

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 2 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 2 OF 2

Regulation number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference:	TR020001
Document Reference:	TR020001/APP/6.02
Author:	Luton Rising

Version	Date	Status of Version
Issue 1	February 2023	Application issue

E3 Feedback Form



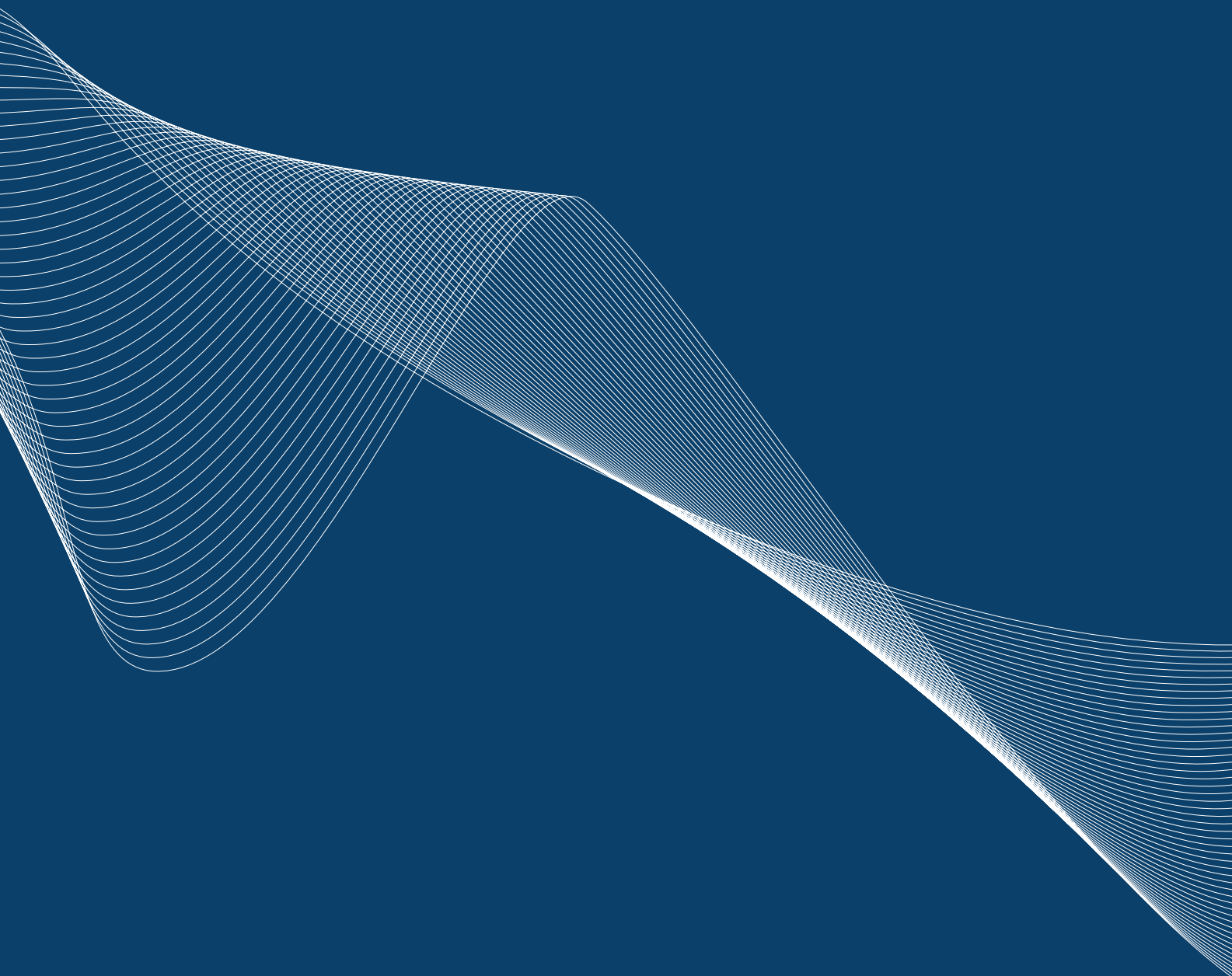
London Luton
Airport Ltd
A Luton Council company

Future LuToN

Making best use of our runway

Feedback Form

Statutory Consultation, 2019



This consultation seeks your views on our proposed expansion of London Luton Airport (LTN).

You can read all about our proposals in the Guide to Statutory Consultation and supporting documents, available on our website: [REDACTED]. The consultation materials can also be viewed free of charge at our document inspection venues at council offices and libraries.

You can respond to this consultation online by visiting [REDACTED], by emailing futureluton@llal.org.uk, or you can return your completed form to one of the consultation events or by post to FREEPOST FUTURE LUTON LLAL (no stamp required).

The consultation documents will be made available free of charge on London Luton Airport Limited's (LLAL) project website, [REDACTED], and on USB memory stick upon request. All consultation documents are also available at the document inspection venues, as listed in the Statement of Community Consultation and Guide to Statutory Consultation. 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.

Should you require any further information about our expansion proposals, or advice on how you can submit your feedback, please email us at futureluton@llal.org.uk or call 01582 548782 (phoneline open Mondays to Fridays, 9am – 5pm). Or leave a message at any time.

Instructions for completing this form

- **Please refer to the Guide to Statutory Consultation, and the supporting consultation documents it refers to, when completing this form**
- **The chapter references within this form refer to the Guide to Statutory Consultation, and will help you find relevant information more easily**
- **You can leave blank any questions that are not relevant to you**
- **If you wish to expand any of your answers, please feel free to use the blank pages provided at the back of this form, or attach additional sheets of paper**

Date for receipt of consultation responses

Your feedback is important to us. All feedback must be received by 11:59pm on Monday 16 December 2019 to ensure your comments can be considered. We will accept posted responses that have a postmark on or before 16 December 2019.

GDPR and privacy

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

Let's get started

Q1a. Are you responding...?

- As an individual On behalf of an organisation

Q1b. If you are responding on behalf of an organisation

Which organisation do you represent?

In what capacity are you responding for that organisation?

You and London Luton Airport

Q2. Please tell us if you (please tick all that apply)

- Work at London Luton Airport (LTN)
 Work at a business that supports the airport's operations
 Have used LTN as a passenger in the last five years
 Have used the airport, but less recently
 Have never used the airport

Q3. Have you experienced any of the following impacts of LTN? (Please tick all that apply)

- Air pollution
 Traffic congestion caused by the airport
 Noise pollution during the day
 Noise pollution at night, i.e. between 11:00pm and 6:00am
 Light pollution
 Other (please write below)

Why grow?

Please see chapter 4 of the Guide to Statutory Consultation, which outlines the reasons why we are proposing to expand LTN. Further detail can be found in our Outline Need Case document, which is available on our website, [REDACTED], and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Q4a. Are there any other factors that you think we should consider in producing our demand forecasts?

Q4b. Do you have any comments on the need for expanding LTN that we have set out?

Benefits of expansion

Please see chapter 5 of the Guide to Statutory Consultation, which explains the current benefits of the airport and the additional benefits that we believe expansion would bring to local and regional communities. Further details can be found in our Outline Need Case document, and our Outline Employment and Training Strategy document, which are available on our website, [REDACTED], and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Q5a. Do you have any comments about the benefits that we believe LTN will deliver nationally, regionally, and locally?

Q5b. Do you have any comments or suggestions for how we maximise employment, skills, and training opportunities to help benefit neighbouring communities?

Q5c. 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)?

Our proposals

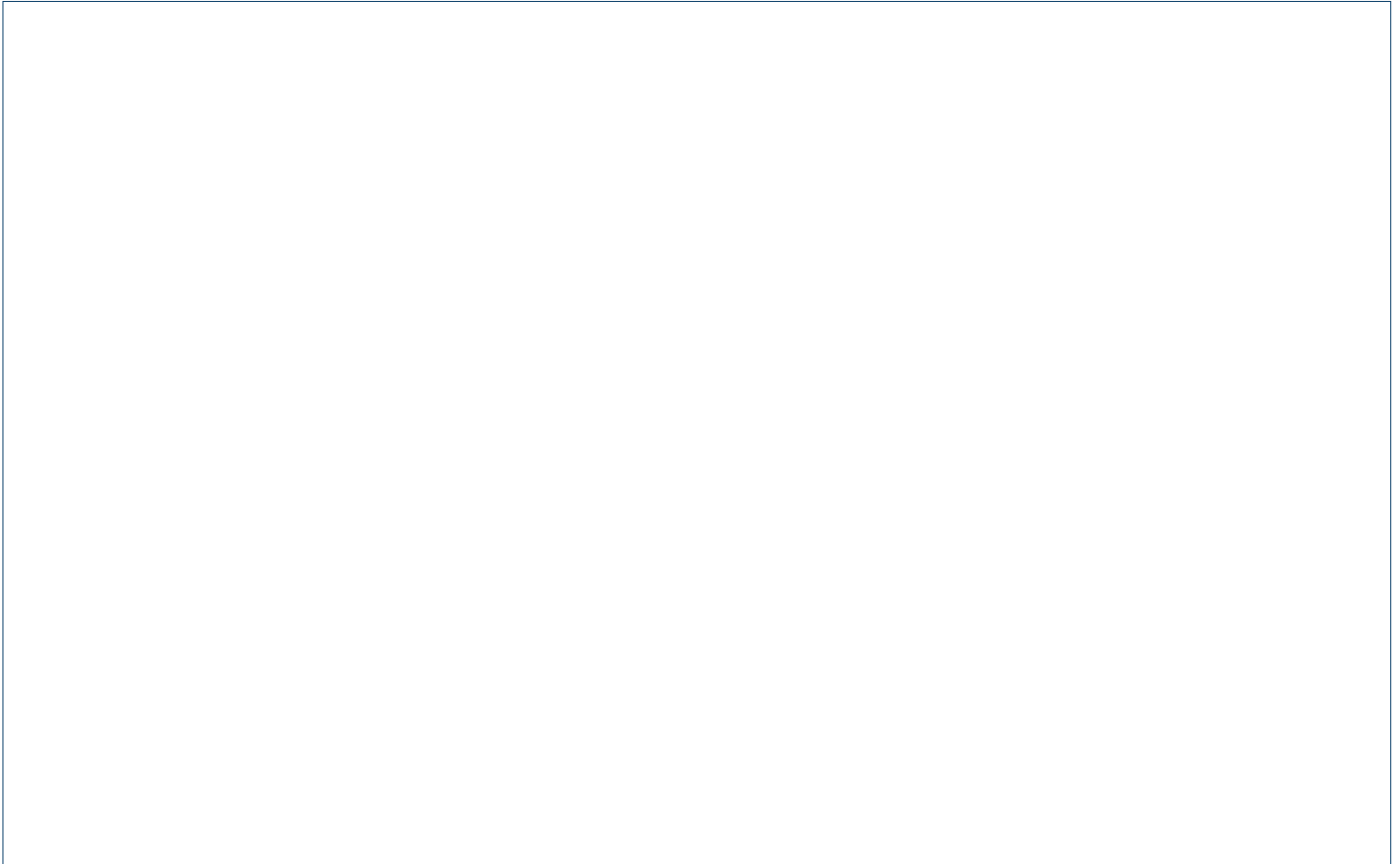
Please see chapter 6 of the Guide to Statutory Consultation, which outlines our proposals for expanding the airport. Further details can be found in our Scheme Development and Construction Report, which is available on our website, [REDACTED], and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Layout

Q6a. Do you have any comments about our proposed DCO development boundary and layout for the airport expansion?

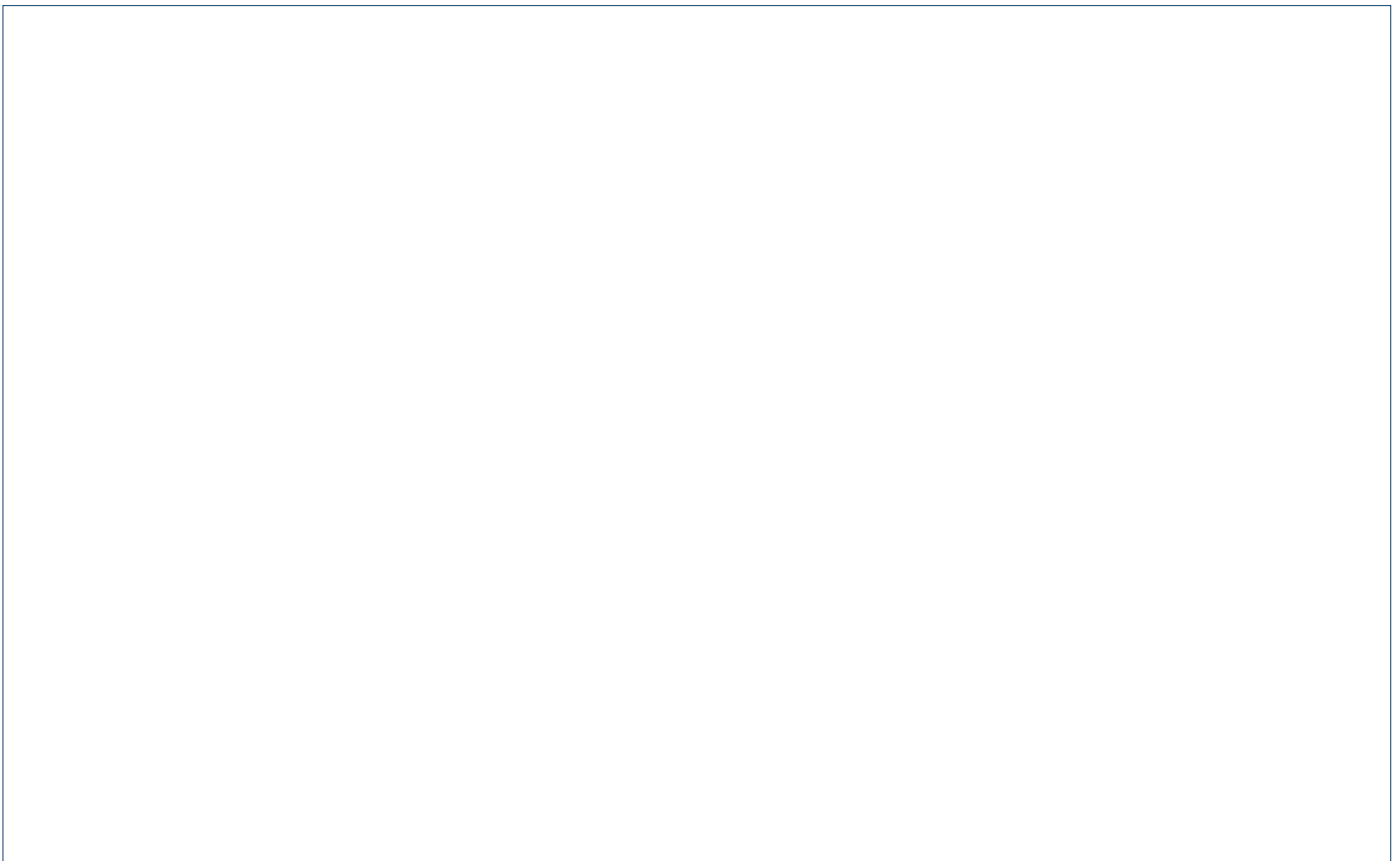
Airfield

Q6b. Do you have any comments on our airfield proposals?



