Luton Rising
Our airport.
Our community.
Our planet.

February 2023

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 6 Consultation Report

6.02 Consultation Report Appendix E

2019 Statutory Consultation Material Part 1 of 2

Application Document Ref: TR020001/APP/6.02
Planning Act 2008
APFP Regulation: 5(2)(q)

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

London Luton Airport Expansion Development Consent Order 202x

6.02 CONSULTATION REPORT APPENDIX E: 2019

STATUTORY CONSULTATION MATERIALS PART 1 OF 2

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Contents

Appendix E

E1 Information Booklet

London Luton Airport Ltd
A Luton Council company

Future LuToN

Making best use of our runway

Public consultation – 16 October to 16 December 2019

About this project

Future LuToN is our proposal for making best use of the existing runway at London Luton Airport (LTN). We are proposing to do this by constructing a new terminal and associated infrastructure to increase the capacity of the airport, in terms of the number of flights and passengers it can handle.

We need to increase the capacity of our airport to help meet the demand for air travel in the UK. The current permitted capacity of LTN is 18 million passengers per year, and we are seeking to increase this to 32 million passengers per year by 2039.

This is the second public consultation on our proposed expansion of the airport. Our latest proposals have been shaped by the feedback we received from our previous consultation in summer 2018.

Taking part in our consultation

We are proud of the economic and community benefits that the airport brings to our whole region, and we look forward to discussing our proposed development with you and listening to your views. This is your opportunity to comment on our proposals before we prepare and submit a Development Consent Order application to the government, to authorise the proposed development. We aim to submit our application in 2020.

We will be holding 34 consultation events across the region during October, November, and December, where you can speak to the project team, ask questions, and provide feedback. All the documents associated with this consultation will also be available online on our website, [redacted], and at document inspection venues at council offices and libraries across the region. The back page of this booklet describes the various ways that you can send your feedback to us.

For more information about our proposals, please see the Guide to Statutory Consultation available on our website, [redacted], at our consultation events, and in document inspection venues.

Why grow?

LTN has been one of the UK's fastest growing airports over the last six years. It will reach the limits of its existing approved capacity (18 million passengers per year) in the near future, so it is important that we set out now how the airport can grow to meet demand.

Implementing our proposals to develop a second passenger terminal will take a number of years, during which time demand to use LTN is expected to continue to increase. We have set out a phased development programme designed to match capacity as closely as possible to demand.

According to national forecasts published by the Department for Transport, UK air passenger demand is set to rise by up to 380 million passengers per year by 2030 and up to 535 million passengers per year by 2050. Based on this, all London airports are forecast to reach their consented planning limits over the period to 2040 if capacity is not expanded.

The government recognises that aviation is very important to the economy, and supports in principle the growth of the sector so long as its environmental impact is managed.

> **"Aviation has long been at the heart of the United Kingdom's economic success. A thriving aviation sector is tangible evidence of economic confidence, growing tourism, increased trade, and business investment."**
>
> Department for Transport, *Aviation 2050*, December 2018, Foreword

Based on increased demand for air travel services and forecasts of further growth, LTN can play a greater role in the UK aviation market. To do this, we need to expand LTN's infrastructure to take advantage of the potential capacity from its existing runway.

Ensuring that everyone benefits

London Luton Airport (LTN) is owned by London Luton Airport Limited (LLAL), which is in turn owned by Luton Borough Council and operated under a concession agreement until 2031 by London Luton Airport Operations Limited (LLAOL). As such, it is the only major UK airport remaining wholly publicly owned. Because of this, we are focused on making sure that the airport expansion delivers benefits for local people and communities.

As we grow, we want to:

- Be a better neighbour to local communities
- Improve choice and the customer experience for our passengers
- Deliver greater opportunity to trade for local businesses
- Enable cost-effective growth for our airlines

Local economic impact

LTN currently supports 27,500 jobs and contributes £1.8bn a year to the UK economy, including more than £1.1bn for Luton, Bedfordshire, Buckinghamshire and Hertfordshire. Expanding LTN's capacity as we propose could provide 5,600 new jobs at the airport, with training opportunities and apprenticeships, and an additional 10,400 new jobs in supply chains. The expansion of the airport could add nearly £1.3 billion to the economy of the three counties each year.

We will require construction partners for building the airport to recruit locally, develop their staff, pay a real living wage, and buy the majority of their supplies within the local region.

Sharing the benefits

The airport is an important source of revenue for Luton Borough Council. In 2018/19, through shareholder dividend, we provided £20.2 million to Luton Council to support services and help alleviate poverty.

In addition to this, since 2002 we have provided over £140 million to local charities and voluntary organisations in Luton and

beyond through our community funding programme, including just over £9 million last year. To put it another way, for every passenger passing through LTN last year, 53 pence was provided for community causes – a figure over 20 times higher than any other UK airport.

Future LuToN Impact Reduction Scheme for the Three Counties (FIRST)

The existing funding scheme will continue, and if our expansion is approved we will also introduce a new funding scheme for local authorities to deliver specific impact reduction measures across the three surrounding counties of Bedfordshire, Buckinghamshire and Hertfordshire. We are proposing that £1 per passenger is allocated to the FIRST fund, for every additional passenger above the current permitted cap of 18 million passengers per year. This would enable us to provide an additional £14 million community funding per year to local authorities most affected by airport operations.

Our proposals

Proposed airport expansion when complete by 2039

100m 500m

Key

- Proposed application boundary
- Local authority boundary
- Adjustments to the existing terminal
- Proposed terminal
- Proposed apron/ taxiways/links
- Proposed coach station
- Proposed DART station
- DART station (under construction)
- Proposed landside support facilities
- Proposed airside support facilities
- Proposed/reconfigured car parking
- Proposed reconfiguration of New Century Park development
- Proposed landscaping and habitat creation
- Proposed replacement Wigmore Valley Park and open space
- Existing airport infrastructure
- Existing runway
- Existing apron/ taxiways/links
- Proposed fuel line
- Existing fuel pipeline

The following are the key things we need to build in order to handle 32 million passengers a year by 2039.

New terminal

We are proposing a second terminal, to be located immediately to the east of the existing terminal. This would incorporate modern practices in lighting, heating and ventilation to minimise power use while creating a comfortable experience for passengers and staff. It would have its own dedicated aircraft stands, some of which would be able to accommodate larger aircraft.

Updated airfield

We are proposing new airfield facilities to support the expanded airport. New taxiways from the aircraft stands to the runway would allow more efficient manoeuvring of aircraft to reduce queuing and the distance they need to travel on the ground. The airfield would also include new testing facilities with modern acoustic barriers to reduce ground noise. New de-icing facilities would help reduce any disruption caused by cold weather.

Our proposals

Access and transport improvements

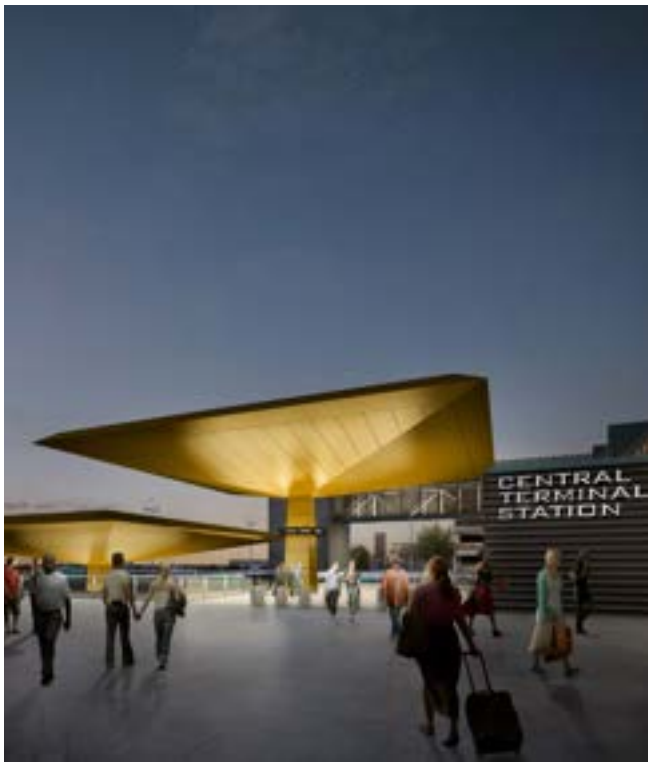
Our goal is for at least 45% of journeys to and from the airport to be by public transport from 2029 onwards, limiting the amount of extra traffic on local roads. Terminal 2 would be connected to Luton Airport Parkway railway station with an extension of the Luton DART (Direct Air-Rail Transit) fast passenger transfer. This cable-hauled system is currently under construction to link the passenger station at Terminal 1 to the train station, and this would be extended to the new terminal. The new terminal's forecourt area would also have a new coach station, bus stands, and a dedicated public taxi area.

A new road is already planned for access to New Century Park (a new office and light industrial development near the airport), which would link to the second terminal. To provide greater capacity at other road junctions that could see an increase in traffic as a result of the expanded airport, we are also proposing road improvements across the wider area. You can read about these off-site road improvements in our Guide to Statutory Consultation.

Replacement open space

In our previous consultation we explained that building a new terminal to the north of the runway would cover some of the land currently occupied by Wigmore Valley Park. We are committed to retaining the existing main entrance into Wigmore Valley Park, and to provide new open space at least 10% larger that the current provision and as good in terms of usefulness, attractiveness, quality and accessibility. We would create replacement public open space in the first phase of our construction plans, to ensure that there would be no loss of amenity for the public during construction.

To find out more information about what we are proposing to build, and the construction phasing, please see our Guide to Statutory Consultation, which is available online at [redacted], at our document inspection venues, and at our consultation events.



Illustrative view of Luton DART station for Terminal 1

Replacement parkland

Managing and mitigating the effects of expansion

We have identified the key impacts that expanding the airport could have, from noise to air quality, and our consultation documentation includes our proposals for how we intend to manage and mitigate them.

Some of our key mitigation measures include the following:

Air noise

We have assessed the likely changes in noise levels that would be experienced by local communities if the proposed development comes forward, and set out our proposed measures for reducing potential effects.

All households likely to experience significant effects as a result of aircraft noise would be eligible for noise insulation. We will be substantially improving noise compensation proposals following approval of our Development Consent Order application compared to current arrangements. We are proposing a new tiered noise insulation scheme, offering a range of packages for homeowners. These range from a full package of insulation to a financial contribution of £3,500 towards insulation. Full details can be found in our Compensation Proposals document.

While changes to flightpaths are subject to a separate national consultation process by the Civil Aviation Authority, we have provided information on expected future changes to flightpaths in England in chapter 11 of our Guide to Statutory Consultation and in an Explanatory Note on Airspace that can be found in our consultation documentation.

Greenhouse gas emissions

In order to minimise the airport's greenhouse gas emissions, we will use construction materials with a lower carbon footprint, and design new buildings that are energy efficient.

We are proposing to generate up to 20% of annual site demand for electricity from solar panels built over car parks and on roofs, to generate low-carbon energy on-site. Heating and cooling will also use low-carbon methods, such as ground source heat pump technology.

We will also work with airlines to encourage the use of a new generation of cleaner and quieter aircraft.

The UK government has announced a target of net-zero carbon emissions 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 an increase in emissions from the construction and operation of the expanded airport.

During construction, we will ensure that HGVs used on and off the site will meet the most up-to-date emissions standards, and also use dust suppression measures such as damping to ensure that material will all be stored and moved in a way that controls any dust.

During operation, our proposals are designed to ensure that aircraft can take off and land more efficiently, reducing the amount of time that their engines are running both in the air and on the ground. We will also update the fleet of ground support equipment to low-emission and electric-powered vehicles.

Managing and mitigating the effects of expansion

Landscape and visual impact

Our proposals would require substantial changes to the land to the east of the airport, would change the local landscape, and new buildings would be visible from several locations.

The expanded airport would need to be level with the runway, requiring a major earthworks operation. To avoid the large number of vehicle movements that would be required to import up to 4,000,000m^3 of material by road (equivalent to the volume of four Wembley stadiums), the earth would be taken from close to where it would be needed.

To reduce these impacts, we are proposing extensive new planting, including hedgerows and trees, both off the site and in the new parkland. We would also reduce and minimise light pollution, using directional lighting and shielding.

More details about how we have assessed and how we plan to manage and mitigate these and other impacts can be found in chapter 9 of our Guide to Statutory Consultation and in our Preliminary Environmental Information Report.

How to have your say

Please visit our website [redacted] for information about our consultation events and document inspection venues. We have 34 consultation events at community centres right across the region, and 31 document inspection venues where you can read our documentation. You can also access all consultation documents online.

You can provide comments and feedback in several ways, all of which are free of charge:

- Using the online feedback form – complete and submit the feedback form online by visiting our website: [redacted]
- By freepost – download the feedback form from the website and complete and send to our freepost address: FREEPOST FUTURE LUTON LLAL
- At public consultation events – visit one of our consultation events, and complete and submit a feedback form
- By email – email your comments and/or feedback form to futureluton@llal.org.uk

Our deadline for accepting feedback to our statutory consultation is 11:59pm on 16 December 2019.

To ensure that all responses posted before the closing time are included, we will accept posted responses that have a postmark on or before 16 December 2019. Please note that while all the feedback we receive by the deadline will be recorded and considered, we will not be able to respond to individual comments.

If you would like more information about the project, or to request copies of consultation documents, you can contact us via the following methods:

- Email: futureluton@llal.org.uk
- Post: write to us at FREEPOST FUTURE LUTON LLAL
- Telephone: 01582 548782

How to contact us:

Email: futureluton@llal.org.uk

Phone: 01582 548782

Write to us: FREEPOST FUTURE LUTON LLAL

Websites: [redacted]

London Luton Airport Ltd

@LLA_Ltd

FSC
www.fsc.org

E2 Guide to Statutory Consultation

London Luton Airport Ltd

A Luton Council company

Future LuToN

Making best use of our runway

Guide to Statutory Consultation

Contents

Cover shows illustrative image of proposed new terminal and forecourt

Foreword from the Board of London Luton Airport Limited

London Luton Airport (LTN) has grown over its 80-year history from a grass airstrip to the UK's fifth largest and one of the fastest-growing major UK airports. We are now proposing to build on this success and increase the airport's capacity to meet growing demand by making best use of our existing runway. We will be applying to the government for permission to do this. This Guide to Statutory Consultation lays out our current proposals and explains how you can take part in our public consultation on how we expand the airport.

Because London Luton Airport Limited (LLAL) is wholly owned by Luton Borough Council, it is our highest priority to carry out this expansion in the public interest. In this document, you can read how we plan to maximise the benefits for the region, while as far as possible mitigating the sorts of impacts that we recognise all airports can have on their nearby communities.

Following the launch in December 2017 of our Vision for Sustainable Growth 2020-2050, we held an extensive consultation last year, which included 20 public consultation events across the region. We received around 900 responses from local individuals, families, businesses and organisations, which we have considered as we developed our plans and designs further.

In February 2019, we published the outcomes of the 2018 consultation. We concluded that the most appropriate strategy would be to seek permission to increase the airport's capacity to 32 million passengers a year, involving a new second terminal to the north of the existing runway.

Since the conclusion of our first round of consultation, we have published our Sustainability Strategy. This sets out a range of targets over the medium and long term. We will work with the airport operator, London Luton Airport Operations Limited (LLAOL), to deliver against the targets. Our aims are to be a better neighbour, protect our planet, and enable growth and support for our future communities. For further information, please see [redacted]

We are proud of LTN's success because the airport is a key driver of the local and regional economy. It already supports 27,500 jobs and contributes £1.8 billion a year to the UK economy, including more than £1.1 billion for Luton, Bedfordshire, Buckinghamshire, and Hertfordshire.

Economic assessments suggest that expanding LTN's capacity as we are proposing, will provide around 9,000 new jobs and add nearly £1.3 billion to the sub-regional economy each year.

We recognise that our airport has impacts as well as benefits, and one key purpose of our previous consultation was to identify the effects that people were most concerned about and consider how best to mitigate them. We are committed to working with our partners, airlines, local communities, statutory bodies, and the government to avoid, reduce, and mitigate potential adverse impacts. Reducing our proposed passenger numbers from 38 to 32 million passengers per year, following our summer 2018 consultation, was directly linked to reducing those impacts.

Foreword from the Board of London Luton Airport Limited

In Luton, we provided £20.2 million dividend to Luton Borough Council in 2018/19 to directly support council services and our shareholder's clear goal to tackle poverty and improve lives.

In 2018/19 the airport also provided £9.2 million to local charities and local voluntary organisations in communities impacted by airport operations.

We are now proposing a new fund, known as the Future LuToN Impact Reduction Scheme for the Three Counties (FIRST), to provide local authorities across Bedfordshire, Buckinghamshire, and Hertfordshire with additional resources to help them address environmental, access and community impacts resulting from our proposals.

We look forward to discussing our proposals with you, listening to your views, and working with you to shape a sustainable future for LTN.

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About this consultation

About this consultation

This is London Luton Airport Limited's (LLAL's) second consultation on Future LuToN, our proposals for making the best use of LTN's existing runway. We are proposing to do this by constructing a new terminal and associated infrastructure to increase the capacity of the airport in terms of the number of flights and passengers it can handle. The permitted capacity of LTN is currently 18 million passengers per annum (mppa) and we are seeking to increase this to 32 mppa.

As our project is seeking consent for airport-related development that would expand LTN's permitted capacity by more than 10 mppa, it is a type of development that is defined as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we must apply to the government for a Development Consent Order (DCO) to authorise our expansion plans. The application will be examined by the Planning Inspectorate and decided by the Secretary of State for Transport. This decision will not be taken by the airport's local planning authority, Luton Borough Council.

It is a requirement of the Planning Act 2008 that we carry out statutory pre-application consultation in accordance with the Act's requirements. This document, together with the supporting information described on page 10, is the material for our statutory pre-application consultation for the purposes of the Planning Act 2008.

In line with the Planning Act 2008, our community consultation plans were published in October 2019 in our Statement of Community Consultation (SoCC).

The SoCC explains how we are consulting with people living in the vicinity of the airport and how we are publicising the proposals. It was produced in consultation with surrounding councils, including the airport's host local authorities: Luton Borough Council, Hertfordshire County Council, North Hertfordshire District Council, and Central Bedfordshire Council. This statutory consultation we are undertaking now is being carried out in accordance with the SoCC. The SoCC is available at [redacted]

We recognise that an application for the expansion of an airport is a technical process. In this guide we have avoided acronyms and technical terminology wherever possible, but you will find a glossary at the end of this Guide to Statutory Consultation to explain the specialist terms.

You can find more information about the DCO process on the national infrastructure planning website at: infrastructure.planninginspectorate.gov.uk/application-process/the-process

Navigating the consultation documents

This Guide to Statutory Consultation provides an overview of our current proposals and their effects, and helps you to identify where you can find more detailed information about them. It contains the following chapters, which correspond to the questions in our feedback form:

- **The airport today** – including how the airport operates and current investment
- **Why grow?** – explaining the reasons why we are proposing to expand LTN

About this consultation

- **Benefits** – explaining the current benefits of the airport, and the additional benefits that expansion would bring to local and regional communities
- **Our proposals** – outlining the expansion proposals, including the new terminal and its supporting infrastructure
- **Surface access** – outlining our surface access proposals to help deliver 32 mppa
- **Building our airport** – explaining how we propose to build the scheme, and how the expansion will be phased
- **Managing the impacts** – our assessment of the environmental effects of expansion and how we propose to mitigate them
- **Land assembly and compensation** – information about the land we would need, both permanently and temporarily, to construct and operate the scheme
- **Flightpaths** – upcoming changes to airspace management and flightpaths, which are taking place concurrently with our expansion proposals
- **How to take part in the consultation** – including consultation events, where to find out more, and how to have your say
- **Next steps** – the DCO process moving forward

This Guide to Statutory Consultation is supported by a suite of other documents as shown on page 10, which include more detailed information about our proposals and their effects, and the technical assessments that we have undertaken in developing them. These are all available on our website [redacted], and at the document inspection venues listed on pages 155 and 156.

What we are consulting on

Through this consultation, we are seeking your views on the following matters, to help us shape our application for a DCO:

- The reasons we think the airport needs to expand
- The proposed layout of the expanded airport
- The proposed new airfield infrastructure
- Our proposed new terminal and supporting infrastructure
- How people access the airport by public transport and road
- How we propose to phase construction
- How we will be a good neighbour during the construction process
- Our proposals for managing and mitigating the effects of expansion
- Our proposals for land acquisition and compensation

Our DCO will not cover detailed design, but sets out the parameters within which the airport expansion will be built. Our environmental assessments are based on these parameters. Detailed designs will be subject to local planning approvals.

Throughout this Guide to Statutory Consultation, you will find a series of questions that we invite you to answer. Full details on how you can provide us with your comments can be found in chapter 12, including how you can complete a feedback form.

Statutory Consultation documents

Overview documents

Guide to Statutory Consultation

Overview of our proposals

Summary of main proposals to manage and mitigate impacts

Information Booklet

Summary of Guide to Statutory Consultation

Statement of Community Consultation (SoCC)

Strategy for statutory consultation

Feedback Form

Questions to help inform the DCO

Opportunity to formally comment on the scheme

Formal record to collate and record consultees' feedback

Technical documents if you want more information

Scheme Development and Construction Report

Scheme development and construction approach and sequence

Description of key project zones

Project interface with the planned and existing developments

Scheme considerations, options review & development process

Planning policy

Surface Access Strategy Report

Overall approach to transport, including modelling

Public and sustainable transport aspirations

Highway mitigation measures and traffic management measures

Travel plan framework

Outline Need Case

Overview of aviation policy

Capacity assessments and forecasts

Need to increase capacity

Socio-economic benefits of the scheme

Explanatory Note on Airspace

Interface with surrounding airspace requirements

Compensation Proposals

Property and noise compensation proposals, and FIRST

Preliminary Environmental Information Report

Environmental considerations

Methodology of environmental assessments

Assessment of environmental impacts

Environmental mitigation

Draft Code of Construction Practice

Outline Employment and Training Strategy

Our strategy to support local employment and skills

Draft Land Assembly Plans

Our current understanding of the land and interests we would need to acquire to facilitate the expansion

About this consultation

Future LuToN – story so far

This consultation is the latest stage in the development of our Future LuToN proposals. Our previous stages are summarised in the table to the right.

Since February 2019, we have been carrying out further assessments and identifying how best to deliver the expansion proposals to provide the maximum benefit to the local and sub-regional economies, deliver good levels of service to our customers, and effectively manage the environmental impacts in line with our commitment to responsible and sustainable development.

You can read more about our options assessment process, along with the 2018 consultation and its outcome, in the Scheme Development and Construction Report. You can also access our previous consultation documents, our response, and the supporting technical reports, at our website: [redacted].

December 2017	Summer 2018	February 2019
We published our Vision for Sustainable Growth 2020-2050, setting out our long-term strategy for expanding LTN. You can find this document on our website: [redacted]. Subsequent technical work was commissioned to look at the potential options for expansion.	We held a ten-week consultation on a shortlist of four options which emerged from the options assessment process. In total, 1,761 people attended the 20 public consultation events, and we received 892 responses to the consultation. The consultation responses provided valuable feedback on our proposals, which helped us understand the potential environmental impacts and how these might be managed and mitigated.	Following careful consideration of the feedback, further consideration of the options for expansion, and further technical assessments, we published our response to the summer 2018 consultation. This included the announcement of our proposed development plans for expansion: a new second terminal to the north of the runway, to increase capacity to 32 mppa. These proposals are the subject of this statutory consultation.


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The airport today

The airport today

London Luton Airport (LTN) is owned by LLAL, which is in turn wholly owned by Luton Borough Council. As such, it is the only major UK airport remaining wholly publicly owned. Our board of directors is appointed by Luton Borough Council and is composed of elected members of the council along with specialist advisory members.

The airport is managed and operated, under a concession agreement until 2031, by London Luton Airport Operations Limited (LLAOL). LLAOL is 51% owned by Aena Internacional, the international business arm of the Spanish national airport and air traffic control organisation, and 49% owned by AMP Capital, the owner of Newcastle and Leeds Bradford airports.

LTN today serves nearly 18 million commercial passengers each year. Both TUI and easyJet are based at LTN along with Wizz Air's UK operation. The other main airline operators include Ryanair, Vueling, and Blue Air, flying all over Europe, North Africa, and the Middle East. As well as scheduled passenger flights, LTN also has a small cargo centre handling regular cargo flights to Istanbul, Amsterdam, Frankfurt and Paris.

LTN is also the busiest airport for business aviation (company aircraft and air taxis) serving north and central London. Fourth in Europe's top 20 private jet airports in 2018, LTN has significant business aviation facilities within the airport (known as "fixed base operations") managed by Signature and Harrods, with separate terminals for their passengers as well as hangar and maintenance operations.

LTN also supports substantial aircraft maintenance activity. This is related to the historic position of the airport as the headquarters of several airlines and reflects the strength of engineering skills in the Luton area.

How the airport operates

Our existing passenger facilities are concentrated in a central terminal area, served by a dual carriageway access road from New Airport Way that passes under one of the main aircraft taxiways.

Our passenger aircraft apron (where the planes are parked, refuelled, loaded and unloaded, and boarded by passengers) is located around the terminal area. There are two piers enabling passengers to walk directly to the aircraft, and several other aircraft stands are located adjacent to the older part of the passenger terminal. Currently there are 39 stands available for use by commercial passenger aircraft and a further four stands that are used in peak periods, with business aviation aircraft using these during off-peak times.

In addition to facilities for passenger flights, there is a small cargo centre and associated apron to the north of the site with two aircraft stands, three terminals for business aviation aircraft users with adjacent apron areas, and several hangars used for the storage and maintenance of aircraft for both commercial airlines and business aviation aircraft.

LTN has a single runway running approximately east to west which is 2,162m in length. The runway is suitable for aircraft with a wingspan up to 65m wide, such as the Boeing-787 and Airbus A350, but not larger aircraft such as the Boeing-B747 or Airbus A380.

The single runway is accessed by a parallel taxiway, but this does not run the full length of the runway. Because of this physical constraint, many aircraft must enter the runway then taxi to its extremity before taking off, occupying the runway longer than necessary and limiting the number of aircraft that can be handled each hour.

Runway usage statistics between 2014 and 2018 show an average split of 70%/30% between westerly and easterly operations respectively. This is because 70% of the time the wind blows from the west or south-west and, as aircraft need to land and take off into the wind, this determines the direction of runway operation.

The airport operates 365 days a year and 24 hours a day but there are limitations on how many aircraft can operate during the night period in order to minimise the impact of noise on local communities. These limits were agreed as part of Project Curium (see page 88 for further information). The night restrictions comprise an annual aircraft movement limit, and a Quota Count limit whereby noisier aircraft count for more points than quieter aircraft. The annual Quota Count limit is set at 3,500 points and is effective between the hours of 11:30pm and 6:00am local time when there is also a total annual aircraft movement limit of 9,650 in force. There is also an additional movement limit during the Early Morning Shoulder Period of 6:00am to 7:00am in which no more than 7,000 aircraft in total can operate annually.

Current investment in the airport

Luton DART

We are currently making very significant investments in and around LTN to make the airport more accessible by public transport. Our current development programme includes the Luton DART (Direct Air-Rail Transit), which will transform passenger access between LTN and the national rail network. It will reduce congestion on the roads and significantly improve the passenger journey times to and from the airport and rail system, using a modern cable system that is sustainable, exceptionally reliable, and efficient.

Currently, shuttle buses transport passengers between Luton Airport Parkway train station and the airport. The Luton DART will be a fully automated and driverless system, approximately 2km in length. It will provide fast, frequent and reliable transfers for approximately 2,700 passengers each way every hour between Luton Airport Parkway train station and the existing terminal in under four minutes, 24 hours a day.

The Luton DART is due to be completed and operational in 2021 and will support our goal of increasing the number of journeys made to the airport by public and sustainable transport from the current 32% to at least 45%.

Project Curium and immediate growth plans

LLAOL is responsible for LTN's current development programme to increase capacity to 18 million passengers per year (mppa), known as Project Curium. Project Curium involves improvements to passenger facilities in the existing terminal and aircraft stands, improvements to car parking in the central terminal area, and planned works to aircraft taxiways. Over 90% of the works have already been completed by LLAOL, and some works to the taxiways will be concluded ahead of 2022.

Current investment in the airport

Passenger demand for flights from LTN has grown rapidly in the period between 2014-19, since planning permission was granted for Project Curium. This is in part due to capacity constraints at the other London airports, specifically Heathrow, and because of the growth strategies of LTN's main airline customers. As a result, the airport is expected to reach its permitted annual capacity of 18 mppa in the very near future.

Consequently, LLAOL is bringing forward a local planning application to allow the airport to be used by up to 19 mppa as an interim step towards meeting growing demand based on the higher number of passenger per aircraft being attained by the airlines. This increase will not require additional infrastructure over and above the provision planned for commercial passenger operations as part of Project Curium.

Enterprise Zone, New Century Park and Bartlett Square

In 2015, Luton Borough Council secured Enterprise Zone status for the area immediately to the east, north and west of LTN's existing terminal.

This status is one of only 26 across England.

In autumn 2018 and spring 2019, Luton Borough Council resolved to grant planning permission, subject to completion of legal agreements, for two major mixed-use developments within the Enterprise Zone: Bartlett Square adjacent to Luton Airport Parkway train station, and New Century Park to the north east of the airport.

The Bartlett Square development is a hotel and business scheme on the same site as the new Luton DART station, adjacent to the mainline railway station. The first phase of this development is likely to commence once the DART link to the airport comes into operation in 2021.

The New Century Park development incorporates business, commercial and light industrial units and an access road. The scheme complements the proposed airport expansion, which will ultimately share the same road infrastructure with some modifications.

Enterprise Zones

Enterprise Zones are part of the government's wider industrial strategy to support businesses and enable local economic growth. All business rates growth generated by Enterprise Zones is kept by the relevant local enterprise partnership and local authorities in the areas for 25 years to reinvest in local economic growth.

Enterprise Zone, New Century Park and Bartlett Square

Proposed development at Bartlett Square

Proposed development at New Century Park

04

Why grow?

Why grow?

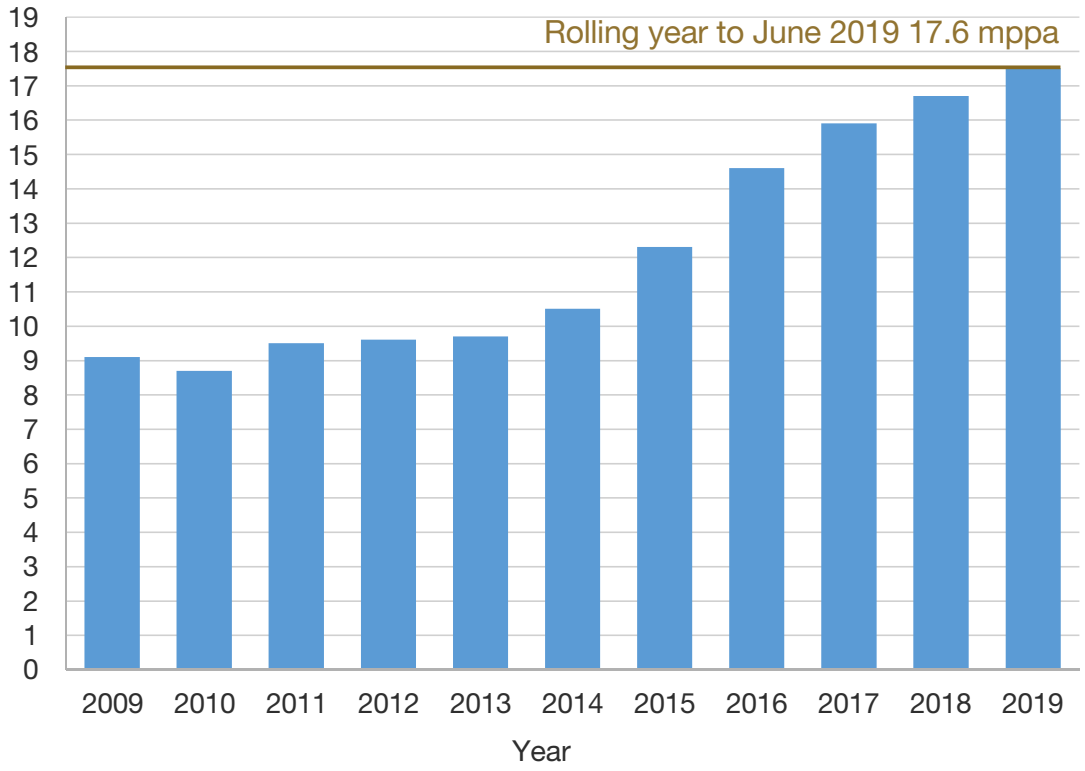
This chapter sets out the reasons why we are proposing to expand LTN.

LTN has been one of the UK's fastest growing airports over the last eight years. It is expected to reach the limits of its existing planning permission (18 mppa) by 2020, so it is important that we set out now how the airport can grow in the future.

As we grow, we want to:

- be a better neighbour to local communities
- improve choice and the customer experience for our passengers
- deliver greater opportunity to trade for local businesses
- enable cost-effective growth for our airlines

LTN annual passengers 2009 - 2019 (mppa)



Source: CAA Airports Statistics

Government policy

The government recognises that aviation is important to the economy and supports the growth of the sector so long as its environmental impacts are managed.

The government has consulted on a new aviation strategy to replace 2013's Aviation Policy Framework, and issued a consultation document called *Aviation 2050 – the Future of UK Aviation,* published in late 2018, which made clear that "the government supports aviation industry growth" but the impacts of growth must be managed. An updated Aviation Strategy is due to be published in late 2019.

In June 2018, the government confirmed its support for the provision of a new runway at Heathrow in the Airports National Policy Statement. In an accompanying policy document, *Beyond the Horizon – the future of UK aviation, making best use of existing runways* (June 2018), the government also made clear its support for all the other airports to make the best use of their existing runways so long as the environmental impact is managed.

