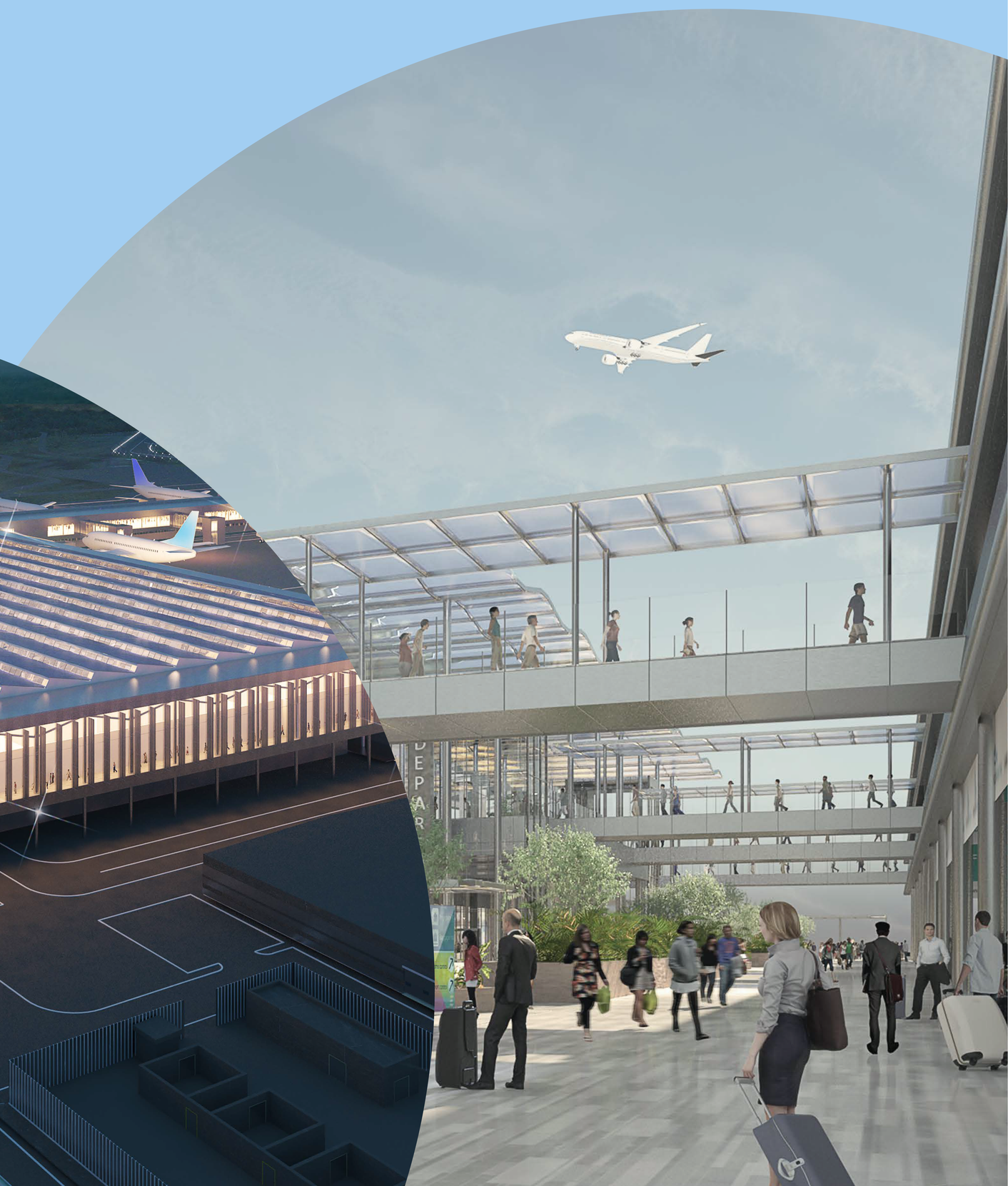
- Extension and remode ing of the ex st ng passenger term nal T1) o nc ease the capaci y
- New pas enger term nal bui ding and board ng p e s T2)
- Ea thwo ks o crea e an extens on to he cu rent a rfie d p a fo m (ma e ial or hese ear hworks wou d be generated onsi e)
- A rs de faci i es including new tax ways and ap ons toge her wi h re ocated eng ne run up bay and fire tra n ng fac l ty
- Lands de faci i ies nc uding bui d ngs wh ch support he operat onal energy and serv cing needs of the ai port
- A new dual car iageway road accessed v a a new unc ion on he ex s ing New A rport Way (A1081) to he new passenger te minal a ong w th he provis on of o ecourt and car parking ac l ies
- Extension of the Lu on Di ect Ai -Rail ransit Luton DART) w th a tat on serv ng the new passenger erm nal
- Landscape and eco og cal mprovemen s nc ud ng the replacement of exi t ng open space and
- Fu ther in rast uc ure enhancemen s and ni iat ves o support our goal of a net zero ai po t g ound ope a ion by 2040