Existing terminal

Q6c. Do you have any comments on our proposals for the existing terminal?



Terminal 2 and supporting facilities

Q6d. Do you have any comments on our proposals for Terminal 2 and supporting facilities, including the Luton DART, forecourt and coach station?

Car parking

Q6e. Do you have any comments on our proposals for car parking, including the numbers of spaces and locations proposed?

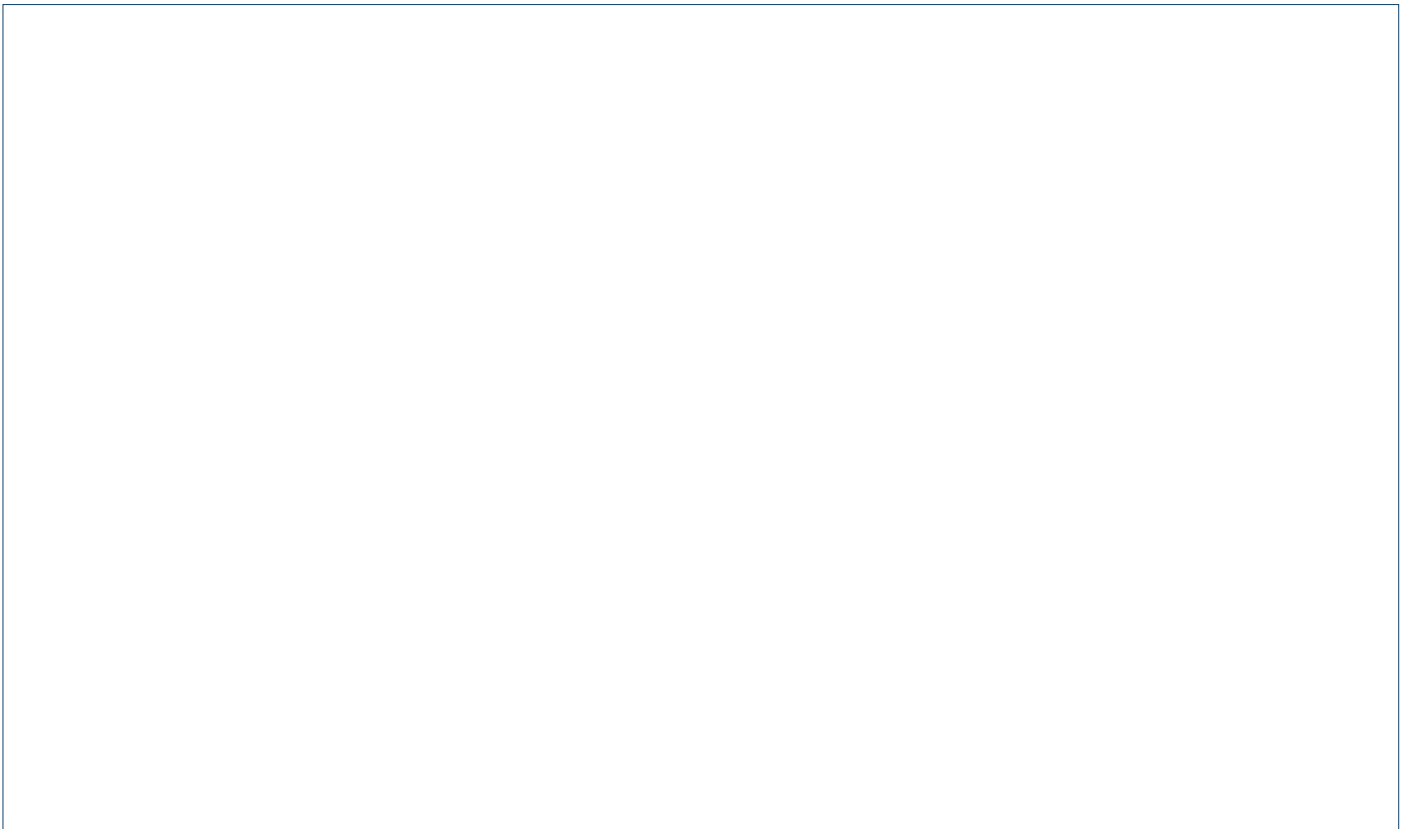
Landscape

Q6f. Do you have any comments on our landscape proposals?



Replacement open space

Q6g. Do you have any comments on our proposed park, that would replace Wigmore Valley Park?



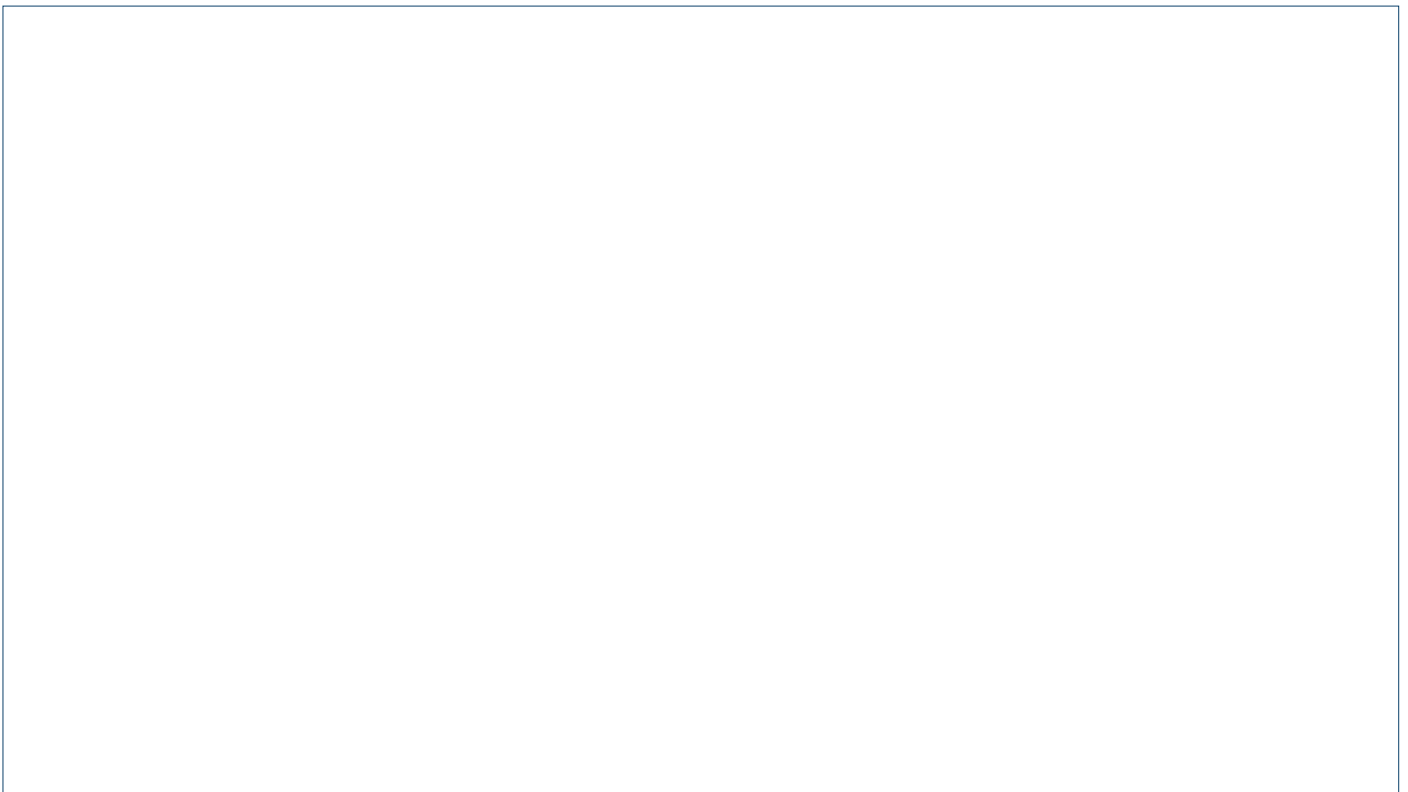
Drainage and utilities

Q6h. Do you have any comments on our drainage and utilities proposals for servicing the airport?



Aviation fuel delivery, storage and distribution

Q6i. 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?



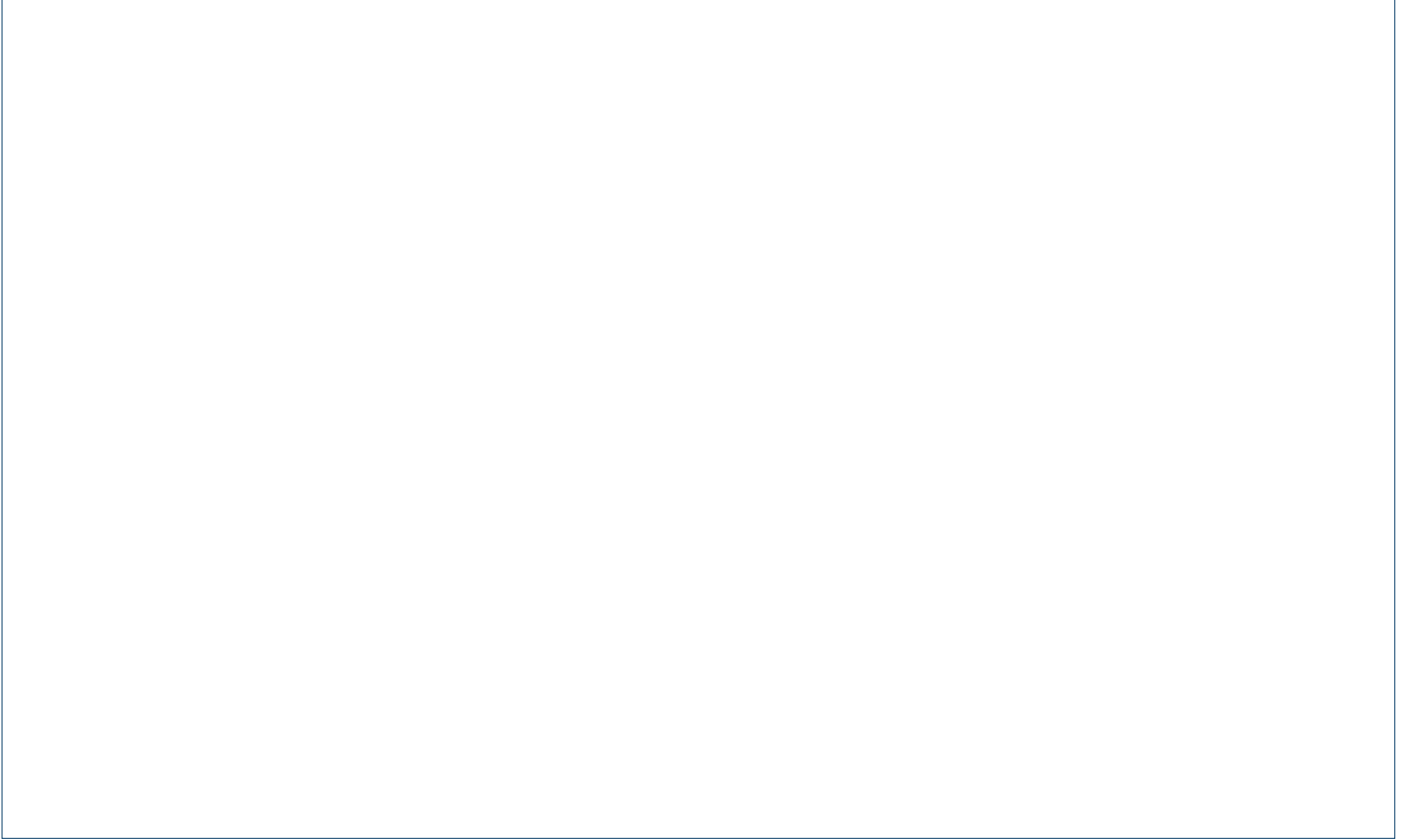
Surface access

Please see chapter 7 of the Guide to Statutory Consultation, which explains our proposals for getting people to and from the expanded airport. Further detail can be found in our Surface Access Strategy document, which is available on our website, [REDACTED] and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Q7a. 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%?