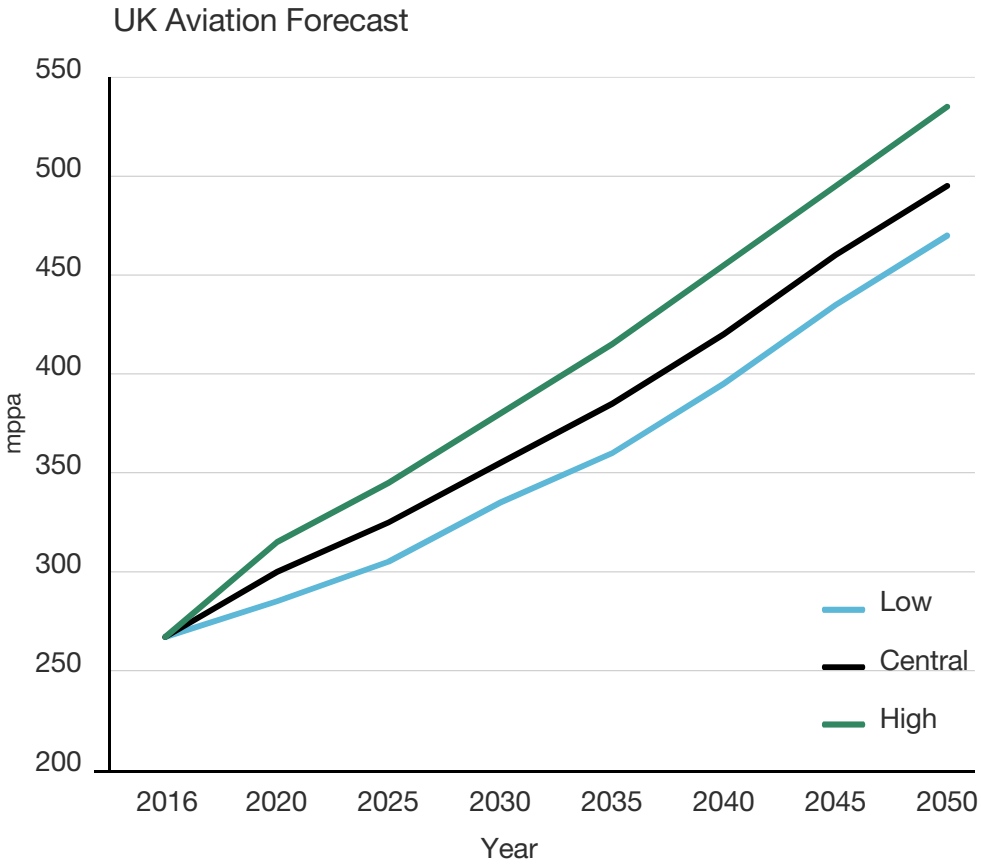
"Aviation has long been at the heart of the United Kingdom's economic success. A thriving aviation sector is tangible evidence of economic confidence, growing tourism, increased trade, and business investment."

Department for Transport, *Aviation 2050*, December 2018, Foreword

"The government has confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of airports can have positive and negative impacts, including on noise levels. We consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts."

Department for Transport, *Airports National Policy Statement*, June 2018, para 1.39

Growth in demand for air travel



Source: Department for Transport, UK Aviation Forecasts 2017

Demand for air transport has grown rapidly in the UK, more than doubling since 1997 and reaching 292 million passengers using UK airports in 2018. The Department for Transport (DfT) publishes forecasts of aviation demand, with the latest being UK Aviation Forecasts 2017.

These forecasts show air passenger demand to use the UK's airports rising to between 335 and 380 million passengers by 2030 and between 470 and 535 million passengers by 2050. Based on the DfT forecasts, all London airports are expected to reach their consented planning limits over the period to 2040.

Currently air passenger demand at UK airports is exceeding the high-end rate of growth forecast by DfT, with growth particularly fast at London airports.

With capacity constrained, many passengers travelling to and from the South-East of England would have to travel longer distances to make use of airports in other regions, thus increasing congestion on the UK's road and rail infrastructure. Even with a third runway at Heathrow and approved growth at other airports, there is still a shortfall in capacity to meet demand, particularly across the London airports. DfT's 2017 forecasts showed LTN being full by 2021 but demand across the UK, and at LTN specifically, has grown quicker in the short-term such that the capacity limit will be reached earlier than expected.

There is a clear need for more capacity at the London airports, including LTN.

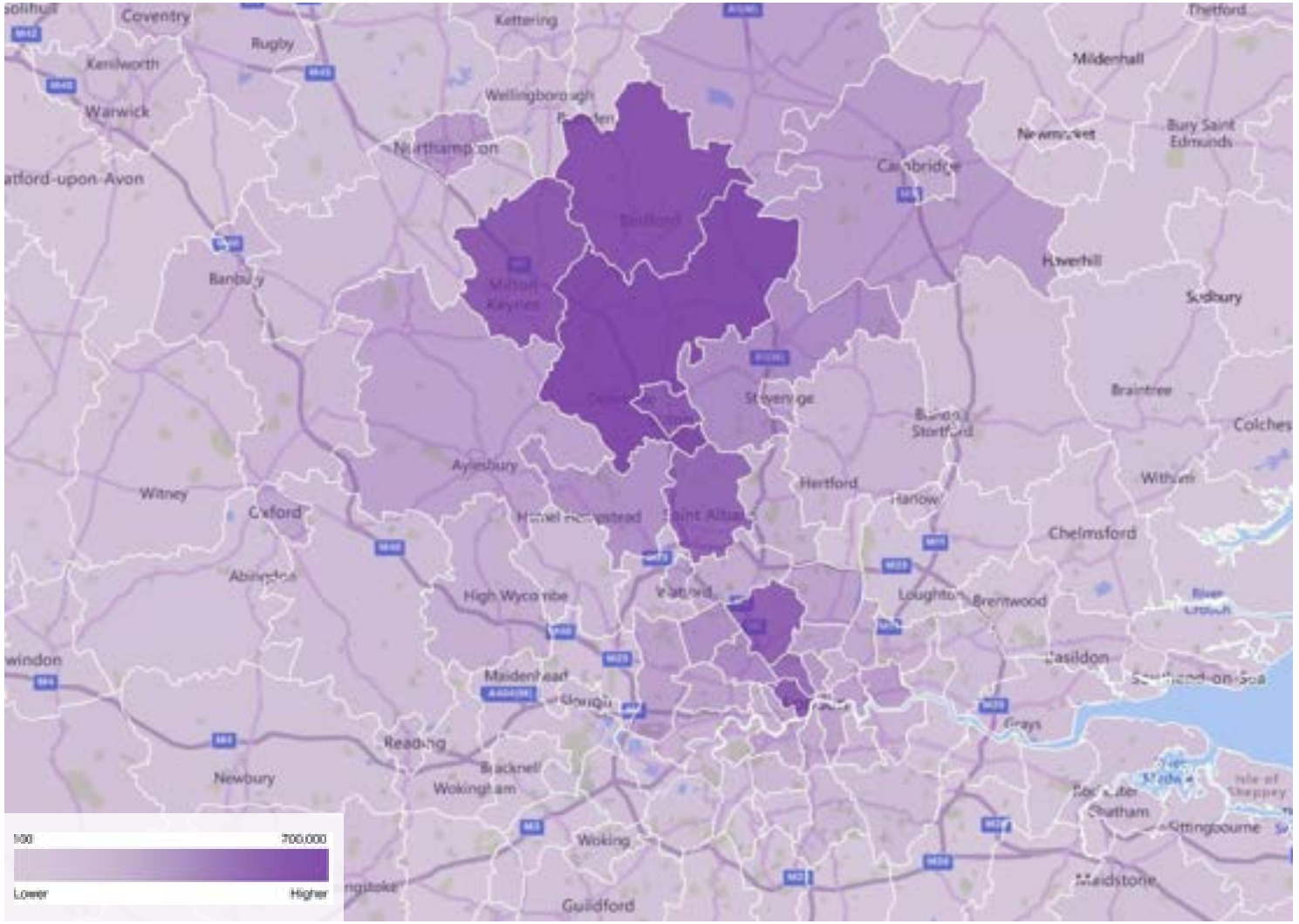
Passenger catchment by district

London Luton Airport (LTN) specific forecasts

Given the expectation that LTN's capacity will be full by 2020, it has been important to prepare specific forecasts of future passenger demand at LTN to inform our thinking about the scale and timing of the capacity enhancement required to support making the best use of our runway.

Our approach to preparing demand forecasts for LTN has used the DfT's UK Aviation Forecasts 2017 as its base. These forecasts are based on future projections of the UK economy, principally future projections of gross domestic product (GDP), and a range of other variables, including overseas GDP and the costs of air travel including taxes and carbon costs.

LTN's catchment area in 2018



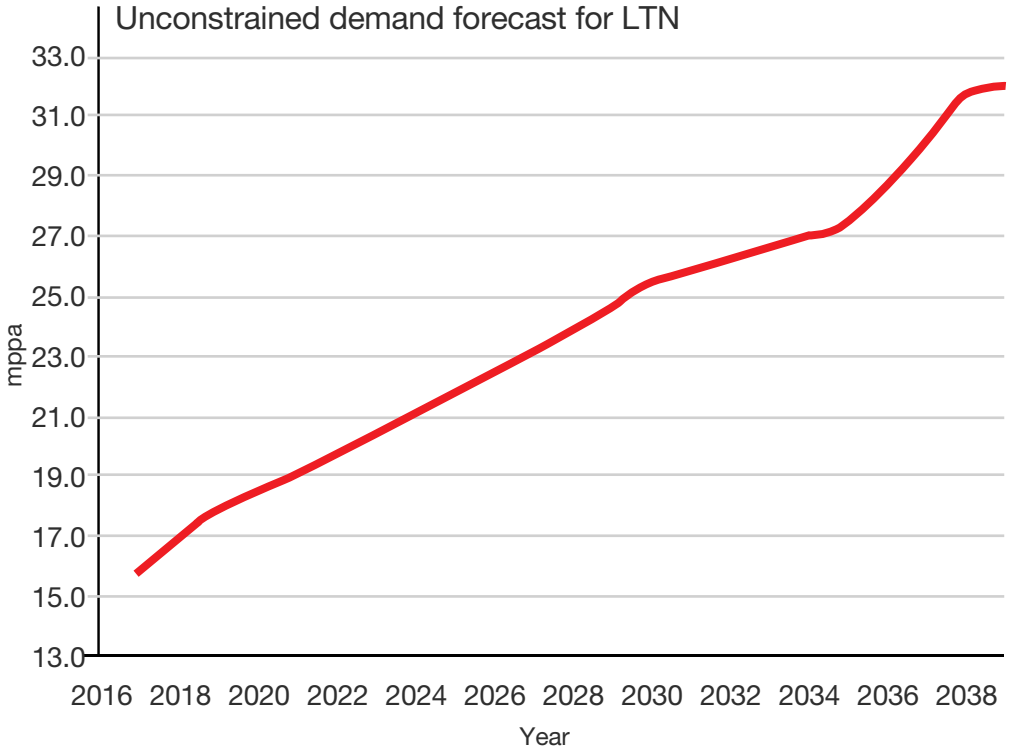
Source: CAA Passenger Survey

Air passenger forecasts for LTN

To estimate the likely future levels of demand arising in LTN's catchment area, we used the DfT's underlying equations and considered forecasts for the UK economy from late 2018.

We calculated how much of the demand arising within its catchment area LTN could attract in the future and in competition with the other airports (see map on page 25). This takes account of the capacity expected to be available at the other airports, including Heathrow's third runway as well as surface access to LTN, including the Luton DART, and the length of LTN's runway, which limits the type of aircraft and routes that can operate.

Based on this forecast, LTN could reach the limits of its projected runway capacity of 50 aircraft movements (take-offs and landings) per hour in peak periods in the early 2040s. Taking into account our proposals to seek development consent for 32 mppa, it is expected that this passenger throughput will be reached in around 2039. This depends on whether the current faster growth trends continue or whether the effect of Brexit slows growth.



Source: York Aviation

Air passenger forecasts for LTN

In the chart opposite, we show our unconstrained passenger forecast that shows how demand could grow at LTN if capacity was available to handle it. In practice, the ability to accommodate this growth in demand is likely to be limited by the capacity available at the airport until the DCO works are implemented. The phasing of capacity delivery is discussed further in chapter 8.

Growth in passenger numbers in the short-term will be constrained by available infrastructure capacity, primarily in relation to aprons and stands.

It is for this reason that we are proposing that the DCO provides for the interim steps that can be taken to increase the effective capacity of the existing infrastructure of Terminal 1, ahead of the introduction of Terminal 2.

It is also expected that the rate of demand growth will slow a little in the period immediately following the opening of the third runway at Heathrow. Growth in demand to use LTN is then expected to pick up again strongly as Heathrow's proposed new runway begins to fill up in the 2030s.

We will refresh these forecasts in light of any significant changes to the UK's economic performance, such as the impacts of Brexit, and the implications of emerging expansion proposals at Gatwick.

Having regard to surface access and other environmental constraints, it is considered that 32 mppa will remain an appropriate capacity target for infrastructure expansion, even if the effect of any adjustments to the forecasts may result in the year when this throughput is reached moving forwards or backwards by a small number of years.

As LTN grows, it is expected that low-cost airlines will continue to be the dominant airlines at LTN. However, with constraints at other airports around London and a growing base of local demand, it is expected that there will be some growth by other airline operators. This may include national airlines (known as 'flag carriers'), and also regional and long-haul airlines with aircraft capable of using LTN's runway.

Tell us what you think

Are there any other factors that you think we should consider in producing our demand forecasts?

We invite you to comment on this at question 4a on the feedback form.

Aircraft movements and fleet mix

In order to assess the environmental impacts of our current development proposals, the passenger forecasts were converted to forecasts of aircraft movements and other design parameters, along with an assessment of the types of aircraft that would be flying from LTN.

Our discussions with airlines have included a focus on their plans to replace older aircraft with larger variants of short-haul aircraft such as the Airbus A320 and A321 NEO ('New Engine Option') variants. These aircraft are quieter and more fuel efficient, bringing environmental benefits. We also expect some longer-haul flights with new generation wide-body aircraft capable of operating from the runway at LTN to points in the USA and Middle East.

The average number of passengers carried on each aircraft has been increasing in recent years as airlines have been flying larger variants of their short-haul aircraft. In 2017, there were 153 passengers per flight on average, and this is expected to increase to 178 by the time LTN is handling 32 mppa.

Role of cargo and business aviation

It is currently assumed that the numbers of cargo and business aviation flights will remain largely the same as now. Due to constraints around the current permitted level of noise at LTN, some restrictions have recently been applied to business and general aviation, particularly during the night periods. This is expected to have a very small impact on demand in the short term.

As the cargo airline and business aviation fleets move towards newer, quieter variants, such restrictions could potentially be lifted. Our assumption of 30,000 business aviation aircraft movements a year reflects a return to the 2017 position in the medium term, as quieter aircraft are introduced and current limitations on the availability of aircraft parking stands in peak periods are lifted.

We have assumed that 2,000 cargo movements will continue to be operated annually. However, it is expected that cargo carriers will move to quieter aircraft types over time.

These forecasts are explained in more detail in the Outline Need Case, which you can be found on our website: [redacted], and they have been used to underpin the environmental and surface access assessment work.

Tell us what you think

Do you have any comments on the need for expanding LTN that we have set out?

We invite you to comment on this at question 4b on the feedback form.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9H-VJZ
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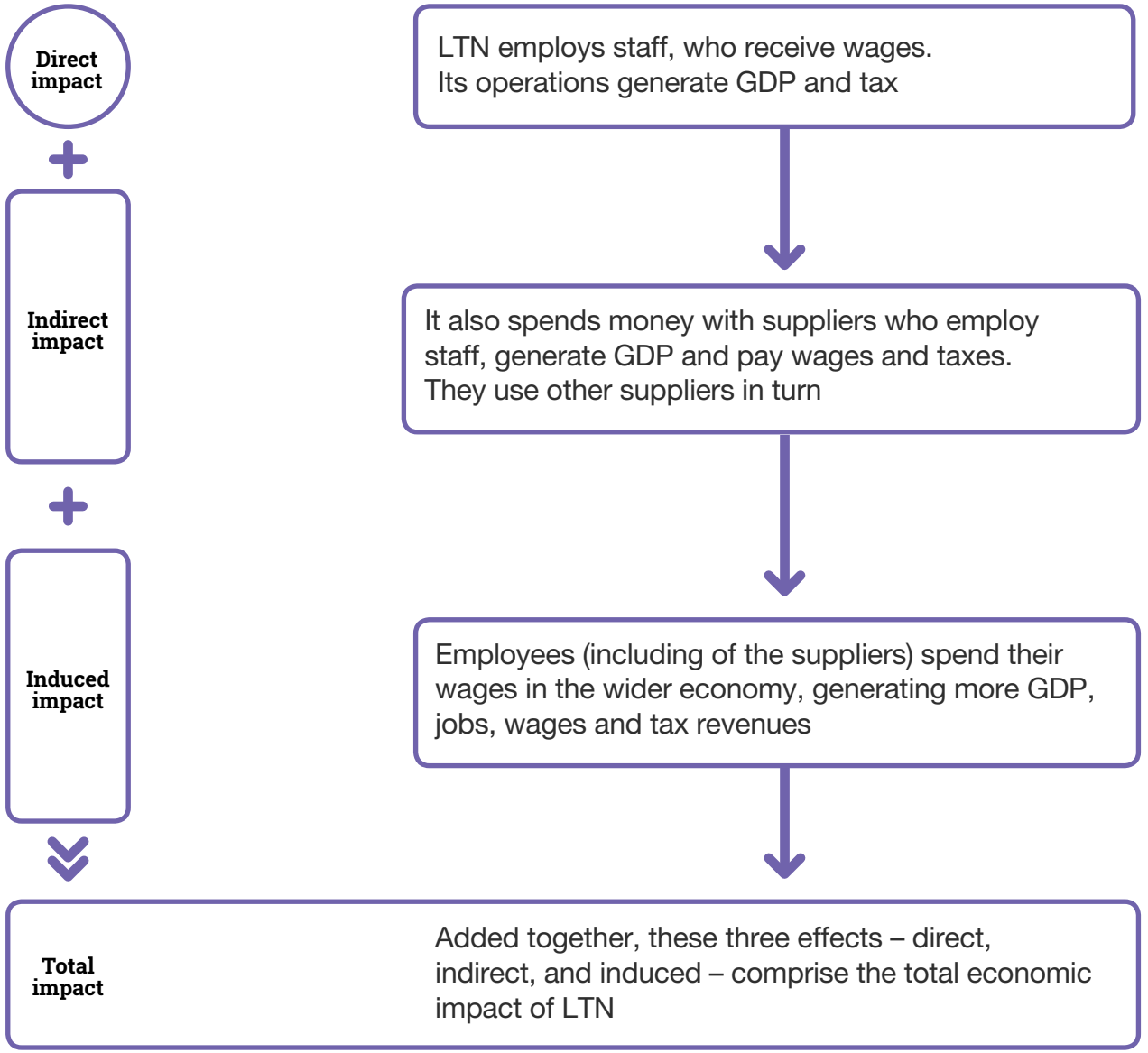
Snap-on
Snap-on

05

Benefits of expansion

Channels of economic impact



The economic impact of the airport's operation

LTN is a vital element of the local and regional economy, supporting more than 27,500 jobs and contributing nearly £1.8 billion per year to UK GDP, including more than £1.1 billion into Luton, Bedfordshire, Buckinghamshire and Hertfordshire, as well as the wider benefits from the international connectivity that it offers.

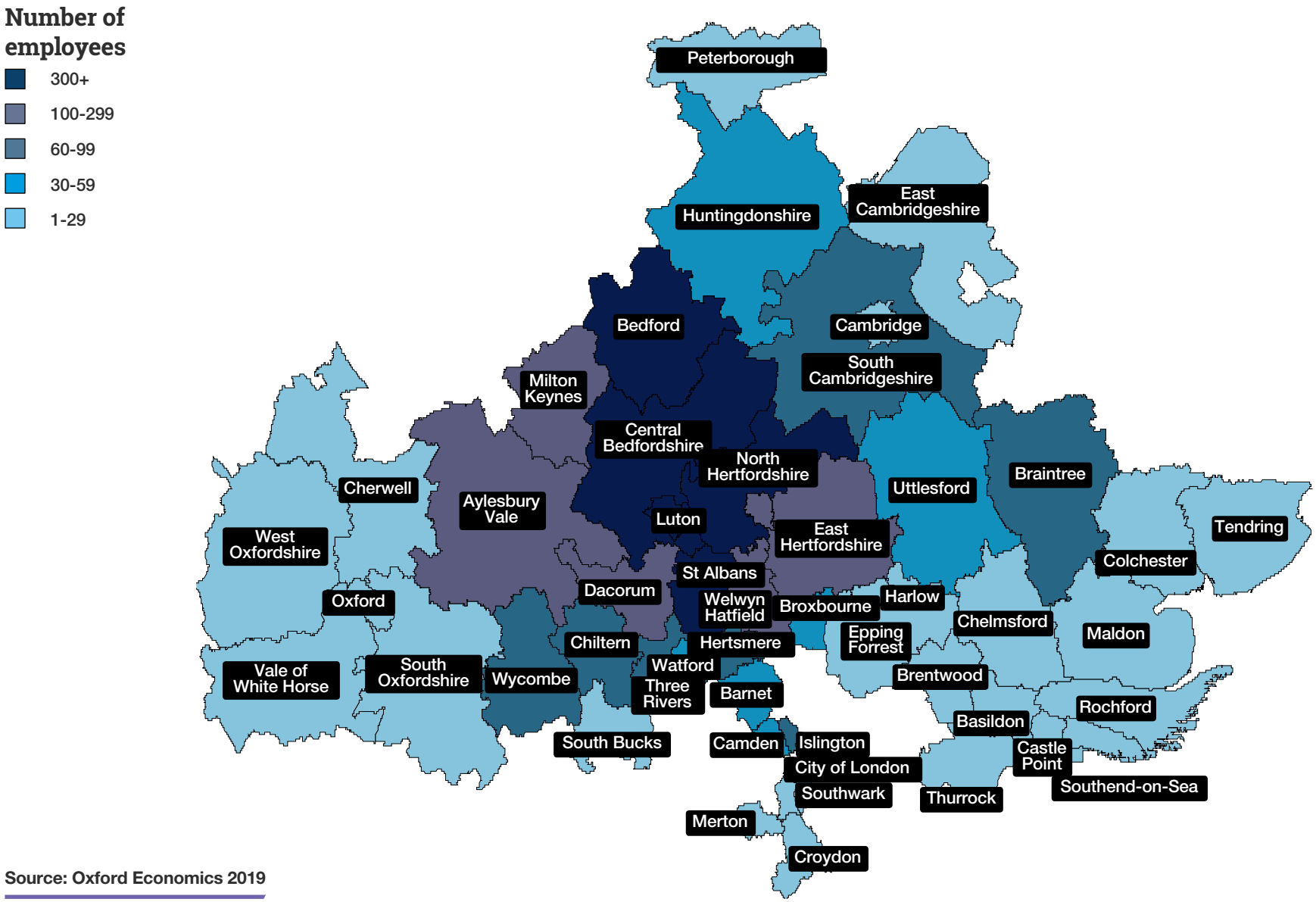
Local impact

At a local and regional level, the impacts are highly significant. In 2017, there were 11,600 people employed in the immediate vicinity of LTN, an increase from 10,700 employees in 2015. Of the 11,600 employees, it is estimated that 9,900 were employed in activities directly related to the operation of the airport, including the head offices of easyJet, TUI and other LTN-based airline operators.

These employees mainly live across the three counties region.

Further information on the economic benefits of the proposed development can be found within the Outline Need Case and Preliminary Environmental Information Report, both available on our website: [redacted] and at the document inspection venues listed in chapter 12 of this Guide to Statutory Consultation.

Place of residence of London Luton Airport employees



Source: Oxford Economics 2019

When the supply chain of the airport is considered (indirect effects) along with the employment generated by secondary rounds of spending (induced effects), there are 15,600 people across the three counties of Bedfordshire, Buckinghamshire and Hertfordshire who depend on the operation of LTN for employment. Across the three counties, the economic contribution of the airport amounts to over £1.1 billion of the £1.8 billion contribution to the UK.

Future impact

If LTN is allowed to grow to handle 32 mppa, its economic footprint will increase considerably. The number of direct airport-related jobs is expected to increase by 5,600 by the time the airport is handling 32 mppa. When indirect and induced jobs are considered, the total number of new jobs in the three counties would be 9,000 and a total of 16,100 across the UK.

The contribution of the airport's operation to the economy would also increase by over £2 billion a year by the time the airport is handling 32 mppa. Of this increase, nearly £1.3 billion a year in total would be realised within the three counties region.

Benefits to users and wider benefits

The government's policy consultation paper on future aviation policy, *Aviation 2050: The future of UK aviation,* clearly articulates the importance of developing air connectivity for the wider economy, ensuring that the market functions effectively for consumers and local communities. The further development of LTN will strongly support these goals, enabling more people to travel from their local airport, to reach a greater range of destinations for both business and leisure travel.

These wider connectivity benefits are additional to the operational benefits.

Giving people living nearby the opportunity to fly from LTN to a wider range of destinations will save time and money for passengers – around £203 million in journey time savings each year by 2039 in the three counties region. Users will also benefit from enhanced passenger facilities and an easier transit through the airport.

Productivity growth is positively affected by enabling increased business travel, which in turn supports greater trade and helps secure investment. This beneficial effect is expected to increase the GDP in the three counties region by around £97 million per year by 2039.

Further growth at LTN will also bring more visitors to the areas around the airport, supporting the tourism economy and generating increased GDP and more jobs. By 2039, the airport could be supporting around an additional £71 million in GDP in the three counties region and around 700 jobs in the tourism sector.

Benefits to airlines | Sharing the benefits

Benefits to airlines

LTN is currently operating in a heavily constrained airport market in the London area. This has implications for the airlines that serve that market. There is limited ability to grow and benefit from economies of scale, and the development of new destinations is relatively unattractive as it can mean sacrificing services to other established destinations. The development of LTN will help to alter this dynamic, introducing greater competition and capacity in the airline market.

Sharing the benefits

The airport is an important source of revenue for Luton Borough Council, our shareholder, supporting local services and infrastructure investment.

In 2018/19, the dividend we paid to Luton Borough Council amounted to £20.2 million. In addition, we make other payments to the council, for example rent, interest payments and for the purchase of services, which added a further £12.3 million to the council's revenue in 2018/19.

In addition, LTN is a significant contributor to business rates which would increase with the proposed expansion of the airport.

Since 2002, we have provided more than £140 million to local charities and voluntary organisations in Luton and beyond, for the benefit of communities impacted by airport operations.

In the 2018/19 financial year, just over £9 million was allocated to our Community Funding Programme. To put it another way, for every passenger passing through LTN last year, 53 pence was provided for community causes, a sum which is over 20 times greater than any other major UK airport; this is a direct result of our public ownership.

We are committed to helping Luton Borough Council deliver on its Luton 2040 Vision, which has the primary priority of eradicating poverty locally, and aims to bring inclusive economic and employment growth to support improved life chances, prosperity, health and wellbeing for all residents. This strategy has already secured developments exceeding £1.5 billion in value and is now well on its way to achieving £4.5 billion of inward investment over the next 20 years.

LTN, as a source of local employment and investment, has a vital role to play within the Luton 2040 Vision through the promotion of the London Luton Airport Enterprise Zone adjacent to LTN and the opportunity for expanding the airport to attract new businesses to locate in the area.

Through the opportunities created by the expansion proposals, we will work with Luton Borough Council to lead the way to make Luton a real living wage town so working people do not struggle. This includes requirements for those employed in the delivery of the expansion plans at the airport to be paid a real living wage and working with the airport operator to progress real living wage employment within all areas of the airport.

Future LuToN Impact Reduction Scheme for the Three Counties (FIRST)

We will play a key part in boosting skills and training within Luton and the surrounding areas as a key partner in a new skills and employability strategy. This will be delivered in partnership with other organisations to ensure we are working together to best meet the needs for our local people by developing career pathways and promoting opportunities in a coordinated way. The strategy will include working with all neighbouring authorities to ensure that their residents can share in the benefits of airport growth.

In addition, during the construction phase of the ten-year delivery plan for the airport expansion, our construction partners will be required to commit to recruit locally, develop their staff, pay a real living wage and seek to prioritise spend within the region.

By working together, we can ensure that the local economy grows further and that the benefits of airport growth are shared widely.

Further information on our approach can be found in our Outline Employment and Training Strategy, which is available on our website: [redacted] and at the document inspection venues listed in chapter 12 of this Guide to Statutory Consultation.

FIRST scheme

A key piece of feedback from our summer 2018 consultation was that some respondents felt that the benefits of the airport were not spread as widely as they could be, especially when considering the areas where people felt they suffered negative impacts from airport operation without feeling any direct benefit.

As a direct response, if our DCO is approved, we will introduce a new funding stream which will run in addition to, and alongside, our existing Community Funding Programme. We are calling this new funding stream FIRST (Future LuToN Impact Reduction Scheme for the Three Counties). As the name suggests, it is intended to deliver funding to enable impact reduction schemes across the three counties of Bedfordshire, Buckinghamshire and Hertfordshire.

The main objective of this proposed fund is to provide an equitable basis for the allocation of resources created by the growth of LTN through the Future LuToN project between Luton and the surrounding local authorities in perpetuity.

We have identified three key themes which funding will be provided to address. These are environment, access and community.

The three themes support a range of activities that local authorities, through consultation, have identified as priorities; for example, the subsidising of bus services to enable people to travel to the airport more easily.

Some of these activities can continue to be delivered through the community and voluntary sector, others fall within the remit of local authorities. It is therefore our intention to make FIRST funds available to neighbouring local authorities to be used to address matters covered by these themes.

Where FIRST funds are passed to local authorities, it will be a condition of the agreement that the money made available should be spent on specific outcomes rather than simply contributing to the council's general funds.

Future LuToN Impact Reduction Scheme for the Three Counties (FIRST)

Our Community Funding Programme, as outlined on page 36, will remain protected and unaffected by these proposals.

We propose that £1 per passenger is allocated to the FIRST fund, for every additional passenger above the current permitted cap of 18 mppa.

Based on this formula, this would enable us to provide an additional £14 million funding per year at 32 mppa to the three counties, including an additional £7.5 million for allocation across Aylesbury Vale, Central Bedfordshire, Dacorum, East Hertfordshire, North Hertfordshire, St Albans, Stevenage, and Welwyn and Hatfield, being the local authority areas outside of Luton most affected by airport operations.

These funds should, as far as it is reasonably possible to predict given that passenger numbers can go down as well as up, be guaranteed year on year, except in very exceptional circumstances.

Interventions delivered through the FIRST fund will be additional to any mitigation measures identified and implemented through our DCO application. In this way, they will enhance existing or future provision to be identified by affected local authorities.

Tell us what you think

Do you have any comments about the benefits that we believe LTN will deliver nationally, regionally, and locally?

Do you have any comments or suggestions for how we maximise employment, skills, and training opportunities to help benefit neighbouring communities?

Do you have any comments about our proposals for the Future LuToN Impact Reduction Scheme for the three counties of Bedfordshire, Buckinghamshire, and Hertfordshire (FIRST)?

We invite you to comment on these matters at questions 5a, 5b and 5c on the feedback form.


99p


ARRIVALS
DEPARTURES

06

Our proposals

Our proposals

In this section we set out our proposals for expanding the airport. Our proposals for getting to and from the airport are set out in more detail in chapter 7.

The proposed development boundary for our DCO application is shown on the plan opposite. This incorporates the airport itself together with the proposed area of new landscaping and public open space, car parks and off-site junction improvements.

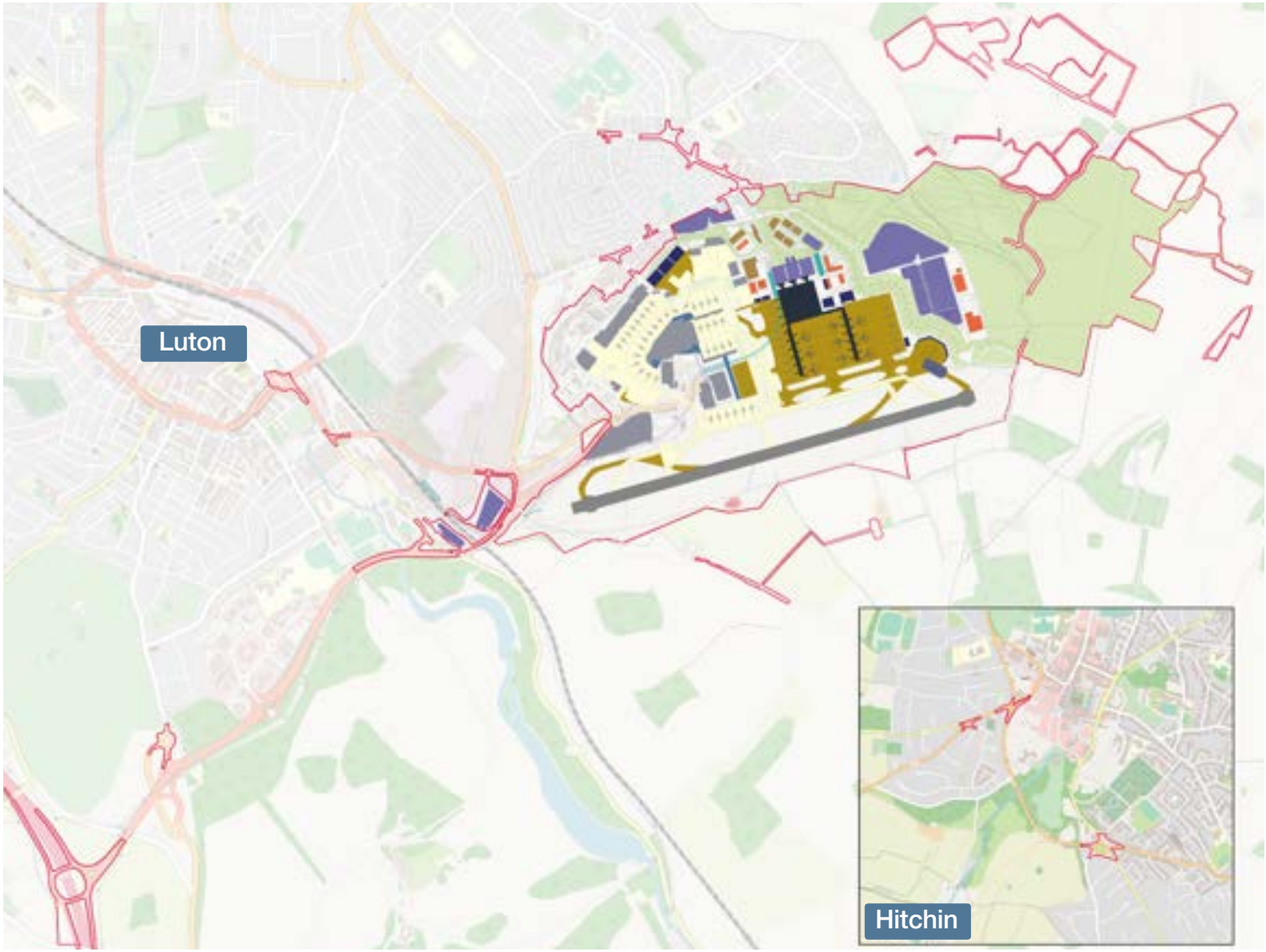
In preparing our proposals, we have sought to achieve the following goals:

- Make best use of the existing runway to accommodate increasing demand in accordance with aviation policy
- Enhance the existing airport facilities rather than replace them
- Increase capacity for commercial passengers to 32 mppa, while also continuing to provide capacity for business aviation
- Be a good neighbour, by minimising and mitigating environmental impacts, including air pollution and noise, in line with our commitment to responsible and sustainable development
- Enhance and encourage at least 45% of visitors to the airport to use public transport as an alternative to private vehicles
- Maintain as much of Wigmore Valley Park as we can, and provide at least 10% more public open space than currently exists
- Minimise disruption to the existing airport and local infrastructure
- Maximise benefits to the local and sub-regional economy
- Enable LTN to handle flights to longer-haul destinations
- Continue to position LTN as a site for aircraft maintenance and repair
- Retain existing cargo operations, subject to limitations on night-time aircraft noise
- Deliver best value, improved facilities and good levels of service to cater for the diverse and wide ranging needs of all users of our airport
- Phase development so that it happens in line with passenger growth, as described in chapter 8 of this Guide to Statutory Consultation

In our Sustainability Strategy, which can be found on our website, [redacted] we define sustainability as taking a balanced and considerate approach to environmental, economic, and social aspects of the work we do, with an aspiration to be one of the most sustainable airports in the UK. Our proposals will be designed to be as sustainable as possible, avoiding negative impacts on the environment wherever we can. Specific measures include:

- Supporting the fullest possible use of sustainable transport
- Securing the highest use of energy efficiency, a reduction in emissions, and a minimal carbon footprint

Proposed DCO boundary



The red line on this map represents the proposed development boundary for our DCO application.