New terminal (T2)

We are propo ing o bu ld a new erm nal o the east of he exis ing erm nal This wou d be a sepa a e bui d ng to 1 to min mi e dis up ion dur ng const uc ion and wou d nclude i s own check in faci i ies secur ty baggage handl ng ood and beve age and reta l faci i ies

2 wou d have ons te enewab e ene gy sou ces such as o ar pane s and ground sou ce heat pumps and wou d use rainwa er harves ing o m n m se the need o u e mains water t would be des gned o BREEAM Excel ent s andards and where poss ble we wou d u e sus a nab e methods or const uc ion and ope a ion o m n m se he carbon oo p int of the term nal





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Green Controlled Growth (GCG): a unique way to control environmental impacts

GCG s a new environmental y focused approach to managing growth at the airport It w ll in roduce b nd ng im ts for he airpo t's noise ca bon air qua ity and surface access impacts We selected these mpac s because hese are the areas where as he airport grows over time there s the grea est scope for impac s to nc ease n ine with growth

C uc al y these env ronmen al im ts are not ai y asp rat ons but would be ega ly binding Assess ng whether l mi s are being breached wi l be car ied out by an independent body

GCG nc udes ongo ng mon toring of these impac s and regu ar publ c report ng If monitor ng were o suggest at any po nt hat these l mi s were n danger of being breached then p ans must set out how hat breach would be avoided If environmental limits were ult mately breached urther growth wou d be s opped and m tigation requi ed

Air Quality

Greenhouse Gas Emissions

Noise

Surface Access

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Key environmental impacts and mitigation

Our proposals a e des gned to minim se the effect on the environment We a e deve oping measures to avo d reduce or mit gate adverse mpacts Where poss ble we are propos ng oppor un ties to p ov de environmental enhancements

The Pre im nary Environmental nformat on Report (PEIR) descr bes our assessments and proposals so that people can provide in ormed responses to our consultation

A r noise

We will establish a Noise Enve ope' wh ch sets out legal y binding and enforceable imits and controls to manage air noise For example we are propos ng o main ain the ex sting rest ic ions of 9 650 aircraft movemen s dur ng the night quota period (from 11 30pm o 6 00am) o l m t night ime aircraft no se evels even w th expansion

The ype and nature of the contro s that wi l apply within the Noise Enve ope would be nfluenced by the Noise Enve ope Design Group (NEDG) The NEDG is ndependent y cha red and includes representat ves from local authorit es the community and other technical exper s

Noise mode l ng o de erm ne the change n noise leve s has been unde taken on the bas s of current flightpa hs to p esent a worst case scenar o Upcoming changes to flightpa hs are l ke y to ntroduce improvements w th rega d to noise exposure

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Key environmental impacts and mitigation

Landscape & visual

We have reduced the v sual prominence and impact of the proposals where practicable through a number of proposed measures such as:

- Retaining the exis ing en rance and eas ern part of W gmore Va ley Park and in egra ing it into a new area of park to the east of he exist ng park
- Retaining as much of the exist ng vegeta ion as practicable in order to screen he scheme
- Avoiding impact ng on anc ent wood and at Winch Hi l Wood and reta ning matu e woodland and hedgerow vege ation at Winch Hill
- Avoiding or educing ob rusive ight and min m s ng l ght pol u ion th ough the use of direct onal l gh ing and shield ng

Biodiversity

We wi l deliver at least a 10% net gain in biodiversi y through extens ve landscaping and hab tat creation We propose o:

- Retain exist ng vegeta ion ncluding wood and and hedgerow be ts whe ever possib e
- Move orchids to a sui able new site within the large area of rep acement open space
- P ov de new habi ats or barn ow s ed ki es nsects and art ficial bat roos ing and bird nes ing boxes
- Crea e w ldflower meadow hedgerows and woodland

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Key environmental impacts and mitigation

A r quality

Key m tigation measures we are propos ng nclude:

- Fixed e ec rical ground power at he a rcraft s ands to reduce engine use on the ground
- Encouraging a rlines to use he newest and most effic ent ai craft and susta nab e avia ion fue s
- Work ng w th he National Air T affic Service and air ines to reduce hold imes in the air and on he g ound
- Encouraging the updating of ground support fleet equipment o a low or zero emission fleet
- Encouraging the use of ow and zero em ss on vehic es by provid ng charg ng points for electr c veh c es

Cl mate change

Our asp ration s for the airport to be net zero by 2040 for ground operat ons

To m nimise the airport's carbon foo print we wi l:

- Design new bu ldings and infrastructure o be ene gy effic ent and reduce was e and use construction ma eria s with lower carbon ootprint
- Reduce em ssions rom airport operat ons by us ng low carbon energy sources such as onsi e renewab e energy generat on and improve the management of waste and wa er

Improving access to the airport

Luton DART and rail access

Set to open n 2022 the Lu on D rect A r Ra l T ans t (Lu on DART) wi l p ovide a di ect nk be ween T1 and Lu on A rport Parkway S a ion As part of our proposa s we would ex end he Luton DART rom 1 o the new terminal to prov de passenge s wi h a quick and e able cho ce of pub c t ansport

Forecourt and coach station

We a e planning o crea e a new forecourt area at T2 o ca er or drop-offs ax s regular buses and shut ebuses We a e al o p opos ng to bui d a new coach s a ion o he immedia e east of he fo ecourt to serve onger d stance coach ou neys

Car parking

Our goal s for at ea t 45% of pas enger journeys o and rom the ai po t o be made by pub ic ranspo t and other u tainab e ravel methods by 2039 and we have ca culated our requ red car park ng numbers on h s bas s