Q7b. Would the measures we are taking to improve public and sustainable transport encourage you to use them to access the airport?

Q7c. 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?



Q7d. Do you have any other comments on our surface access proposals?



Building our airport

Please see chapter 8 of the Guide to Statutory Consultation, which outlines how we would propose to build our airport expansion. Further detail can be found in our Scheme Development and Construction Report, which is available on our website, [REDACTED], and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Preparatory works

Q8a. Do you have any comments on our proposed preparatory works?

Phasing the airport expansion

Q8b. Do you have any comments on how we propose to phase the development?

Earthworks

Q8c. What are your views on our earthworks proposals to create the platform on which to build our expanded airport?

Construction management

Q8d. 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?


Managing and mitigating the effects of expansion

During our summer 2018 consultation you told us about the issues that matter most to you, such as noise, air quality, and climate change. We would like to hear from you on our plans to manage the environmental impacts. Please see chapter 9 of the Guide to Statutory Consultation, in which we identify some of the key impacts that expanding the airport could have, and how we are proposing to manage and mitigate them. Further detail can be found in our Preliminary Environmental Information Report, which is available on our website, [REDACTED], and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

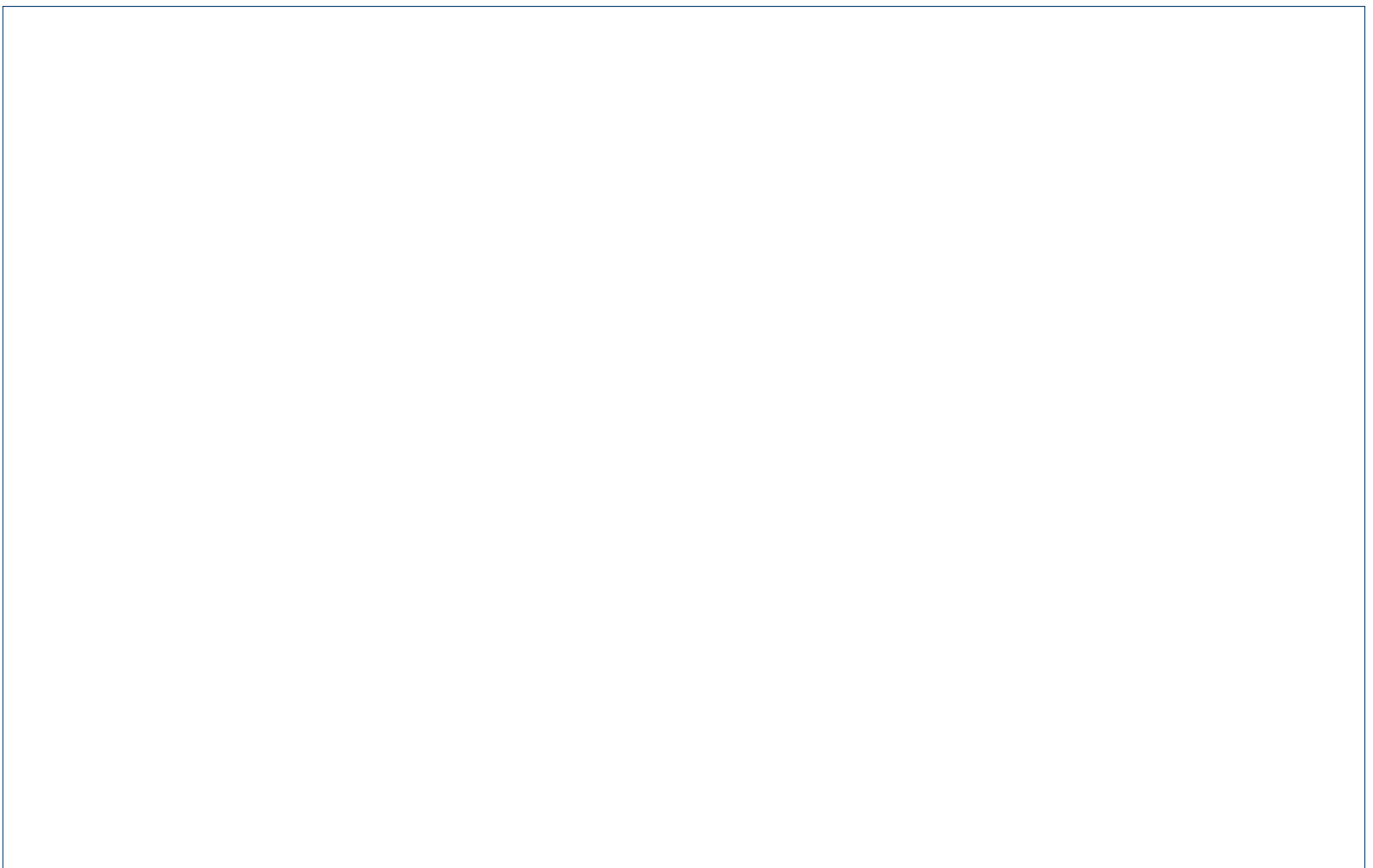
Q9a. Do you have any comments on our proposals to manage and mitigate air pollution during construction and operation?

Q9b. Do you have any comments on our proposals to minimise increases in greenhouse gases, and to adapt our proposed development to climate change?

Q9c. Do you have any comments on our proposals to manage and mitigate the effects of noise and vibration during construction and operation?



Q9d. Do you have any comments on how we are proposing to manage and mitigate the other environmental impacts outlined in chapter 9 of the Guide to Statutory Consultation, including: soils and geology, water resources, waste and resources, health and community, biodiversity, landscape and visual impacts, and cultural heritage?



Q9e. Do you have any other comments on our proposals to manage and mitigate the effects of airport expansion?

Land assembly and compensation

Please see chapter 10 of the Guide to Consultation, in which we outline our proposals for acquiring the land we would need to expand the airport.

Q10a. 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?

Chapter 10 of the Guide to Statutory Consultation also outlines our compensation proposals. We recognise that some people who live in, or own property near, LTN will be affected by its expansion. We have prepared a Compensation Proposals document to explain our general approach to property and land acquisition, which also sets out the discretionary compensation available for eligible properties. These discretionary offers are intended to enhance the terms available under the statutory compensation code for eligible properties, but do not change your statutory rights. The Compensation Proposals document is available on our website, [\[redacted\]](#), and at the document inspection venues and consultation events listed in chapter 12 of the Guide to Statutory Consultation.

Q10b. Do you have any comments on our proposed approach to buying properties and land, and our approach to compensation, including our discretionary compensation offers?

Q10c. 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?

Further comments

Q11. Do you have any other comments about our proposals to expand LTN?

About you

Q12a. Please provide your details below:

Name

Address

Postcode

Email

Please tick here if you agree to be contacted in relation to this consultation

Q12b. Gender

- Female
- Male
- Prefer not to say
- Prefer to self-describe (please write below)

Q12c. Which age group do you belong to? (tick one box)

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

Q12d. Do you consider yourself to have a disability?

Yes (select all that apply)

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

- No
- Prefer not to say

Q12e. Which of the following groups best describes you? (tick all that apply)

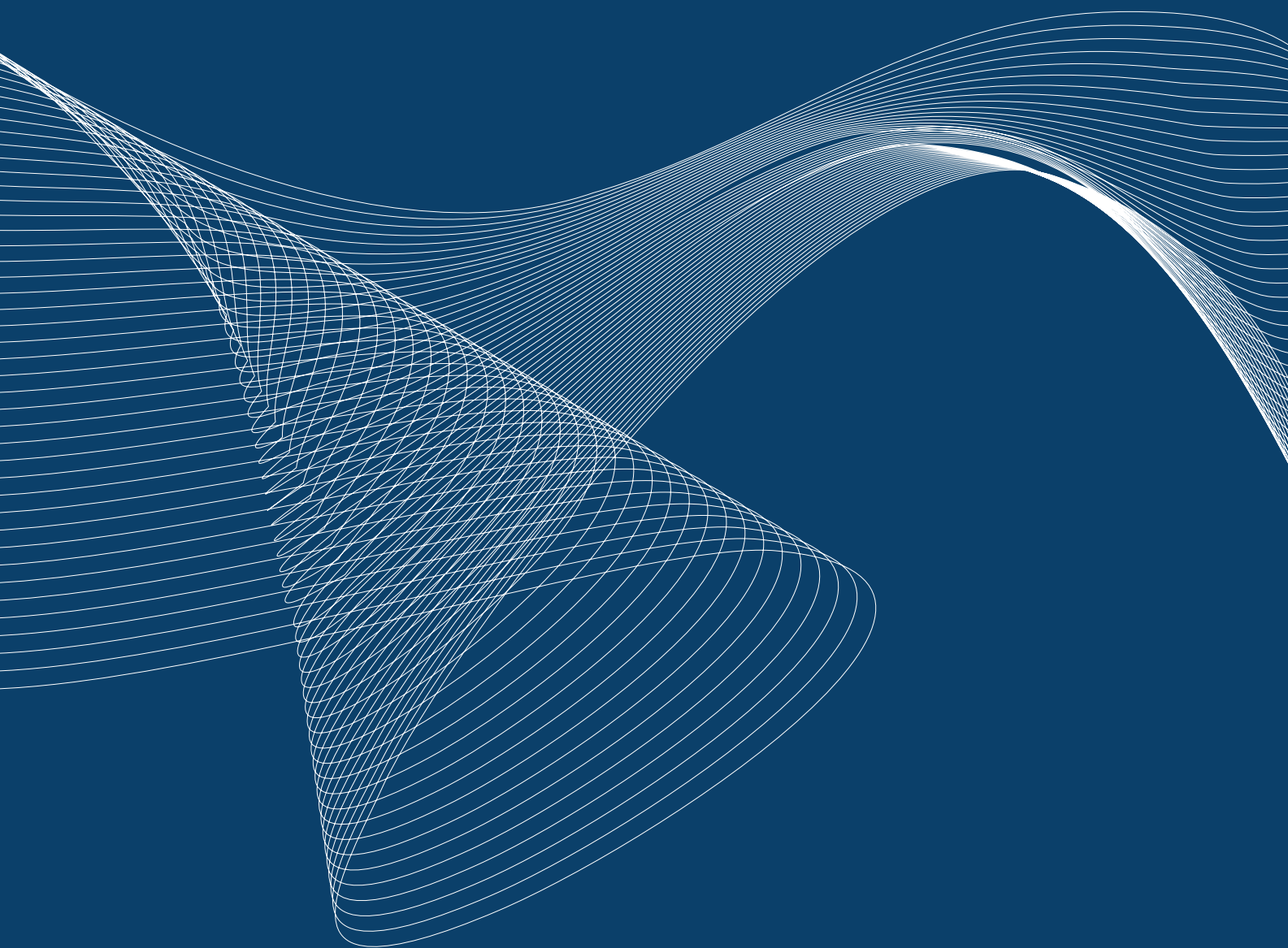
- White British
- White Irish
- White European
- White (other)
- Asian or Asian British – Indian
- Asian or Asian British – Kashmiri
- Asian or Asian British – Pakistani
- Asian or Asian British – Bangladeshi
- Other Asian or Asian British
- Black or Black British – Caribbean
- Black or Black British – African
- Black (other)
- Chinese or Chinese British
- Gypsy, Traveller, or Irish Traveller
- Prefer not to say

Another not listed above (please write below)

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How to contact us:

Email: futureluton@llal.org.uk

Phone: 01582 548782

Write to us: FREEPOST FUTURE LUTON LLAL

Websites:



 [London Luton Airport Ltd](#)

 [@LLA_Ltd](#)



E4 Consultation Boards

For copies of the feedback form, or if you have any questions about how to take part in this consultation, please talk to any member of staff with a grey lanyard.



Thank you for attending this consultation on our proposed expansion of London Luton Airport (LTN).

We are consulting on our proposals for making best use of the existing runway at London Luton Airport (LTN). We are proposing to do this by building a new terminal and associated infrastructure to increase the capacity of the airport in terms of the number of passengers and flights it can handle, to a total of 32 million passengers each year by 2039.

The boards at this event provide just a short summary of our proposals. For more detail, please see the Guide to Statutory Consultation that is available from any member of the project team, and online at [redacted]. Please ask a member of our staff if you have any questions about anything you read here.

Our objectives for this event are to:

- Present our proposals to build a second terminal and infrastructure to the north of the runway
- Show how feedback from the 2018 consultation influenced our proposals and seek your further feedback on our updated proposals
- Explain the next steps in the process of submitting our proposals
- Report the findings of our preliminary environmental assessment and our approach to minimising and mitigating impacts

We would encourage you to provide your feedback online at [redacted]. You can also provide your feedback in hard copy – to do so please pick up a feedback form from any member of our team wearing a grey lanyard.

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

Do you have views about our expansion proposals?

Have your say by completing a feedback form here today, or online at [redacted].

Feel free to take a feedback form and Freepost envelope away and return it by post, with no stamp required.