N

100m 500m

Background image source: Open Street Map

Our proposals

- Developing a drainage strategy to prevent water pollution through the adoption of hydrocarbon separators, real-time monitoring of pollution levels and new treatment facilities
- Minimising vulnerability to climate change and increased rainfall through our surface water strategy
- Using electric vehicles both airside and landside
- Providing high quality public open space
- Setting energy targets to meet our sustainability objectives
- Delivering sustainable waste management
- Incorporating rainwater harvesting and grey water recycling

The permitted capacity of LTN is currently 18 mppa. The technical work underpinning our current development proposals shows that we can carry out a phased increase in the airport's capacity to handle 32 mppa. This chapter of the Guide to Statutory Consultation describes the changes that we are proposing.

You can read more in chapter 8 of this Guide to Statutory Consultation about the major phases of work.

Tell us what you think

Do you have any comments about our proposed DCO development boundary and layout for the airport expansion?

We invite you to comment on this at question 6a on the feedback form.

Proposed expansion of airport (32 mppa)

N

100m 500m

Key

- Proposed DCO boundary
- Local authority boundary
- Adjustments to the existing terminal
- Proposed terminal
- Proposed apron/ taxiways/links
- Proposed coach station
- Proposed DART station
- DART station (under construction)
- Proposed landside support facilities
- Proposed airside support facilities
- Proposed/reconfigured car parking
- Proposed reconfiguration of New Century Park development
- Proposed landscaping and habitat creation
- Proposed replacement Wigmore Valley Park and open space
- Existing airport infrastructure
- Existing runway
- Existing apron/taxiways/ links
- Proposed fuel line
- Existing fuel line

Airfield

The main airfield elements of our proposal are:

- A new second taxiway parallel to the runway at its eastern end together with extensions to the existing parallel taxiway allowing more efficient taxiing and manoeuvring of aircraft, optimising the overall capacity of the runway
- A new apron area to accommodate additional aircraft stands
- Additional links connecting the runway to the taxiways and in turn to the new apron to reduce taxiing distances and queuing
- Aircraft ground handling and vehicle holding facilities to serve airfield operations
- Electric vehicle charging areas, standby generators, and substations
- Relocation of the fire training ground to the south of the runway to provide space for the proposed apron
- Provision of a combined isolation stand (safe aircraft separation from other airport activities), calibration pad (aircraft compass check) and engine ground running bay (to test aircraft engines after maintenance) with modern acoustic barriers. These new facilities are required as the existing facility is located within the site of the proposed apron
- Provision of additional de-icing pads at the runway eastern end so that in extreme weather any requirement for further de-icing prior to take-off can be accommodated without disruption to movements

The principles followed for the design of the airfield meet international standards and allow us to build it in phases to support operational need and demand.

Where possible, the strategy will be to construct most of the works outside the current airfield to minimise impacts on operations.

For more information on the airfield scheme development, please refer to the Scheme Development and Construction Report. For more information on our capacity assessment, see our Outline Need Case document on our website: [redacted]

Tell us what you think

Do you have any comments on our airfield proposals?

We invite you to comment on this at question 6b on the feedback form.

Proposed airfield layout showing key features

Key

- Proposed DCO boundary
- Local authority boundary
- Existing apron/ taxiways/links
- Existing Terminal 1
- Proposed Terminal 2 and Terminal 1 adjustments
- Curium apron and taxiways
- Curium Terminal 1 extensions
- Proposed fire training ground
- Proposed apron/ taxiways/links
- De-icing equipment and pads/isolation stand/ calibration pad/ engine run-up bay
- Existing runway
- Proposed replacement Wigmore Valley Park and open space
- Proposed landscaping and habitat creation
- Proposed fuel line
- Existing fuel line

N

100m 500m

Changes to existing terminal

To accommodate the forecast passenger demand while we construct the new facilities, we propose that some further works are undertaken to the existing terminal and stands. These works would be:

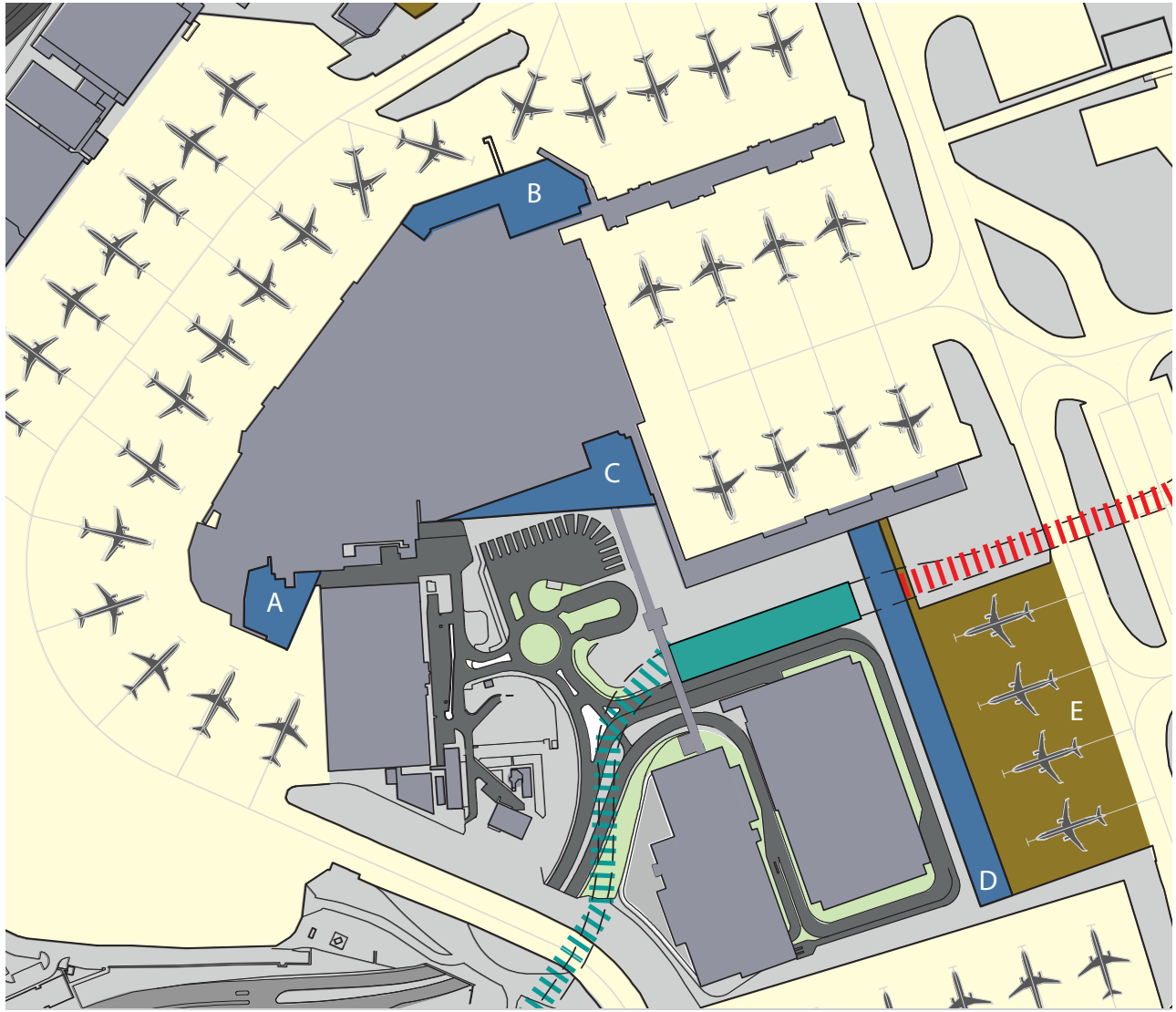
- Renewal of the original boarding gate area in the western part of the existing terminal
- Expansion of the boarding gate area in the north of the terminal
- Expansion of the terminal entrance and check-in concourse over the existing forecourt, while maintaining the number of bus/coach bays
- A new aircraft apron containing up to four short-haul aircraft stands, on the area of the current temporary drop-off zone and Luton DART construction compound, with an additional pier connecting to the existing passenger pier serving the new stands.

Tell us what you think

Do you have any comments on our proposals for the existing terminal?

We invite you to comment on this at question 6c on the feedback form.

Proposed adjustments to the existing passenger terminal and four new aircraft stands



Key

- A — Original boarding gate renewal
- B — Boarding gate expansion
- C — Terminal entrance and check-in concourse expansion
- D — Additional pier
- E — Proposed new apron
- Existing airport infrastructure
- Existing apron/ taxiways/links
- Landscaping
- DART Station (under construction)
- DART route (under construction)
- Proposed DART extension

N

100m 500m

New terminal and support facilities

We are proposing a new second terminal (Terminal 2) located to the east of the existing terminal complex. The new terminal would be constructed in phases to match demand. The terminal would be partially located on the existing long-stay car park.

We envisage the terminal building being:

- A facility of the scale appropriate to handle 14 mppa
- A separate building to minimise disruption to existing operations during construction
- Inclusive of check-in facilities, security, baggage handling, food and beverage, retail etc
- Inclusive of passenger boarding piers compatible with passenger boarding bridges if required by airlines
- Capable of modular and phased construction
- Able to incorporate modern practices in lighting, heating and ventilation to minimise energy use while creating a comfortable experience for passengers and staff
- Able to incorporate modern practices for rainwater harvesting to minimise the need to use mains water

The new terminal will require its own dedicated aircraft apron and stands. The proposed new apron area will accommodate 34 aircraft stands. They will service a range of aircraft, including up to nine larger aircraft of wingspan up to 65 metres occupying multiple stands (each large aircraft utilises two short-haul stands).

Our proposed apron and taxiways have been positioned such that the aircraft taxiing time to the runway is minimised. This will reduce aircraft ground noise and reduce greenhouse gas and NO_2 emissions from the aircraft.

New support facilities would include:

- Airport police station
- Airport operations building and airfield security post
- Operational logistics facilities
- Aircraft maintenance hangars
- Fuel storage facility
- Luton DART extension
- Forecourt and coach station

Forecourt, Luton DART and coach station

Luton DART and rail access

Terminal 2 would be connected to Luton Airport Parkway rail station with a new station for the Luton DART passenger transit service (currently under construction and due to open in 2021).

We are proposing to extend the Luton DART from the existing Terminal 1 to Terminal 2, to provide passengers with a quick and reliable choice of public transport.

Forecourt and coach station

A new forecourt area with passenger drop-off and ten bus stands will serve the new terminal.

It has been designed to cater for the airport's busiest hours and cater for drop-offs, taxis, regular buses, and shuttlebuses.

The design is based on the principle of private car drop-off activity taking place at ground level, with all private car pick-up movements taking place within a short-stay multi-storey car park located directly above. It is anticipated payment will be required for drop-off activity.

A coach station located to the immediate east of the forecourt will serve longer distance coach facilities.

A dedicated public taxi area will be provided beneath the eastern side of the forecourt in a basement area, allowing taxi passengers to directly access the terminal.

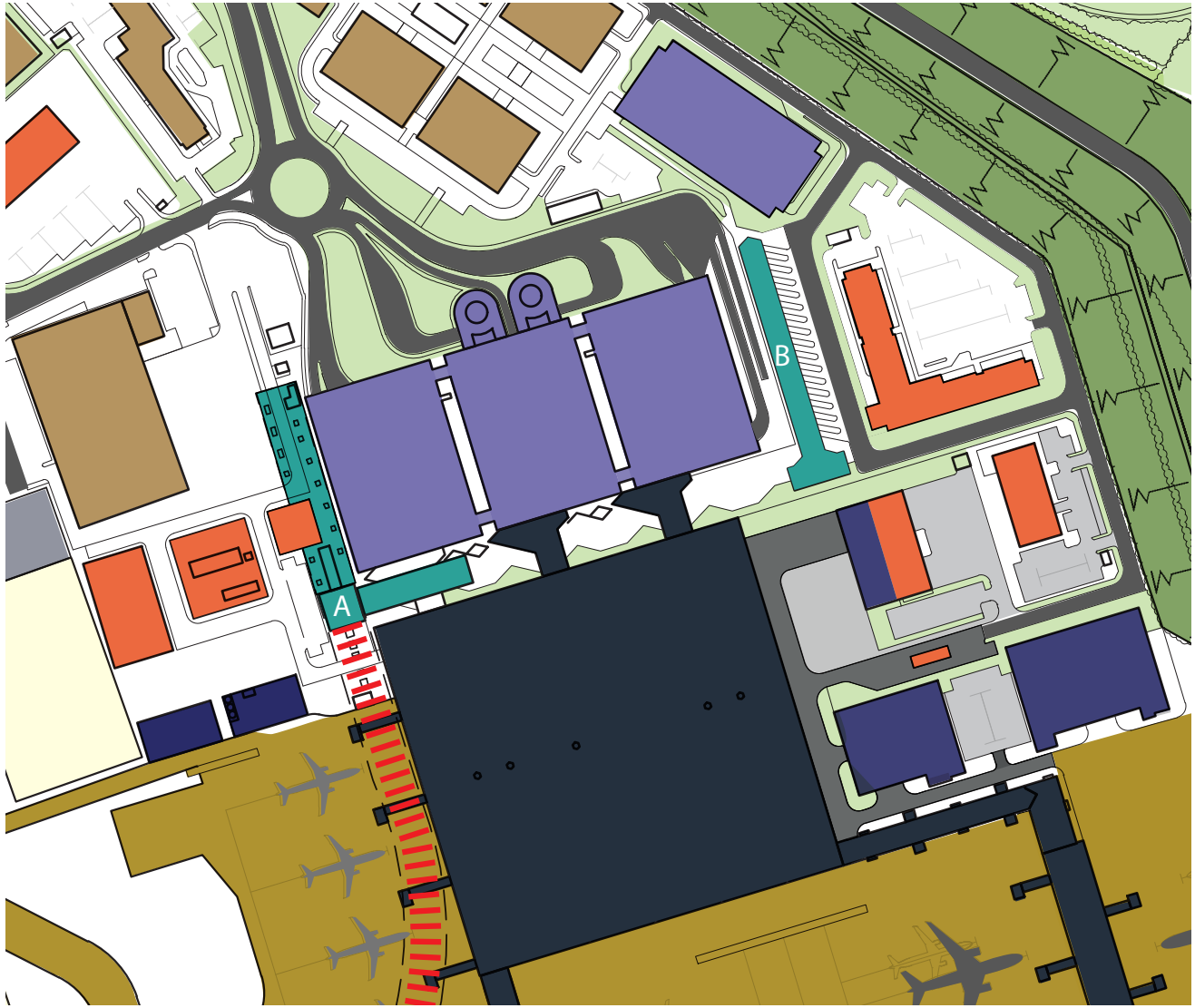
Tell us what you think

Do you have any comments on our proposals for Terminal 2 and supporting facilities, including the Luton DART, forecourt and coach station?

We invite you to comment on this at question 6d on the feedback form.

Illustrative view of Luton DART station for Terminal 1

Terminal 2 – Public transport facilities



Key

- A — Proposed DART station
- DART extension
- B — Proposed coach station
- Proposed Terminal
- Proposed apron/taxiways/links
- Proposed landside support facilities
- Proposed airside support facilities
- Proposed/reconfigured car parking
- Landscaping
- New airport infrastructure
- Proposed reconfiguration of New Century Park development
- Embankment

Car parks

Our goal is for at least 45% of journeys to and from the airport to be made by public transport and other sustainable travel methods, and we have calculated our required car parking numbers on this basis. Restricting car parking is one effective way of encouraging passengers and staff to use public transport.

To meet the anticipated parking requirements, short-stay provision will include the existing multi-storey car park facilities at Terminal 1, together with a new surface level car park (to be upgraded to a multi-storey car park when needed) adjacent to Terminal 2.

The existing long-stay car park, together with its proposed additional capacity serving both the existing terminal and the new Terminal 2, would be located to the east of the Terminal 2 site.

The existing mid-stay and the replacement long-stay car parks will still require shuttle buses.

The plan on page 56 shows the proposed location of the short, mid-stay and long-stay car parks for the expanded 32 mppa airport. Further information about the phasing of these facilities is contained in chapter 8.

Staff parking is proposed to be accommodated within a decked car park on the site of the existing staff car park and car hire centre, located to the north of Percival Way. Additional provision for dedicated airport employee parking is to be made within the proposed car parks near Luton Airport Parkway train station.

It is anticipated that drivers parking in the multi-storey car park would be able to use the Luton DART to reach both terminals.

Tell us what you think

Do you have any comments on our proposals for car parking, including the numbers of spaces and locations proposed?

We invite you to comment on this at question 6e on the feedback form.

Car parks

Parking type	Existing (on completion of multi-storey car park 2)	21.5 mppa	25 mppa	32 mppa
Short-stay	3,700	4,100	4,500	5,600
Mid-stay	2,350 (1,700 after DART opens)	2,600	2,800	3,500
Long-stay	4,500	4,600	5,000	6,300
Staff	3,800	3,850	4,200	5,600
Car hire	300	475	600	700
Valet parking drop-off/pick-up	100	100	100	150
Total	**14,100 (after Luton DART opens)**	**15,725**	**17,200**	**21,850**

The proposed car parking locations for a 32 mppa airport

Key

- Proposed DCO boundary
- Local authority boundary
- Long-stay car park
- Short-stay car park
- Staff car park
- Mid-stay car park
- Combined - long/short/ staff/mid-stay car parks, car hire and valet
- Existing runway
- Proposed landscaping and habitat creation
- Proposed replacement Wigmore Valley Park and open space
- Terminals

N

100m 500m

Landscape

Our proposals would change the landscape that surrounds the airport, impacting on public access and local land use, land cover and landform. We have sought to make our proposals sympathetic to the surrounding environment and to cause the least damage to valued wildlife habitats, amenity assets and heritage assets, but some adverse impacts would be unavoidable. Further detail about these impacts is provided in chapter 9.

Our landscape strategy seeks to mitigate significant adverse environmental impacts and, wherever possible, to introduce positive changes that would help to strengthen local landscape character and green infrastructure, improve public access to the countryside, and integrate the airport into its surroundings.

Our landscape strategy would increase public open space by at least 10% and would:

- Plant over 12.1 hectares of native broadleaf woodland
- Plant over 2.2 hectares of native scrub vegetation
- Plant or restore over 18km of mixed-species hedgerows
- Plant over 1,500 new hedgerow or parkland trees
- Create over 26.9 hectares of meadow grassland
- Create over 29.6 hectares of low-intensity grazed grassland
- Create over 16.1 hectares of low-intensity grazed calcareous grassland
- Construct over 5km of new surfaced paths or rights of way

Our proposals upgrade several sections of footpaths to bridleways, and would encourage access to the wider countryside by improving all rights of way within our landholdings, either through surfacing, new signage or improved connectivity.

Our proposals also support our aspiration for LTN to be one of the most sustainable airports in the UK, promoting solutions that:

- Nurture wildlife
- Conserve water and energy
- Reduce air, soil and water pollution
- Reduce construction waste
- Decrease surface water run-off

The proposals would also deliver a high-quality of public realm that would improve people's experience of using and working at the airport.

In our summer 2018 consultation, we set out that building a new terminal to the north of the runway would require Wigmore Valley Park to take on a different overall footprint. We also advised that we were developing solutions to move the boundaries of the parkland to allow us to accommodate the required earthworks.

Tell us what you think

Do you have any comments on our landscape proposals?

We invite you to comment on this at question 6f on the feedback form.

Wigmore Valley Park

Feedback from our summer 2018 consultation suggested that we should give greater consideration to retaining more of Wigmore Valley Park. As result, we considered an option that entirely avoided the park but it was concluded that this would not be viable. In response to feedback, we amended our proposals to retain more of the existing Wigmore Valley Park and revert some of the area previously promoted for development under our New Century Park proposals back to open space.

The consultation feedback also indicated that the protection and creation of natural habitats was the most important consideration in the design and implementation of the replacement open space. The provision of park facilities and accessibility from the surrounding community was also considered important, as was the safety and security of users, together with our developing an understanding of local needs and ongoing management and maintenance arrangements.

In replacing affected open space, we are committed to:

- Reproviding open space that is at least as good in usefulness, attractiveness, quality, accessibility and at least 10% larger than the current provision
- Retaining the existing main entrance into Wigmore Valley Park near to Wigmore Hall/ Wigmore Pavilion
- Working with the respective authorities and stakeholders to determine suitable arrangements and amenity facilities for the replacement open space
- Seeking to minimise the duration of any construction activities that may affect open space, and the duration of any temporary areas of open space
- Retaining a suitable area of open space, of equal or greater size as may be affected by the airport expansion plans, throughout the delivery phases
- Engaging with local stakeholders on the potential for future community stewardship of a new park, with the aim of establishing a community trust

Suggestions were also made that we should engage with local partners and user groups to help develop our proposals for the replacement parkland.

We have worked closely with local stakeholders and listened to the feedback expressed by the local community at our previous consultation to ensure that the proposed new open space meets both the construction and operational requirements of the expanded airport and local ambitions for this space.

To minimise disturbance to the public, our strategy largely avoids changes to landform in the area to be provided and proposes that land of equal or greater size as may be affected by the airport expansion plans be made available for public use within the first few months following consent. Our proposals also retain the existing main entrance to the park near to Wigmore Hall/Wigmore Pavilion.

We have already proposed and would retain enhanced facilities – an improved skate park and play facilities, an improved Wigmore Pavilion, and better surfaced footpaths.

The park would retain many of the mature trees and much of hedgerow vegetation that defines the east and south-east boundary of the existing Wigmore Valley Park. It would encompass several other important landscape features within the surrounding area, including a section of mature hedgerow on Winch Hill.

Wigmore Valley Park

We would deliver further features to encourage the surrounding community to use, engage with and be active in the park, including picnic areas, provision for dog walking, and opportunities to explore nature to get a multi-sensory experience. Informed by feedback from this consultation, this could also include further areas for play or exercise.

New landscaping will improve habitat connectivity, provide visual screening, and frame people's views. Our current development proposals focus on establishing natural habitats, delivering areas of meadow grassland, native shrub planting, broadleaf woodland, and mixed-species hedgerows with hedgerow trees. In the open space east of Winch Hill Lane, a further area of wildflower grassland would be grazed by livestock to control more aggressive plant species and maintain it as a species-rich environment.

Responding to concerns about the maturity and establishment of new vegetation, we are proposing, where feasible, to seed and plant up areas ahead of planning consent and to use larger trees and plants that are in a more advanced stage of growth.

We recognise that further work is needed to address concerns that have been raised previously, and we plan to continue our work with the relevant stakeholders to address these as we take our proposals forward.

It is our intention that the new park be placed into the control of a new trust. Our aim is that this trust would include members from the local community and other key stakeholders. We have committed significant funds within our future budgets to fund the maintenance of the park into the future.

Tell us what you think

Do you have any comments on our proposed park, that would replace Wigmore Valley Park?

We invite you to comment on this at question 6g on the feedback form.

Green space into the future

Drainage

Our proposed drainage solution reflects a sustainable approach to water management, including the following:

- Surface water drains designed to accommodate a 1 in 100-year storm event to allow for climate change
- Continuous pollution monitoring
- Treating surface water run-off and foul water in a safe and environmentally-friendly way
- Based on sustainable drainage system techniques, because geological data shows that most of the expansion lies on chalk deposits
- Surface water from some areas of the existing airport is discharged directly into soakaways with limited treatment. The proposed scheme would divert existing flows into a new network that would control the risk of contamination and would provide adequate water treatment before water is discharged into the ground

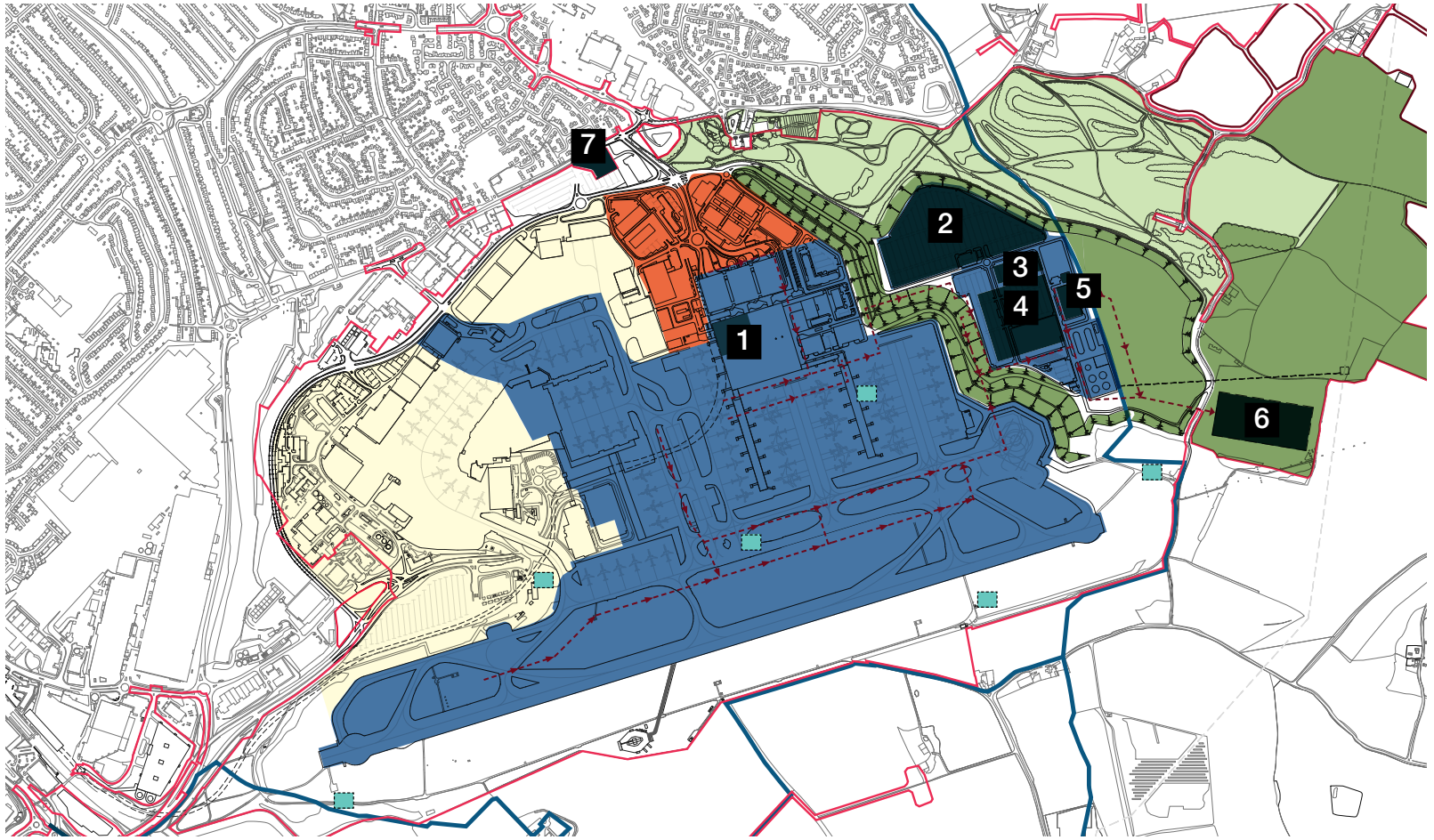
Soakaways are manholes or drains with holes that allow rainwater to flow into the underlying soil.

The surface water run-off will be continuously monitored for contamination from airport operations such as de-icing agents used in winter or from fuel spills. We will provide interceptors to trap contaminants to reduce the risk of contamination. If contamination threshold levels are reached, the surface water which would otherwise pass to infiltration tanks will be diverted to underground storage tanks prior to treatment at the on-site water treatment plant.

Foul water will be treated through the same combined water treatment plant.

To reduce the volume of treated water discharged into the ground, approximately 30% of the daily treated water would be recycled back into Terminal 2 for non-potable, grey water usage, and a further amount (approximately 10%) of daily treated water would be discharged into the Thames Water network. The remainder will be discharged into new soakaways, subject to appropriate Environment Agency permits.

Drainage proposals



Key

- Proposed DCO boundary
- Local authority boundary
- Existing airport discharges into Thames Water sewage network and existing north soakaway
- New Century Park discharges into existing north soakaway
- Proposed airport expansion discharges into new infiltration basin
- 1 Rainwater harvesting tank
- 2 Permeable paving storage
- 3 Treated foul water tank
- 4 Underground storage system
- 5 Water treatment plant
- 6 Infiltration basin
- 7 Existing north soakaway
- Emergency water supply tanks
- Proposed replacement Wigmore Valley Park and open space
- Landscaping and habitat creation
- Surface water carrier drain

N

100m 500m

Utilities

We propose to centralise much of the services infrastructure plant and equipment in energy centres.

The new terminal complex will require a range of infrastructure services providing electricity, heating and cooling, ventilation, water, drainage and communications.

Our energy proposals are a key part of our ambition to make LTN one of the most sustainable airports in the UK. The National Infrastructure Commission has set a target for at least 50% of the country's energy to be from renewable sources by 2030. Our aspiration is to secure 100% energy from such sources.

Energy efficiency is key to our energy proposals, specifically in determining the principal fuel type and the efficiency of the equipment and building fabric. In preparing for the airport expansion, overall energy demand is expected to increase from around 6MW (megawatts) to around 12MW with Terminal 2 and its apron. The Luton DART will increase to 6MW when connected to Terminal 2, and with the introduction of electric vehicle charging by a further 3MW.

Electricity will principally be used for: lighting, heating and cooling; the extension of the electrically powered Luton DART transit system; powering parked aircraft and a wide range of equipment; and charging electric vehicles for airport and visitor use.

The conventional approach to the supply of energy is the use of electricity from the local supply network. We intend to supplement this with:

- Solar (photo-voltaic cells, built where practical over car parks and on roofs over a period to 2037). This could ultimately provide up to 20% of annual site demand for electricity
- Battery storage for back-up power rather than solely relying on diesel generation
- Buildings designed to 2013 BREEAM 'Good' status to be energy efficient, with appropriate installations and equipment together with thermally efficient materials and shading

Given the increased electricity power demands, we believe it will be necessary to connect to the local network and upgrade the existing 11kV connection to 33kV.

A traditional approach to heating and cooling assumes that gas boilers and electric chillers will provide and remove heat. We intend to use:

- Electric reverse heat pumps for our heating and cooling, supported with ground source heat pump technology (using the ground and water storage tanks)
- Storage rather than loss of excess heat to atmosphere (using the water storage facilities)

Rather than solely relying on the local water supply network, we intend to use rain and treated water for non-potable use in the buildings, for fire management and landscape irrigation.

New communications connections will be provided underground to relevant buildings from existing infrastructure. These networks will feed into a new energy centre to be located next to the new terminal building. The energy centre will also accommodate much of the primary heating, cooling ventilating and generating plant. Other buildings will be connected and served locally.

Tell us what you think

Do you have any comments on our drainage and utilities proposals for servicing the airport?

We invite you to comment on this at question 6h on the feedback form.

Aviation fuel delivery, storage and distribution

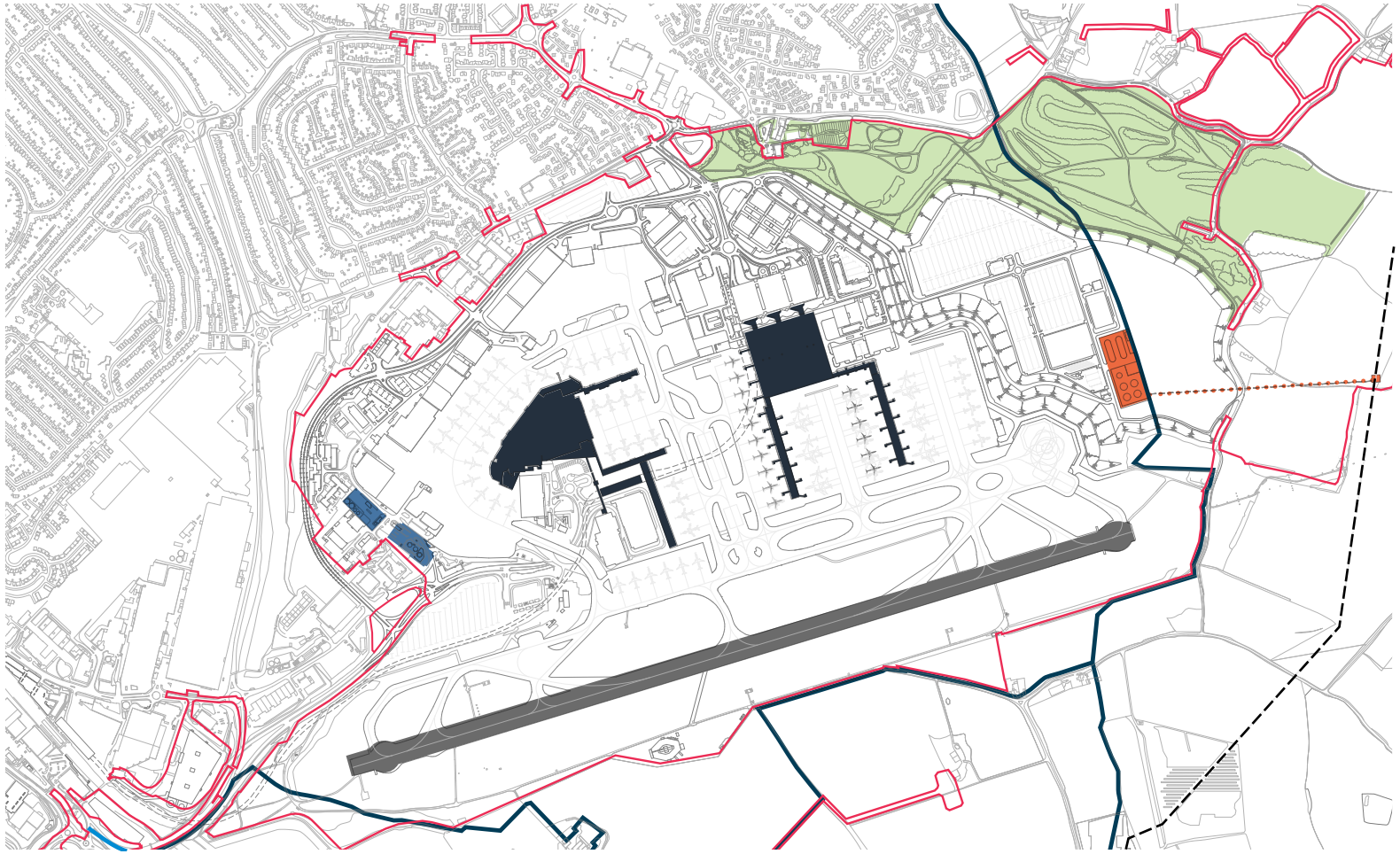
Aviation fuel is currently delivered by road tankers to the existing fuel storage facilities which are located to the west of the airport on Percival Way. The fuel is then dispensed into fuel bowsers, which transport the fuel to the aircraft through a security gate to the airfield. The existing fuel storage sites, operated by two fuel companies, will be retained in the short-term.