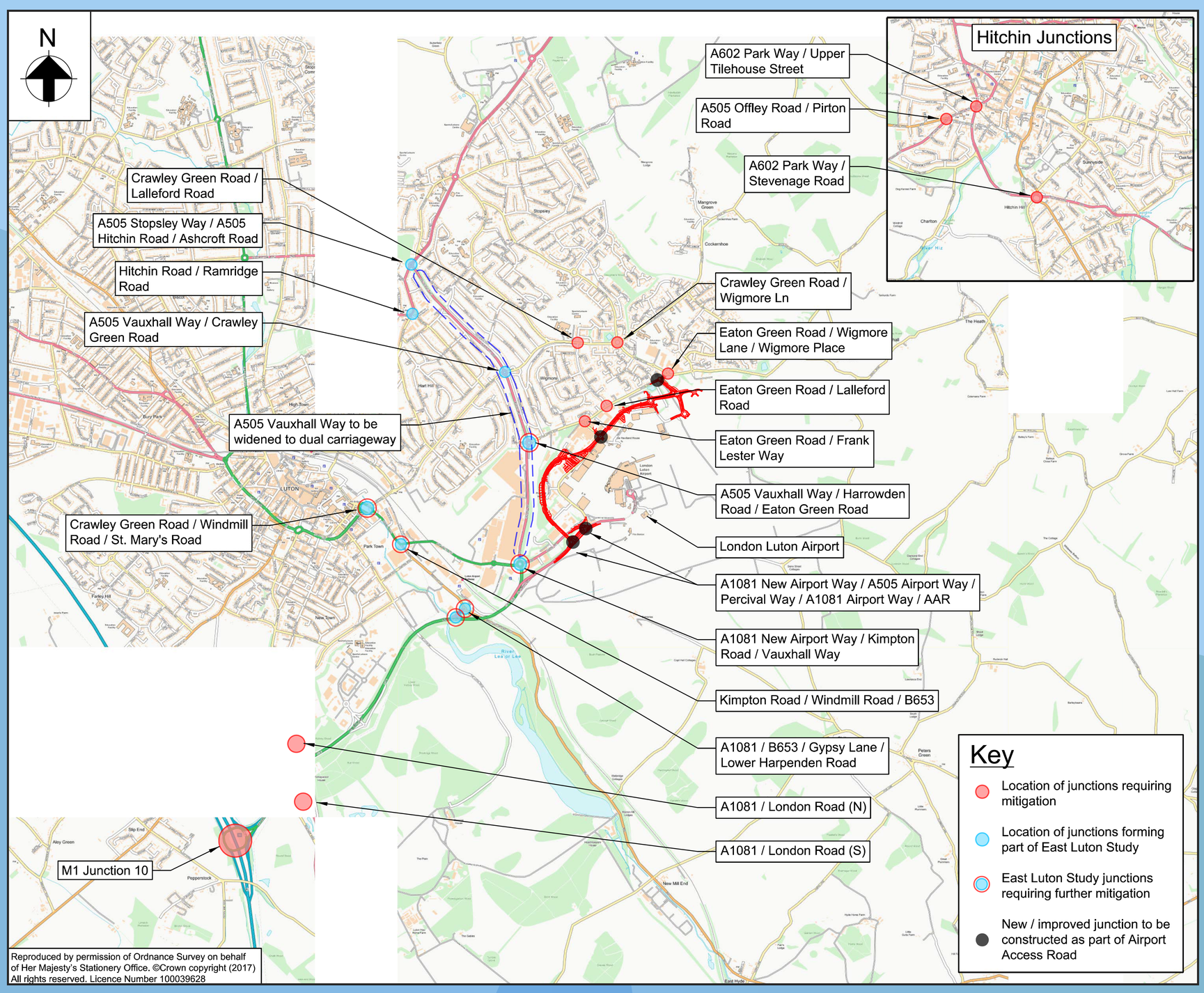
Airport Access Road

We are propo ing o crea e a new access road for the a rpo t which wou d be n roduced or Phase 2 of he scheme

Other road improvements

We are al o propos ng a number of improvements to oads n he w der area around the ai po t o provide greater capac ty n ine wi h he expansion

Key road unct ons affec ed



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Wigmore Valley Park

W gmore Valley Park is an impor ant ocal open space Our p ans for Wigmore Val ey Pa k eflect the feedback we received rom the local communi y on our prev ous p ans

In eplacing affec ed open space we are comm tted to:

- Reprovid ng open space hat s at least as good in use ulness a trac iveness quali y and access bi ity and at east 10% arger than the current prov s on
- Retaining the existing main ent ance in o Wigmore Va ley Park near o Wigmore Hall and the W gmo e Pav lion
- Work ng w th he espective autho it es and stakeho ders to dete mine su tab e arrangemen s and amenity facil ties for the rep acement open space
- Ensure va ued archaeo ogical and habitat features are not impacted by construction ac ivit es eta ning in situ an ex sting Romano Br tish bui ding
- De ivering the replacement open space ahead of other works commenc ng wi hin the exist ng park and
- Seek ng to min mise the duration of any cons ruc ion ac iv ties that may affect the exist ng open space
- P ac ng the new open space into he con rol of a new trust The trust wou d inc ude members f om he local commun ty
- Al oca ing funds towa ds the ma ntenance of the park

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Community First

Sharing the benefits of expansion with local commun ties

In our ast Statutory Consulta ion in 2019 we set out how we wan ed o go urther han simp y mi igat ng he nega ive effects of expans on and proposed a new fund which we cal ed FIRST

Hav ng reviewed the proposed scheme we feel he und shou d follow our social and envi onmental e hos and arget areas of h gh deprivat on in he region and help o finance local decarbonisat on projects

We have named the fund Community First wh ch w ll provide £1 for every addi ional passenger above he passenger cap at the ime that our app ica ion for development consent is app oved This s in addi ion to our ex s ing Commun ty Funding Programme

The und has the potent al to raise up to £13m per year

To sha e benefits beyond Luton 40% of the p oceeds of Commun ty F rst wi l go in o the Near Ne ghbour Fund wh ch ex sts exc usive y to suppo t areas ou s de of Lu on hat are most affected by airport operat ons The Near Neighbour Fund has the po ent al o grow to more than two hundred times i s va ue in 2021/22

The ema ning 60% of the proceeds of Community First w ll be used o support areas of high dep ivation and deca bon sation projec s in Luton

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Compensation policies and measures