Sharing the benefits of expansion



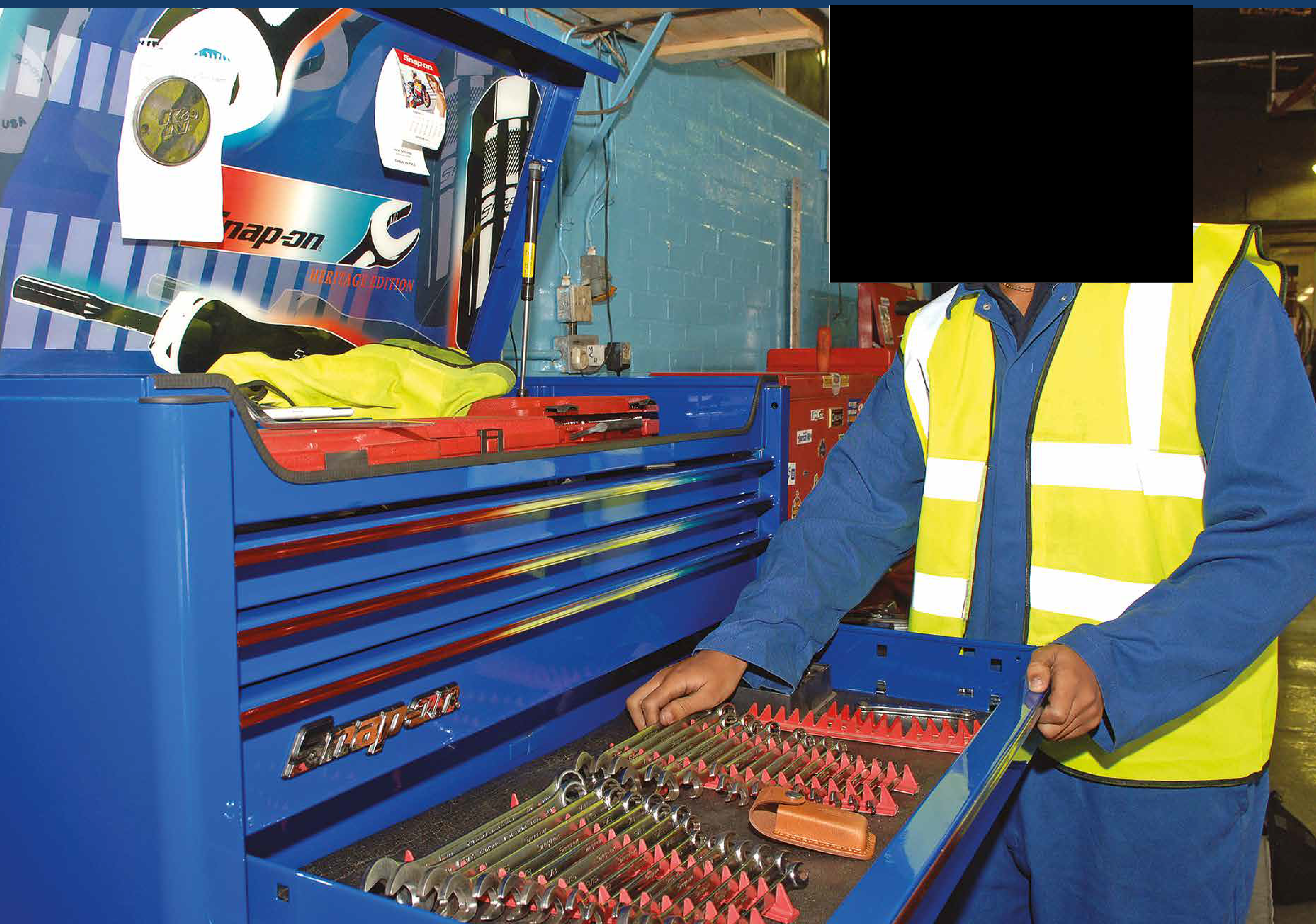
The ownership and operation of London Luton Airport (LTN) is different to many other airports. LTN is owned by London Luton Airport Ltd (LLAL), which in turn is owned by Luton Borough Council (LBC). This means that LTN is the only major UK airport that is wholly publicly owned.

LTN is run on a day-to-day basis by an entirely separate private company, London Luton Airport Operations Limited (LLAOL), under a concession agreement which began in 1998 and runs until 2031. Under this agreement, LLAOL has complete responsibility for the operation and management of the airport.

We are proud of LTN's success because the airport is a key driver of the local and regional economy. It is our priority to carry out this expansion in the public interest and capture economic and financial benefits for communities across the three neighbouring counties.

	Current benefit	Potential future benefits at 32 million passengers per year
Employment	We already support more than 27,500 jobs nationally.	The number of airport-related jobs is expected to increase by 5,600. When supply-chain 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.
Local economy	The airport contributes £1.8 billion a year to the UK economy, including more than £1.1 billion for Luton, Bedfordshire, Buckinghamshire, and Hertfordshire.	An additional £2 billion to the UK economy including £1.3bn more within Luton, Bedfordshire, Buckinghamshire, and Hertfordshire.
Luton Council funding	In 2018/19 the dividend we paid to Luton Borough Council, LLAL's shareholder, was £20.2 million. Other payments to the council, including rent and payment for services, added a further £12.3 million for the council.	As the airport grows, the dividend to Luton Council will grow too, as will the amount paid in business rates. This money will allow the council to provide local services and invest in its goal of eradicating poverty in the borough.
Charities and local communities	Last year, just over £9 million was allocated to our Community Funding Programme. This amounted to 53 pence per passenger in 2018/2019 being provided for community causes – 20 times more than any other major UK airport.	In addition to the existing community fund, we will introduce the Future LuToN Impact Reduction Scheme for the Three Counties (FIRST): a new fund to provide local authorities across the three counties (Bedfordshire, Buckinghamshire, and Hertfordshire) with additional resources targeted at Environment, Surface Access or Community themes. We propose that £1 per passenger is allocated to the FIRST fund, for every additional passenger above the current 18mppa. This would enable us to provide an additional £14 million a year at 32 million passengers per year.

An engineering apprentice



Current investment in the airport

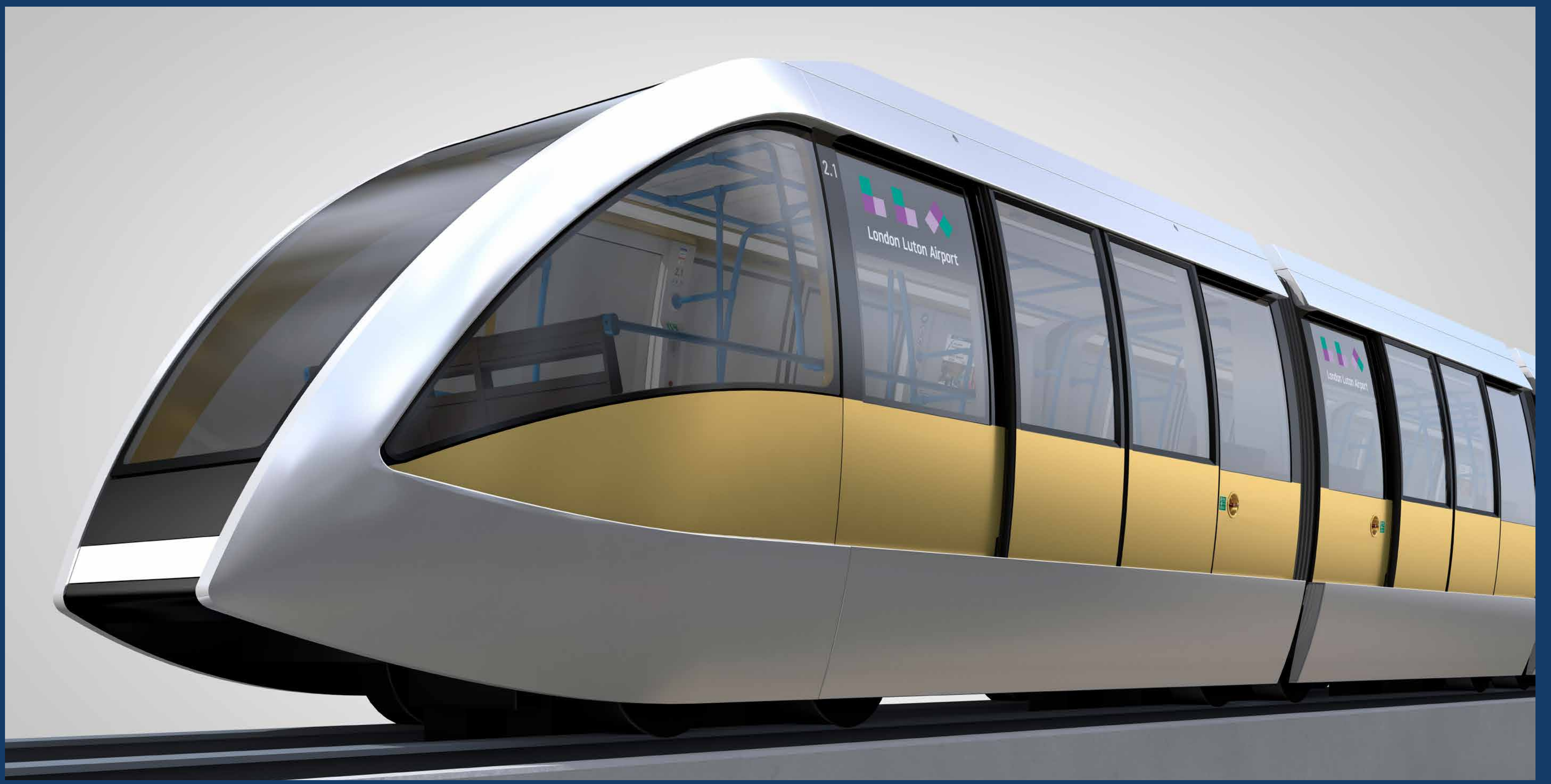
If you have any questions about current investment in the airport, please speak to a member of the London Luton Airport Limited team wearing a blue lanyard.



Luton DART

We are already making very significant investments in and around the airport to make it more accessible by public transport. The Luton DART (Direct Air-Rail Transit), which will transform access to and from the airport by public transport, will open in 2021.

Currently, people have to use shuttle buses to move between Luton Airport Parkway railway station and the terminal. The Luton DART will be a fully-automated and driverless transit system that will provide seamless transfer for up to 2,700 passengers each way, every hour, between the airport and the railway station.



Immediate growth plans

The airport's operator, LLAOL, is responsible for LTN's current development programme to increase capacity to 18 million passengers a year. This is known as Project Curium and it involves improvements to passenger facilities in the existing terminal, aircraft stands, improvements to car parking in the central terminal area, and planned works to aircraft taxiways.

Because passenger demand will reach the allowed limit at LTN in the very near future, LLAOL is also bringing forward a separate local planning application seek permission to increase the current cap on the number of passengers to 19 million passengers each year using the existing and consented infrastructure.

New Century Park

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.



Development Consent Order



This is our second consultation on our proposals for making the best use of London Luton Airport's existing runway. The permitted capacity of LTN is currently 18 million passengers per year and we are seeking to increase this to 32 million passengers per year.

As our project is seeking consent for airport-related development that would expand LTN's permitted capacity by more than 10 million passengers per year, it is a Nationally Significant Infrastructure Project 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 cannot be taken by the airport's local planning authority, Luton Borough Council. However, we will work closely with all stakeholders, including neighbouring local authorities, to deliver the best airport expansion for the community.

Summer 2018	Summer 2018 non-statutory consultation
2018 – 2019	Ongoing technical engagement and publication of response to feedback
Autumn/winter 2019	Statutory consultation *we are here
Early 2020	Ongoing technical engagement
Mid 2020	Submission of DCO application for consent
Late 2020 – mid-2021	Examination of DCO application by Planning Inspectorate
Late 2021	Recommendation by Planning Inspectorate and decision by Secretary of State for Transport
2022	Start of construction, subject to planning approval

Our DCO application will not cover detailed design, but sets out the parameters within which the airport expansion would be built. Our environmental assessments are based on these parameters.

Preparatory works

We believe it will be necessary to deliver Terminal 2 no later than summer 2027, so we may seek permission from the local planning authorities in early 2020 for a small number of preparatory works in advance of the DCO being determined:

- Replacement of Wigmore Valley Park
- Temporary reprovision of airport long-stay car parking
- Site establishment

The story so far



Throughout the development of our proposals, we have used a structured process to work through the options for London Luton Airport’s expansion. We took this approach so that a preferred option or set of options would emerge. As part of this process, in summer 2018, we consulted the public and stakeholders on a shortlist of four options.

December 2017	Publication of our Vision for Sustainable Growth 2020-2050 setting out our long-term aspirations for expanding LTN
Spring 2018	Options appraisal process to determine a preferred option or set of options
Summer 2018	Consultation on shortlist of four options for increasing capacity to 36-38 million passengers per year
February 2019	Publication of response to summer 2018 consultation, including our preferred option of a second terminal to the north of the runway
2019	Designing parameters and proposals to present to the public for this consultation

Following careful consideration of feedback from the public after the summer 2018 consultation, and further analysis of the options for expansion, we published our response to consultation in February 2019. This included the announcement of our draft preferred option for development: a new second terminal to the north of the runway.

These proposals are the subject of this statutory consultation.

In our summer 2018 consultation, we were proposing an expanded airport capable of handling 36-38 million passengers per year. Following further traffic assessments and a review of the responses to the consultation on our plans – and considering how we can meet our commitment to our communities, passengers, businesses and airlines – we have identified that the appropriate capacity limit for the Development Consent Order application should now be 32 million passengers per year.