The increased passenger capacity at LTN will require larger fuel storage facilities than are currently available. A new larger fuel storage facility will be provided to the east of the airport at ground level. Road access to the new fuel storage facility will be provided, along with an emergency access track from the airside road network for firefighting purposes.

The new fuel storage facility will be designed to rigorous safety standards, with high integrity independent tank overfill protection systems and the installation of remotely operated shut off valves in the fuel transfer pipelines and storage tanks.

The proposed airport fuel delivery will be via a connection between the new fuel storage facility and an existing national fuel delivery pipeline, significantly reducing the number of road tankers using the local and national highways and reducing traffic congestion and emissions. The new fuel line connection will pass through green belt land. The link itself will be buried, representing very limited environmental impact, while a surface level compound at the point of connection will be required.

Aviation fuel delivery, storage and distribution



Key

- Proposed DCO boundary
- Local authority boundary
- Existing fuel farms
- Proposed fuel farm
- Proposed replacement Wigmore Valley Park and open space
- Terminals
- Existing runway
- Existing fuel line
- Proposed fuel line

N

100m 500m

Aviation fuel delivery, storage and distribution

We intend to expand the airport without substantial building on land designated as green belt. However, the proposed connection to the national fuel pipeline to the east of the airport will require the construction of a permanent connection facility of approximately 460m^2 with an associated single hard-core access track for maintenance purposes near the point of connection. The national fuel delivery pipeline route passes through the green belt, so any connection point needs to be located there.

Justification (called 'very special circumstances' in planning terminology) for this proposed compound within the green belt will be demonstrated. This will include measurable operational efficiencies in capacity and safety of fuels supplied direct to the airport. It would also avoid environmental and traffic impacts associated with the alternative of delivery of very large quantities of fuel by road.

The average daily fuel demand for the existing airport is 1,365m^3 to meet the 18 mppa capacity, which equates to a daily average (not allowing for peak periods) of approximately 76 truck movements in and out. This would increase to a daily average of 136 truck movements to meet the 32 mppa capacity if all the fuel were to be delivered by road. A new fuel storage facility and connection to the fuel pipeline that we are proposing to complete in 2027 will mean that the only truck movements needed to supply the existing fuel facility will be short journeys between the two fuel facilities.

Consequently, the construction of a fuel storage facility removes the current requirement for delivery by trucks over long distances. In addition, connection to the fuel pipeline will negate the need for up to 60 additional daily truck movements to service the proposed aircraft stands for Terminal 2 if the alternative strategy of fuel delivered by road was proposed.

Aviation fuel delivery, storage and distribution

Fuel distribution from the new fuel storage facility to the majority of the Terminal 2 aircraft stands will be through buried pipes in a fuel hydrant system. Existing aircraft stands in the Terminal 1 area will continue to be served by fuel bowsers from the existing fuel farm.

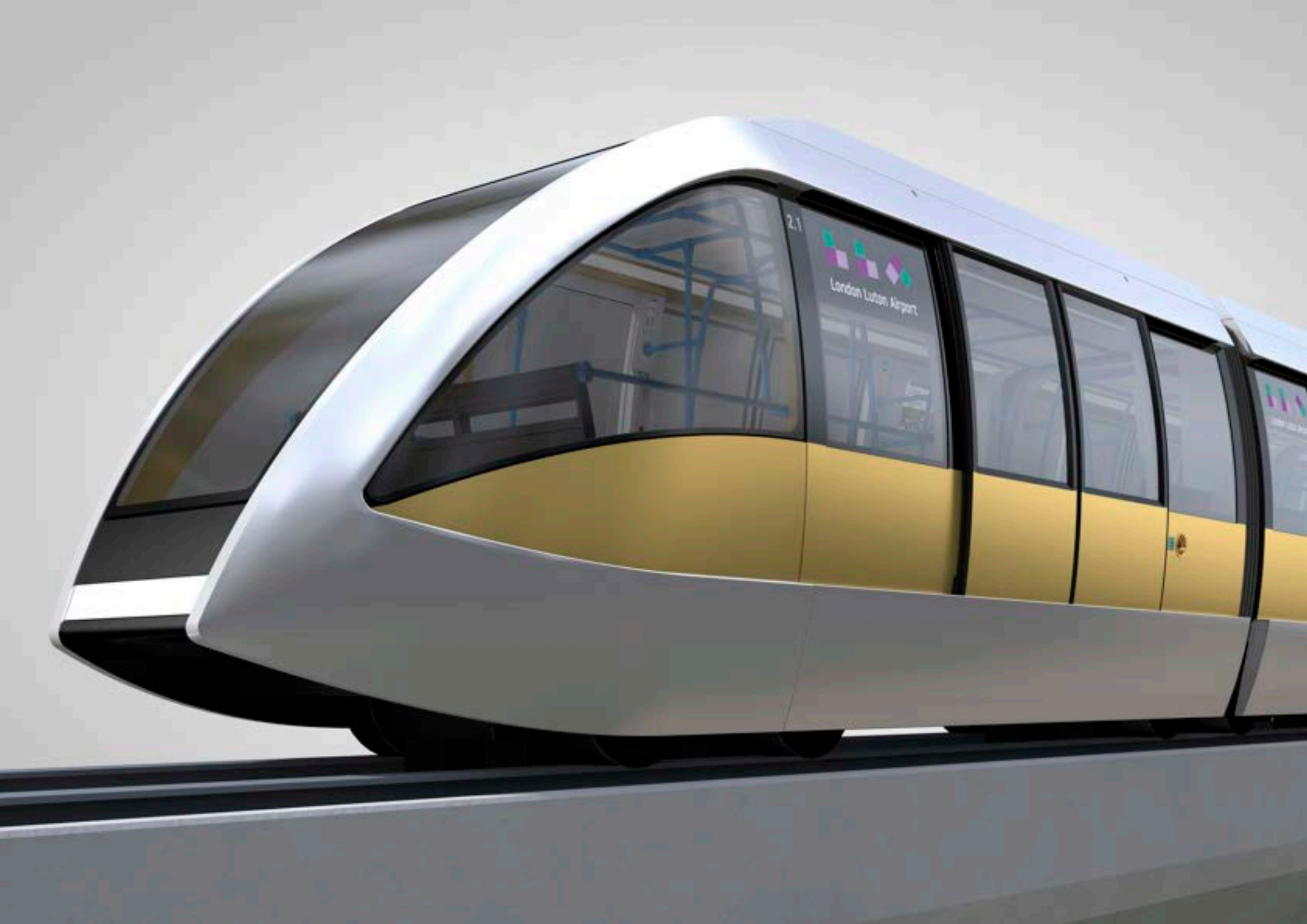
Fuel distribution between the new fuel storage facility and the existing Terminal 1 fuel facility could be through a buried pipeline (approximately 2,250m long).

Further operational efficiencies and reductions in impacts can be demonstrated if fuel distribution between the new fuel storage facility and the existing Terminal 1 fuel facility could be through a buried pipeline. While the technical viability of this pipeline route is still being validated, there are nonetheless clear benefits as part of normal airport operations in removing truck movements between the two fuel facilities.

Tell us what you think

Do you have any comments on our proposals to deliver fuel by a new pipeline, which would connect to an existing national fuel pipeline in the green belt, rather than delivery of all aviation fuel by tankers on the road?

We invite you to comment on this at question 6i on the feedback form.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London Luton Airport

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Surface access

Surface access objectives

As we expand the airport using a phased approach as passenger demand grows (see chapter 8 of this Guide to Statutory Consultation), we will progressively deliver improvements to local road and public transport infrastructure to support this.

Our surface access objectives are:

- At least 45% of passengers accessing the airport using public and sustainable transport, increasing from the current percentage share of 32%
- 54% of staff commuting to the airport using public transport, cycling, and walking
- Deliver highway improvements to handle additional trips on the road network

Government planning policy is clear that all developers should address the potential effects of their proposals on transport networks and seek to avoid and mitigate adverse traffic and environmental impacts. *Aviation 2050 – the Future of UK Aviation* (2018) states that "all proposed airport developments need to be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport and minimise congestion, emissions and other local impacts."

To improve surface access to the airport by passengers and staff, we will:

- Build a new Luton DART station at Terminal 2, and an extension of the Luton DART passenger transport link to Luton Airport Parkway rail station from Terminal 1 to Terminal 2
- Build a new coach station for the new terminal
- Build a new forecourt area with passenger drop-off and pick-up areas, bus station, and taxi provision
- Build new short-stay and long-stay car parking, and car parking for staff, taxis, and hire cars for the new terminal
- Modify the Century Park Access Road to accommodate airport generated traffic
- Provide road access connectivity between Century Park Access Road and the terminal and associated airport facilities
- Fund off-site highway and junction improvements
- Promote parking and traffic management measures

Tell us what you think

Do you have any comments on our objective of increasing the number of passengers travelling to and from the airport using public transport to at least 45%?

We invite you to comment on this at question 7a on the feedback form.

Rail access

Luton Airport Parkway rail station currently has regular services to and from London St Pancras International, and other destinations in the South East. Abellio has successfully bid to operate the East Midlands franchise from August 2019 until 2027.

Abellio announced that they are to deliver new or modern, refurbished trains by the end of 2022. Among a variety of planned service improvements, the operator plans to introduce a dedicated Corby-St Pancras express service. This is programmed to start in December 2020 with 12-car trains in the peak periods.

The Corby-London service will be doubled to provide two trains per hour all day. This means that Kettering, Luton and Luton Airport Parkway services should be provided with two trains per hour for most of the day.

There will also be an enhanced Sunday service throughout the route with regular direct Sunday services between London and Corby.

Refurbished modern express trains will be provided from December 2020, with increased capacity, improved passenger information systems, free on-board Wi-Fi, at-seat power sockets and USB points, air conditioning, tables at all seats, increased luggage space and on-board cycle storage.

The government has been investing in the rail network serving Luton Airport Parkway station through its £7 billion Railplan 2020 programme. This will increase passenger capacity, boost service reliability, and improve journeys by modernising the existing railway.

By the end of 2019, 24 trains per hour will flow in and out of London St Pancras station during peak periods – one train every two and a half minutes. Six or seven East Midlands trains and Thameslink trains per hour will stop at Luton Airport Parkway station.

When compared with 2014, the increase in seating capacity for Thameslink trains between St Pancras and stations to the north, including Luton Airport Parkway station, is estimated to be 15%. Taking into account standing areas in the new trains, passenger capacity will be more than doubled – an increase of 136%.

New 'Class 700' trains running on the Thameslink franchise are an upgrade on older trains used on this line in terms of both comfort and passenger capacity. These new trains:

- Are designed for comfortable and safe standing
- Inform passengers which carriages have space and which are full
- Have space for luggage
- Optimise passenger flow in, out, and through the train, with wider aisles and no doors between carriages
- Are fully accessible for those with bikes, buggies and wheelchairs
- Have a state-of-the-art information system that provides live travel information covering the status of both mainline and London Underground services to help passengers plan their onward travel arrangements
- Display general passenger information, such as the name of the next station
- Are air-conditioned to keep a comfortable temperature throughout the train

These plans are not part of our scheme, but set the context for how people will access the airport by public transport in the future.

Framework Travel Plan

This section presents a summary of the key elements of the Framework Travel Plan to seek opinions and enable further refinement as the plan is brought forward. Further details are set out in the Surface Access Strategy document on our website: [redacted]

The table below shows the proposed Travel Plan measures by phase. We will work together with LLAOL on the plan and assume joint responsibility for its development and implementation. A Travel Plan Co-ordinator will be appointed to undertake the day-to-day management of the plan.

Stage	Stage 1	Stage 2	Stage 3
Dates	**Present to 2024**	**2025 to 2029**	**2029 to 2039**
Targets and milestones	Target 1: Reduce employee single occupancy vehicle use Target 2: Increase employee travel by sustainable modes Target 3: Secure 12% participation in the staff travel survey by 2020 and increase the number of organisations attending the Airport Travel Forum	During this period, Terminal 2 will open, and Terminal 1 will undergo a refit. The Travel Plan should be well-established and contributing to significant increases in public transport modal share. The strategy over this period is to build on previous work and consolidate.	Over this period, the Travel Plan, along with its targets and aspirations, will be thoroughly embedded in the airport's surface access culture and achieving a significant public transport modal share in line with targets.
Cycling and walking measures	Provide facilities for secure cycle storage, along with showers and clothes lockers, at locations across the airport site. Implement dedicated infrastructure for cyclists and pedestrians including cycle lanes on local roads, and cycle lanes or shared-use cycle/pedestrian footways on internal landside circulatory roads. Encourage employers to introduce salary sacrifice schemes for cycle purchase.		
Bus and coach measures	Promote new ticketing initiatives including PlusBus in Luton. PlusBus tickets can be purchased with a train ticket or online and provide unlimited bus travel on most/all operators' services in the vicinity of the airport. Season tickets for seven days, a month, three months and twelve months are also available.	Offer greater bus ticket discounts on the local network, and bring forward demand-responsive buses operating in the local area for staff. Identify new bus routes to areas that are not serviced by existing provision and add capacity to the overall bus and coach network.	Expand coach services to match the wider passenger catchment area and address any shortfall in coverage. New services will include early morning and late night provision. Airport development will include an on-site bus and coach station, with waiting facilities, real-time displays and onward travel information. Promote the bus and coach station as a national hub.

Framework Travel Plan

Stage	Stage 1	Stage 2	Stage 3
Rail measures	Luton DART will provide a step change in quality and capacity for passengers, staff and visitors. Continue rail improvement measures for the passenger terminal facilities. The new EMT rail franchise will deliver additional fast services making rail more attractive. These will be complemented by the Thameslink suburban services, which provide connections to several other stations along the route as well as stations along the Brighton mainline.	Work with DfT, Network Rail and train operating companies to improve and promote access by rail. Develop proposals to offer discounted air-rail through-ticketing for the airport to include the use of Luton DART.	Work with Network Rail and the train operating companies to provide real-time airport and airline information for LTN at St Pancras station; develop new early, late and weekend services at Luton Airport Parkway train station; provide new rolling stock with additional passenger seating capacity and dedicated luggage spaces; possibily rebrand Luton Airport Parkway railway station as 'London Luton Airport', to emphasise its role and improve facilities at local rail stations served by the Thameslink/EMT franchises.
Car/parking measures	Specific measures to reduce car use focus on the existing staff car share scheme. Facilitate the uptake of electric vehicle use through the provision of charging infrastructure.	Develop a Traffic Management Strategy with the highway authorities to prevent airport-related parking causing nuisance or inconvenience in residential areas. Set out interventions to deter rat-running in residential areas. Increase electric vehicle charging points and dedicated parking spaces in all car parks.	Implement Variable Message Signing in conjunction with the highway authorities on roads to and from the M1 and local roads, providing access to the passenger terminals and other roads within the airport.
Promotion, publicity and information measures	Measures aimed at both passengers and staff.	Provide real-time information displays and Passenger Travel Centres in both passenger terminals, in the form of staffed kiosks, to provide journey planning information, multi-modal travel information, and ticket sales. Set up a Staff Travel Centre facility to provide travel planning information, personalised travel plans, and staff travel card sales.	

Tell us what you think

Would the measures we are taking to improve public and sustainable transport encourage you to use them to access the airport?

We invite you to comment on this at question 7b on the feedback form.

Proposed road and junction improvements

New alignment of Century Park Access Road

Key

- Century Park Access Road – Phase 1
- Century Park Access Road – Phase 2

Proposed road and junction improvements, along with proposed indicative timings for their delivery, are shown on the plan on page 76 and explained in the tables on pages 77 to 80. Further details can be found in the Surface Access Strategy.

Century Park Access Road

In spring 2019, Luton Borough Council resolved to grant planning permission, subject to the completion of a legal agreement, for the New Century Park development. Part of that application includes a new link road known as Century Park Access Road. We are now proposing to amend part of the Century Park Access Road to tie in with the airport development, to provide adequate highway capacity.

Changes proposed are shown in red on the map to the left, and include:

- A new roundabout to access New Century Park
- The roundabout at the eastern end of Century Park Access Road to be replaced by a traffic signal arrangement providing direct access into and out of the new terminal forecourt area
- A new roundabout allowing access to a new staff car parking area
- Minor widening of the Frank Lester Way junction
- Connection to Century Park Access Road from realigned Proctor Way

Off-site highway and junction improvements

To provide greater capacity at road junctions that will see an increase in traffic when more people travel to and from LTN, we are proposing improvements to roads in the wider area. None of the highway works proposed to be consented by our DCO application are considered to be of a scale that would qualify them as Nationally Significant Infrastructure Projects in their own right.

The majority of additional traffic travelling to and from the expanded airport is forecast to be focussed on the A1081 between the airport and M1 Junction 10, and then on the M1 itself to the north and south of Luton. There will also be traffic flow changes in south-east Luton, and increases on local routes to the south and east of LTN.

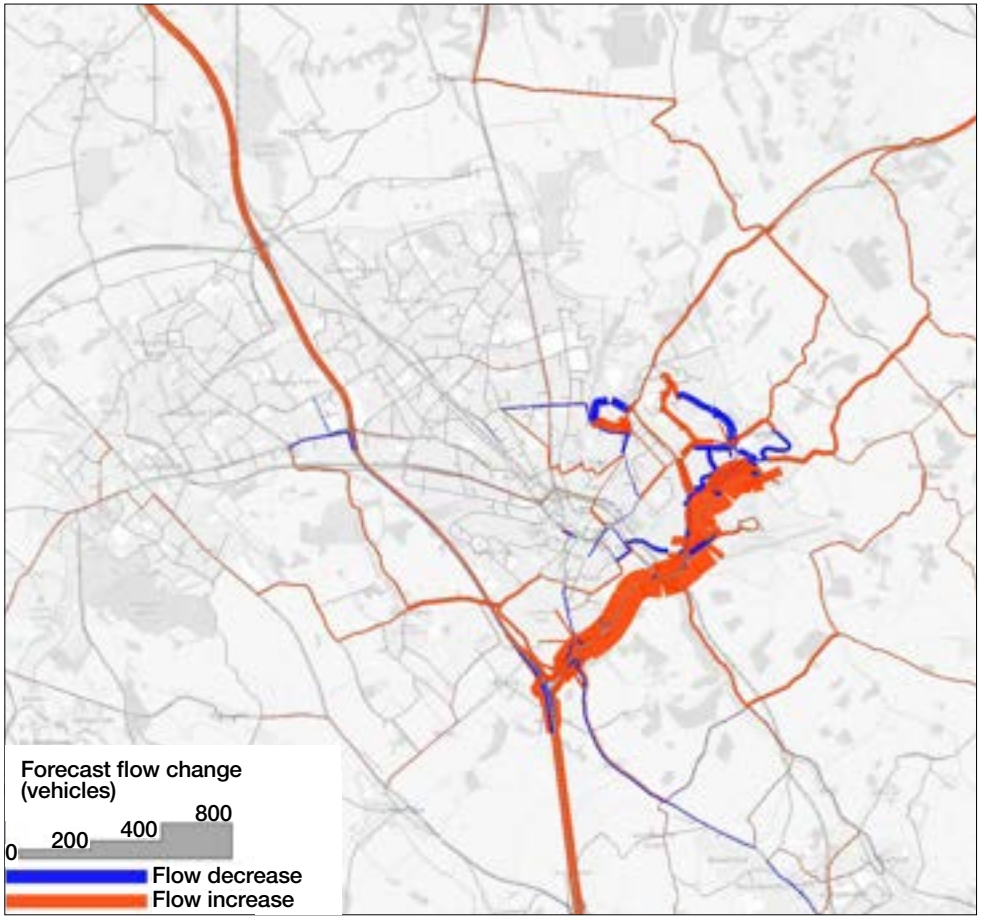
Proposed road and junction improvements

Even without any expansion at LTN, traffic within the areas surrounding the airport is forecast to increase in the future. This is likely to result in greater congestion, delays, and a reduction in average speeds.

With the proposed expansion, traffic levels in 2039 are forecast to increase between 0.7% and 1.2%, depending on the time of day, on average across the five districts surrounding the airport. However, forecast traffic increases are likely to be above average in Luton (up to 3.4%) and North Hertfordshire (up to 1.9%). The increased traffic flow due to the expansion of LTN will be concentrated on the A1081 and south-east Luton. A small amount of the additional traffic will also use local routes to the south and east of the airport.

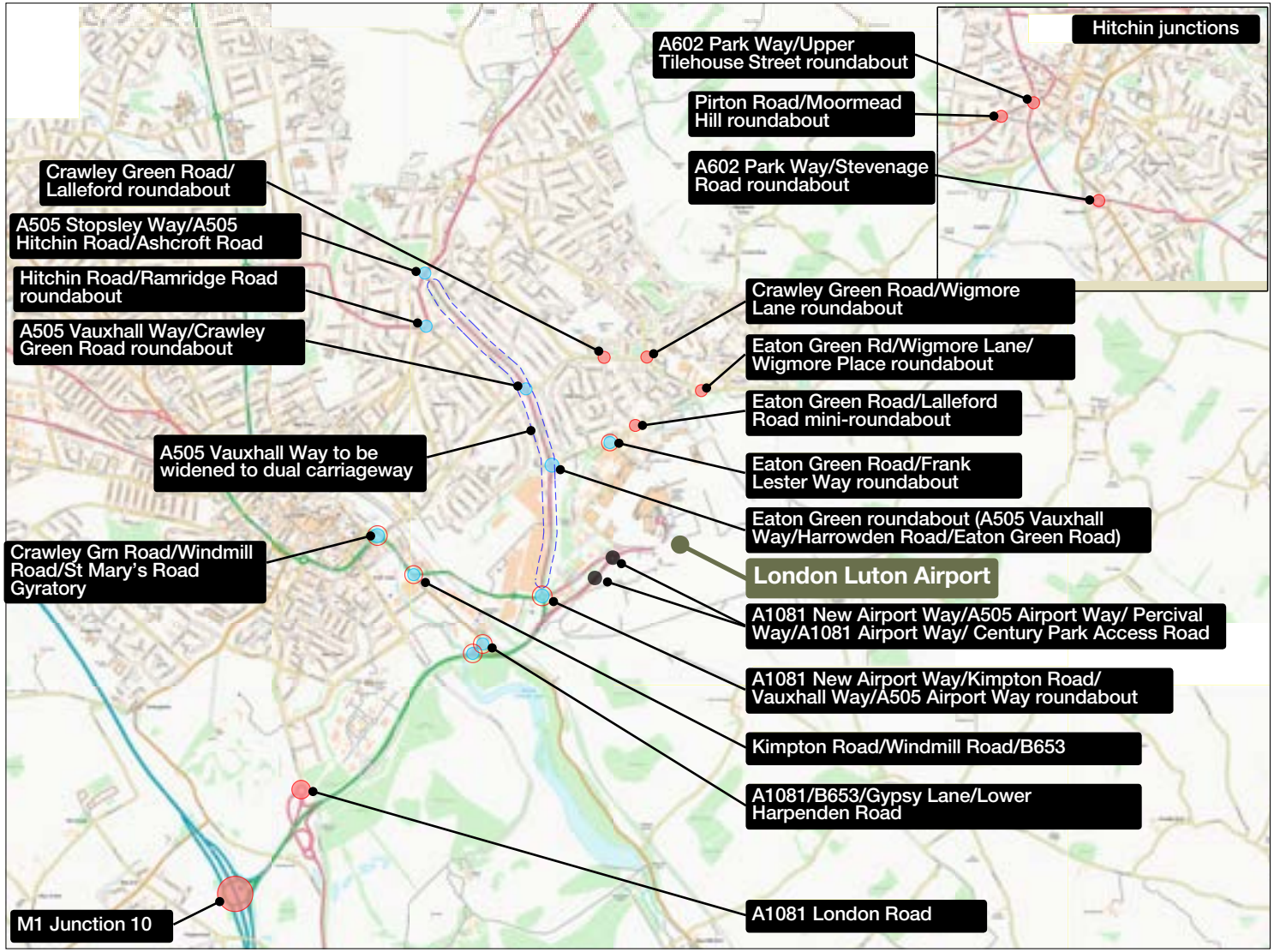
This forecast increase in traffic with the expansion at LTN would reduce average speeds on roads across the wider area by around 0.5%, with the largest forecast reduction in speeds of up to 2% within Luton. North Hertfordshire and St Albans are forecast to experience average speed reductions of up to 0.8%.

Further information on the predicted change to traffic flows resulting from the proposed development is provided in the Surface Access Strategy, which is available online at [redacted]



The additional journeys generated by the expansion at LTN in the 2039 evening peak hours

Proposed road and junction improvements



Key

- Locations of junctions requiring potential mitigation as outlined in the Transport Assessment
- Locations of junctions currently under consideration as part of East Luton Study
- Locations of junctions part of East Luton Study needing further mitigation
- New/improved junctions to be constructed as part of Century Park Access Road
- Dualling of A505 Vauxhall Way by Luton Borough Council

N

Proposed road and junction improvements

Location	Proposed form of mitigation		
	2024 (21.5 mppa)	2029 (25 mppa)	2039 (32 mppa)
Wigmore Lane/ Crawley Green Road		The existing Wigmore Lane/Crawley Green Road and Wigmore Lane/Raynham Way roundabouts to be replaced by four-arm signalised junctions. Local carriageway widening and realignment is proposed along Wigmore Lane within the existing highway boundary. Realignment of Twyford Drive is proposed into existing grass verge areas.	Widening of Wigmore Lane between Crawley Green Road and Raynham Way, and segregated left-turns provided at junction of Crawley Green Road.
Eaton Green Road/ Wigmore Lane		The existing Wigmore Lane/Eaton Green Road roundabout is proposed to be replaced with a four-arm signalised junction, incorporating the Wigmore Place arm. Local widening along Wigmore Lane to provide two lanes in either direction, with amendments to the Asda mini-roundabout to provide additional capacity. Reconfiguration of the existing Eaton Green Road carriageway to provide two entry and two exit lanes from the Wigmore Lane junction, with widening to the south of Eaton Green Road into existing verge areas. These works will tie into the proposed link road which runs to the south-east and connects with Century Park Access Road.	Asda mini-roundabout converted to traffic signals. Further widening at Century Park Access Road/Eaton Green Road traffic signals. Widening of Wigmore Lane to four lanes between Eaton Green Road and Raynham Way.
Eaton Green Road/Lalleford Road		The existing mini-roundabout to be replaced with a three-arm signalised junction. Minor kerbline amendments are necessary along Eaton Green Road and Lalleford Road, with all of the works contained within the highway boundary.	No additional mitigation
Windmill Road/ Manor Road/ St Mary's Road/ Crawley Green Road **(East Luton Study with further airport related enhancements)**		Widening, reconfiguration and signalisation of gyratory to provide additional traffic capacity. Widening to the circulatory carriageway through realigning and narrowing of the central island, with all arms of the roundabout to be signalised. Amendments are required to the extents of the subway portals to accommodate the widened roundabout carriageway. Kerbline amendments are also shown along Windmill Road to provide a two-lane diverge from the roundabout.	No additional mitigation

Proposed road and junction improvements

Location	Proposed form of mitigation		
	2024 (21.5 mppa)	2029 (25 mppa)	2039 (32 mppa)
A1081 New Airport Way/ Kimpton Road/ Vauxhall Way **(East Luton Study with further airport related enhancements)**		Additional widening is indicated along A1081 New Airport Way to provide two left-turn lanes into A505 Kimpton Road.	No additional mitigation
A1081 New Airport Way/ B653/Gypsy Lane **(East Luton Study)**	Reconfiguration is shown to the A1081 in order to provide three lanes in both directions through the signalised junction with Gypsy Lane. This widening is achieved by narrowing the central reserve, with no amendments required to the existing outer kerblines. Widening is indicated along Gypsy Lane on the immediate approach to the A1081 junction, in order to provide additional left-turn entry lanes to the A1081. This widening will be provided in existing landscaped areas. Widening is also indicated to the A505 Gypsy Lane to the north of the roundabout with Lower Harpenden Road to provide additional entry capacity to the roundabout. This widening is accommodated within an existing verge area.	No additional mitigation	No additional mitigation
Windmill Road/ Kimpton Road **(East Luton Study with further airport related enhancements)**	Minor widening of the carriageway and kerb realignment is proposed on Windmill Road to convert the existing mini-roundabout into a three-arm signalised junction. There is no anticipated impact on the highway boundary or third party land.	No additional mitigation	No additional mitigation

Proposed road and junction improvements

Location	Proposed form of mitigation		
	2024 (21.5 mppa)	2029 (25 mppa)	2039 (32 mppa)
A1081/London Road (North)	Amendments to the road markings to provide a spiral operation. Minor amendments to kerblines on the east of the roundabout to provide a dedicated exit lane onto the A1081 eastbound. Partial signalisation of the roundabout on two of the arms; the northbound off-slip from the A1081 and the exit from Newlands Park.	No additional mitigation	No additional mitigation
M1 J10 **(All proposals will be subject to ongoing development and agreement with Highways England)**	Widening is proposed to the northbound off-slip to provide a third lane on the approach to the roundabout, with the widening accommodated in existing verge and embankment. Widening is also proposed to the western circulatory carriageway to provide four circulating lanes, with this widening accommodated in the existing landscaped area to the inside of the roundabout. Amendments are also proposed to the exit from the roundabout onto the A1081, to allow three lanes to diverge from the roundabout. This widening will be accommodated within existing verge area.	No additional mitigation	Junction 10 improvements proposed include: • Further widening of northbound off-slip to three lanes • Southbound off-slip to be widened to three lanes with traffic signal control • Widening of A1081 on approach to and exit from roundabout Adjustments to the southbound on-slip are also part of this proposal.
Crawley Green Road/Lalleford Road			Mini-roundabout to be replaced with a three-arm signalised junction. Minor kerbline amendments are necessary along Crawley Green Road and Lalleford Road, with all of the works appearing to be contained within the highway boundary.
Century Park Access Road/ Frank Lester Way	Minor reconfiguration is required to the consented junction layout between Century Park Access Road and Frank Lester Way to make Frank Lester Way one-way in a north-westbound direction.	No additional mitigation	Localised widening is proposed along Century Park Access Road in order to provide a dedicated right-turn lane from Century Park Access Road into Frank Lester Way.
Century Park Access Road/ Eaton Green Road Link	Replacement of previously consented roundabout design with a four-arm signalised junction, which provides access to New Century Park and the proposed new airport terminal.	No additional mitigation	No additional mitigation

Proposed road and junction improvements

Location	Proposed form of mitigation		
	2024 (21.5 mppa)	2029 (25 mppa)	2039 (32 mppa)
A505 Moormead Hill/B655 Pirton Road/Upper Tilehouse Street			Minor widening and realignment of Upper Tilehouse Street entry is proposed, in order to provide an increased length of two-lane entry to the existing mini-roundabout. All of the works will be contained within the existing highway boundary.
A602 Park Way/ Upper Tilehouse Street, Hitchin			Minor widening is proposed to the Park Way/Upper Tilehouse Street, roundabout entries, in order to provide increased lengths of two-lane entry. The widening on Park Way will be contained within an existing grass verge/landscape area, with the proposed realignment of Upper Tilehouse Street potentially requiring amendments to an existing retaining structure and vehicle restraint system.
A602 Park Way/ A505 Upper Tilehouse Street			Minor widening of carriageway and realignment of various kerblines is proposed on A505 Park Way, Hitchin Hill and A602 Stevenage Road in order to provide increased lengths of two-lane entry to the roundabout. These works are restricted to existing grass verge and landscaping areas, within the highway boundary.

Tell us what you think

Do you have any comments on our proposed road and junction improvements, and are there any other locations that you think need improvements to deal with increased traffic?

We invite you to comment on this at question 7c on the feedback form.

Parking and traffic management | Staff travel

Parking and traffic management

We will continue to work with stakeholders to establish any residential parking areas or traffic management locations needed to safeguard against on-street parking and rat-running near the airport.

Staff travel

We forecast that the current number of airport employees will grow by approximately 350 jobs per additional 1 mppa. This means that by 2038/39, the airport should employ approximately 15,500 employees.

16% of staff currently use public transport to get to work: 7% by rail, and 9% by bus or coach. In order to improve take-up of public transport by employees, the airport operator is already pursuing a strategy of reducing single occupant vehicle trips through a car-share scheme, discounted travel cards (Plusbus), and live travel time information at bus terminals/stops.

We believe that, with a continuation of these interventions, the public transport demand share for employees at LTN could potentially increase to 26% in 2029 and 40% by 2039.

The percentage of commuting trips made by walking and cycling, which currently stands at 7%, also has the potential to reach 14% by 2039.

Measures will be introduced to encourage staff to use these more sustainable means of travel. These initiatives will be co-ordinated under a Framework Travel Plan, described in the table on pages 72 and 73 of this Guide to Statutory Consultation. Our proposals include 650 cycle stands for staff to use, along with changing rooms and showers.

We will engage in discussions with stakeholders on how best to provide new sustainable transport infrastructure.

Tell us what you think

Do you have any other comments on our surface access proposals?

We invite you to comment on this at question 7d on the feedback form.

08

Building our airport

Building our airport

This section describes how we propose to build our expansion of the airport and the associated facilities and works.

The strategy for our proposed development is to retain the existing passenger terminal and provide a new passenger terminal on land owned by us and our shareholder (Luton Borough Council) to the north-east of the runway, to give an overall passenger capacity of 32 mppa.