Along with our sole shareholder Luton Borough Council we al eady own or control most of the land that would be needed for our proposed expans on including the land needed or he eplacement open space next o W gmore Valley Park

Statutory compensat on

The 'Compensat on Code' is a col ec ive term or the princip es relat ng o compensation for compu sory acquisit on or ginating from Acts of Pa liament and case aw

Some p oper y owners and occupiers who can demonstrate that there s a reduc ion in the va ue of he r property as a result of a rport expansion and hose who feel hat their land has been impacted by cons ruc ion may also be ent tled to compensa ion

D scret onary compensation

S nce our 2019 Statu ory Consu tat on we have mproved our discretionary compensat on offer and be ieve hat th s is now amongst the most generous offered by UK airpo ts

- **Voluntary acquisition of residential properties and relocation costs for those within the 69 dB noise contour**

On request we would acqu re eligible propert es at the r unaffected open market value and wi l reimburse reasonable costs (or example relocation costs)

- **Hardship scheme or properties in the 66 dB noise contour**

We are prepa ed o consider purchasing the homes of hose unab e to sell their prope ty and who are experienc ng except onal hardship as a result at unaffected open market value

- **No se nsu at on schemes**

Our improved tie ed noise insu at on scheme wi l offer a range of packages for homeowners and owners of other special bu ldings such as schools dependent on the no se effec s at he r propert es This wi l cover more properties than in previous proposals and anges from a full package of noise nsu ation to financial contributions towards noise insulat on

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Construction and phasing

We have set out a pha ed deve opment p og amme de igned o de i er capaci y over t me n response o demand There are wo phases o the expansion proposa s

- **Phase 1** Expans on of Term nal 1 and assoc a ed faci i ies to nc ea e capac ty f om 18 to app ox mate y 21 5 m l ion passenge s per annum (mppa)
- **Phase 2** Cons ruct on of new Terminal 2 and a soc ated faci i ies to ncrease ai port capac ty o 27 mppa There wi l later be fu ther expansion of Te minal 2 and assoc ated faci i ies to ncrease to 32 mppa

How w ll we manage construc ion?

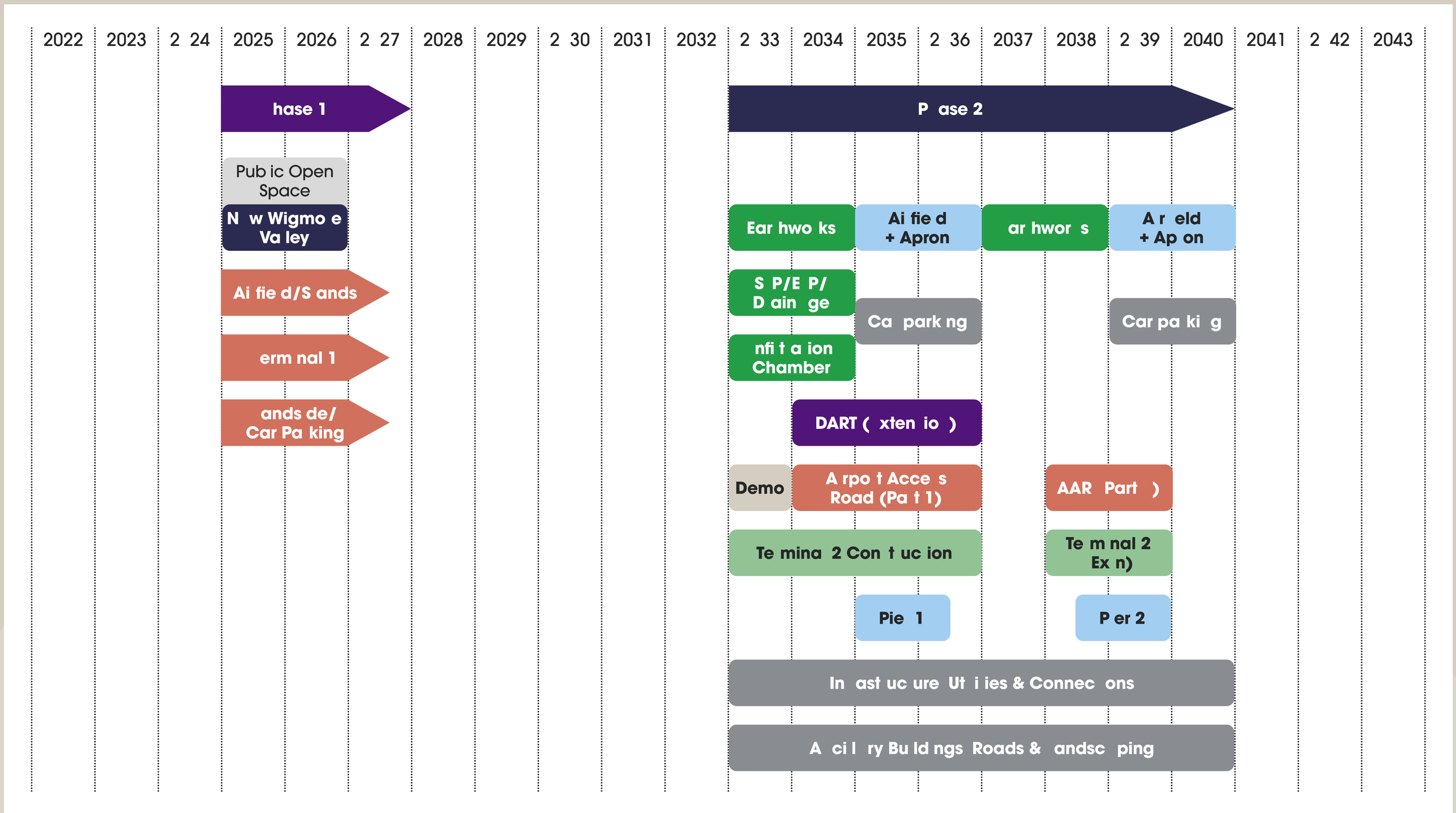
We are comm t ed to being a good ne ghbour as we expand the ai po t