Why we are planning to expand London Luton Airport

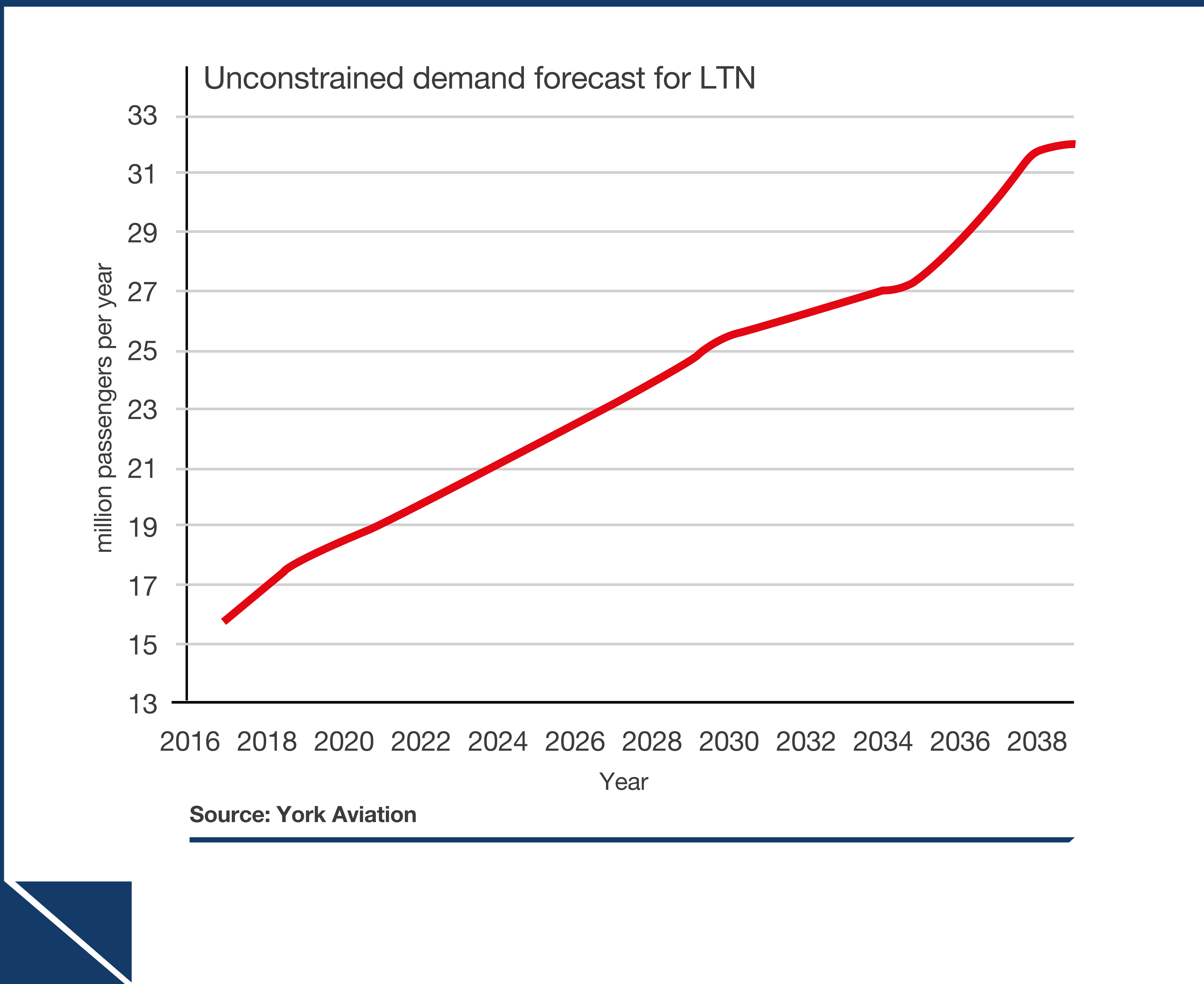


LTN has been one of the UK's fastest growing airports over the last six years. It is expected to reach the limits of its existing planning permission of 18 million passengers per year in the very near future, so it is important that we set out now how the airport can grow in the future.

- It is government policy that airports should make best use of their existing runways, and the government supports the growth of the aviation sector, as long as its environmental impacts are managed.
- Demand for air transport has grown rapidly in the UK, more than doubling since 1997. By 2018, 292 million passengers were using UK airports. The latest forecasts from the Department for Transport show air passenger demand to use the UK's airports rising to up to 380 million passengers by 2030 and up to 535 million passengers by 2050.
- Based on government forecasts, all London airports are forecast to reach their planning limits over the period to 2040. The Department for Transport's 2017 forecasts showed LTN being at capacity by 2021. However, demand across the UK, and at LTN specifically, has grown quicker in the short-term, meaning that the capacity limit will be reached earlier than expected.

To calculate future demand for London Luton Airport specifically, we took account of the national economy, capacity expected to be available at other airports (including Heathrow's proposed third runway), the transport access to LTN from its catchment area, and the types of aircraft and routes that fly from the airport.

Taking into account feedback from summer 2018 consultation, our proposals are to increase capacity at the airport in a phased way, reaching 32 million passengers per year in 2039.

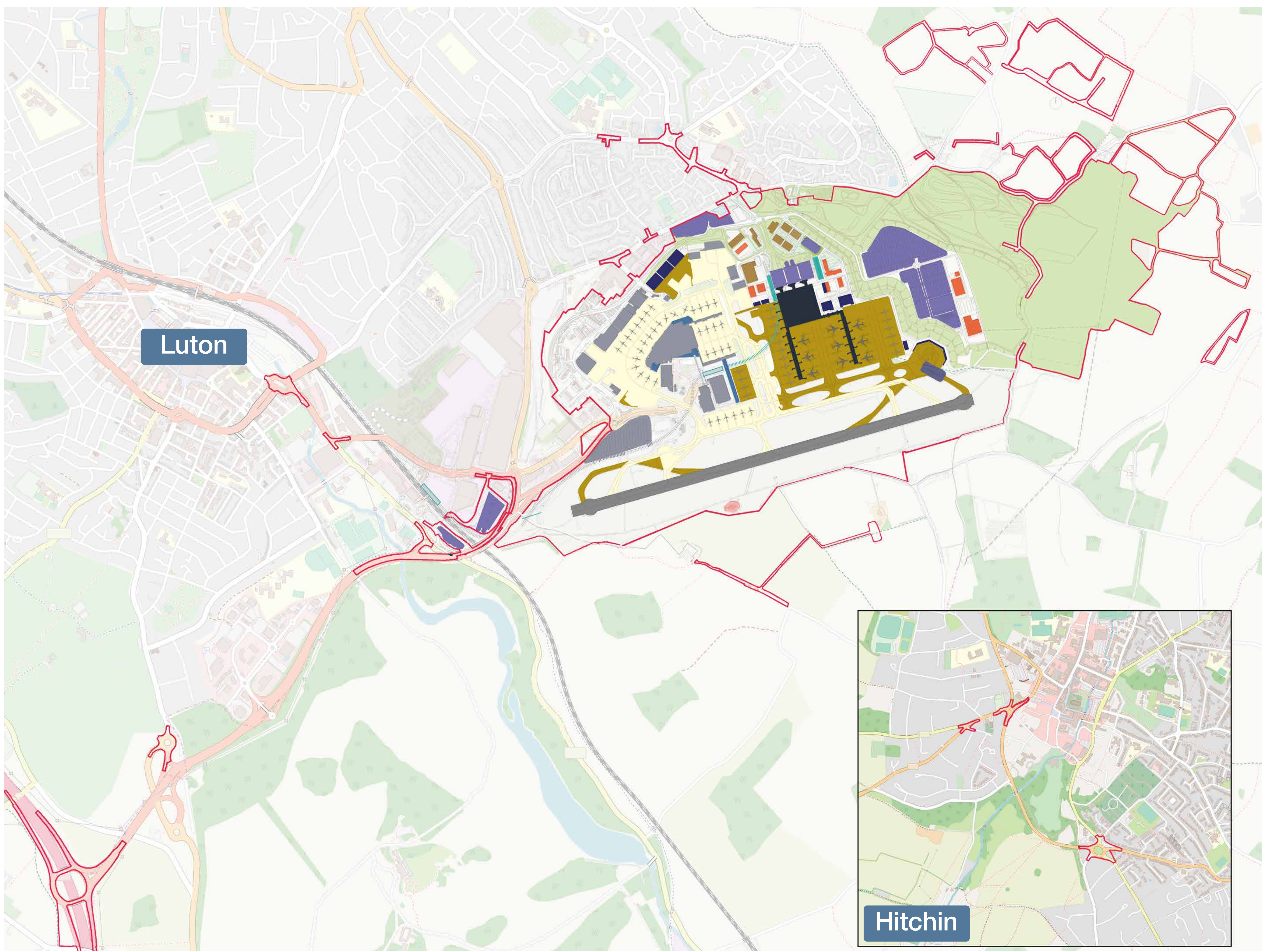


Development boundary

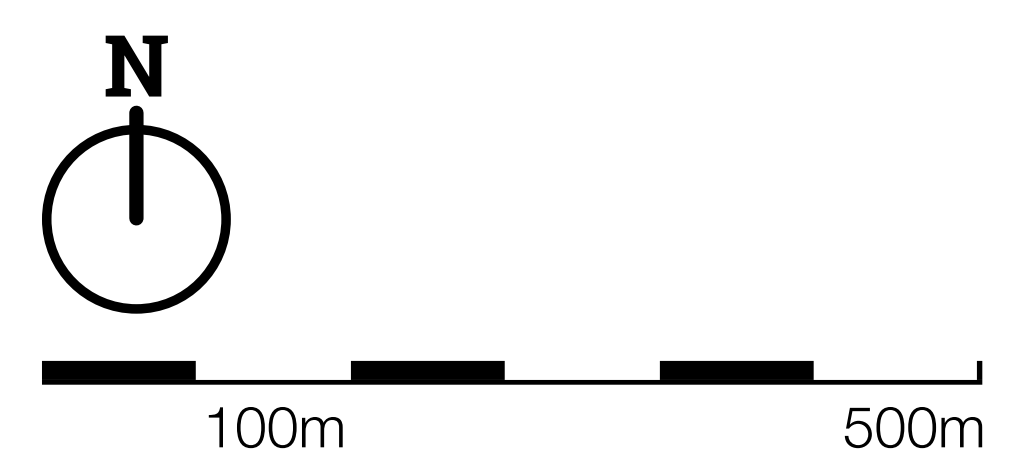
For questions about the
development boundary, please
speak to a member of
staff wearing
a black or purple lanyard.



The Development Boundary shows the extent of the proposed development, including highways improvements, replacement parkland, and improvements to hedgerows on nearby farmland, as well as the terminal and airfield. Construction works would be generally contained within the area directly to the north of the runway.



Background image source: Open Street Map



If you have any questions about our proposed development and its layout, please talk to a member of staff wearing either a purple or pink lanyard.

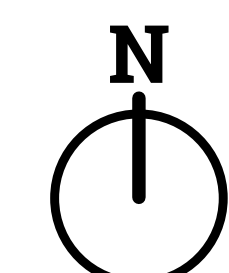


Proposed expansion of airport as of 2039



Key

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



100m 500m

The proposed development would deliver:

- A new passenger terminal (Terminal 2)
- New links and taxiways for aircraft to move to and from the runway
- New airfield infrastructure
- A coach station for the new terminal
- A new forecourt area for passenger drop-off and pick-up, a bus area and taxi provision
- An extension of the Luton DART (Direct Air-Rail Transit) passenger transport link to Luton Airport Parkway train station, and a new Luton DART station at Terminal 2
- A range of new airfield and terminal support facilities
- New short-stay and long-stay car parking, and parking for staff, taxis, and hire cars
- Highways and junction enhancements in the local area
- Replacement parkland and public open space larger than the current park

New terminal

If you have any questions about our proposed development and its layout, please talk to a member of staff wearing either a purple or pink lanyard.



We are proposing a new second terminal (Terminal 2) located to the east of the existing terminal.

This would be a separate building, to minimise disruption to existing operations during construction. It would include its own check-in facilities, security, baggage handling, and a food, beverage and retail offer for travellers.

It would incorporate modern practices in lighting, heating, and ventilation to minimise energy use while creating a comfortable experience for passengers and staff.

The new terminal would have its own dedicated area for parked aircraft, with 34 aircraft stands. They would be able to service larger aircraft than the airport can currently accommodate, allowing some longer-haul services from LTN.



Forecourt, Luton DART, and coach station

If you have any questions about proposed surface access arrangements, please talk to a member of staff wearing a green lanyard.



Luton DART and rail access

Terminal 2 would be connected to Luton Airport Parkway railway station by the Luton DART (Direct Air-Rail Transit) service. The link to the existing terminal is currently under construction, and the DART line would be extended and a new station built to serve the proposed new terminal.

Forecourt and coach station

A new forecourt area with passenger drop-off and new bus stands would serve the new terminal. It has been designed to cater for the airport's busiest hours, and would cater for drop-offs, buses, and shuttle-buses. All private car pick-ups would take place within a short-stay multi-storey car park within the forecourt area.

A coach station located to the east of the forecourt would serve longer-distance coaches.

Taxis would use a dedicated basement area underneath the short-stay car park, with passengers accessing the terminal directly.

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



Access and car parks

If you have any questions about proposed surface access arrangements, please talk to a member of staff wearing a green lanyard.