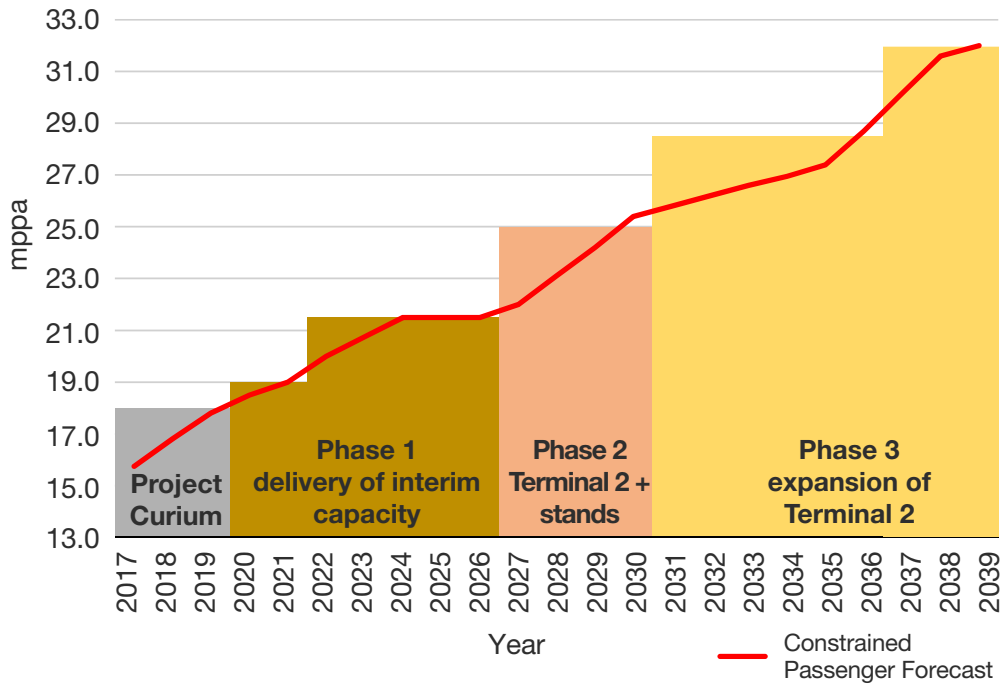
The airport's current operational capacity of 18 mppa is expected to be fully utilised in the near future. Implementing our proposal to develop a second passenger terminal will take a number of years, during which time demand to use LTN is expected to continue to grow.

We have set out a phased development programme designed to match capacity as closely as possible to demand.

It is our intention that this additional capacity will be delivered across a programme of linked projects. Assets and facilities will be delivered only when they are required. Certain infrastructure improvements will need to be provided in full at an early stage to avoid undue disruption.

The following chart shows how capacity could be delivered under the DCO and the impact on the achievable throughput at the airport. This assumes that LLAOL achieves early delivery of some of the interim works to lift capacity above 18 mppa at an early date.

Potential phased delivery of incremental airport capacity



Source: York Aviation

Building our airport

This chart also assumes that we obtain permission and deliver preparatory works (see pages 86 and 87) in advance of the DCO consent, enabling Terminal 2 to open in time for summer 2027. If these works are not consented, delivery of Phase 1 of the incremental capacity would be delayed, constraining the ability of LTN to accommodate demand for a longer period.

In parallel to the phased delivery of the airport expansion, there may also be other projects under construction in the immediate vicinity. The most significant of these will be the New Century Park development of a new access road, offices, hotel, and light industrial units, which will also be delivered in a phased programme in parallel to the airport expansion.

There are four major elements to the expansion proposals:

- **Preparatory works**—which in themselves do not increase the capacity, but allow Terminal 2 to open at the time required on the basis of the current forecasts
- **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 25 mppa capacity for the airport, which includes the bringing into use of Terminal 2 and its associated infrastructure and support facilities
- **Phase 3** – enabling 32 mppa capacity for the airport, with the remaining elements of the proposals

These phases are explained in more detail in the rest of this chapter.

Preparatory works

We believe it will be necessary to deliver Terminal 2 ready for passenger and airline operations no later than the summer of 2027. To meet this programme, we may seek permission from the local planning authorities in early 2020 for a small number of preparatory works to be delivered in advance of the expected grant of the DCO. The early delivery of these works will reduce the impact on ongoing airport operations in the first year of the development programme.

These works, which would be the subject of local planning applications, are described on this page. They would still be included in the DCO application, to ensure the DCO contains comprehensive powers to facilitate the development proposals.

Replacement of Wigmore Valley Park

In chapter 6, we described our proposal to reprovide Wigmore Valley Park. As part of our preparatory works, we plan to bring forward a local planning application for the early delivery of replacement parkland to the east of the airport, releasing Wigmore Valley Park to form part of the expansion area.

Temporary reprovision of airport long-stay car parking

We will create a temporary long-stay car park in the area of the proposed New Century Park office park on Wigmore Valley Park. The car park could have a single level metal temporary deck over an area of the ground level parking, providing further spaces. The facility would include fencing, lighting and security barriers.

This temporary facility would be in addition to the consented New Century Park car park provision. This temporary car park will accommodate around 3,500 of the current 4,200 space long-stay car park. The temporary use of this area for car parking would not have a significant effect on our proposals for New Century Park.

Site establishment

The site will be established by constructing temporary buildings and hard standing. This will include a temporary landfill treatment compound to support the future landfill remediation works.

We will install a security fence and temporary haul roads to the initial DCO works area, segregating the works area from the public open space.

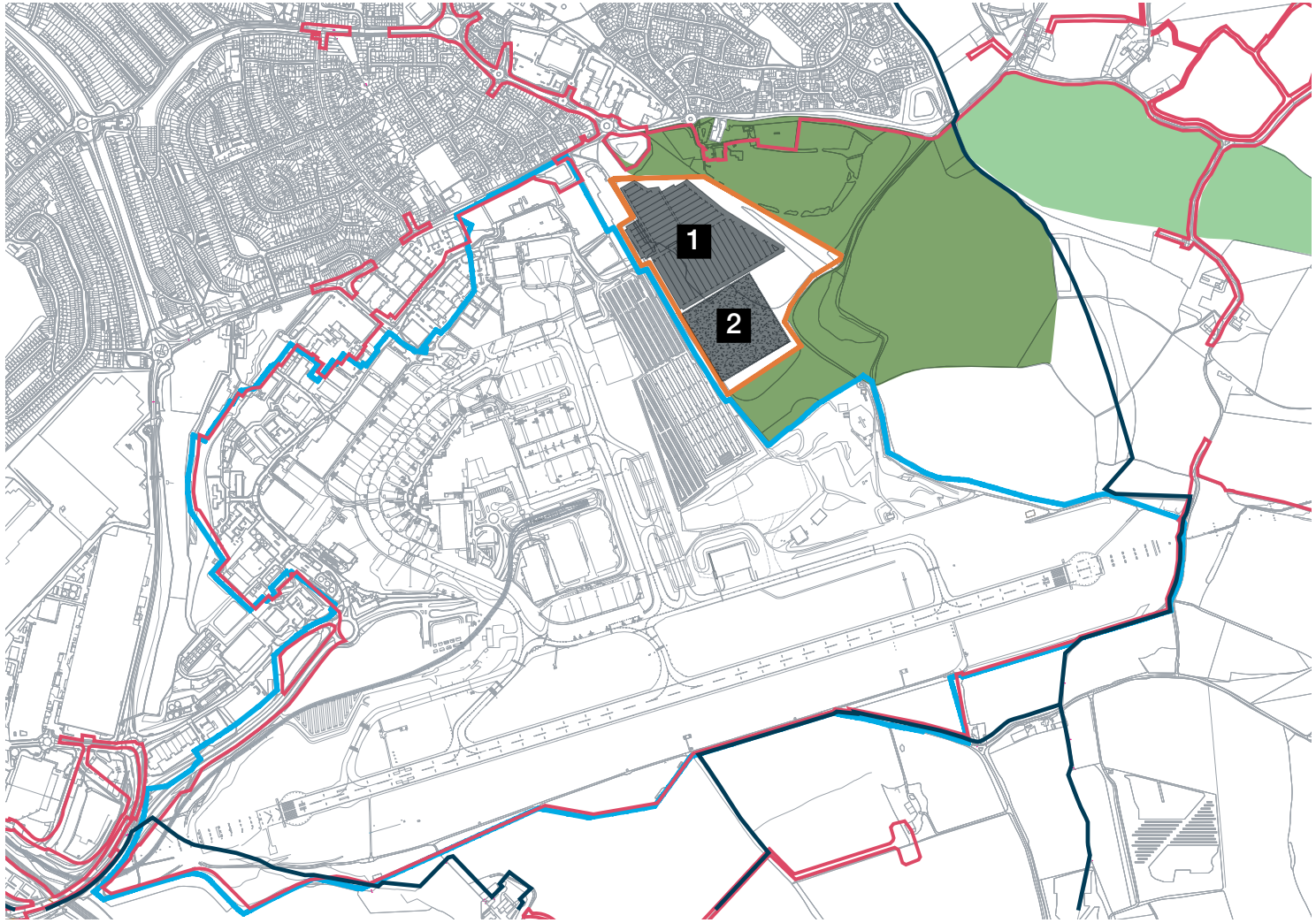
These works will be predominantly sited on the airport's current long-stay car park.

Tell us what you think

Do you have any comments on our proposed preparatory works?

We invite you to comment on this at question 8a on the feedback form.

Plan of preparatory works



Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Wigmore Valley Park as per New Century Park application
- Proposed replacement Wigmore Valley Park and open space
- 1 Construction of temporary airport long-stay car parking
- 2 Construction of landfill treatment compound

N

100m 500m

Phase 1 – Interim capacity

LLAOL has been delivering a project to expand the airport to accommodate 18 mppa, which is called Project Curium. Given the increase in the numbers of passengers carried in each aircraft, LLAOL believes that it will be possible for the airport to support up to 19 mppa using Project Curium infrastructure.

Some further adjustments to the airfield layout may be required to ensure that there is resilience to cope with delayed aircraft, space for the larger aircraft wingspans of new generation aircraft, and sufficient parking space for business aviation aircraft that stay parked at the airport for long periods.

Should consent for the LLAOL planning application to increase the capacity of the airport up to 19 mppa not be achieved by the time that the DCO comes to be determined, the DCO would provide consent for the airport to grow beyond its 18 mppa limit, enabling the initial growth to 19 mppa following consent.

In addition to these immediate proposals being brought forward by LLAOL, dependent upon the rate of growth of passenger demand, the following interim capacity improvements could be brought forward to enable further growth in demand to continue to be handled ahead of the development of Terminal 2:

- Up to five additional stands within our Terminal 2 development zone
- The provision of up to four aircraft stands associated with Terminal 1
- An extension and reconfiguration of part of Terminal 1 to provide capacity for up to 21.5 mppa, including a new passenger pier, additional baggage reclaim facilities, security, seating, and boarding gates

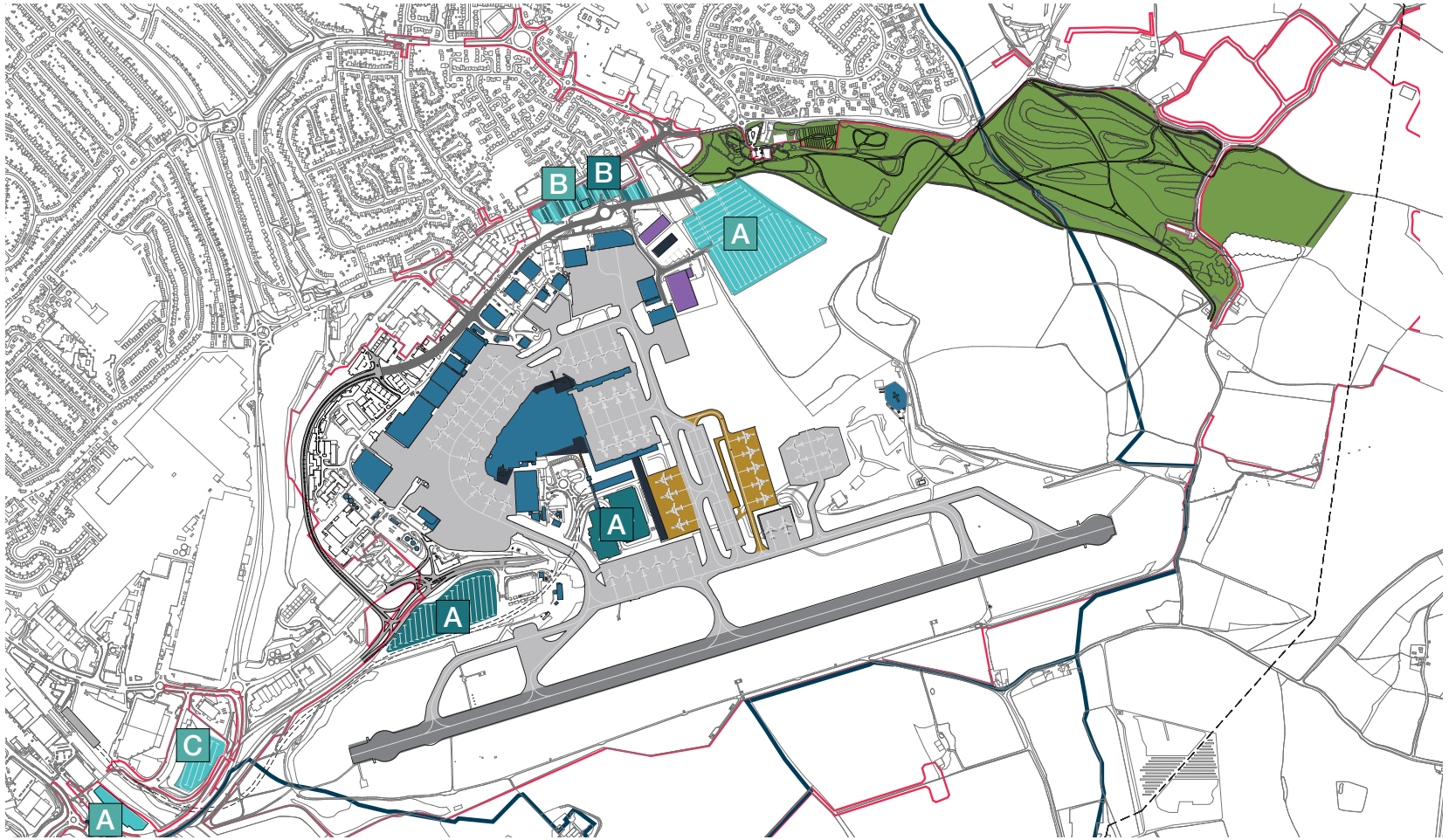
The interim works will be included within our DCO application and would start before the delivery of Terminal 2.

Subject to demand and appropriate agreement with LLAL, LLAOL may consider bringing these proposals forward in advance of the DCO. To do so, LLAOL would submit a separate local planning application to Luton Borough Council to seek to achieve this. As with the preparatory works, these Phase 1 interim capacity works will be incorporated into the DCO so that an increase in capacity to 21.5 mppa would be achieved as part of the DCO, should consent for the LLAOL planning application not be achieved by the time that the DCO has been determined.

These interim expansion plans are reflected in our Scheme Development and Construction Report on our website: [redacted]

The completion of the Century Park Access Road, replacement of the long-stay car park, and the installation of the landfill treatment compound will also be undertaken at this time under our DCO construction programme.

Phase 1 – Interim capacity



Key

- Proposed DCO boundary
- Local authority boundary
- Runway
- Existing apron/ taxiways/links
- Proposed apron/ taxiways/links
- Existing airport terminals and associated buildings
- Proposed airport terminal extension and associated buildings
- A — Proposed passenger parking
- B — Proposed staff parking
- C — Proposed staff/passenger parking
- A — Existing passenger parking
- B — Existing staff parking
- Proposed New Century Park development
- Proposed replacement for Wigmore Valley Park

N

100m 500m

Phase 2 – Enabling 25 mppa capacity

Key

- Proposed DCO boundary
- Local authority boundary
- Existing apron/taxiways/links
- Proposed apron/taxiways/links
- Existing airports terminals and associated buildings
- Proposed airports terminals and associated buildings
- A — Proposed passenger parking
- A — Existing passenger parking
- B — Existing staff parking
- C — Existing staff/passenger parking
- Existing New Century Park development
- Proposed New Century Park development
- Replacement for Wigmore Valley Park and open space
- Proposed embankment
- Proposed combined engine run-up bay/ isolation stand/calibration pad
- Existing roads
- Proposed roads
- Acoustic barrier
- Existing fuel line
- Proposed fuel line

N

100m 500m

Phase 2 — Enabling 25 mppa capacity

Based on the passenger demand forecast, we believe it will be necessary to deliver Terminal 2 ready for passenger and airline operations no later than the summer of 2027. The phasing and balance between Terminals 1 and 2 will be kept under review as the development progresses to ensure that capacity is matched to demand as closely as possible.

The new terminal will initially need to be sufficiently sized to accommodate approximately seven million passengers a year.

This will facilitate a move of operations from the existing terminal and accommodate one or more airlines without splitting operations across both terminals. Any of the new aircraft stands already built would be allocated to the new terminal, allowing a balanced use of the two passenger terminals, each with their own airlines, aircraft stands, and support facilities.

The new terminal will be served by an extension to the Luton DART, and while the increased emphasis on public transport will reduce the need for vehicle access, several local road improvements will also have been undertaken.

The new access road planned in the New Century Park development, also proposed and modified by the DCO, will need to have been completed to help manage the traffic to the new terminal.

Phase 3 – Enabling 32 mppa capacity

Key

- Proposed DCO application boundary
- Local authority boundary
- Existing apron/taxiways/links
- Proposed apron/taxiways/links
- Existing airport terminals and associated buildings
- Proposed airport terminals and associated buildings
- A — Proposed passenger parking
- C — Proposed staff/passenger parking
- A — Existing passenger parking
- B — Existing staff parking
- Existing New Century Park development
- Proposed New Century Park development
- Replacement for Wigmore Valley Park and open space
- Proposed embankment
- Existing roads
- Proposed roads
- Acoustic barrier
- Existing fuel line
- Proposed fuel line

N

100m 500m

Phase 3 – Enabling 32 mppa capacity

It is likely that the delivery of the facilities and assets to accommodate the remaining 7 mppa at Terminal 2 will be undertaken on a progressive basis rather than as a single phase, with the next increment to capacity needed probably no later than 2030. Additional facilities will be built and delivered when they are required, in line with future passenger growth.

We anticipate needing to deliver the additional capacity in full by around 2039.

We anticipate the likely remaining works would be:

- Expansion of Terminal 2 and its aircraft stands and aprons
- Migration of Terminal 2 short-stay car parking into a multi-storey facility
- Expansion of airfield and ground handling operations centres
- Expansion of long-stay car parking facilities
- Provision of additional hangars to support the aircraft based at the expanded airport
- Provision of a Terminal 2 hotel

Tell us what you think

Do you have any comments on how we propose to phase the development?

We invite you to comment on this at question 8b on the feedback form.

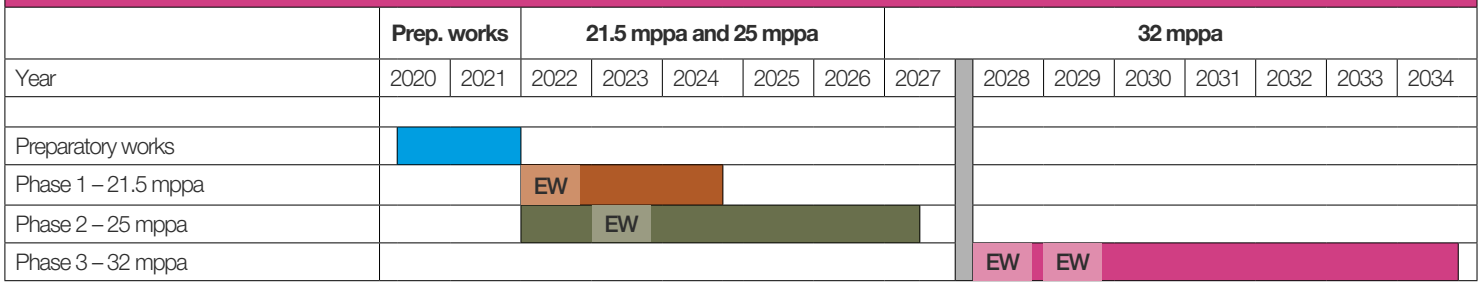
Construction timeline

The Phase 1 interim capacity works, if not already separately consented and progressed by the airport operator LLAOL will be the first works to commence. In parallel, enabling works will also begin to deliver the new terminal (Phase 2). Our enabling works activities will continue with partial relocation of Wigmore Valley Park to its new location.

The construction of the new terminal and its associated facilities is likely to commence a year after DCO consent, on a four-year programme to conclude in 2026. The 25 mppa overall airport capacity will be available in time for the summer of 2027. This is a tight timescale, so we have been working collaboratively with LLAOL to put arrangements in place for timely access to the airport site, to allow us to begin work as soon as possible.

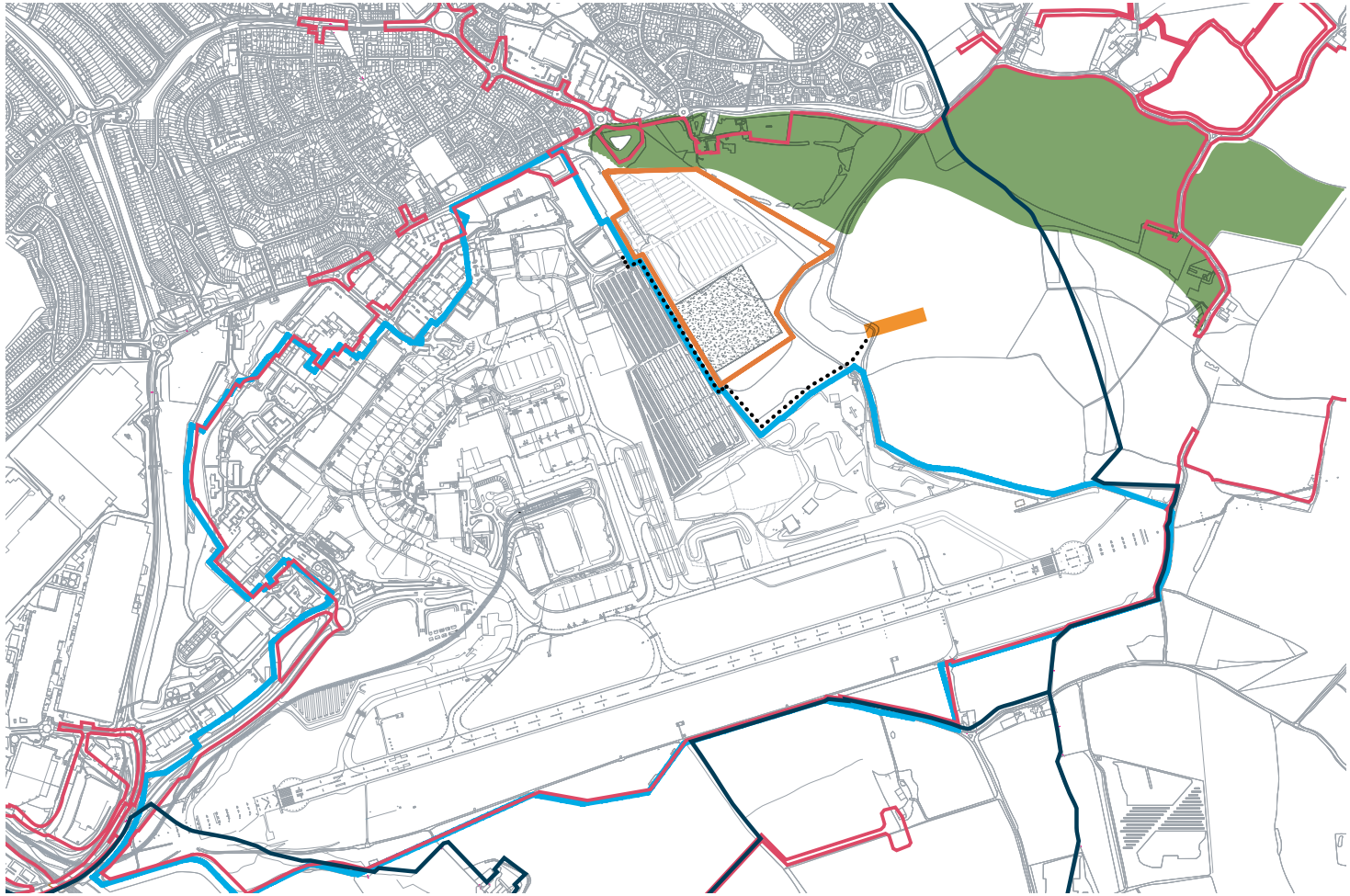
The delivery of Phase 3 is planned to progressively deliver capacity between 2028 and 2038.

Indicative construction programme



EW = Earthworks duration within each phase

Construction activity prior to December 2021



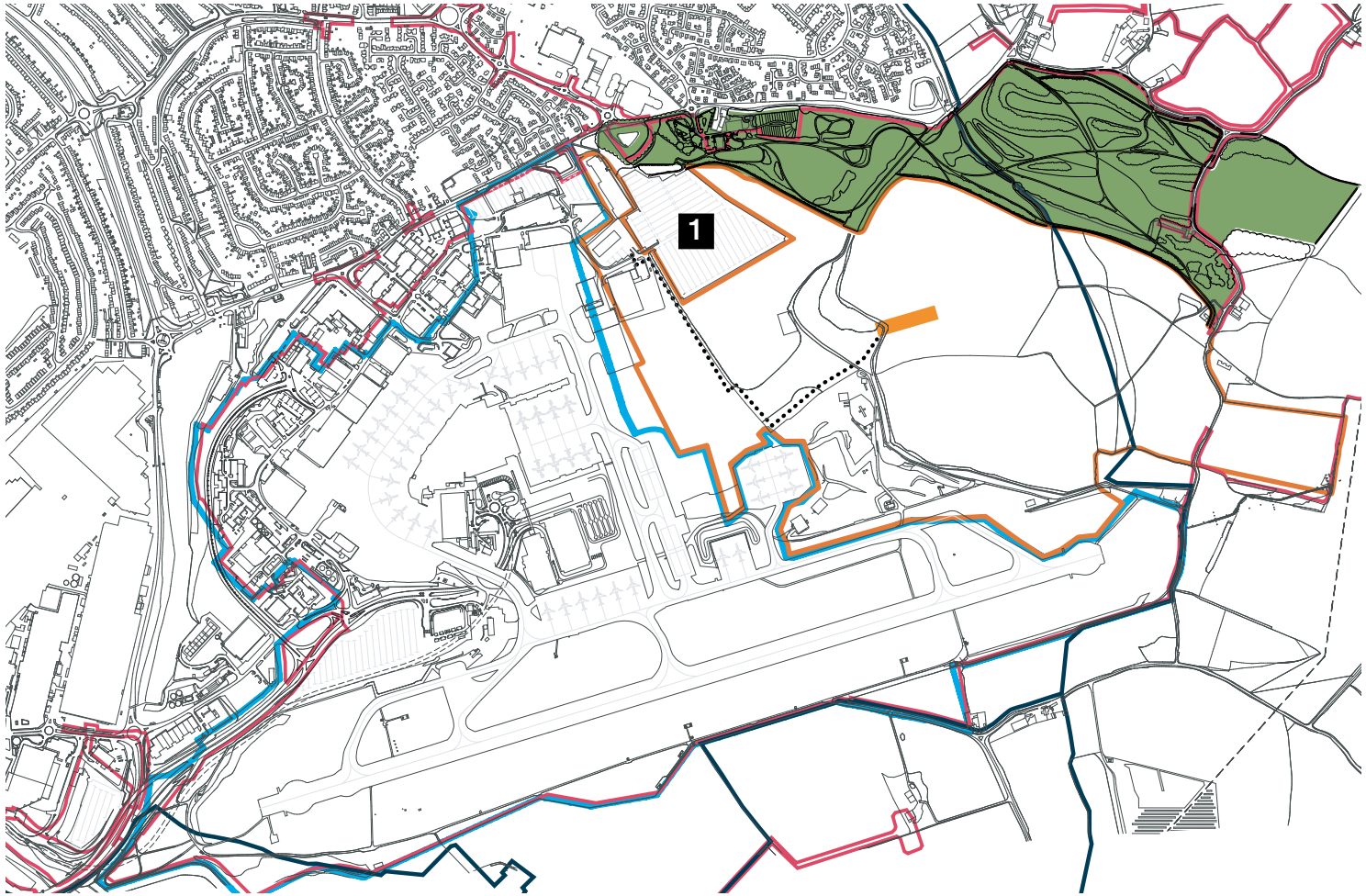
Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Construction compound
- Creation of replacement Wigmore Valley Park and open space
- Access to construction compound

N

100m 500m

January 2022 onwards



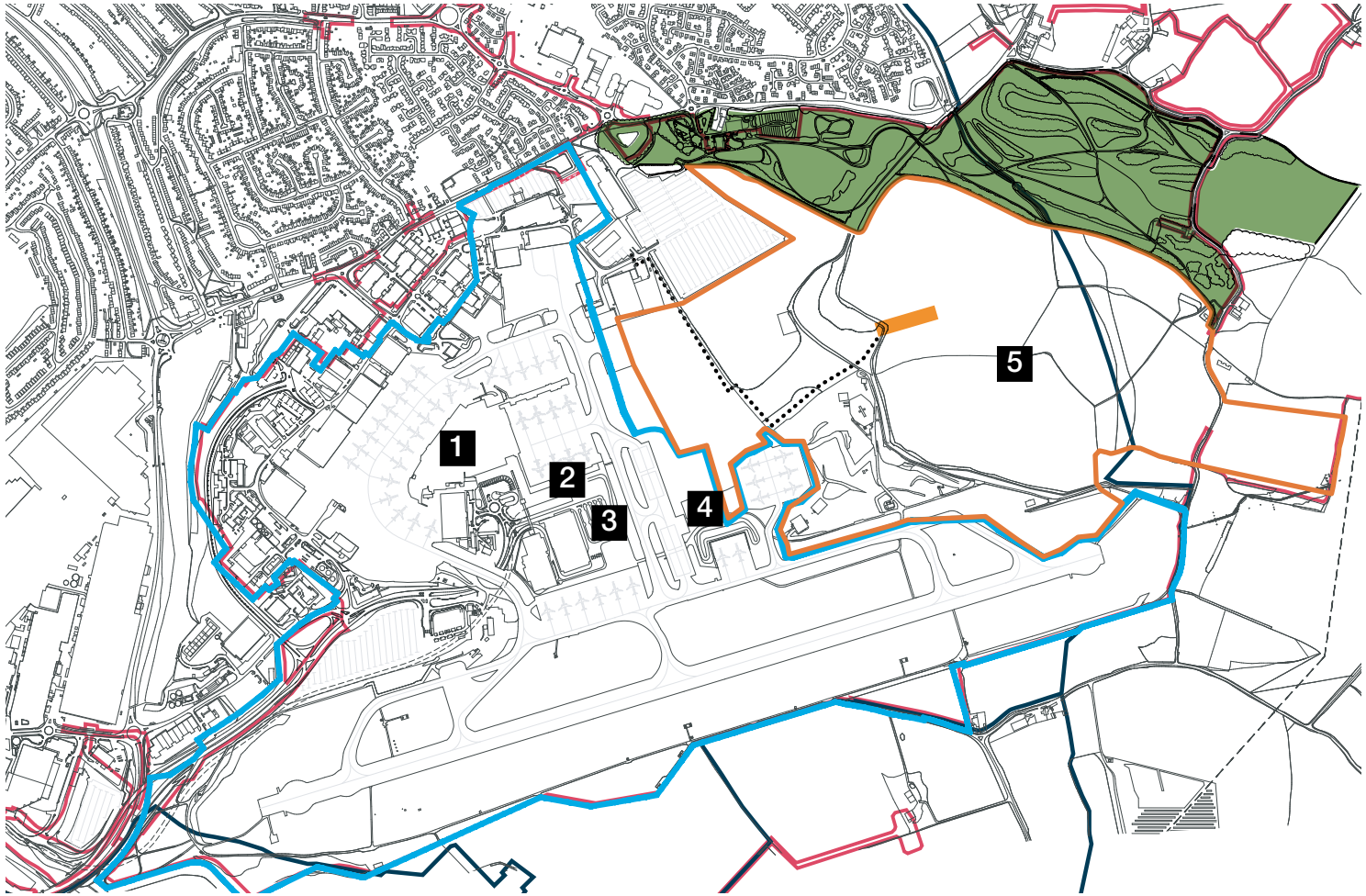
Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Construction compound
- 1 Temporary long-stay car parking
- Access to construction compound

N

100m 500m

Phase 1 – 21.5 mppa



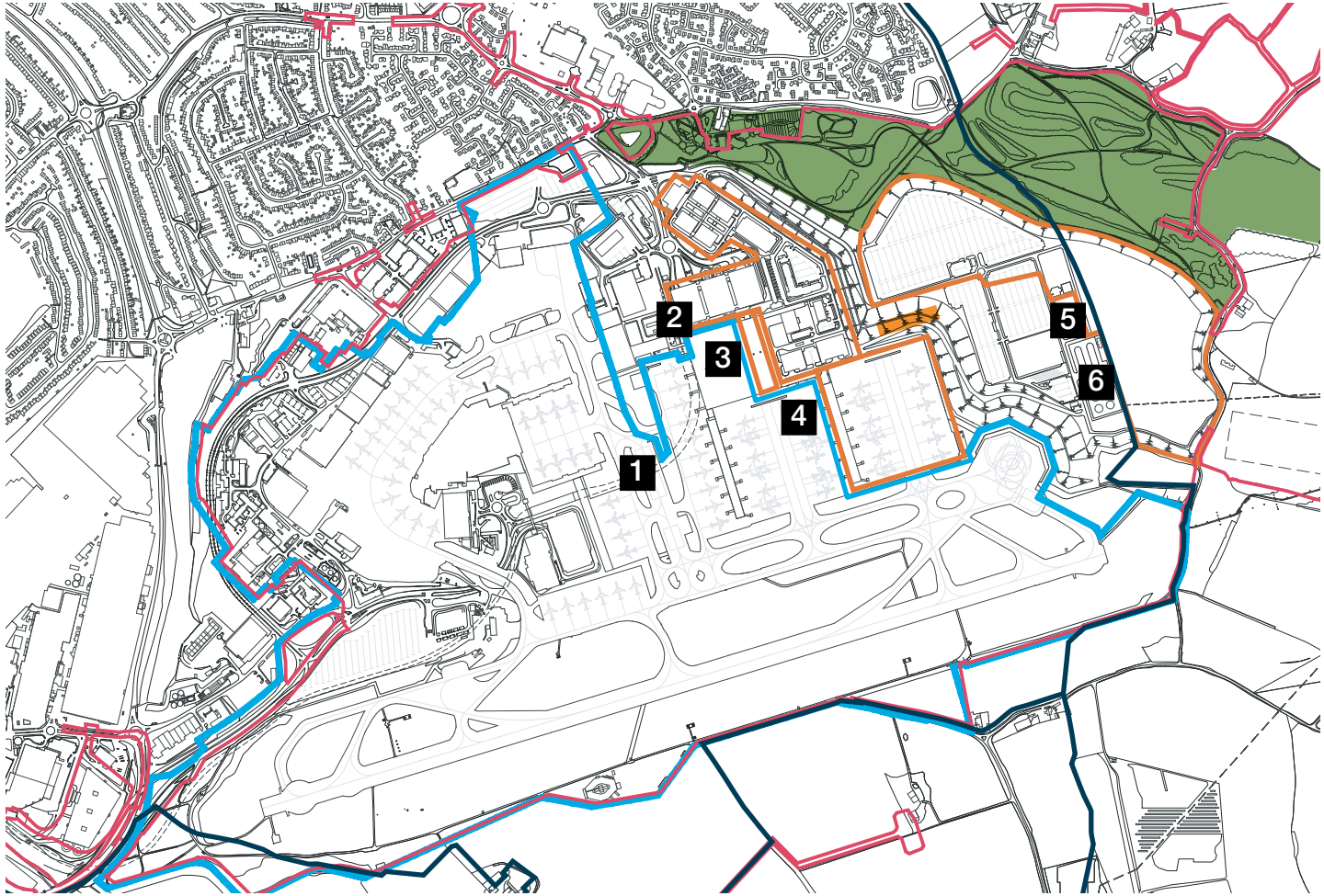
Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Construction compound
- 1 Proposed adjustments to existing passenger terminal
- 2 Additional pier
- 3 Additional stands
- 4 Additional stands within Terminal 2 development area
- 5 Earthworks
- Access to construction compound