A lead con ractor would be appo n ed to manage and over ee the con t uc ion of the p o ect nc ud ng manag ng he flow of const uc ion eh cles and im ng of ac iv t es o m t ga e impacts on he local communi y and ai port operat ons You can read mo e about our app oach o const uc ion n he D aft Code of Cons ruct on Pract ce

Construction t affic

We w l iden fy and create dedicated acce s ou es o our i e which a l cons ruct on t affic w ll adhe e to

P ogramme s ndica ive on y and subject o change



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How to have your say

The scheme is classed as a Na ionally Significant In rastructure P oject under the P ann ng Act 2008 That means that we must submit an appl cat on to the Planning Inspectorate or a Development Consent Order (DCO) The DCO would p ov de planning permission to bui d opera e and main ain the scheme and the dec sion about whe her to grant he DCO w ll be made by the Secretary of State for Transport

Once his consu ta ion has c osed we w ll cons der all of your feedback before final s ng our proposa s

We expect to subm t our app ication in la e summer 2022 If our applicat on s gran ed we env sage he first phase of he wo ks could commence n 2025

Ear y 2022

Second Statutory Consul a ion

Seco d ta u ory Consu at on on the p oposa s o e pand he a port nc ud ng hanges o he propo al s nce the 20 9 ta u ory Con ul a ion

WE ARE HERE

Ear y 2022 to la e summer 2022

Subm ssion of app ication

We w l be wo k ng n deve op ng o r appl ca on th oughou 2022

a e 022 o ear y 2023

Acceptance and pre examinat on

lan ing nspec o ate de ide whe her o a cept he app ica on

f acc pted oppor un y or he pub ic o make ep esen a ions n wr ing o pro ide more nfo mat on on he r v ews to he lan ing n pecto a e a d eg s er he r nt re t in pa t c pa ing n the e am na ion tage of he app ica on

2023

Examinat on of appl ca ion

n pecto s appo n ed by he P ann ng n pecto a e e am ne he app ca ion nc udes oppo t ni es o ma e u the w t en ubmi s ons and to a tend h ar ngs

Late 2023

Recommendat on

After he cl se of exam nat on the P ann ng In pec ora e ma es a ecomm ndat on to he ecre a y o S ate fo T anspo t on whe her to gran or re u e de e opment conse t

2024

Dec sion

T e S cre ary o Sta e for T an port w l make a dec s on on whet er to g ant or e use deve opment co sent or he cheme

Scan this to visit the consultat on websi e view materia s and if you wish o take part in our consultation online