Our access objectives are:

- At least 45% of passengers accessing the airport using public and sustainable transport from 2029 onwards, increasing from the current percentage share of 32%
- 54% of staff commuting to the airport using public transport, cycling, and walking
- To improve off-site highways to accommodate the additional airport traffic

Car parks

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

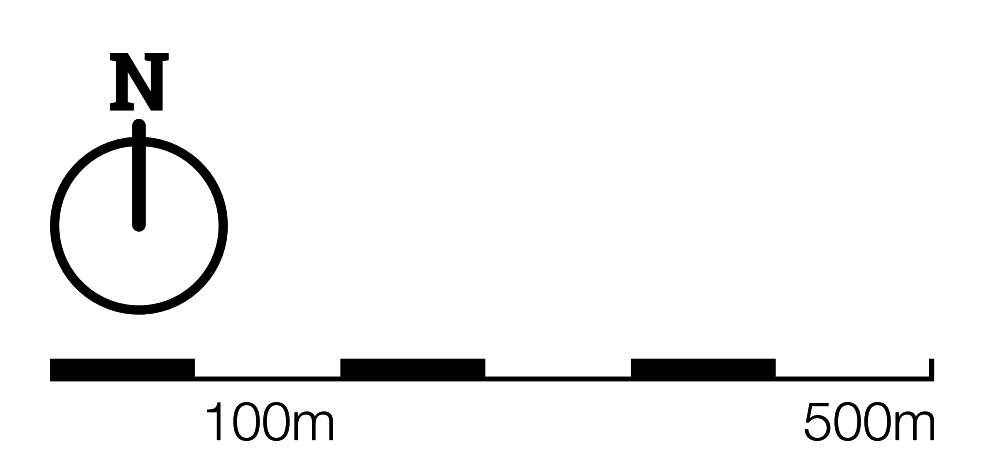
The existing long-stay car park would be moved, but overall additional capacity would be added to serve both terminals. The existing mid-stay car park, and a proposed new long-stay car park, would require shuttle-buses.

Locations of proposed car parking at the airport



Key

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



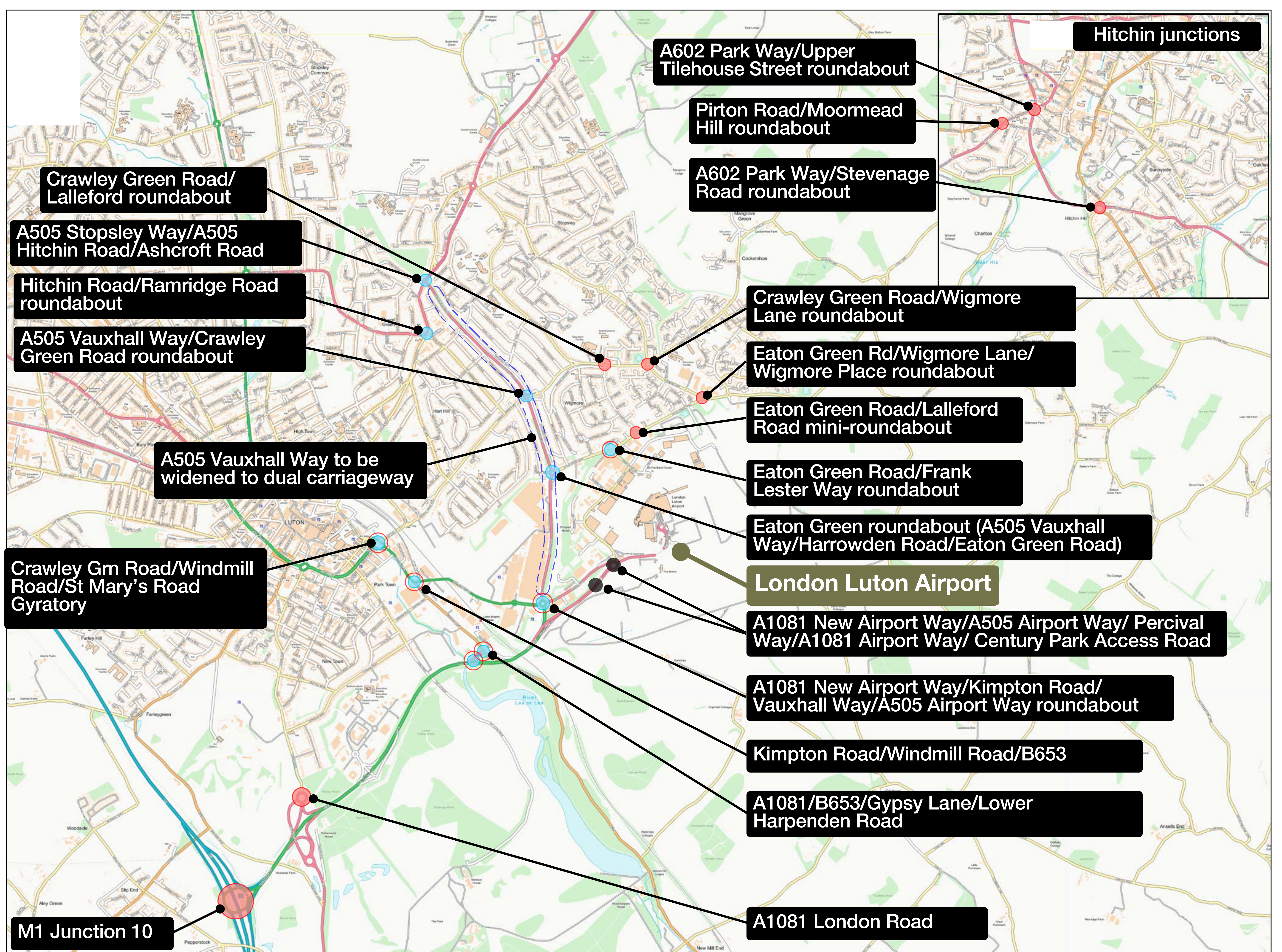
Highways improvements



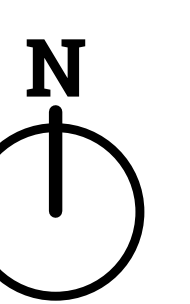
The road consented for the New Century Park development would be altered to tie in with our proposed airport development, with new connections and roundabouts.

We are also proposing improvements at road junctions across the wider area, so that they can deal with the increased amount of traffic that the expanded airport would create. The majority of traffic would be focused on the A1081, between the airport and Junction 10 of the M1. There would also be increases in traffic in the south-east parts of Luton.

Our proposed road and junction improvements are shown on the map below. You can read about them in more detail in Chapter 7 (Surface Access) of the Guide to Statutory Consultation.



- 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



Replacement parkland and landscape

If you have any questions about our proposed new landscaping and parkland, please talk to a member of staff in a yellow lanyard.



Wigmore Valley Park

The proposed development would involve building on part of the existing Wigmore Valley Park. We are committed to providing replacement parkland that is at least as good in terms of quality, and 10% bigger than the open space that would be lost. We also commit to starting this in the first phase of the project to avoid leaving local people without their public open space at any time during construction. We would also protect the existing main entrance to the park near to Wigmore Hall and Wigmore Pavilion, and improve facilities and accessibility.

The park would retain many of the mature trees and hedgerows, and would encompass other important landscape features on Winch Hill.

We would deliver further features to make the replacement open space useful for local people, including picnic areas, and areas for play and exercise.

We would work with local stakeholders on the design and management of this park.

Landscape strategy

To make our proposals sympathetic to the landscape and cause the least damage to surrounding wildlife habitats, we would:

- Plant over 12 hectares of native broadleaf woodland
- Plant over 2 hectares of native scrub vegetation
- Plant or restore over 18km of mixed-species hedgerows
- Plant over 1,500 new trees
- Create almost 73 hectares of grassland
- Construct over 5km of new surfaced paths or rights of way

— Wigmore Valley Park and replacement open space



Phased development

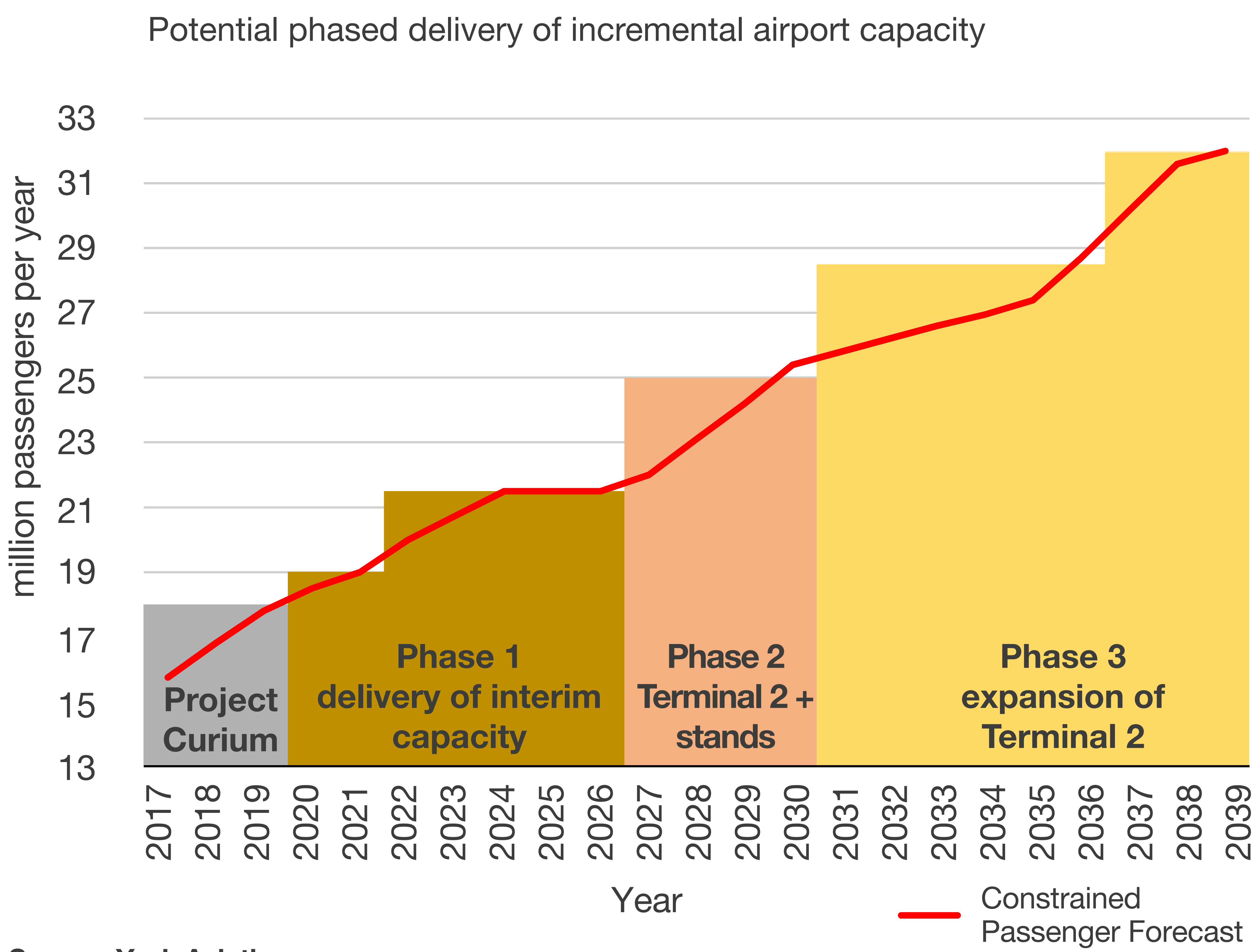
For questions about phasing, please talk to a member of staff wearing either a purple, orange or pink lanyard.



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.

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.



Indicative construction programme															
	Prep. works		21.5 mppa and 25 mppa					32 mppa							
Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Preparatory works	■														
Phase 1 – 21.5 mppa			EW ■												
Phase 2 – 25 mppa			EW ■		EW ■										
Phase 3 – 32 mppa								EW ■	EW ■	■					

EW = Earthworks duration within each phase



We are committed to being a good neighbour as we expand the airport. A lead contractor would be appointed to manage and oversee construction.

Deliveries

- We would allocate a specific time slot for deliveries to the construction site, planned in consultation with local communities and avoiding peak travel times
- We would only employ contractors who are members of the Fleet Operator Recognition Scheme (FORS), which accredits delivery vehicles and drivers on high standards of safety and pollution emissions
- We are investigating having a delivery consolidation centre, to minimise the number of vehicles arriving on the public roads by making sure they are optimally loaded for deliveries and the same vehicles can remove waste from the site

Working hours

Most of the construction work would take place during normal construction hours – Mondays to Fridays 7:00am to 7:00pm, and Saturdays 7:00am to 2:00pm.

Where working is required outside of these hours (such as large concrete pours or road closures), it would be done in consultation with local authorities and the appropriate public notifications would be provided.

Managing environmental impacts 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.

Our Draft Code of Construction Practice, which can be found as an appendix to the Preliminary Environmental Information Report, also sets out measures which will reduce and manage negative environmental effects during the construction process.

LTN today



Mitigating the impacts

For questions about our proposals to manage and mitigate impacts, please talk to a member of staff wearing a red lanyard.



We have identified some of the key impacts that expanding London Luton Airport could 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, are also proposing opportunities to provide environmental enhancements. This process is known as the Environmental Impact Assessment (EIA).

Our findings to date are set out within the Preliminary Environmental Information Report (PEIR), which sets out the likely environmental effects of the development, so people can make informed responses to our consultation.