N

100m 500m

Phase 2 – 25 mppa



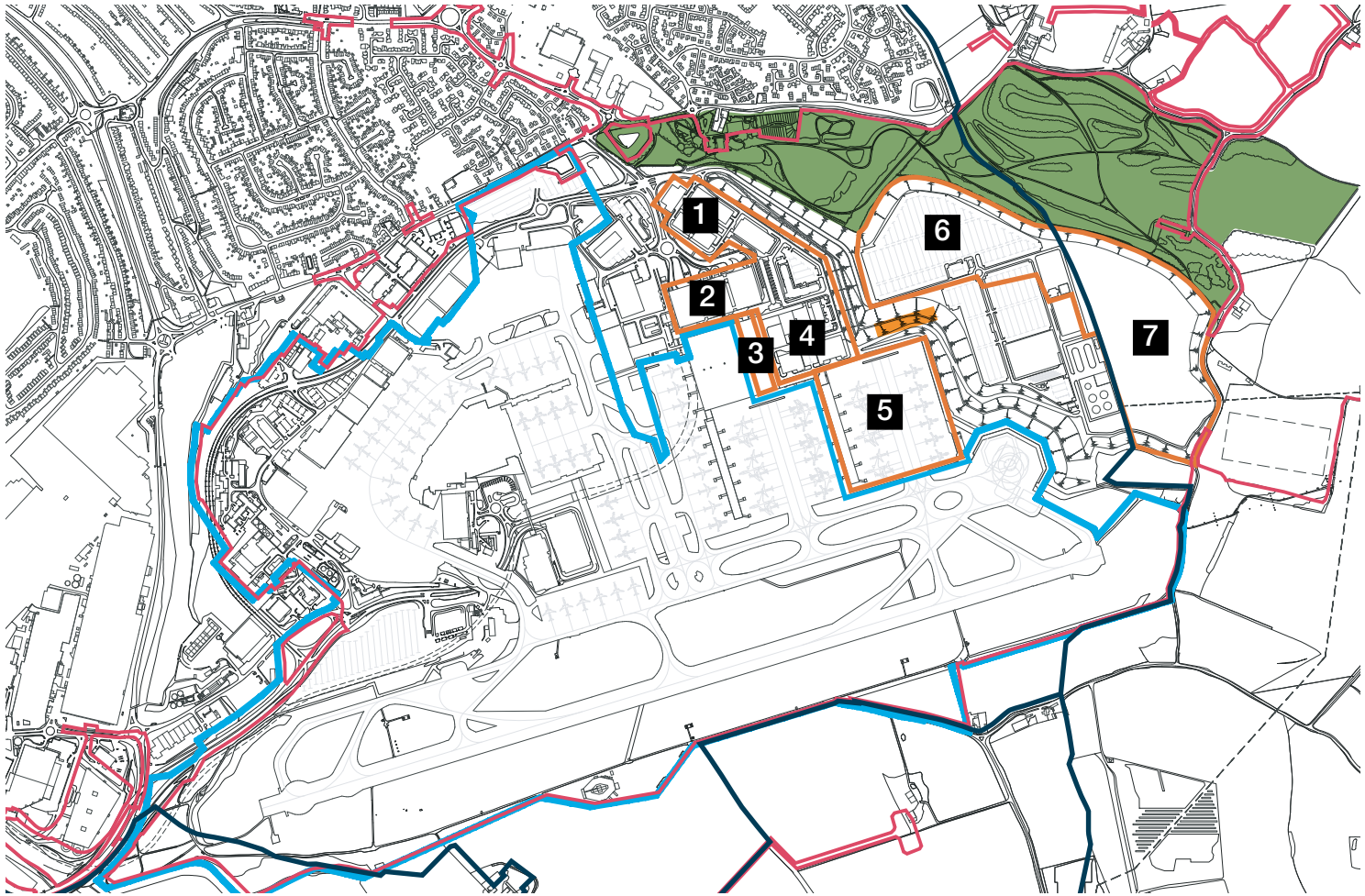
Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Construction compound
- 1 Luton DART extension
- 2 Luton DART Terminal 2 station
- 3 Terminal 2
- 4 Airfield
- 5 Water treatment plant
- 6 Fuel farm

N

100m 500m

Phase 3 – 32 mppa



Key

- Proposed DCO boundary
- Airport operational boundary
- Construction zone
- Local Authority boundary
- Construction compound
- 1 Landside buildings
- 2 Multi-storey car park
- 3 Terminal 2 extension
- 4 Airport support buildings
- 5 Airfield
- 6 Long-stay car parking
- 7 Earthworks

N

100m 500m

Earthworks

To construct a new terminal, a major earthworks operation would be required across a number of phases, comprising the following:

- The levelling and preparation of a suitable site platform so the expanded airport will be level with the runway
- Work to remodel the former landfill site and make it suitable for development
- Profiling of the landholdings, after excavation activities, for landscaping and to accommodate drainage installations and long-stay car parking

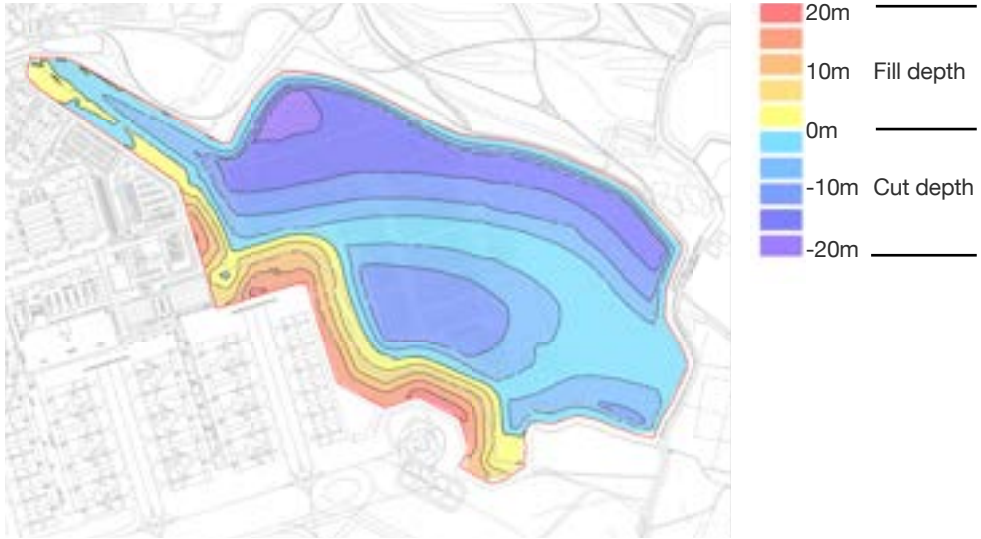
Our earthworks scheme aims to make the best use of our landholdings immediately adjacent to the existing airport to provide materials to support the proposed infrastructure, and to provide park amenities for local communities, and open space for recreation, wildlife, and plants.

In our summer 2018 consultation, we received feedback that it is preferable for the earth to be taken from close to where it is needed. This will mean changes to the local topography, but the feedback we received was that this was preferable to the large number of vehicle movements that would be required to import up to 4,000,000m^3 of material by road (equivalent to the volume of four Wembley stadiums), which would involve continuous lorry movements every working day for up to four years. This would have been a significant extra traffic burden on the local area.

Using material from the site means that each phase of the earthworks can be done in as little as a year. As a result, the works can be carried out in an efficient way, minimising the impact on residents.

Works will be undertaken in a closed site so there will be no need to move the majority of the material on local roads. Best practice will be employed to carefully control noise, dust and odour in affected areas.

In setting the levels for the aircraft stands and apron, we have been able to determine the necessary landscape changes to the existing land adjacent to the airport. This in turn has determined the areas and depths to which we need to excavate elsewhere on the site to provide the necessary filling materials. Overall, we need to provide a large amount of material from land adjacent to the airport to avoid importing material for that purpose.



Proposed earthworks cut area

Earthworks

The diagram on page 102 shows the different levels from the existing land to the new platform that will be required to deliver the project.

The new development will occupy the area of the former Eaton Green landfill. The landfill was not engineered to contemporary standards when it was closed so the preparation works will include appropriate measures to protect the airport users and neighbours from its contents.

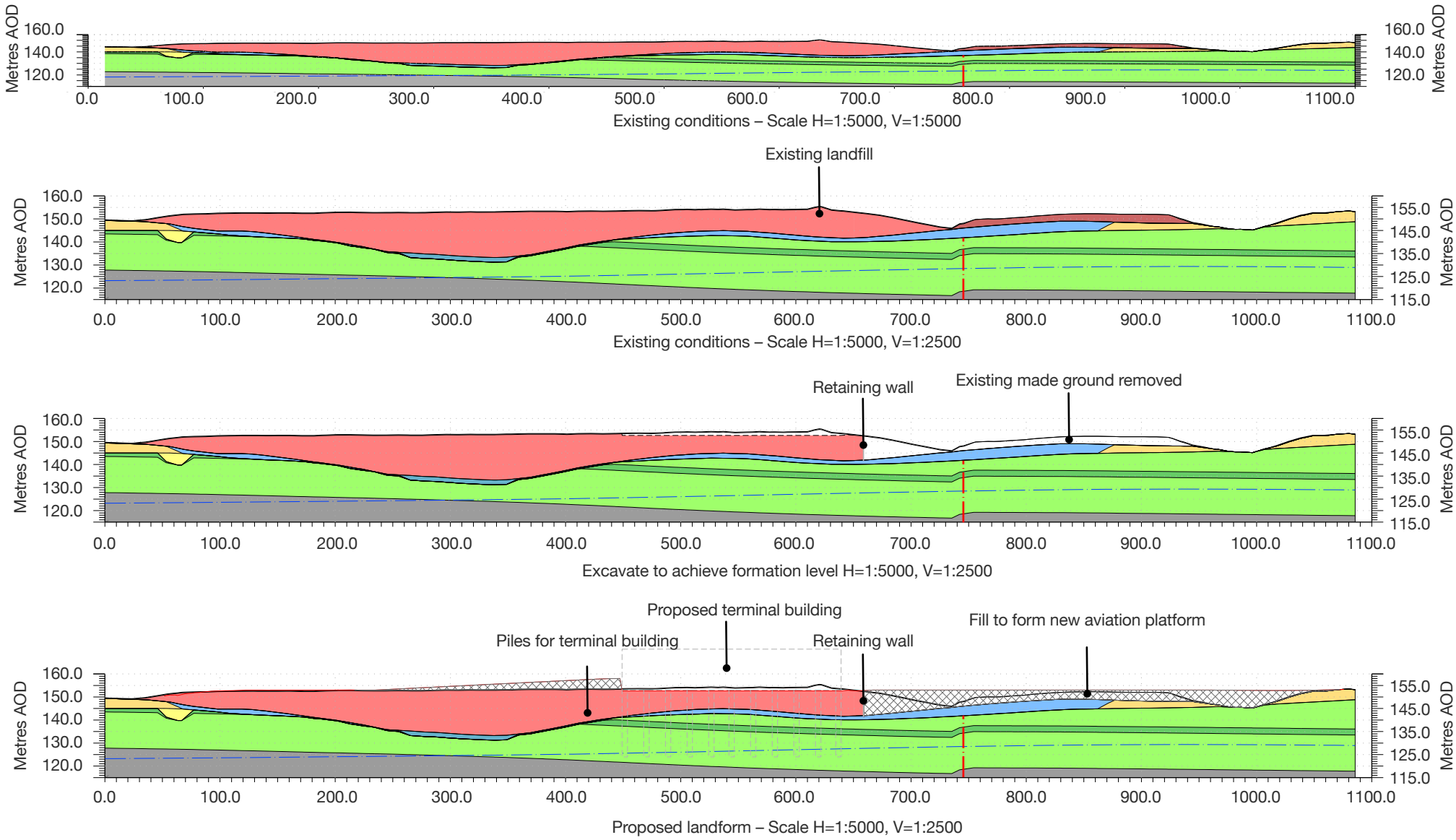
To achieve the ground levels needed, it would be necessary to excavate some of the landfill material and to pile foundations through the landfill to support the new buildings. This work would be done in a way that protects the underlying groundwater, and in close liaison with the Environment Agency. We know that the presence of the landfill is one of the particular concerns of people that live near the airport and we will deal with it in the best and most appropriate way. To ensure this is achieved, we have carried out a detailed ground investigation and are carrying out a detailed assessment to identify the best way to do the work safely. You can read more about how we will ensure that this is done safely on pages 103 to 105 of this Guide to Statutory Consultation.

Tell us what you think

What are your views on our earthworks proposals to create the platform on which to build our expanded airport?

We invite you to comment on this at question 8c on the feedback form.

Earthworks



Earthworks stage 2 design cross sections (terrain profiles accentuated for illustrative purposes)

Construction compounds

We are committed to being a good neighbour as we expand the airport. A lead contractor would be appointed to manage and oversee the construction of the project, including managing the flow of construction vehicles and timing of activities to mitigate any impact on the existing community and airport operations. Our proposed approach to construction can be read in more detail in the Draft Code of Construction Practice.

In order to assist in keeping local communities informed, 24 hours a day, 365 days per year, a helpdesk number would be made available to answer and help with any problems which may arise during the construction period.

Deliveries

We propose to allocate a specific day and a time slot for most deliveries to site. This schedule of deliveries would be planned in consultation with local communities and would avoid daily peak passenger traffic times and minimise the impact it would have on the local and regional road network.

We would only employ contractors who are Fleet Operator Recognition Scheme (FORS) accredited operators for the delivery of materials to the airport. This would ensure that the fleets of vehicles are ultra-low or zero-emission, and are driven safely with respect to pedestrians, cyclists and other vulnerable road users.

FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving best practice in safety, efficiency, and environmental protection. Accreditation is only awarded to exceptional operators who have met exacting targets and will actively promote the FORS standard to their supply chain.

Construction traffic management plan

Closure of any local roads and footpaths will be minimised during construction. Adequate diversion routes and temporary access for our neighbours will be provided, where required, in consultation with local communities and other road users.

We would identify and create dedicated access routes to our site, which all construction traffic will adhere to. We would make appropriate design decisions which reduce the pressure on the local network. For example, our current proposal for the construction of the Century Park Access Road provides sufficient space for traffic to continue to use the existing road during its construction.

Consolidation centre

We are investigating the option to have a consolidation centre to reduce the number of vehicles requiring access to site by ensuring that vehicles are optimally loaded, deliveries are scheduled, and that empty delivery vehicles are used for the removal of waste and unused materials.

The consolidation centre would also serve as a lorry park, long-term storage area, possibly a prefabrication facility, sample stores and a temporary overspill car parking area. In addition to reducing congestion, use of the consolidation centre would result in reduced vehicle mileage which would mean an overall reduction in carbon dioxide emissions and a reduced impact on air quality on and around the site. The overall reduction in vehicle movements would also reduce the impact on airport neighbours, local businesses and residents.

Construction management

Working hours

Most of the construction work would be carried out during normal construction hours – Monday to Friday, 7:00am to 7:00pm, and Saturdays, 8:00am to 1:00pm.

Where working is required outside of the above hours, due to unforeseen circumstances or planned work that can only occur outside of the core hours (for example road closure requirements or continuity of working on large concrete pours or excavations where the working pattern may include night and weekend working), this would be done in consultation with the relevant local authorities and appropriate notifications would be provided.

Site staff management

The site staff management team would be responsible for finalising the construction phasing and delivering the construction schedule. The site team would coordinate the project's delivery with multiple design teams and various construction oversight teams.

Managing environmental impacts during construction

Consideration of the environmental impacts would be given the highest priority during construction. At all stages, priority would be given to construction practices that reduce potential environmental impacts, such as disturbance from construction noise, light, visual and air pollution, and traffic. Appropriate mitigation measures would be adopted, such as dust suppression systems, wheel-washing systems, and screening for noise. We would continue to review construction methods to establish where it may be possible to avoid or reduce impacts.

A description of the environmental management and mitigation measures to be employed during construction is provided within the Draft Code of Construction Practice in appendix 2-1 of the Preliminary Environmental Information Report, which is available in our document library online and at document inspection venues.

We are proposing to manage waste in accordance with a Materials Management Plan, Site Waste Management Plan and Environmental Permit. Please see our Draft Code of Construction Practice for further information.

Construction compounds

To promote efficiency on site, we propose to create a main construction compound along with smaller satellite compounds. The final locations of these compounds are yet to be agreed and will be chosen to support the safe and efficient movement of materials to and from our site. The location of all the compounds would be within the construction zones.

The layout of compounds would vary depending on the construction requirements, but will typically incorporate offices, equipment storage and maintenance, materials storage, staff accommodation, vehicle parking and welfare facilities among others. All the compounds will be located to mitigate disturbance to local communities and sensitive areas wherever practical.

Tell us what you think

We want to be a good neighbour during construction – what are your views on the adequacy of our proposals to manage construction activity?

Are there any other measures you would suggest to minimise the impacts of construction on neighbouring communities?

We invite you to comment on this at question 8d on the feedback form.

09

Managing and mitigating the effects of expansion

Managing and mitigating the effects of expansion

In the following sections of this chapter, we identify some of the key impacts that expanding an airport can have, and how we are proposing to manage and mitigate them. Local and regional environmental and social sensitivities have been a key consideration in the development of our proposals. We have gathered extensive environmental information and are in the process of identifying environmental effects. We are developing measures to avoid, reduce, or mitigate any adverse impacts and also proposing opportunities to provide environmental enhancements.

This process is known as an Environmental Impact Assessment (EIA). The full results of the EIA will be presented in an Environmental Statement, which will be submitted with our DCO application. Our findings to date are set out within the Preliminary Environmental Information Report (PEIR), which is available in our document library online at [redacted] and at local document inspection venues. The purpose of the PEIR is to provide preliminary information on the likely environmental effects of the development, so people can make informed responses to our consultation.

The EIA process, as reported so far within the PEIR, involves identifying potential 'receptors or resources' (including people, historical buildings, community facilities, businesses and the natural environment) that could be affected by aspects of the proposed development, and their sensitivity to any change.

The EIA identifies measures to avoid or reduce negative impacts, and these are known as mitigation measures.

The EIA then assesses the effectiveness of these measures and identifies the extent of impacts with these measures put in place. Impacts are identified as adverse (i.e. negative) or beneficial (i.e. positive) and classified into 'significant' and 'not significant' effects on the basis of the predicted magnitude of impact and the sensitivity of receptors.

Each subsequent section states where likely significant and not significant effects have been identified in the EIA, as reported within the PEIR, taking into account any proposed mitigation measures.

PEIR

The Preliminary Environmental Information Report is the document in which we describe our assessments of all of the environmental effects that our development could cause, and how we propose to manage and mitigate them, so that people can provide informed responses to our consultation. You can read the full report on our website or at our document inspection venues. This chapter of the Guide to Statutory Consultation provides a summary of each issue.

Air quality

Aspects of our proposals that could cause effects

We have assessed the extent to which the proposed development could impact on air quality due to emissions from construction traffic, dust from construction and demolition works, and emissions from construction machinery. Once operational, we have considered the extent of increased emissions due to increased staff and passenger journeys to and from the airport on the road network, aircraft engines and vehicles operating at the airport, and other airport activities, such as fire training and engine testing.

To inform the assessment, we have commissioned a new air quality monitoring station that is measuring a range of potential pollutants wider than that monitored by any other major airport in the UK. In addition to monitoring nitrogen dioxide (NO_2) and particulates, we are also monitoring sulphur dioxide, carbon monoxide, ozone, black carbon and volatile organic compounds, such as benzene, naphthalene and toluene. All of these pollutants can be harmful to human health depending on the concentration. Air quality monitoring data from the station is publicly available in near real time on the website: airqualityengland.co.uk. Additional monitoring is also being undertaken at the airport and at nearby residential areas, to supplement monitoring carried out by LLAOL, Luton Borough Council and other local authorities.

One of the key air quality issues we are considering is the emission of NO_2 gas. The gas is produced from the combustion of petrol, diesel and aviation fuel. Production of NO_2 by road traffic is a major local source of pollution and has led to Air Quality Management Areas being declared in Luton, Hitchin, Dunstable and St Albans. Despite this, monitoring has demonstrated that NO_2 concentrations at the closest residential areas to the airport and also at homes beneath flightpaths, are below the limits set out in legislation for the protection of human health. Concentrations monitored at the roads around the airport, in the car parks and on the apron are comparatively higher, but these are away from residential properties.

Measures for reducing potential effects

We are committed to minimising an increase in emissions from the construction and operation of the expanded airport, as far as practicable.

The Draft Code of Construction Practice sets out measures to minimise and control emissions during the construction period, including requiring contractors to control and limit dust, air pollution, odour and exhaust emissions during the construction works.

The Draft Code of Construction Practice can be found in appendix 2-1 of the Preliminary Environmental Information Report, which is available in our document library online and at document inspection venues.

Air quality

A construction phase Air Quality Management Plan will be developed and implemented by the lead contractor. This will include measures, such as the following:

- Construction and delivery vehicles will be required to be covered by a fixed cover or sheeting to prevent the spillage of materials and dust, or to use alternative dust suppression measures such as damping
- Stockpiles and mounds will be covered, seeded or fenced
- Sand and other aggregates will be stored in bunded areas and not allowed to dry out, unless this is required for a particular process, in which case it will be ensured that appropriate additional control measures are in place
- A wheel washing system will be implemented for vehicles entering and leaving the site, and water-assisted dust sweepers will be used on access and local roads to remove any material tracked out of the site
- There will be an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits
- Lead contractors will be provided with a specification that all HGVs used on and off-site should meet the most up-to-date emission standards
- Electric charging will be provided in the temporary staff car park

To minimise and manage emissions during operation, we are proposing to make it easier for passengers and airport employees to travel by public transport to and from the airport and limit the amount of new car parking provided. Furthermore, we will encourage the use of low and zero-emission vehicles by providing rapid charging points for electric vehicles.

We are also exploring potential measures to tackle aircraft and airport emissions, such as:

- Providing fixed electric ground power at the stands so aircraft can minimise the use of their auxiliary engines when on the ground
- Encouraging airlines to use their newest aircraft
- Working with the National Air Traffic Service and airlines to reduce hold times in the air and on the ground
- Updating the fleet of ground support equipment that operates on the airport aprons to a low or zero-emission fleet, such as a fleet of electric powered vehicles

Our preliminary assessment demonstrates that, with mitigation in place, airport expansion would have no significant effect on existing air quality during construction or operation.

Chapter 5 of the Preliminary Environmental Information Report provides further information on the air quality assessment undertaken to date.

Tell us what you think

Do you have any comments on our proposals to manage and mitigate air pollution during construction and operation?

We invite you to comment on this at question 9a on the feedback form.

Traffic and transport

Aspects of our proposals that could cause effects

We have assessed how our proposals could impact on road traffic, both during construction and operation of the expanded airport.

Our preliminary assessment demonstrates that even without any expansion at LTN, traffic within the five districts surrounding the airport is forecast to increase in the future, which could lead to greater congestion, causing delays and a reduction in average journey speeds.

The proposed expansion is forecast to increase traffic by between 0.7% and 1% depending on the time of day across the five districts surrounding the airport. Forecast traffic increases are likely to be the highest in Luton (up to 3.4%) and North Hertfordshire (up to 1.9%).

The majority of this additional traffic is likely to be focussed on the A1081 between the airport and M1 Junction 10, and then on the M1 itself to the north and south of Luton. In addition to this, there are forecast to be traffic flow changes in south-east Luton and on local routes to the south and east of LTN.

This forecast increase in traffic with the expansion at LTN would reduce average speeds on nearby roads. Across the five districts, average speeds are forecast to reduce by around 0.5%, with the largest forecast reduction in speeds of up to 2% within Luton. Outside Luton, North Hertfordshire and St Albans are forecast to experience the largest average speed reductions of up to 0.8%.

Measures for reducing potential effects

The following key measures are included within our proposals to reduce extra traffic being created by the proposed development:

- Extension of the Luton DART system to serve the new terminal from the Luton Airport Parkway rail station
- Proposed highway intervention works listed on pages 77 to 80
- Improvements to bus services for airport employees
- Limited level of new car parking for passengers and employees to reflect higher public transport take-up

We will implement the following three key plans to adopt good practice for the management of traffic during construction and operation:

- Construction Traffic Management Plan
- Construction Workers Travel Plan
- Travel Plan (for airport operations)
- With mitigation in place, changes in traffic flows during construction and operation are not likely to result in significant effects.

Further information on traffic flows generated by the proposed development, and the potential effects on road users, is included in the Surface Access Strategy and chapter 6 of the Preliminary Environmental Information Report.

Tell us what you think

Please see questions in chapter 7 on our surface access proposals.

Climate change resilience and adaptation

Aspects of our proposals that could cause effects

Climate change is a global risk, and we are all faced with the challenge to cut greenhouse gas emissions and adapt to the changing climate. We acknowledge that the proposed development is likely to result in additional greenhouse gas emissions which would contribute to climate change. Greenhouse gas emissions from the proposed development, and measures proposed to reduce emissions, are further discussed on pages 113 and 114.

The airport must be resilient to the changing climate. We have assessed how vulnerable each element of the proposed development is to a range of different climate change variables, such as increased temperatures and a potentially increased frequency of droughts and extreme weather events, such as storms and intense rainfall events. We have also considered whether the effects of the proposed development could become worse because of climate change.

Measures for reducing potential effects

To allow the airport expansion to be resilient to the projected impacts of climate change, we are designing buildings, infrastructure and open spaces that can withstand hotter temperatures, and designing a drainage strategy to account for more intense rainfall events. During construction, contractors would also be required to plan for extreme weather events.

With measures embedded within design, and good practice construction management in place, any significant effects from the changing climate can be avoided.

Chapter 7 of the Preliminary Environmental Information Report assesses the vulnerability of the proposed development to climate change.

Greenhouse gas emissions

Aspects of our proposals that could cause effects

The UK government has announced a target of net-zero carbon emissions by 2050. In its latest report to parliament, the Committee on Climate Change stated that achieving net-zero emissions by 2050 will require a steeper reduction in emissions over the next three decades, with more ambitious carbon budgets. The report acknowledged that the aviation sector will have a crucial role to play in reaching net-zero emissions, and stated that there is a need for international engagement to establish global emissions reduction frameworks through the International Civil Aviation Organization. Until this has been done, an allowance for carbon emissions from the aviation sector will be included in the UK's carbon budgets.

We have assessed the level of greenhouse gas emissions that may be produced by the proposed development. 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.

Measures for reducing potential effects

In order to minimise the airport's carbon footprint, we will do the following:

- During construction, contractors will be required to use materials with a lower carbon footprint, and reduce emissions from waste, energy and water use, where practicable
- Any lost vegetation will be offset by the provision of new planting
- New buildings and infrastructure will be designed to be energy efficient
- We will encourage the use of electric vehicles on the airfield
- Emissions from airport operations will be reduced using low-carbon energy sources, such as on-site renewable energy generation, and measures to improve the management of waste and water
- Emissions from aircraft operations on the ground will be reduced through the provision of fixed electrical ground power to standing aircraft, and single/reduced engine taxiing
- We are also working with airlines to encourage the use of new generation cleaner aircraft
- Use of public transport by passengers and employees at LTN will be encouraged through improvements to public transport connections, such as Luton DART, coaches and buses, and by limiting new car parking provision
- Encourage the use of low or zero-emissions vehicles by passengers, employees, public transport and freight operators by providing electrical vehicle charging points, as airport operator LLAOL has already started to do

Greenhouse gas emissions

The preliminary assessment demonstrates that with mitigation in place, emissions from the proposed development are not considered to be so significant that they would impact on the UK's ability to meet its current carbon budgets. Our assessment of greenhouse gas emissions will continue to be updated to consider the latest proposals and the developing government policy on the net-zero carbon target.

Chapter 8 of the Preliminary Environmental Information Report provides an assessment of greenhouse gas emissions likely to be produced by the proposed development.

Tell us what you think

Do you have any comments on our proposals to minimise increases in greenhouse gases, and to adapt our proposed development to climate change?

We invite you to comment on this at question 9b on the feedback form.

Noise and vibration

Aspects of our proposals that could cause effects

In our summer 2018 consultation, people told us that noise is the main environmental concern for nearby communities.

Noise associated with LTN is primarily caused by departing and arriving aircraft (referred to as air noise). We are also considering noise produced by aircraft on the ground, for example during taxiing and engine running, and increases in road traffic noise that may arise from the expansion proposals due to the increase in the number of vehicles. In addition, we are considering the potential for likely significant effects due to noise from construction works and traffic and due to ground-borne vibration, for example from piling works. During operation, we have considered the potential for ground-borne vibration from the Luton DART and aircraft operating on the ground.

A summary of the preliminary assessment undertaken for each of these issues is provided below.

Air noise

We have assessed the likely significant effects associated with air noise from the expanded airport and undertaken noise mapping to determine the change in noise levels that would be experienced by local communities with or without the proposed development coming forward. The assessment has been undertaken on the basis of current flightpaths to present a worst-case scenario, as upcoming changes to flightpaths are likely to introduce improvements with regard to noise exposure. See chapter 11 for more information about changes to flightpaths.

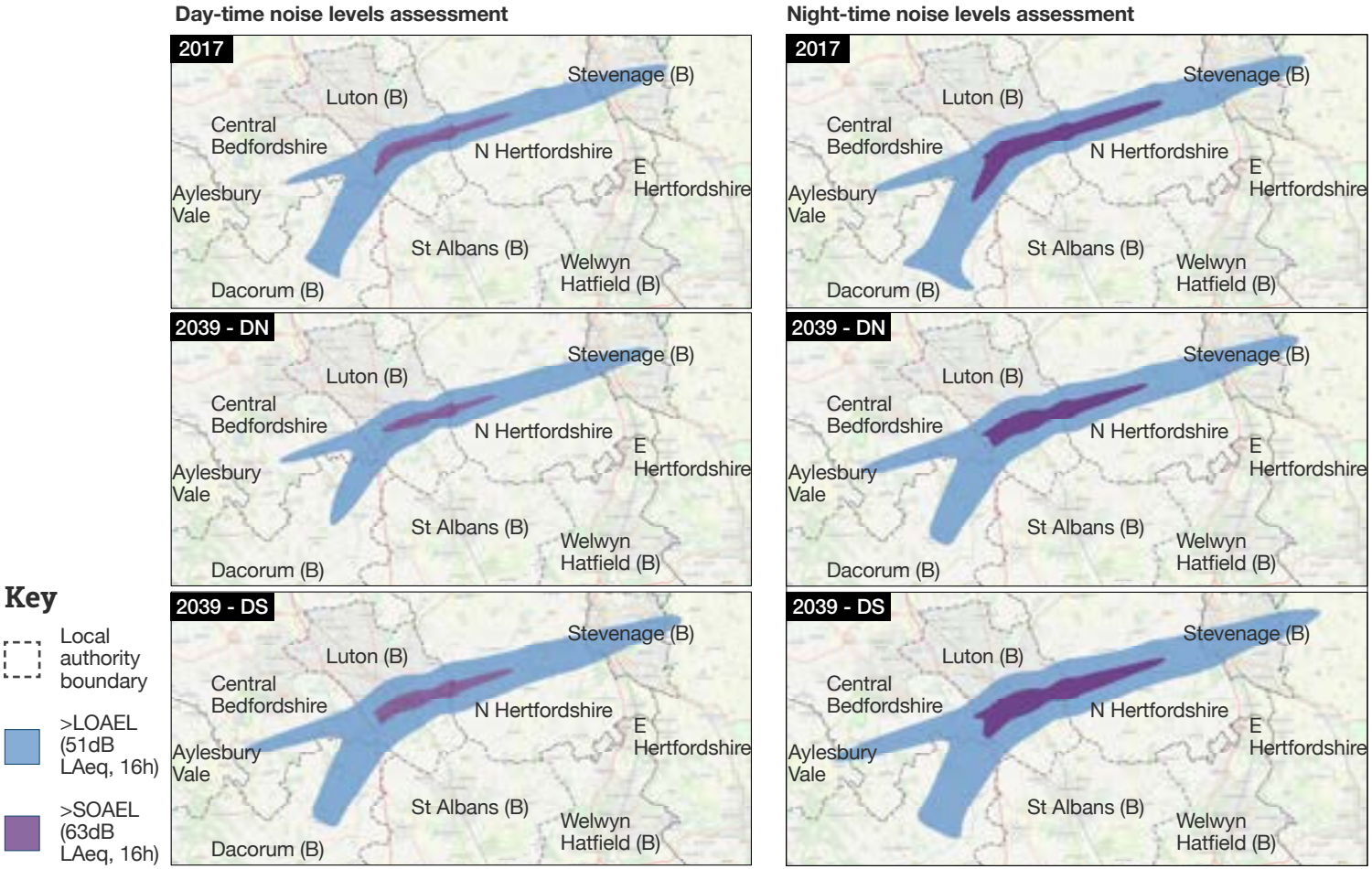
Air noise is assessed by calculating the average noise level over a 16-hour day (from 7:00am to 11:00pm) and 8-hour night (from 11:00pm to 7:00am) for an average day over a 92-day summer period. The average noise level is given in decibels (dB) and presented as noise contours that show the effect of aircraft noise. This averaged decibel measurement 'LAeq', shown on a noise contour map, is the metric used to define UK aircraft noise and it refers to 'equivalent continuous noise level'.

