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, futureluton.llal.org.uk, 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, futureluton.llal.org.uk, 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

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 futureluton.lal.org.uk, at our document inspection venues, and at our consultation events.
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 futureluton.llal.org.uk, 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: futureluton.llal.org.uk

• 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