The issues that we will manage and mitigate are:

- Air quality
- Traffic and transport
- Climate change resilience
- Greenhouse gas emissions
- Noise and vibration (including air noise, aircraft ground noise, road traffic noise, operational vibration, construction noise and vibration)
- Soils and geology
- Water resources
- Waste and resources
- Economics and employment
- Health and community
- Agricultural land quality and farming circumstances
- Biodiversity
- Landscape and visual impact
- Cultural heritage
- Emergency planning and resilience

Please see chapter 9 of our Guide to Consultation and the Preliminary Environmental Information Report for more information on how we propose to manage and mitigate environmental impacts.

Compensation proposals

If you have any questions about compensation schemes, please talk to a member of staff wearing a black lanyard.



Some property owners and occupiers who are affected by our proposals, but are not subject to compulsory acquisition, may 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 would 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 would 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 refer to our Compensation Proposals document which forms part of our consultation materials.

Discretionary compensation schemes

In addition to the statutory compensation referred to above, we would offer 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 would offer to acquire eligible properties at their unaffected open-market value and reimburse reasonable costs (for example, relocation costs).
- **Hardship scheme for properties in the 66 dB noise contour**— We would be prepared to purchase the homes of those unable to sell their property, and consequently experiencing exceptional hardship.
- **Noise insulation schemes**— We would make available a tiered noise insulation scheme that would replace the existing scheme. The new schemes would offer a range of packages for homeowners, dependent on the noise effects at their properties. They would range from a financial contribution of up to £3,500 to a full package of insulation measures.

Please see our Compensation Proposals document for more information

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



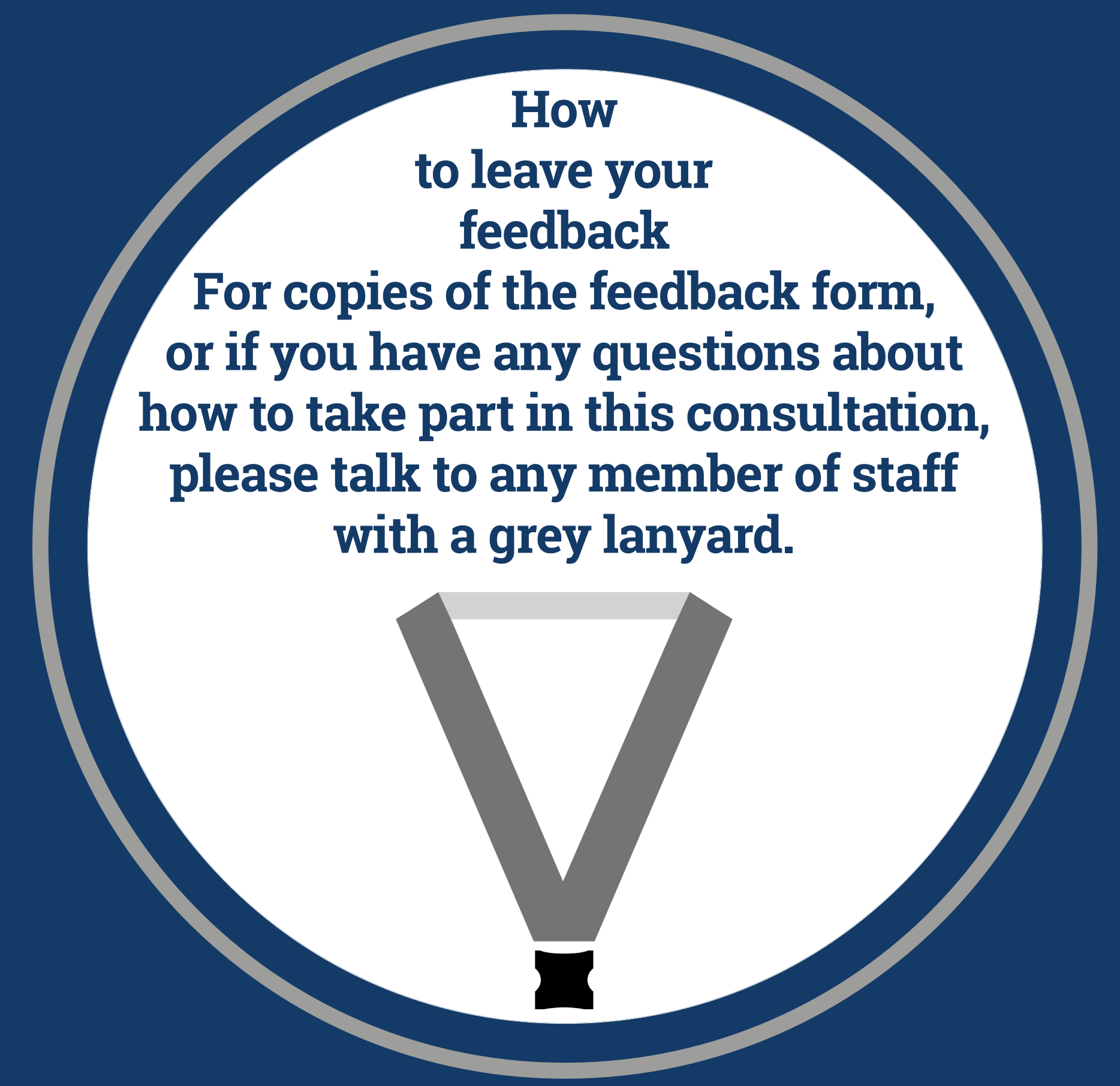
A key piece of feedback from the summer 2018 consultation was that some respondents felt that the benefits of the airport were not spread as widely as they could be, especially when considering the areas where people felt they suffered negative impacts from airport operations without feeling any direct benefit. As a direct response, if our DCO is approved, we would introduce a new funding stream that will run in addition to, and alongside, our 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 region of Bedfordshire, Buckinghamshire and Hertfordshire.

The main objective of this proposed fund is to provide a fair share of increased funding, available as a result of airport expansion, to neighbouring local authorities, to be allocated to one of three themes — Environment, Surface Access and Community.

**FIRST: up to
£14 million per year
for surrounding
communities**

How to leave your feedback



We want to get your views about the development proposals so please tell us what you think by filling in a feedback form.

Please ask a member of staff for a feedback form and return it before you leave. If you don't get the chance to fill it in today, you can send it to us by post or go to our website: [\[REDACTED\]](#)

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

- Email: futureluton@llal.org.uk
- Post: Write to us at FREEPOST FUTURE LUTON LLAL, no stamp required
- Telephone: 01582 548782

The deadline for accepting feedback in relation to this statutory consultation is 23:59 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.



Next steps in DCO process

For questions about how you can participate in the DCO process, please talk to a member of staff wearing a black lanyard.



Before submitting our DCO application, we may choose to consult further on certain changes to our proposals made in response to the feedback received during this statutory consultation. The nature of this consultation would be dependent on the impact and size of the proposed changes.

We will produce a Consultation Report to accompany our DCO application. 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 any interested parties to submit their representations and participate in the examination process.

You can read more about the DCO process on our website; [\[redacted\]](#) and on the Planning Inspectorate website; <https://infrastructure.planninginspectorate.gov.uk/> or by calling 0303 444 5000.

If you have any questions about air quality, please talk to a member of staff wearing a red lanyard.



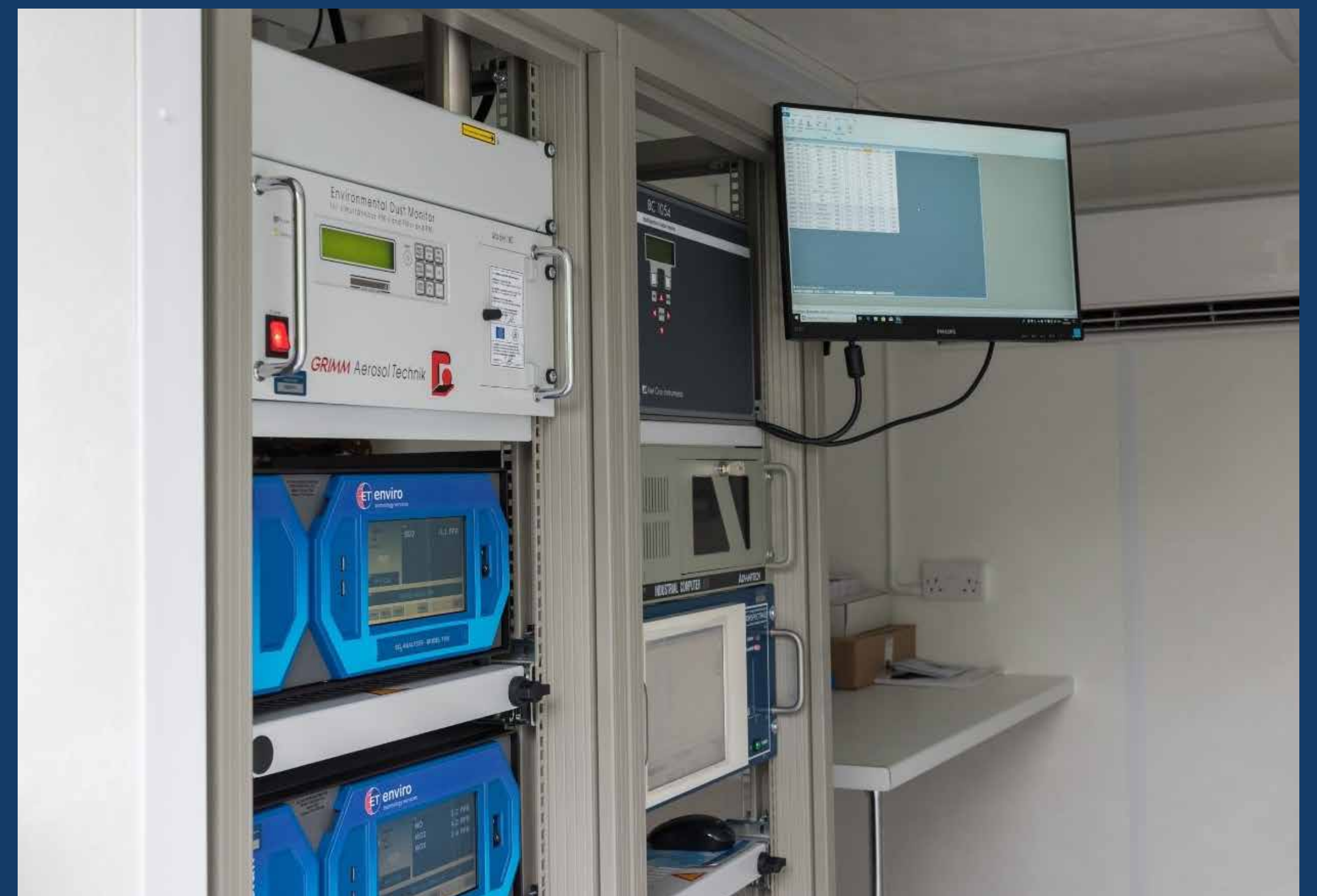
We have commissioned a new air quality monitoring station that is measuring a range of potential pollutants wider than that monitored by any other major airport in the UK. In addition to monitoring nitrogen dioxide and particulates, we are also monitoring sulphur dioxide, carbon monoxide, ozone, black carbon and volatile organic compounds, such as benzene, naphthalene and toluene. 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.

We are proposing measures to reduce any increase in air pollution, both during the construction of the expanded airport, as well as when it is operational, including:

- Controls on the storage and transportation of materials to prevent dust being released into the air
- 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 electric powered vehicles





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 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.

We acknowledge that the proposed development is likely to result in additional greenhouse gas emissions which would contribute to climate change.

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

- Use construction materials with a lower carbon footprint
- Reduce emissions from waste, energy and water use
- Design new buildings and infrastructure to be energy efficient
- Encourage the use of electric vehicles on the airfield
- Use low-carbon energy sources, such as on-site renewable energy generation
- Reduce emissions from aircraft operations on the ground through the provision of fixed electrical ground power to standing aircraft, and single/reduced engine taxiing
- Work with airlines to encourage the use of cleaner new-generation aircraft
- Encourage the use of public transport to access the airport

It is estimated that total emissions from aircraft movements at LTN in 2050 will remain within its share of national forecasts to support the government in achieving its commitment to an 80% reduction in UK emissions (excluding international aviation and shipping) by that time.

Recent government policy is now to achieve net zero carbon emissions by 2050. We will address this in ongoing work in line with government guidance expected next year.

Air noise and flightpaths

If you have any questions about noise or flightpaths, please talk to a member of staff wearing an orange or navy blue lanyard.



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

We have assessed the likely effects of air noise from the expanded airport and undertaken noise predictions to determine the likely 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.

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.

As part of our proposed mitigation we intend to maintain the existing limit on the number of aircraft that can operate during the night quota period (11:30pm to 6:00am).

Although it doesn't fall within the remit of our DCO application, changes to airspace and flightpaths across the whole South East of England will be consulted on in 2021/22 by the Civil Aviation Authority.

Airspace modernisation will allow aircraft to climb more quickly, helping reduce air noise. We will seek to influence the airspace redesign process based on the results of our air noise assessment.

We will also continue to encourage airline operators to upgrade their fleet to newer generation aircraft, which are quieter and more efficient. Similarly, cargo carriers will move to progressively quieter aircraft types over time.

We are proposing to offer a new tiered noise insulation scheme as part of our expansion plans. Please see the Compensation Proposals board, or our Compensation Proposals document for more information on this.