For the assessment of noise contours, the concepts of Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) as defined in the Noise Policy Statement for England are used. LOAEL is defined as 'the level above which adverse effects on health and quality of life can be detected'. SOAEL is defined as 'the level above which significant adverse effects on health and quality of life occur'. The threshold for LOAEL for air noise is defined in the UK policy as 51 dB $L_{aeq,16h}$ for day-time noise and 45 dB $L_{aeq,8h}$ for night-time noise. The threshold for SOAEL is defined as 63 dB $L_{aeq,16h}$ for day-time noise and 55 dB $L_{aeq,8h}$ for night-time noise.

Noise and vibration

The maps on this page show the modelled noise contours of LTN during day-time and night-time for three scenarios:

- Representing the existing air noise from LTN
- In 2039 without the proposed expansion works coming forward (i.e. with LTN operating at the current consented capacity but accounting for a reduction in air noise resulting from the ongoing upgrade of aircraft fleet)
- In 2039 with the change in air noise resulting from the proposed expansion



DN stands for 'Do Nothing' and represents the scenario of air noise without the proposed development coming forward.
DS stands for 'Do Something' and represents the scenario of air noise with the proposed development in place. Areas shown in blue indicate the Lowest Observed Adverse Effect Level (LOAEL). Areas shown in purple indicate the Significant Observed Adverse Effect Level (SOAEL).

Noise and vibration

Comparison of the existing air noise modelled for 2017 and the predicted air noise with the proposed expansion in 2039, indicates that approximately 200 additional households are likely to experience significant noise levels due to changes to air noise during the day, and 450 additional households during the night. All households likely to experience significant effects as a result of the increase in air noise will be eligible for noise insulation.

Measures for reducing potential effects

The four principles of mitigating noise impacts established by the International Civil Aviation Organization, as set out below, have been considered with:

- Reduction of noise at source – reduction of aircraft noise at source relates to improvements in aircraft technology to reduce aircraft noise
- Use of land use planning and management – preventing new noise sensitive development in areas that will be affected by adverse levels of aircraft noise
- Noise abatement operational procedures – operational procedures such as continuous descents, continuous climb operations and late deployment of landing gear can help reduce aircraft noise
- Operating restrictions – limits on aircraft movements during specific periods

There are a range of measures already in place that address the noise impact of the airport, including the London Luton Airport Noise Action Plan (LLNAP) 2019-2023. These measures include operational procedures such as continuous aircraft descents and climbs, operational limits and a noise insulation scheme. Further information on what the airport is currently doing to monitor, control and manage aircraft noise can be found at: www.london-luton.co.uk/corporate/community/noise

LTN currently operates under the following conditions that were set against the consented capacity of 18 mppa:

- An area limit of 19.4 km^2 for the day-time 57 dB $LA_{eq,16h}$ noise contour
- An area limit of 37.2 km^2 for the night-time 48 dB $LA_{eq,8h}$ noise contour
- A maximum of 9,650 movements during the night quota period (11:30pm to 6:00am) for a rolling 12-month period
- A maximum of 7,000 movements between 6:00am and 7:00am for a rolling 12-month period

We will also define noise limits and controls within which the airport would be allowed to operate as part of a Noise Envelope. For example, we are proposing to maintain the existing restrictions on LLAOL of 9,650 aircraft movements during the night quota period (from 11:30pm to 6:00am) to limit night-time aircraft noise levels.

Noise and vibration

A ‘Noise Envelope’ is a framework of legally binding and enforceable limits and controls to manage air noise. The government’s Aviation Policy Framework and the Airports National Policy Statement promote the concept of establishing a Noise Envelope for the operation of airports, as a means of giving certainty to local communities about the amount of noise which can be expected in the future and to give airport operators certainty on how they can use their airports. The government expects that within the limits set by the Noise Envelope, the benefits of future technological improvements should be shared between the airport and its local communities to achieve a balance between growth and noise reduction.

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. It provides a means to engage in discussions on defining the Noise Envelope and reaching an agreement among stakeholders regarding its implementation. It is intended that the NEDG will recommend how noise controls for the operation of LTN would be defined, the noise limits that would apply and when they would be reviewed. The implementation of the Noise Envelope would be secured through the DCO process.

All households likely to experience significant effects as a result of an increase in air noise will be eligible for noise insulation. We will be substantially improving noise compensation proposals following the approval of the DCO, compared to existing arrangements.

We are proposing to offer a new tiered noise insulation scheme as part of our expansion plans.

The schemes offer a range of packages for homeowners, dependent on the noise effects at their properties. They range from a full package of insulation to a financial contribution of £3,500 towards insulation.

Further details may be found in our Compensation Proposals document which forms part of our consultation materials.

Low-cost airlines are expected to continue to dominate air traffic at LTN and these airlines typically replace their aircraft every eight to 14 years. We will continue to encourage our airline operators to upgrade their fleet from existing generation narrow-body aircraft to newer generation aircraft, which are quieter and more efficient. The Airbus A320 NEO has already started to be introduced to the aircraft fleet at LTN. Similarly, cargo carriers will move to progressively quieter aircraft types over time. For example, we expect the Boeing-757 aircraft could be replaced by newer Boeing-737 aircraft, while the old and noisy Airbus A300 freighters could be replaced by much quieter Airbus A330 freighters, as increasingly operated by equivalent airlines.

Noise and vibration

Furthermore, noise improvements are likely to occur due to the redesign of LTN airspace, which may allow for aircraft to climb more quickly due to the lifting of constraints imposed on aircraft from neighbouring airports. Adjustments to take flightpaths away from the population and to provide respite are also being assessed. See chapter 11 for more information about changes to flightpaths.

Aircraft ground noise

Our development proposals have been designed to reduce aircraft ground noise by providing additional taxiways and improving the use of airfield layout to reduce aircraft taxi time and queueing. An engine ground running bay for engine testing has been located within a specially-designed facility with acoustic screening. As we continue to develop our proposals, we are reviewing further locations for acoustic barriers to reduce the impact of aircraft ground noise.

Our preliminary assessment demonstrates that due to aircraft ground noise, residential properties adjacent to LTN would either experience a minor increase or decrease in noise levels depending on their location in relation to the airport layout. However, these changes in noise levels are not likely to be significant.

Road traffic noise

Increases in road traffic generated by the airport expansion have the potential to result in an increase in noise levels. Such effects are likely to be significant during the operation of the expanded airport on residential properties close to Crawley Green Road and on Eaton Green Road, as a result of traffic using the proposed Century Park Access Road as well as President Way. Further modelling and assessment of these effects will be undertaken to develop appropriate mitigation.

Elsewhere across the local area, road traffic increases are expected on most major routes but not to the extent that they would result in significant adverse effects in terms of road traffic noise during construction or operation.

Operational vibration

Given the distance of residential properties from both the Luton DART that would be extended into the new Terminal 2, and also areas where aircraft would operate on the ground, no likely significant effects associated with vibration have been identified during the operation of the expanded airport.

Noise and vibration

Construction noise and vibration

Our Draft Code of Construction Practice, in appendix 2-1 of the PEIR, sets out management measures which will be adopted by contractors to minimise and mitigate noise and vibration during construction. For example, to reduce construction noise and vibration, quieter machinery and equipment will be used, and construction methods which are not inherently noisy will be adopted. Furthermore, a Construction Noise Management Plan will be developed and implemented by the lead contractor, as described in the Draft Code of Construction Practice.

This will cover the following:

- Construction noise and vibration mitigation measures which demonstrate that best practicable means have been adopted
- Noise and vibration trigger levels against which monitoring would be undertaken
- Details of works notifications to nearby properties
- Details of a complaints procedure

With mitigation in place, and because of the distance between the site and sensitive receptors, construction noise and vibration effects are not likely to be significant.

For further information on the assessment and mitigation of noise and vibration effects, please see chapter 9 of the Preliminary Environmental Information Report and Draft Code of Construction Practice.

Tell us what you think

Do you have any comments on our proposals to manage and mitigate the effects of noise and vibration during construction and operation?

We invite you to comment on this at question 9c on the feedback form.

Soils and geology

Aspects of our proposals that could cause effects

The geology of the application site comprises man-made ground, dry valley, head deposits and clay with flint overlying chalk bedrock. Furthermore, the Wigmore Valley Park area of the application site is a former landfill, which was operational between 1937 and 1978.

The construction works would require a section of the former landfill to be excavated and material from it to be treated and reused, where appropriate. Therefore, we have considered potential risks to human health arising from direct contact with contaminated materials, inhalation of vapours and airborne contaminants, the accumulation of ground gases and the risk of ground settlement as a result of construction on the former landfill. Due to the bombing of LTN during the second world war, we have also assessed the risk of unexploded ordnance to be found at the application site.

Preliminary findings from site investigations have indicated that the former landfill does not pose a significant pollution risk to human health or the water environment, and that risks associated with existing ground conditions, including the potential for unexploded ordnance, can be appropriately managed. Further assessment of the contamination risks is being undertaken.

Measures for reducing potential effects

Our aim is to minimise potential risks to human health and the environment relating to existing ground conditions and we are continuing to develop measures to mitigate these risks in consultation with statutory stakeholders. The design and construction strategy for our proposed development accounts for the potential risks associated with building on a former landfill site. For example, the location and orientation of the extended platform has been designed to reduce the amount of landfill excavation required. The design of the proposed development also includes ground gas protection measures and an engineered cover system within the design to prevent contact with materials and gases, in the former landfill.

Soils and geology

We are continuing to engage with statutory stakeholders to develop a remediation strategy and monitoring programme for the excavation of material from the former landfill. We will also apply for an environmental permit for the reuse of materials from the landfill.

To account for the risk of unexploded ordnance at the site, contractors will be required to adopt control measures, such as additional surveys and watching briefs. Further information on construction environmental management and mitigation of existing ground contamination is provided in our Draft Code of Construction Practice.

With appropriate mitigation in place, no significant risks associated with existing ground conditions have been identified. The remediation of the former landfill is expected to result in beneficial effects, as it will improve the overall environmental conditions at the site.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on soils and geology?

We invite you to comment on this at question 9d on the feedback form.

Chapter 10 of the Preliminary Environmental Information Report provides further detail on the assessment of likely effects associated with existing ground conditions.

Water resources

Aspects of our proposals that could cause effects

The application site spans two river valleys, the River Lea, which is located approximately 450m to the south-west, and the River Mimram, approximately 3.5km to the east.

The application site is underlain by chalk bedrock, which provides a high level of groundwater storage. However, groundwater quality in the vicinity of Luton has been known to be poor due to pollution related to the surrounding area's industrial heritage.

The majority of our chosen area for expansion is at low risk of flooding from rivers. However, areas of high flood risk from surface water flows have been identified across the application site and off-site highway intervention work sites.

The existing airport manages surface water via a combination of discharge to public sewers and by soaking into the ground via a main soakaway. There are two Thames Water attenuation basins located on Eaton Green Road. Foul water is currently discharged to the public foul water network owned and operated by Thames Water.

The public water supply assets are owned and operated by Affinity Water.

We have considered how the proposed development could impact on the identified groundwater and surface water resources and the existing drainage network, as a result of changes to groundwater and surface water flow patterns, volume and quality. We have also assessed risks from the excavation and piling on former landfill which could expose and mobilise existing contamination and introduce new pollution pathways into the underlying groundwater.

Measures for reducing potential effects

During construction, appropriate working practices will be implemented to minimise risks associated with contamination and flood risk in line with a construction surface water management strategy. A piling risk assessment and method statement will be developed to manage contamination risks associated with piling works in the former landfill. We are also continuing to engage with statutory stakeholders to discuss requirements for a landfill remediation strategy and a monitoring programme.

Water resources

We are developing a drainage strategy to control water run-off and prevent pollution due to the operation of the expanded airport. Hydrocarbon separators, real time monitoring of pollution levels and treatment facilities will be embedded within the design to control the risk of pollution from the drainage of the proposed development. The drainage strategy is being designed to allow for an increase in rainfall because of climate change, and to store surface water during storm events to reduce the risk of flooding downstream. To minimise the risk of groundwater pollution during operation, a capping layer would be installed across the exposed section of landfill which, in combination with the drainage system, will keep rainwater out of landfill layers.

With appropriate mitigation in place, effects on the water environment are likely to be not significant. Furthermore, remediation of the former landfill, and the installation of pollution prevention measures, are expected to result in significant beneficial effects, by reducing the risk of existing contamination polluting groundwater and the River Mimram, which is groundwater fed.

Further information on likely effects on water resources is provided in chapter 11 of the Preliminary Environmental Information Report.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on water resources?

We invite you to comment on this at question 9d on the feedback form.

Waste and resources

Aspects of our proposals that could cause effects

We have assessed how much waste our proposals for airport expansion would generate during construction, including any waste from demolition and excavation activities, and how much resource use, such as concrete, steel, and aggregates, would be required. In addition, we have estimated how much additional waste the increased number of passengers and flights would generate and how much further resource would be required to operate the expanded airport.

Measures for reducing potential effects

Our aim is for the proposed development to minimise the amount of waste produced during its construction and operation and maximise the amount of reused and recycled materials incorporated within the design. As the application site comprises a former landfill, a section of which would need to be excavated during construction, we are proposing to sort and reuse as much of the material excavated from the former landfill as possible.

The lead contractor will also be required to procure and use recycled, locally-sourced and sustainable materials where possible, and identify opportunities to minimise the amount of materials to be taken off-site. We will set targets for the diversion of waste from landfill during construction and operation of our proposed development and monitor compliance against these.

We will continue to identify opportunities for designing out waste and specifying reused and recycled materials within the design.

With this mitigation in place, no likely significant effects related to waste management or resource availability during the construction or operation of the proposed development have been identified.

For further information on waste management and resource use, please refer to chapter 12 of the Preliminary Environmental Information Report and our Draft Code of Construction Practice in appendix 2-1 of the Preliminary Environmental Information Report.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on waste and resources?

We invite you to comment on this at question 9d on the feedback form.

Economics and employment

Aspects of our proposals that could cause effects

As discussed under the 'Why grow' chapter of this Guide to Statutory Consultation, expanding LTN would provide employment opportunities and generate wider economic growth during both construction and operation. Construction would generate new jobs from direct employment, but also in industries supporting the construction works, such as those supplying construction materials and services. It is estimated that over the construction period a total equivalent of over 1,300 full-time equivalent permanent jobs would be directly created. In addition, approximately 6,850 person years of employment would be supported by indirect and induced employment. This is equivalent to an additional £428 million in Gross Value Added. While the construction of the proposed development may displace some workers from existing businesses, overall it is estimated to bring significant economic benefits to Luton and the surrounding three counties of Bedfordshire, Buckinghamshire, and Hertfordshire

During operation, the proposed development would generate jobs to support airport operations, airlines and other companies serving the airport and additional employment in supply chains. It is estimated that the proposed development would directly create an additional 5,900 jobs by 2039 compared to the airport being capped at 18 mppa in that year, with a total of up to 16,600 additional jobs created directly, indirectly or induced across Luton, the three counties of Bedfordshire, Buckinghamshire, and Hertfordshire, and elsewhere in the UK. Overall, the operation of the proposed development is estimated to generate an additional £1.4 billion for the economy compared to if the airport expansion did not come forward, resulting in significant beneficial effects to the economy. The economic effects and the net effects after displacement are explained further in the Preliminary Environmental Information Report.

Further opportunities

We are developing an Employment, Training and Skills Strategy in liaison with Luton Borough Council and other stakeholders which will include targets for apprenticeships, local employment and tendering contract opportunities to local companies, in particular small and medium-sized enterprises during the construction phase. Minimum targets for local employment and spend will be set.

Economics and employment

We will work with existing education bodies in advance of construction to determine future skills requirements and gaps to help develop training programmes. As part of their selection criteria, contractors' ability to deliver social value will be considered – whether the contracts could deliver wider social, economic and environmental benefits.

For the operational phase, a similar approach will be undertaken. Much of the employment growth will be taken up by existing airport employers and a number of these have bespoke training programmes, such as the easyJet Academy. An employment charter or similar initiative for employers will be developed to work towards a set of agreed objectives that will include a focus on local employment and training initiatives.

In conclusion, the proposed expansion is likely to result in significant beneficial effects on the economy and we are exploring measures to enhance these benefits further, both locally and regionally.

Further information on the assessment of likely significant effects on the economy and employment is provided within chapter 13 of the Preliminary Environmental Information Report.

Health and community

Aspects of our proposals that could cause effects

We have considered the potential impacts of our proposals on local communities in Luton and the wider area that would be directly or indirectly affected by the construction and operation of the proposed development.

We have assessed effects on health and wellbeing which could occur as a result of noise, air quality, changes in traffic, light spill, landscape and visual effects but also benefits brought by increased employment opportunities and economic growth. Specifically, we have considered how the local community could be impacted in relation to issues such as neighbourhood quality, active travel, access to open space, recreation and physical activity, employment and income, perception and uncertainty.

The preliminary assessment has identified likely significant adverse effects due to construction disturbance, effects on visual amenity and the increased frequency of flights. Airport expansion is also likely to result in indirect significant beneficial effects with regards to health and wellbeing from opportunities for employment, training and apprenticeships along with local and regional economic growth.

We have assessed the likely effects of our proposals on the users of community resources within the vicinity of the application site, including residential properties, schools, churches, leisure, sport and recreational facilities, and the network of public rights of way.

During construction, public rights of way crossing the application site will require temporary closure and diversion. However, alternative routes would be provided. The relocation of a section of Wigmore Valley Park is likely to provide long-term benefits to the local community, due to the provision of the replacement open space prior to the relocation of the existing parkland and an overall increase in green space.

Health and community

Measures for reducing potential effects

The mitigation measures proposed for noise, air quality, traffic and transport, landscape, and visual effects would also result in the mitigation of effects on the health and wellbeing of the local population and the users of community resources. The socio-economic improvements offered by a growing airport will also provide benefits to local communities.

During construction, the lead contractor will implement a community engagement strategy in line with LLAL's objective to be a better neighbour.

Chapter 14 of the Preliminary Environmental Information Report provides further information on the health and community assessment.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on health and community?

You may wish to refer to other sections in this chapter for information on mitigating impacts on health and community.

We invite you to comment on this at question 9d on the feedback form.

Agricultural land quality and farming circumstances

Aspects of our proposals that could cause effects

The proposed development would use agricultural land to the east of the existing airport to accommodate the expansion. This land is currently owned by LLAL. Some of this is being farmed by a single farming business.

Approximately half of the agricultural land to be built on is classified as Best and Most Versatile agricultural land, which is of high value for agricultural use. Therefore, the proposed development would inevitably result in the loss of this agricultural land resource, which is considered to be a significant effect.

Measures for reducing potential effects

We will liaise with our agricultural tenant to minimise effects on its operations. Furthermore, we will develop a Soil Management Plan to reuse topsoil and subsoil from the application site within the design of our development. By doing this, we will avoid significant effects on the soil resource.

Chapter 15 of the Preliminary Environmental Information Report provides further information on the likely effects associated with agricultural land quality and farming circumstances.

Biodiversity

Aspects of our proposals that could cause effects

In addition to the existing airport infrastructure, the site includes previously undeveloped land that is predominantly in agricultural use, with hedgerows, trees and shrubs located on field boundaries. Occasional woodland blocks, tree belts, areas of scrub and grassland are also located adjacent to the site boundaries. The application site includes two sites locally designated for nature conservation, the Wigmore Valley Park County Wildlife Site and Winch Hill Wood County Wildlife Site and Local Wildlife Site. An area of ancient woodland is located immediately to the east of the application site, and Winch Hill Wood is also designated as ancient woodland.

Ecological surveys undertaken to date have demonstrated that the application site and the surrounding area is home to a number of protected or notable species, including badgers, bats, brown hares, hedgehogs, slow worms, common toads, smooth newts, Roman snails, other invertebrates and a range of birds including barn owls and red kites.

Field surveys have identified populations of orchids at the Wigmore Valley Park County Wildlife Site and other notable plants within the application site. Botanical surveys undertaken across the application site have confirmed the presence of wildlife habitats such as ancient woodland, broadleaved semi-natural woodland, ancient and veteran trees, species-rich hedgerows, semi-improved neutral grassland and calcareous grassland. Various non-native invasive species have also been identified across the application site, including Japanese knotweed, Japanese rose, and cotoneaster species.

We have assessed the extent of direct physical effects from the proposed development on biodiversity due to construction on currently undeveloped land, and subsequent loss of foraging, commuting and shelter opportunities for a range of protected and notable species. We have also assessed the potential for indirect effects due to disturbance during construction and operation from impacts such as noise and light spill. For instance, the construction of the proposed development would result in the direct loss of Wigmore Valley Park County Wildlife Site. Winch Hill Wood County Wildlife Site and Local Wildlife Site and ancient woodland would be retained but may be subject to indirect effects as a result of changes to groundwater and surface water flows.

Biodiversity

Measures for reducing potential effects

Where possible, the proposed development is being designed to avoid or reduce adverse effects on valued ecological features and deliver benefits for biodiversity in accordance with policy and best practice. Overall, our ambition is for the proposed development to deliver 10% biodiversity net gain through the extensive landscaping and habitat creation proposals incorporated within the scheme.

The landscape design for our proposed development includes large areas of habitat creation on and off-site to partially mitigate the loss of habitats from construction and contribute to the project's target of achieving a net gain in biodiversity. Much of the habitat creation will be provided within a large area of open space that will be designed to mitigate for the loss of Wigmore Valley Park County Wildlife Site and its habitats. Existing vegetation, including woodland and hedgerow belts on the boundaries of the application site, will be retained wherever possible and a 15m buffer zone maintained around areas of ancient woodland and veteran trees to avoid damage to roots.

Orchids will be moved from the Wigmore Valley Park County Wildlife Site to a new site within the large area of replacement open space.

New habitat features will be provided in the form of deadwood in open areas for insects, and artificial bat roosting and bird nesting boxes on buildings and retained trees.

Habitat creation measures for barn owls and red kites will be provided at a safe distance from the airport, to avoid increasing the risk of bird strike. Such measures will include the creation of grassland, hedgerows and woodland. Opportunities will also be sought to provide barn owl nesting boxes within the wider landscape at a safe distance from the proposed development, and to provide alternative barn owl nesting opportunities to those lost to construction of the expanded airport.

A Landscape and Biodiversity Management Plan is being developed to establish, manage and monitor areas of habitat created.

The proposed development will use directional lighting to avoid light spill onto retained and adjacent habitats to minimise disturbance of nocturnal species, such as bats and badgers.

Best practice construction environmental management measures will be implemented to minimise disturbance during construction, as described in the Draft Code of Construction Practice.

Biodiversity

Detailed mitigation strategies will be developed that outline species-specific mitigation measures. Where badger setts or bat roosts would be lost or disturbed by the expanded airport, a Natural England licence would be sought, which is likely to require the provision of replacement artificial badger setts and artificial bat roosts.

In addition to these mitigation measures, we are exploring potential enhancement measures. These include:

- Off-site enhancement of designated sites within Luton, Bedfordshire and Hertfordshire
- Contributions to local biodiversity projects
- Enhancement of species-poor/defunct hedgerows and woodland creation to improve connectivity within the wider landscape

With mitigation in place, including the provision of replacement habitats and planting, it is considered that significant adverse effects on biodiversity can be avoided. However, the loss of two mature ash trees would be unavoidable under our proposals.

Chapter 16 of the Preliminary Environmental Information Report provides further information on the likely effects on ecology and biodiversity and the mitigation measures proposed.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on biodiversity?

We invite you to comment on this at question 9d on the feedback form.

Landscape and visual impact

Aspects of our proposals that could cause effects

LTN is located to the south-east of Luton on an elevated plateau; the land to the north of the airport is predominantly residential. The land to the west includes a mixture of both industrial and residential uses; and the land to the east and south is predominantly rural, with arable fields and woodland. The surrounding landscape is recognised for its local landscape value, has an extensive network of public rights of way and has several features valued for their amenity, heritage or ecological value. The Chilterns Area of Outstanding Natural Beauty (AONB) is located approximately 5km west of LTN. The existing airport is a prominent feature in views from much of the surrounding area and is also visible from long- distance views from the Chilterns AONB.

Our development proposals would not only protect several valued landscape features and introduce extensive areas of new hedgerow, woodland and tree planting. The proposals would also:

- Substantially alter the landform to the east of the airport
- Remove an area of locally protected habitat (Wigmore Valley Park County Wildlife Site)
- Require an area of Wigmore Valley Park to be relocated
- Necessitate existing trees being felled
- Affect local tranquillity, and aesthetic and perceptual qualities of the local landscape
- Introduce built form that will be prominent in views from several locations, including potential light spill

We have considered the extent to which the proposed development would be likely to lead to significant changes in the existing landscape and views. Removal of some elements of the existing landscape and alterations to landform is likely to result in significant adverse effects on the qualities of the existing landscape and the landscape character of the surrounding area. Likely significant effects due to changes to existing views are also likely to occur from Wigmore Valley Park, Raynham Way Recreation Ground, Winch Hill Lane, Tea Green, Darley Hall, nearby public rights of way and the local road network. As the proposed planting matures, the effects on visual amenity would be reduced over time.

As part of our proposal, an area of Wigmore Valley Park would be lost and replacement high quality open space of a greater area would be provided south of Darley Road. The relocation of the open space is assessed as having a significant adverse effect during the construction period; the planting within the replacement open space would be at an early stage of establishment and people would be aware of construction works being undertaken to the south during this period.

Landscape and visual impact

Measures for reducing potential effects

We have reduced the visual prominence and impact on the landscape from the proposed development, where possible, through the following measures:

- Use of appropriate form, materials and finishes in building design – new buildings will be similar in scale and character to the existing airport buildings. Subtle architectural surface finishes will be used to minimise visual impacts
- Alterations to landforms together with the provision of planting on and off-site – an embankment between the Century Park Access Road extension road and south-west boundary of the retained area of open space in Wigmore Valley Park will be created and planting introduced to provide screening of the proposed platform. Car parks are proposed on lower ground, so that they would not dominate views of the airport
- Extensive planting including hedgerows, woodland, tree planting and wild flower grass seeding is proposed within the replacement Wigmore Valley Park open space
- Additional hedgerows with hedgerow trees and woodland are proposed within areas outside the application site to further screen the development and to reinstate historic field patterns previously lost as a result of agricultural practices, thus restoring lost landscape character
- Retention of as much of the existing vegetation as possible, including hedgerow and woodland planting, in order to screen the proposed development. Furthermore, the design of the proposals would avoid impacting on ancient woodland at Winch Hill Wood and retain mature woodland/ hedgerow vegetation at Winch Hill and, in part, on the south-east boundary of the existing Wigmore Valley Park
- Avoiding or reducing obtrusive light and minimising light pollution – we will model the potential light spill and design the lighting strategy to minimise light spill beyond the site boundary through the use of measures such as directional lighting and shielding. A preliminary lighting assessment of the current design proposals has been prepared and is appended to the PEIR. Measures to minimise light spill during construction are further described in the Draft Code of Construction Practice.

We have prepared a draft Landscape and Biodiversity Management Plan to set out measures for the upkeep of any existing and new planting. We are also reviewing opportunities for the improvement of the existing public rights of way network.

Chapter 17 of the Preliminary Environmental Information Report provides further information on the landscape and visual impact assessment.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate landscape and visual impacts?

We invite you to comment on this at question 9d on the feedback form.

Cultural heritage

Aspects of our proposals that could cause effects

Luton and the surrounding area show evidence of human occupation since the Palaeolithic era, concentrated in river valleys, uplands areas and around water bodies. The area remained largely in agricultural use until the 20th century, preserving archaeological remains, including Iron Age and Romano-British settlements. After the first world war, the aviation industry became a driver of change within the area. Some of the pioneering work in aviation technology took place at Luton in the inter-war period. The airport was established in the 1930s and, over the course of its development, several assets of heritage value have been identified in the area, including some related to the airport itself, such as a second world war pillbox (part of the old airfield battle headquarters) and the London Luton Airport Fire Station.

The study area includes a variety of designated and non-designated heritage assets, including one scheduled monument (Someries Castle), two registered parks and gardens, five conservation areas and a number of listed buildings.

We have carried out archaeological evaluation works to the east of the existing airport to better understand the potential for archaeology within the application site. The evaluation confirmed that there is a potential for below ground archaeology to be found.

The earliest feature found on the site during the evaluation works included a pit containing Neolithic pottery. A series of well-preserved interconnecting ditches were also found, marking an enclosure where the remains of a Romano-British building are located. Aerial photography and previous archaeological monitoring have identified two additional areas of crop marks which may represent another Romano-British building to the east of Winch Hill Farm. These features indicate that the site was in domestic and agricultural use in the late Iron Age to Roman Age. We are planning to undertake additional archaeological evaluation trenching works to improve our understanding of the potential archaeology to the east of the existing airport.

Someries Castle

Cultural heritage

We have assessed the extent to which the proposed development can result in physical impacts on heritage assets during construction, due to ground disturbance and excavation works. Furthermore, we have considered the potential for changes in the setting of heritage assets which could occur due to construction noise and visual intrusion from construction traffic and equipment. During operation, we have assessed the extent to which the airport expansion proposals could impact on heritage assets due to changes in their setting arising from the presence of the proposed development, increase in noise and light spill.

Luton Hoo

Our preliminary assessment has identified that there is potential for significant effects on the Someries Castle scheduled monument, Luton Hoo registered park and garden and the Wandon End House Grade II listed building. The construction and operation of the expanded airport is likely to detract from the rural setting of these heritage assets, albeit disturbance during construction would be temporary.

Further significant effects have been identified due to the potential loss of buried archaeology within the application site. However these effects would not be of a nature to preclude development at the application site.

Measures for reducing potential effects

Although our expansion plans will affect parts of the existing historic environment, we will seek to avoid and minimise adverse effects, where possible. A description of our proposed mitigation strategy is provided within the draft Heritage Environment Management Plan appended to the PEIR.

We are continuing engagement with statutory stakeholders for the development of our mitigation proposals. This is likely to comprise a programme of archaeological evaluation and recording of buried archaeology within the application site boundary for the preservation by record of potential buried archaeology.

In addition, we have reduced the visual prominence of the proposed development through the use of embankments, restoration of historic hedgerows, provision of planting, and by minimising light spill, where possible (please see the landscape and visual impacts section).

Chapter 18 of the Preliminary Environmental Information Report provides further information on the likely significant effects associated with historic environment.

Tell us what you think

Do you have any comments on how we are proposing to manage and mitigate impacts on cultural heritage?

We invite you to comment on this at question 9d on the feedback form.

Emergency planning and resilience

We have identified potential risks associated with man-made accidents and natural disasters within the context of the expanded airport and considered how resilient the proposed development would be to these risks. Our preliminary assessment identifies potential risks from major accidents and disasters, and considers measures required to mitigate these risks.

We are continuing to engage with local emergency resilience forums, emergency planning managers and emergency services to assess the vulnerability of the expanded airport to major accidents and disasters and to develop measures to improve its resilience. Our assessment of potential risks is ongoing and we are working towards mitigating all risks to be as low as reasonably practicable, with no significant risks remaining.

Refer to chapter 19 of the Preliminary Environmental Information Report for a description of the major accidents and disasters assessment and a description of the measures adopted to ensure the resilience of the proposed development to these events.

Tell us what you think

Do you have any other comments on our proposals to manage and mitigate the effects of airport expansion?

We invite you to comment on this at question 9e on the feedback form.

10

Land assembly and compensation

Land assembly

The Development Consent Order (DCO) process provides a mechanism for land and rights in land to be acquired by compulsory acquisition.

LLAL already owns the freehold of a substantial amount of the land that would be needed for the proposed expansion, including land needed to replace affected areas of Wigmore Valley Park. However, our proposals would require the acquisition of land, and certain interests in land, including:

- Acquisition of freehold interests in land we do not currently own
- Acquisition of leasehold interests in land we already own
- Acquisition of some rights over land to establish and maintain certain mitigation measures (for example, hedgerow planting)
- Temporary possession of land to construct the scheme (for example, junction upgrades)

The plan overleaf shows our current land ownership and acquisition proposals in and around the airport site. More detailed plans showing our draft land assembly proposals are available on our consultation website. Additionally, the Surface Access Strategy Report contains plans showing the locations of potential traffic management measures on highway land within the vicinity of the airport

We are committed to negotiating with landowners for the voluntary acquisition of any land or rights which may be required to deliver our proposals. However, we are proposing to apply for compulsary acquisition powers in our DCO application.

Where seeking land or rights compulsorily, we would seek to take the least intrusive approach to the acquisition and would only acquire land and rights which are necessary. We will treat compulsory acquisition of land and rights as a measure of last resort.

Statutory compensation schemes

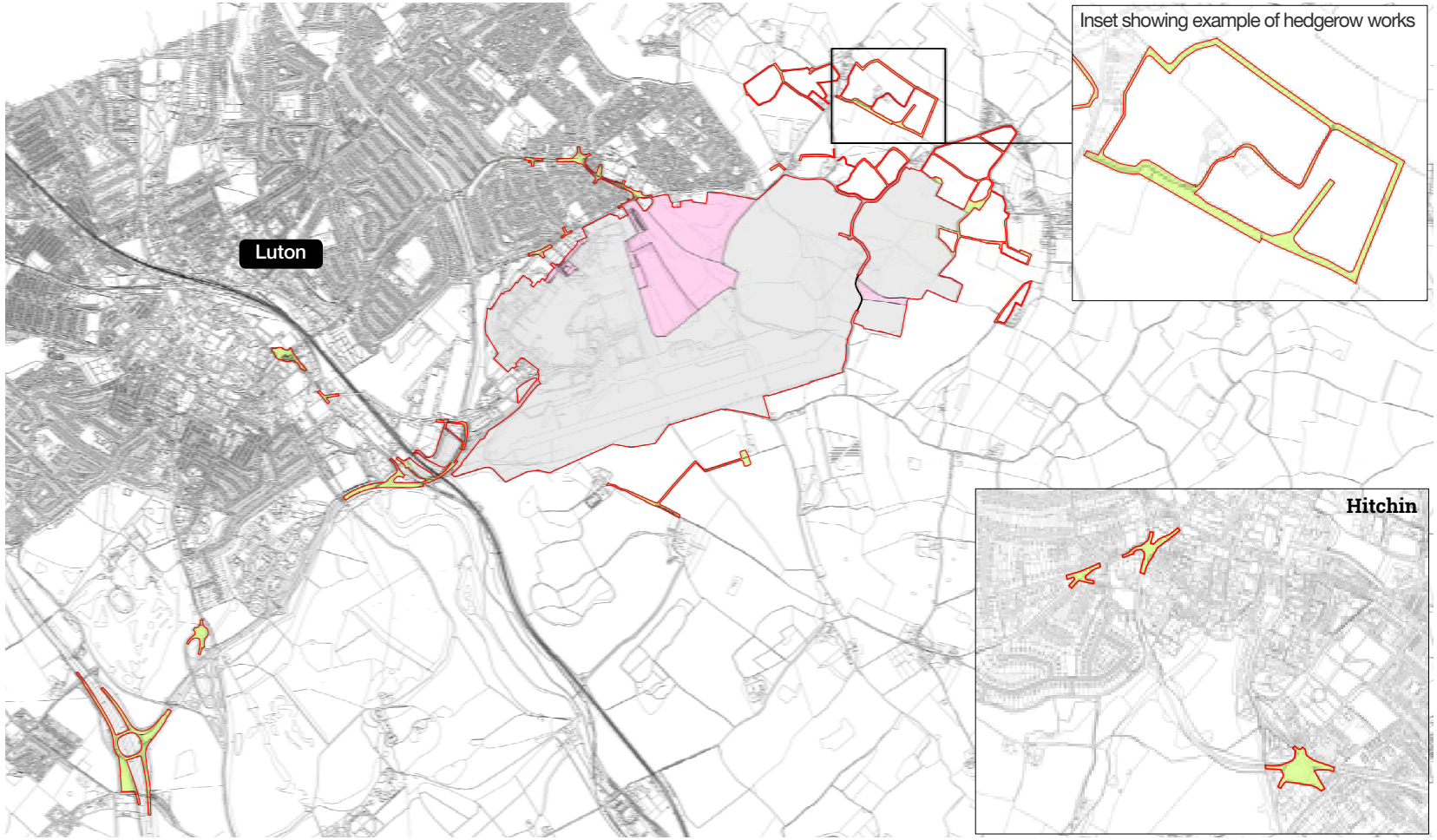
Landowners may be entitled to compensation as a result of our exercise of compulsory acquisition powers. Compensation for any compulsory acquisition of land or rights would be paid according to the statutory compensation code.