We are currently working with representatives from the community and other stakeholders to design a legally binding mechanism (the 'Noise Envelope') to provide certainty regarding the extent of the noise impact that will occur and that will enable the benefits of future technological advances to be shared between the airport and the community.





Where possible, the proposed development is being designed to avoid or reduce adverse effects on valued ecological features and deliver benefits for biodiversity.

Our ambition is for the proposed development to deliver 10% biodiversity net gain through extensive landscaping and habitat creation. 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.

Other measures to support and improve biodiversity include:

- Retaining woodland and hedgerow belts on the boundaries of the application site wherever possible
- Moving orchids from Wigmore Valley Park County Wildlife Site to a new site
- Providing deadwood habitat for insects; and bat roosting and bird nesting boxes on buildings and trees
- Creating new grassland, hedgerows and woodland
- Providing alternative barn owl nesting opportunities to replace those lost to construction of the expanded airport
- Using directional lighting to avoid light spill onto wildlife habitats to minimise disturbance of nocturnal species, such as bats and badgers



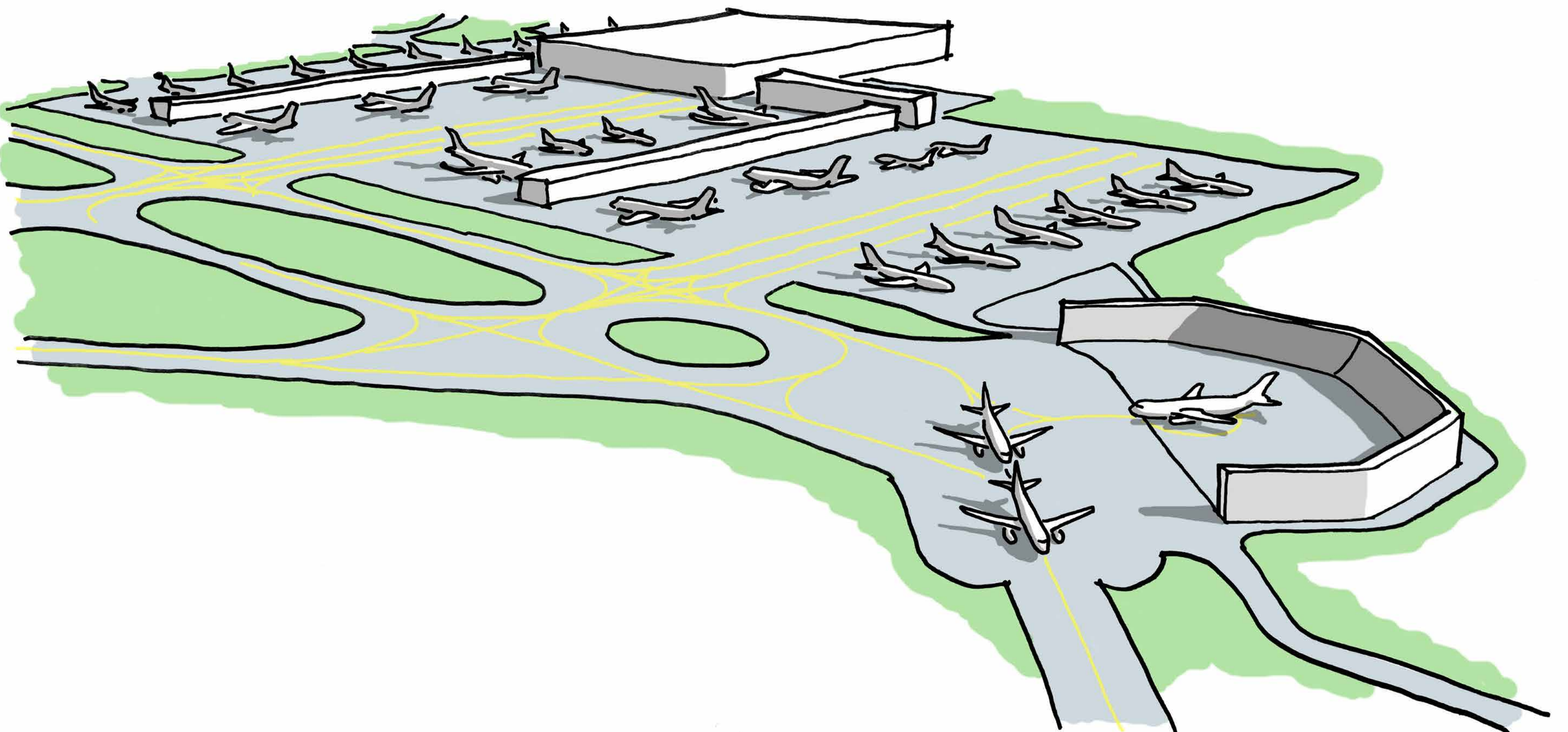
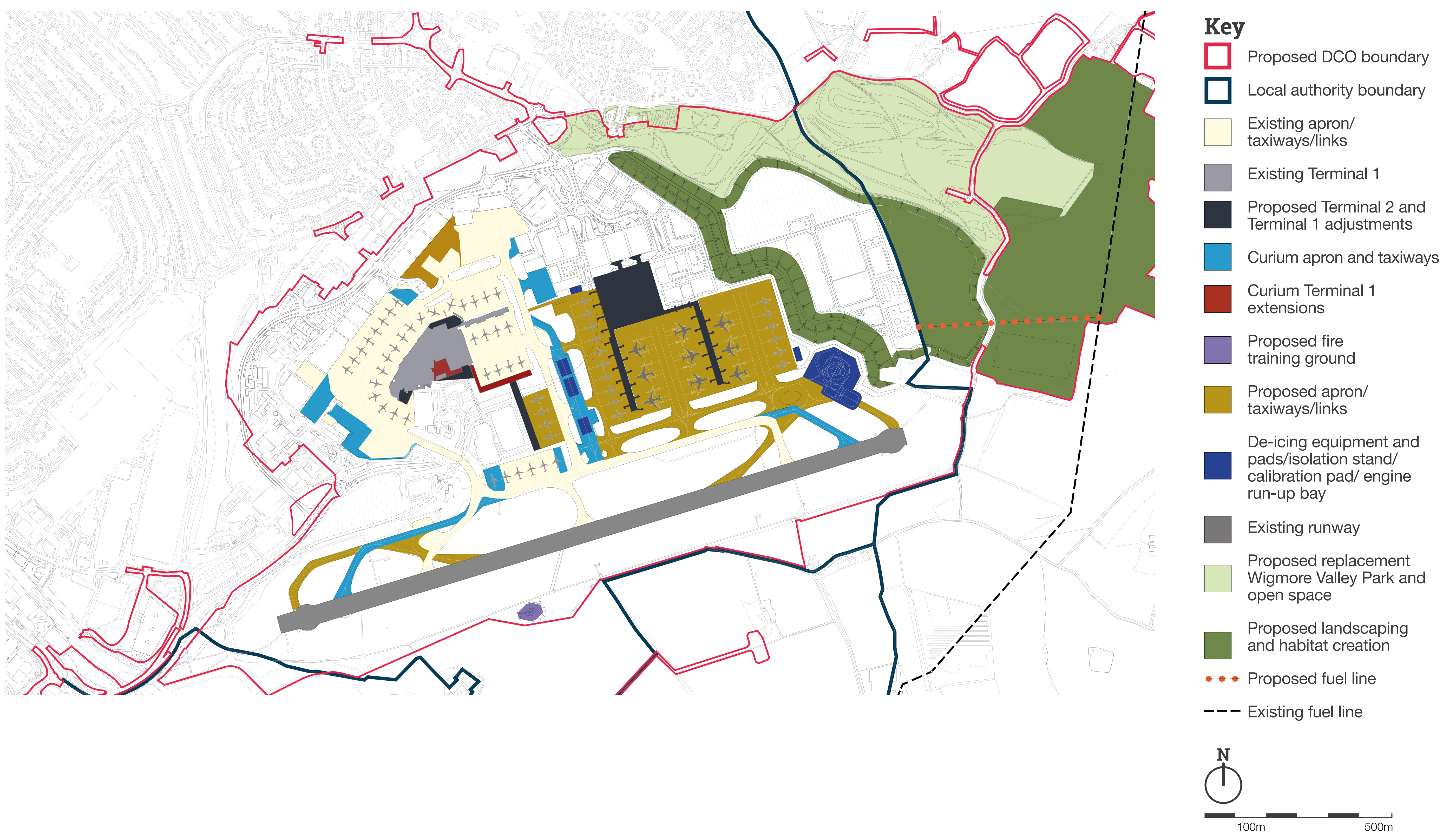
Airfield infrastructure

If you have any questions about airfield infrastructure, please talk to a member of staff wearing either a purple or pink lanyard.



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 to allow more efficient taxiing and manoeuvring of aircraft
- 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
- Testing, calibration, and engine ground running area with modern acoustic barriers
- Provision of additional de-icing pads at the runway's eastern end, to make the airport less vulnerable to disruption from extremely cold weather



If you have any questions about earthworks, please talk to a member of staff wearing a pink lanyard.



To construct a new terminal, a major earthworks operation would be required across a number of phases.

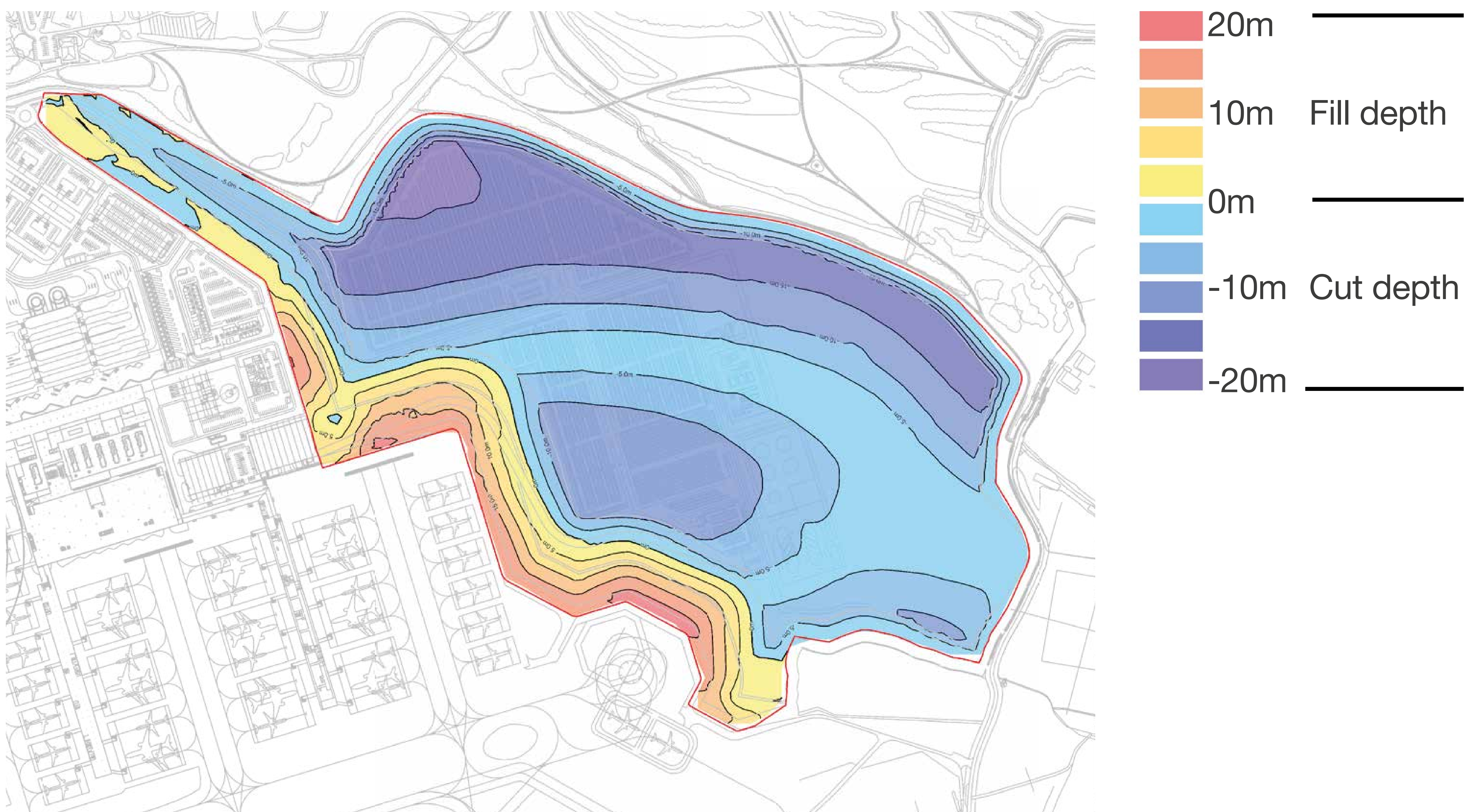
This would involve:

- 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 (re-levelling) of the landholdings, after excavation activities, for landscaping, and to accommodate drainage installations and long-stay car parking

In our summer 2018 consultation, we received feedback that it is preferable for earth needed for landscaping to be taken from close to where it is needed for the works. 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 4,000,000m³ of material by road (equivalent to the volume of four Wembley stadiums). That alternative would have placed a significant extra traffic burden on the local area.

Works will be undertaken in a closed site so there will be no need to move the majority of the material on local roads.

The landfill was not engineered to contemporary standards when it was closed, so measures would be taken to protect the airport and neighbours. The remediation of this former landfill will improve the overall environmental conditions at the site.



Proposed earthworks cut area