Tell us what you think

Do you have any comments on the extent of land and rights we are seeking to acquire both permanently and temporarily, and our proposal to apply for compulsory acquisition powers to achieve this?

We invite you to comment on this at question 10a on the feedback form.

Land assembly



Compensation

The statutory compensation code is a collective term for the principles deriving from Acts of Parliament and case law. Its general purpose is to provide fair compensation to owners.

Some property owners and occupiers who are affected by our proposals but are not subject to compulsory acquisition may also be entitled to compensation. These owners may be able to make a claim for the reduction in value of their property under Part 1 of the Land Compensation Act 1973. The reduction in value will need to be based on physical factors arising as a result of airport expansion, such as noise, vibration or artificial light.

Landowners may be able to claim for compensation for interference with their rights during the construction period. These landowners will need to demonstrate a loss of property value as a result of this interference. Such claims are made under Section 10 of the Compulsory Purchase Act 1965.

Claims for statutory compensation are subject to a number of conditions including who can make a claim and when a claim can be made. To find out more, please consult our Compensation Proposals document which forms part of our consultation materials.

Discretionary compensation schemes

In addition to the statutory compensation referred to above, we are offering the following discretionary compensation schemes to eligible local residents:

- **Voluntary acquisition of residential properties and relocation costs for those within the 69 dB noise contour**—We are offering to acquire eligible properties at their unaffected open-market value and will reimburse reasonable costs (for example, relocation costs)
- **Hardship scheme for properties in the 66 dB noise contour—** We are prepared to purchase the homes of those unable to sell their property, and consequently experiencing exceptional hardship
- **Noise insulation schemes—** We are making available a tiered noise insulation scheme that will replace any existing schemes. The schemes offer a range of packages for homeowners, dependent on the noise effects at their properties. They range from a full package of insulation to a financial contribution of £3,500

Compensation

Further details of our discretionary compensation scheme, including details on eligibility, can be found in our Compensation Proposals document which forms part of our consultation materials and can be found on our website: [redacted]

Tell us what you think

Do you have any comments on our proposed approach to buying properties and land, and our approach to compensation, including our discretionary compensation offers?

Do you have any comments on our proposal to introduce three noise insulation schemes for eligible local residents to address the effects of noise from the expanded airport?

We invite you to comment on these matters at questions 10b and 10c on the feedback form.

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Future operations and flightpaths

Future operations

It is not proposed to make any changes to operating hours or operating procedures. It is proposed to maintain existing controls and limits on the number and type of aircraft that can operate in the night quota period between 11:30pm and 6:00am. The noise impact of night operations is described on pages 115 and 116 of this Guide to Statutory Consultation.

Flightpaths

Changes to flightpaths and airspace cannot be made through a DCO application, and must be made through the Civil Aviation Authority's Airspace Change Process. Accordingly, our proposed application will not seek consent for any changes to flightpaths or airspace.

However, the proposed increase in the number of flights from LTN mean that flightpaths in and out of the airport will be of interest to nearby residents. The information provided here is therefore for information only, and is not the subject of this consultation.

LTN currently operates with flightpaths that have been in place for some time, except for one departure route which was changed in 2015 to make it compatible with modern navigation standards. These flightpaths are currently constrained by those of neighbouring airports, in particular Heathrow, Stansted and London City, which means that aircraft departing LTN are currently limited as to their rate of climb. This results in greater noise to local communities than would otherwise be the case.

The current design of the UK's airspace is out of date, restricting the country's capacity to accommodate the growing demand for air travel and causing adverse implications for those on the ground in terms of noise.

In 2017, the government set out the Strategic Case for Airspace Modernisation, which identified "the major benefits that airspace modernisation can deliver, through the introduction of technology enabling more efficient flightpaths that can be optimised to reduce noise for local communities, deliver more carbon efficient routes or reduce delay for passengers."

The government has since also set out a clear objective to modernise the UK's airspace as set out in Aviation 2050, its new emerging aviation strategy.

> **"The overall objective for airspace modernisation is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace."**
>
> Department for Transport, Aviation 2050, December 2018, page 52

Responsibility for delivering the modernisation of airspace has been delegated to the Civil Aviation Authority (CAA), which set out its strategy to deliver modernisation in CAP 1711 – Airspace Modernisation Strategy, published in December 2018.

For the South East of England, implementation of the airspace modernisation programme is being coordinated through a programme known as Future Airspace Strategy Implementation–South (FASI-S). Because of the complex interaction of flightpaths at the main airports around London, changes to flightpaths at one airport cannot be determined without considering the changes required to flightpaths at neighbouring airports.

Given the complex interactions between airports, it is intended that the development of options for new flightpaths will take place broadly concurrently for all airports, including those flightpath changes required to facilitate the opening of the third runway at Heathrow targeted for 2026.

The options for airspace change and new flightpaths are expected to be consulted on during 2021/2022. The Future Airspace Strategy is intended to be implemented in 2025 following the procedures set out by the Civil Aviation Authority, which required detailed assessment of the environmental effects and full consultation.

While the required changes to flightpaths are not yet known, National Air Traffic Services (NATS) has identified LTN as one of the airports which stands to gain most from a reduction in the population affected by aircraft noise. In the NATS Feasibility Report into Airspace Modernisation in the south of the UK, published alongside Aviation 2050 in December 2018, it was identified that LTN is one of the airports with the highest interaction with the airspace changes required to accommodate the third runway at Heathrow. As such, changes must be made to its flightpaths regardless of its own growth plans. The NATS report forecasts a 27.8% reduction in the size of the area affected by aircraft noise. Much of the benefit is expected to come from aircraft being able to climb more quickly rather than making fundamental changes to the routes over the ground, although adjustments to take flightpaths away from the population and to provide respite are also being assessed.

While the noise implications of our proposed development have been assessed based on current flightpaths at this stage, there is a reasonable expectation that there will be changes particularly to aircraft climb profiles over neighbouring settlements and potential for respite routes. We will take these into account and identify in our Environmental Statement, the improvements on noise that may be expected from the implementation of the Future Airspace Strategy.


London Luton Airport Ltd
Future LuToN
MAKING BEST USE OF OUR RUNWAY
Consultation Feedback Form

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How to have your say

How to have your say

How to respond to the consultation

You can provide comments and feedback on this statutory consultation in several ways, all of which are free of charge:

- Using the online feedback form – complete and submit the feedback form online by visiting our website: [redacted]
- By freepost – download the feedback form from the website and complete and send to our freepost address: FREEPOST FUTURE LUTON LLAL
- At public consultation events – visit one of our consultation events, and complete and submit a feedback form
- By email – email your comments and/or feedback form to futureluton@llal.org.uk

Consultation feedback forms will be made available:

- At every consultation event we hold
- At our document inspection venues
- Online via our website: [redacted]
- On request by emailing us at futureluton@llal.org.uk
- Phone: Call us on 01582 548782 (phoneline open Monday - Friday, 9am - 5pm)

Deadline for responding to the consultation

Our deadline for accepting feedback to our statutory consultation is 11:59pm on 16 December 2019.

To ensure that all responses posted before the closing time are included, we will accept posted responses that have a postmark on or before 16 December 2019. Please note that while all the feedback we receive by the deadline will be recorded and considered, we will not be able to respond to individual comments.

Consultation events and documents

We are holding a number of consultation events where you can find out more about our proposals. These are detailed in the table on pages 153 and 154.

In addition, the consultation documents will be available to view at a number of document inspection venues. These are detailed in the table on pages 155 to 157.

The consultation documents will be made available free of charge on LLAL's project website: [redacted] and on USB memory stick by request. Those without computer access, can visit one of the document inspection venues, as listed on page 155 to 157 or, can request a printed copy of the Guide to Statutory Consultation and Feedback Form using LLAL's contact details below. The full suite of printed consultation documents will be made available for purchase at the cost of £260 plus postage. All document requests are limited to one per household or organisation. Copies of the printed documents on USB memory stick can be obtained by contacting us.

Contact details

If you would like more information about the project, need help responding to this consultation, or wish to request copies of consultation documents, you can contact us via the following methods:

- Email: futureluton@llal.org.uk
- Post: Write to us at FREEPOST FUTURE LUTON LLAL
- Telephone (phoneline open Monday - Friday, 9am - 5pm): 01582 548782

Consultation events

Date 2019	Town/village	Venue address	Time
Friday 25 October	Luton	**Maidenhall Primary School, Newark Road, LU4 8LD**	4pm – 8pm
Saturday 26 October	Luton	**Wigmore Church & Community Centre, Crawley Green Road, LU2 9TE**	11am – 5pm
Tuesday 29 October	Dagnall, Bucks	**Dagnall Village Hall, Dunstable Road, HP4 1RG**	4pm – 8pm
Wednesday 30 October	Marshalswick, St Albans	**Marshalswick Community Centre, The Ridgeway, AL4 9TU**	2pm – 8pm
Thursday 31 October	Caddington, Beds	**Caddington Sports and Social Club, Manor Road, LU1 4HH**	2pm – 8pm
Friday 1 November	Pitstone, Bucks	**Pitstone Memorial Hall, Vicarage Road, Pitstone, LU7 9EY**	2pm – 8pm
Saturday 2 November	Wendover, Bucks	**Wendover Memorial Hall, Wharf Road, HP22 6HF**	11am – 3pm
Monday 4 November	Hertford	**The Mill Bridge Rooms, The Seed Warehouse, The Wash, SG14 1PX**	4pm – 7pm
Tuesday 5 November	Hitchin	**Hitchin Town Hall, Brand Street, SG5 1HX**	2pm – 8pm
Wednesday 6 November	Whitwell, Herts	**Whitwell New Fellowship Hall, 9 Bendish Lane, SG4 8HX**	2pm – 8pm
Thursday 7 November	Wheathampstead, Herts	**The Memorial Hall, Marford Road, Wheathampstead, AL4 8AY**	2pm – 8pm
Friday 8 November	Berkhamsted	**Civic Centre, 161 High Street, Berkhamsted, HP4 3HB**	3pm – 7pm
Monday 11 November	Flamstead, Herts	**Flamstead Village Hall, Church Road, Flamstead, AL3 8BN**	4.30pm – 8pm
Tuesday 12 November	Harpenden	**Southdown Room, Harpenden Public Halls, Southdown Road, AL5 1TE**	2pm – 8pm
Wednesday 13 November	Welwyn	**Civic Centre, Prospect Place, Welwyn, AL6 9ER**	4pm – 8pm
Thursday 14 November	Aylesbury	**The Gateway, Gatehouse Road, Aylesbury, HP19 8FF**	4pm – 8pm

Consultation events

Date	Town/village	Venue address	Time
Friday 15 November	Luton	**St Francis Church, Carteret Road, Luton, LU2 9JZ**	4pm – 8pm
Saturday 16 November	Borehamwood	**Fairway Hall, Brook Close, Borehamwood, WD6 5BT**	11am – 3pm
Monday 18 November	Markyate, Herts	**Markyate Village Hall, 39 Cavendish Road, Markyate, AL3 8PS**	2pm – 8pm
Tuesday 19 November	Luton	**Stockwood Discovery Centre, London Road, Luton, LU1 4LX**	2pm – 8pm
Thursday 21 November	Nash Mills, Herts	**Nash Mills Village Hall, Lower Road, Nash Mills, HP3 8RT**	4pm – 8pm
Saturday 23 November	Watford	**Holywell Community Centre, Chaffinch Lane, Watford, WD18 9QD**	11am – 3pm
Monday 25 November	Breachwood Green, Herts	**Breachwood Green Village Hall, Chapel Road, Breachwood Green, Hitchin, SG4 8NX**	2pm – 8pm
Tuesday 26 November	Letchworth	**The Broadway Hotel, Broadway, Letchworth, SG6 3NZ**	4pm – 8pm
Wednesday 27 November	Redbourn	**Redbourn Village Hall, 63 High Street, Redbourn, AL3 7LW**	2pm – 8pm
Thursday 28 November	Luton	**Ramridge Primary School, Turners Road North, Luton, LU2 9AH**	4pm – 8pm
Friday 29 November	St Albans	**Jubilee Centre, Catherine Street, St Albans, AL3 5BU**	2pm – 8pm
Saturday 30 November	Royston, Herts	**Market Hill Rooms, Fish Hill, Royston, SG8 9JL**	11am – 3pm
Mon 2 December	Luton	**Marsh Farm Futures, The Moakes, Luton, LU3 3QB**	4pm – 8pm
Tuesday 3 December	Dunstable	**Dunstable Conference Centre, 51 High Street North, LU6 1JF**	4pm – 8pm
Wednesday 4 December	Tring	**Nora Grace Hall, Faversham Close, Tring, HP23 5BA**	2pm – 8pm
Thursday 5 December	Stevenage	**Arts and Leisure Centre, Lytton Way, Stevenage, SG1 1LZ**	4pm – 8pm
Friday 6 December	Eaton Bray, Beds	**Eaton Bray Village Hall, Church Lane, Eaton Bray, LU6 2DJ**	4pm – 8pm
Saturday 7 December	Slip End, Beds	**Slip End Village Hall, The Cross Roads, Markyate Road, LU1 4BJ**	11am – 3pm

Document inspection venues

Document Inspection Venue	Opening hours (correct at the time of publication)
Aylesbury Vale District Council, The Gateway, Gatehouse Road, Aylesbury, HP19 8FF	Mondays to Fridays: 0845 – 1715 Saturdays & Sundays: Closed
Baldock Library, Simpson Drive, Baldock, SG7 6DH	Mondays to Wednesdays: 1000 – 1700 Thursdays: 1000 – 1800; Saturdays: 0900 – 1300 Fridays & Sundays: Closed
Beacon Villages Community Library, Old Town Hall, High Street, Ivinghoe, LU7 9EP	Tuesdays & Thursdays: 1400 – 1700 Wednesdays: 1000 – 1200; Fridays: 1400 – 1900 Saturdays: 1000 – 1300; Sundays & Mondays: Closed
Bury Park Library, Bury Park Community Centre, 161 Dunstable Road, Luton, LU1 1BW	Mondays, Wednesdays, Thursdays & Fridays: 1530 – 1800 Tuesdays: 0930 – 1700; Saturdays: 0930 – 1300 Sundays: Closed
Cambridge City Council, Mandela House, 4 Regent Street, Cambridge, CB2 1BY	Mondays to Fridays: 0900 – 1715 Saturdays & Sundays: Closed
Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ	Mondays to Thursdays: 0900 – 1700 Fridays: 0900 – 1630; Saturdays & Sundays: Closed
Central Bedfordshire Council, Watling House, High Street North, Dunstable, LU6 1LF	Mondays to Thursdays: 0830 – 1700 Fridays: 0830 – 1600; Saturdays & Sundays: Closed
Dunstable Library, The Dunstable Centre, Court Drive, Dunstable, LU5 4JD	Mondays to Fridays: 0600 – 2200 Saturdays & Sundays: 0700 – 2100
Harpenden Library, 27 High Street, Harpenden, AL5 2RU	Mondays: 0900–1800; Tuesdays & Fridays: 1300 – 1800 Thursdays: 0900 –1900; Saturdays: 0900 – 1700 Wednesdays & Sundays: Closed
Hemel Hempstead Library, The Forum, Marlowes, Hemel Hempstead, HP1 1DN	Mondays, Tuesdays, Wednesdays & Fridays: 0900 – 1800 Thursdays: 0900 – 1900; Saturdays: 0930 – 1600 Sundays: 1200 – 1600

Document inspection venues

Document Inspection Venue	Opening hours (correct at the time of publication)
Hertfordshire County Council, County Hall, Pegs Lane, Hertford, SG13 8DQ	Mondays to Fridays: 0800 – 1800 Saturdays & Sundays: Closed
Hitchin Library, Paynes Park, Hitchin SG5 1EW	Mondays: 1300 – 1800; Tuesdays: 1000 – 1900 Thursdays & Fridays: 1000 – 1800; Saturdays: 1000–1700 Wednesdays and Sundays: Closed
Huntingdonshire District Council, Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN	Mondays to Thursdays: 0845–1700; Fridays: 0845 – 1630 Saturdays & Sundays: Closed
Leagrave Library, Marsh Road, Luton, LU3 2NL	Mondays: 1100 – 1900; Tuesdays, Wednesdays & Fridays: 0900 – 1800; Thursdays: 0900 – 1900; Saturdays: 0930 – 1700 Sundays: Closed
Letchworth Library, Broadway, Letchworth Garden City, SG6 3PF	Mondays, Wednesdays & Fridays: 1000 – 1800 Tuesdays: 1300 – 1900; Saturdays: 1000 – 1700 Thursdays & Sundays: Closed
Lewsey Library, Landrace Road, Luton, LU4 0SW	Mondays: 1100 – 1700; Tuesdays & Thursdays: 0900 – 1700 Wednesdays: 0900–1800; Saturdays: 0930 – 1700 Fridays & Sundays: Closed
Luton Central Library, St George's Square, Luton, LU1 2NG	Mondays: 1100 – 1900; Tuesdays to Thursdays: 0900 – 1900 Fridays: 0900 – 1700; Saturdays: 0930 – 1700; Sundays: 1100 – 1700
Luton Council, Town Hall, George Street, Luton, LU1 2BQ	Mondays, Tuesdays, Thursdays & Fridays: 0800 – 1730 Wednesdays: 1000 – 1730; Saturdays & Sundays: Closed
Marsh Farm Library, Lea Manor High School, Northwell Drive, Luton, LU3 3TL	Mondays, Tuesdays, Wednesdays & Fridays: 1400 – 1800 Thursdays: 1000 – 1800; Saturdays: 0930 – 1700; Sundays: Closed
Milton Keynes Central Library, 555 Silbury Boulevard, Central Milton Keynes, MK9 3HL	Mondays, Tuesdays, Wednesdays & Fridays: 0900 – 1800 Thursdays: 0900 – 2000; Saturdays: 0900 –1700; Sundays: Closed

Document inspection venues

Document Inspection Venue	Opening hours (correct at the time of publication)
Milton Keynes Council, Civic Offices, 1 Saxon Gate East, Central Milton Keynes, MK9 3EJ	Mondays to Fridays: 0900 – 1715; Saturdays & Sundays: Closed
North Hertfordshire District Council, Council Offices, Gernon Road, Letchworth Garden City, SG6 3JF	Mondays to Fridays: 0900 – 1700; Saturdays & Sundays: Closed
South Cambridgeshire Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA	Mondays to Fridays: 0800 – 1730; Saturdays & Sundays: Closed
St Albans Council, Civic Centre, St Peter's St, St Albans, AL1 3JE	Mondays to Thursdays: 0845 – 1715; Fridays: 0845 – 1645 Saturdays & Sundays: Closed
St Albans Library, The Maltings, St Albans, AL1 3JQ	Mondays, Wednesdays, Thursdays & Fridays: 1000 – 1800 Tuesdays: 1000 – 1900; Saturdays: 1000 – 1700; Sundays: 1200 – 1600
Stevenage Borough Council, Daneshill House, Danestrete, Stevenage, SG1 1HN	Mondays to Fridays: 0830–1730; Saturdays & Sundays: Closed
Stevenage Central Library, Southgate, Stevenage, SG1 1HD	Mondays: 1000 – 1900; Tuesdays, Wednesdays, Thursdays & Fridays: 1000 – 1800; Saturdays: 1000 – 1700; Sundays: 1200 – 1600
Stopsley Library, 598 Hitchin Road, Luton, LU2 7UN	Mondays: 1100 – 1700; Tuesdays: 1300 – 1900; Wednesdays: 0900 – 1700; Thursdays & Fridays: 1000 – 1700; Saturdays: 0930 – 1700; Sundays: Closed
Tring Library, High Street, Tring, HP23 4AF	Mondays & Fridays: 0930 – 1800; Tuesdays, Wednesdays & Thursdays: 1300 – 1800; Saturdays: 0930 – 1600; Sundays: Closed
Welwyn Library, Civic Centre, Prospect Place, Welwyn, AL6 9ER	Mondays, Tuesdays, Wednesdays & Fridays: 1400 – 1800 Saturdays: 0900 – 1300; Thursdays & Sundays: Closed
Wendover Community Library, High Street, Wendover, HP22 6DU	Tuesdays & Thursdays: 0930 – 1700; Fridays: 0930 – 1900; Saturdays: 1000 – 1600; Mondays, Wednesdays & Sundays: Closed

Next steps

How we will use the information you provide

The information that is shared with us during our statutory consultation will be used for several purposes, including:

- To collate and analyse feedback to help with the development of our plans
- To produce our Consultation Report as part of our DCO application (no individual personal data will be published)
- To write to you with updates about the outcomes of this consultation and other developments (unless you request otherwise)
- To keep up-to-date records of our interactions with individuals and organisations

The information shared with us during the consultation will be used by the following recipients to record, analyse and report on the feedback received:

- London Luton Airport Limited
- Project consultants
- Legal team
- The Planning Inspectorate
- The Secretary of State
- Department of Transport
- Civil Aviation Authority

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), which came into effect on 25 May 2018.

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 at:

[redacted]

We will carefully consider all the feedback we receive as part of this consultation and use it to develop our proposals ahead of submitting our DCO application.

Before submitting our DCO application, and where we consider it appropriate, we may choose to consult further on our proposals, including on any changes made in response to the feedback received during our statutory consultation. The nature of this consultation would be decided by the impact and size of the proposed changes, and we will keep all stakeholders informed if we choose to consult further.

We will produce a Consultation Report to accompany our DCO application as required by the Planning Act 2008. This report will detail how we have had regard to the responses received when developing our proposals.

We will prepare and submit our DCO application and, if accepted for examination, we will publish notices that will allow anyone who wishes to submit their representations and participate in the examination process to do so. You can read more about the DCO process on our website: [redacted] and on the Planning Inspectorate website: https://infrastructure.planninginspectorate.gov.uk.

DCO timeline

Summer 2018

Non-statutory consultation

Initial round of public consultation on the emerging options for making best use of the existing runway in the period up to 2050 to achieve up to 36-38 mppa

Mid 2018 – mid 2019

Ongoing engagement and feedback review

Project team reviews responses to non-statutory consultation, while continuing dialogue with local stakeholders, leading to a preferred scheme of 32 mppa

Autumn 2019

Statutory Consultation

Statutory consultation on the 32 mppa development proposals. Supported by the draft detailed technical and environmental assessments

We are here now

Late 2019

Further engagement and feedback review

Consideration of all comments provided during consultation, leading to further design development of our scheme. Finalisation of Environmental Impact Assessment

2020

Submission of DCO application for consent

After considering the preferred scheme statutory consultation responses, and concluding our technical work, the final scheme will be prepared and submitted as a DCO application to the Planning Inspectorate

2020

Examination of DCO application

Following submission of the application, there is an opportunity to make representations about it to the Planning Inspectorate, who will handle the examination of the application. Includes an opportunity to make written submissions and attend hearings

2021

Recommendation

Following the closure of the examination, the examining authority makes a recommendation to the Secretary of State for Transport

2021

Decision

The decision will be made by the Secretary of State for Transport

13

Glossary

Glossary

You may find that there are specialist or technical terms in this document, or in the other consultation materials. Here we have defined them for your reference.

Aircraft stands

A place where aircraft can be parked.

Air Quality Management Areas

Local councils in the UK monitor air quality in their areas and may designate certain places identified as having concerns with air quality as Air Quality Management Areas, with plans for improving the air quality. Luton has a number of these to help address the impacts of road traffic.

Airside

The area of the airport that is within its passport and security checks.

Airside infrastructure area

All infrastructure related to handling aircraft movements, such as the runway, aircraft parking, and taxiways.

ANPS – Airports National Policy Statement

The government's policy on the framework for expansion at Heathrow.

Apron

The apron is the name for the area of the airport where aircraft are parked, refuelled, loaded and unloaded, and boarded by passengers. The parking positions are called aircraft stands.

Bartlett Square

A proposed 2.5 acres of commercial development off Kimpton Road, next to Luton Airport Parkway rail station.

BREEAM

An international scheme that provides independent third party certification of the assessment of the sustainability performance of individual buildings and infrastructure projects.

Business aviation

Company aircraft and air taxis.

CAA – Civil Aviation Authority

The statutory body in the UK that oversees and regulates all aspects of civil aviation.

Calibration pad

A facility with minimum magnetic interference, in which an aircraft may be oriented to various headings, for the purpose of checking on-board compass systems.

Century Park

An undeveloped site adjacent to LTN that is identified as a major site for employment development within Luton Borough Council's Local Plan. It was acquired by LLAL in 2015.

Climate Change Act

Legislation passed by Parliament in 2008 to set greenhouse gas reduction targets and encourage the UK to become a low-carbon economy. The UK set a target to reduce emissions to net-zero by 2050.

Compulsory acquisition

The process by which land can be acquired at a fair price for important developments such as infrastructure of national importance.

Glossary

Century Park Access Road (CPAR)

A proposed new road around the airport to support our proposed development at New Century Park.

CTA – Central Terminal Area

The CTA encompasses the public areas in the immediate vicinity of the airport terminal and includes access to and from the arrivals and departures terminal and associated buildings, the transport interchange, and the short-term car park.

DART

Luton DART will be a new fully-automated transport system, approximately 2.1km in length, to move passengers between Luton Airport Parkway rail station and the airport terminal. The system is scheduled to become operational by 2021.

dB

Decibel—a unit used to measure the intensity of sound. Audible sounds range from 0 dB to 140 dB.

DCO – Development Consent Order

A Development Consent Order is the way that developments categorised as Nationally Significant Infrastructure Projects (NSIPs) are given planning permission. Rather than the application being considered by the local council, it will be examined by the Planning Inspectorate (PINS) and the decision made by the relevant secretary of state – in the case of LTN, the Secretary of State for Transport.

Department for Transport (DfT)

The Department for Transport is the government department responsible for the transport network in England and Wales, including airports and civil aviation. It will ultimately be the secretary of state of this department who will make the decision on the application to expand LTN.

Direct jobs

Employment supported by organisations directly involved in the provision of air transport services on-site at the airport.

Eaton Green landfill

A former landfill waste site which was operational between 1937 and 1978.

East Luton Study

A review of the cumulative impacts of development sites, building on previous studies which had identified network constraints and potential mitigation options, particularly the Vauxhall Way corridor. The main aims and objectives of the study were to develop a micro-simulation model covering the whole of the south and east of Luton, to identify junctions and sections of the highway network expected to come under stress, based on the transport impacts of the planned development in the area.
Following the modelling exercise, the study also sought to develop designs for mitigating these impacts, before providing an indication of potential costs. This work does not include airport expansion beyond
18 mppa.

Glossary

EIA – Environmental Impact Assessment

The law requires large development projects to carry out an assessment of the likely significant effects they will have on the environment, allowing suitable mitigation measures to be proposed and informing those likely to be affected and decision-makers on the full impact.

GDP – Gross Domestic Product

The total value of goods produced, and services provided in a country during one year.

GHG – Greenhouse gases

Greenhouse gases are those, like carbon dioxide, methane, and nitrous oxide, which contribute to trapping heat in the Earth's atmosphere and cause global climate change.

GVA – Gross value added

The measure of goods and services produced in an area.

Indirect jobs

Employment supported in the supply chain.

Induced jobs

Employment supported by the expenditure of the wages and salaries earned in the direct and indirect impacts.

$L_{aeq,8h}$

The average equivalent continuous sound pressure level over an 8-hour period, in this case taken to be 23:00 to 07:00 accounting for the daily average of aircraft movements during a 92-day summer period from 19 June to 15 September.

$L_{aeq,16h}$

The average equivalent continuous sound pressure level over a 16-hour period, in this case taken to be 07:00 to 23:00, accounting for the daily average of aircraft movements during a 92-day summer period from 19 June to 15 September.

Landside

The landside part of the airport is the area open to the general public without security checks, including the check-in and ticketing desks and terminal entrance. Once passengers have passed through security, they are in the airside part of the airport.

LBC – Luton Borough Council

London Luton Airport (LTN) currently sits within the boundaries of Luton Borough Council, a unitary authority. The council is the sole shareholder of LLAL.

LIF – Luton Investment Framework

A 20-year plan by Luton Borough Council and its partners to secure £1.5 billion investment in the town and create thousands of new jobs for local people.

LLAL – London Luton Airport Limited

The company that owns LTN. Its sole shareholder is Luton Borough Council. Its board of directors is appointed by Luton Borough Council, and comprises elected councillors and advisory members.

Glossary

LLAOL – London Luton Airport Operations Limited

The company that manages and operates LTN on a concessionary basis until 2031.

Local Enterprise Partnership (LEP)

Local enterprise partnerships (LEPs) are voluntary partnerships between local authorities and businesses, to encourage local economic development and bid for government funding. SEMLEP (South East Midlands) is the LEP that covers Luton.

Local Plan

A local plan sets out local planning policies and identifies how land is used, determining what will be built where. They are drawn up by local councils in consultation with the public. Luton's Local Plan was adopted by Luton Borough Council in 2017 and covers the period up to 2031.

London Luton Airport Enterprise Zone

Enterprise Zones are designated areas across England that provide government support to businesses who locate there as part of the government's wider industrial strategy to enable local economic growth. The London Luton Enterprise Zone is adjacent to LTN.

LTN – London Luton Airport

London Luton Airport is commonly abbreviated to LTN because this is its code from the International Air Transport Association.

Luton DART (Direct Air-Rail Transit)

Luton DART will be a new fully-automated transport system, approximately 2.1km in length, to move passengers between Luton Airport Parkway rail station and the airport terminal. The system is scheduled to become operational by 2021.

Modal share

The proportion of journeys made by different types, or modes, of transport.

µg/m^3

A unit of concentration of an air pollutant (e.g. nitrogen dioxide) given in micrograms (one-millionth of a gram) per cubic metre of air.

mppa – million passengers per annum

The number of single-trip air passengers passing through the airport each year.

NATS – National Air Traffic Services

The main air traffic control provider in the UK. Air traffic controllers working for NATS provide en-route flight information and air traffic services to 14 UK airports, including LTN.

New Century Park

Land on Wigmore Valley Park, adjacent to LTN, was identified in Luton Borough Council's Local Plan as a strategic location for new employment development. Plans for road improvement and a new commercial development, including office buildings, a hotel and car parking, have recently been given consent by the local planning authority.

Glossary

NPPF – National Planning Policy Framework

This is the document that sets out the government's planning policies for England and how they are expected to be applied by local councils when they write local planning policies and decide planning applications.

NSIP – Nationally Significant Infrastructure Project

Nationally Significant Infrastructure Projects (NSIPs) are large-scale developments relating to energy, transport, water or waste and are defined by the Planning Act 2008. NSIPs are granted development consent by the relevant secretary of state rather than through the planning process administered by local planning authorities.

PINS – Planning Inspectorate

The Planning Inspectorate is an executive agency of government, which examines and makes recommendations to government ministers making decisions on Nationally Significant Infrastructure Projects.

Project Curium

A £160 million redevelopment programme by London Luton Airport Operations Limited (LLAOL), consented in 2014, to improve and increase current airport infrastructure and facilities to allow capacity at LTN to increase up to 18 mppa.

Public rights of way

Refers to paths on which the public have a legally protected right of way, including footpaths and bridleways.

SEMLEP – South East Midlands Local Enterprise Partnership

SEMLEP is the LEP which comprises the four unitary authorities of Bedford, Central Bedfordshire, Luton and Milton Keynes, together with the district councils of Aylesbury Vale, Cherwell, Corby, Daventry, Kettering, Northampton and South Northamptonshire.

SoCC – Statement of Community Consultation

An infrastructure project that intends to apply for permission through the DCO process must produce a Statement of Community Consultation prior to the process of statutory consultation.

This describes how we propose to consult the local community about the proposals and is produced in consultation with the local authorities that host the airport.

Summer 2018 consultation

Also known as the non-statutory consultation, this consultation on proposals to expand the airport, was undertaken by LLAL in summer 2018. This stage introduced people to the options for expansion and gathered initial feedback to inform the evolution of our plans and designs.

Glossary

Surface access

This refers to all the journeys that passengers take to get to and from the airport other than by flying, be that by car, coach, public transport, bike or on foot.

Taxiing

When aircraft are moving along the ground, this is called taxiing or to taxi.

Taxiway

The taxiway is the path for aircraft to move between the apron, where they load passengers, to the runway where they take-off.

Terminal

The terminal is the airport building where passengers purchase tickets, transfer luggage, go through security, and access aeroplanes via gates.

Transport Assessment (TA)

Transport Assessments are thorough evaluations of the transport implications of development, carried out by technical specialists. They set targets and identify opportunities to deliver sustainable transport options.

Travel Plan

A management strategy encouraging sustainable transport to and from the airport, by passengers, staff and deliveries.

Vision for Sustainable Growth 2020-2050

LLAL produced its vision for the airport, titled ‘Vision for Sustainable Growth 2020-2050’, to outline why LTN should make better use of its runway while being environmentally and socially responsible and a good neighbour to surrounding communities. This vision was the first step in the process represented by the rest of this document.

How to contact us:

Email: futureluton@llal.org.uk

Phone: 01582 548782

Write to us: FREEPOST FUTURE LUTON LLAL

Websites: [redacted]

London Luton Airport Ltd

@LLA_Ltd

FSC
www.fsc.org