Future LuToN
MAKING BEST USE OF OUR RUNWAY
Consultation Summary
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FOREWORD FROM THE CHAIR OF LONDON LUTON AIRPORT LTD

London Luton Airport (LTN) marks its 80th anniversary this year, and there is much to celebrate. It is the fifth largest airport in the UK, and has also been the UK’s fastest growing major airport over the last five years, handling just under 16 million passengers in 2017. Over half of the flights are to western Europe and the Mediterranean, with over a third to central and eastern Europe.

We, London Luton Airport Limited (LLAL), owner of LTN, are proud of its success story. We want to take this success further and make the best use of our existing runway, particularly as LTN will shortly be full to its current permitted capacity of 18 million passengers per annum (mppa).

Our ‘Vision for Sustainable Growth 2020-2050’, published in December 2017, set out how we believe the airport may be able to handle up to 36-38 mppa, and recognised that in making the best use of our runway we should also seek 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.

This consultation is the first important step in taking this vision forward, as it presents options for enabling future levels of growth and expansion in the period up to 2050.

We are consulting on these plans at this early stage to seek your views and feedback to help us shape and inform the proposals for the expansion of LTN. We plan to consult again next year on more detailed proposals, providing a further chance to give your feedback before we prepare and submit an application to consent our expansion plans.

LTN is a key driver of the local and sub-regional economies, supporting more than 30,000 jobs and contributing £1.5bn per year to the UK economy, including more than £500m into the three counties of Bedfordshire, Buckinghamshire and Hertfordshire. It is estimated that for every additional million passengers passing through LTN, 800 new jobs could be created and £76m added to the regional economy.

We believe that LTN has the potential to unlock many more opportunities for our local communities, and that it is our responsibility to deliver this. We cannot stand still and do nothing.

We want our communities to thrive and to enjoy the benefits that the growth of LTN will bring. Over the last five years, we have provided more than £50m for local charities, community and voluntary organisations in Luton and beyond in communities impacted by airport operations.

We are committed to working with our partners, airlines, our local communities, statutory bodies and the Government when developing strategies and measures to maximise the benefits, while mitigating potential adverse environmental impacts that expansion may bring, including, but not limited to: accessibility, air quality, noise, climate change, landscape and ecology, and archaeology and heritage.

A demonstration of that commitment is our recent £225m investment in the Luton DART fast transit system between Luton Airport Parkway station and the airport terminal – operational in 2021.

We look forward to discussing our proposals with you, listening to your views and working with you to shape the future of LTN.

Cllr Andy Malcolm
Chair of LLAL
This document provides a summary of our more detailed London Luton Airport (LTN) expansion non statutory consultation document, Future LuToN: making best use of our runway, which sets out the options for London Luton Airport Ltd’s expansion project.

We are consulting on options to expand LTN by making best use of the existing runway. The permitted capacity of LTN is currently 18 million passengers per annum (mppa), and our estimate is that the existing runway has a potential capacity of up to 36-38 mppa. Our plan is to progressively expand LTN to achieve this growth, which would require new terminal capacity and other landside and airside infrastructure.

We think that expanding LTN will bring significant benefits that will be shared locally, regionally and nationally.

The overriding objective of this consultation is to get your feedback so that we can take account of your views and, where appropriate, reflect them in developing a better scheme for both the airport and its local communities.

We are committed to minimising and mitigating the impacts of expansion. We will also show our assessments of these impacts, and ask for your feedback on our mitigation plans.
LTN AND ITS FUTURE
We, London Luton Airport Limited, are proud owners of LTN. Our company is in turn wholly owned by Luton Council. As such, LTN, which celebrates its 80th anniversary this year, is unique in that it is the only major UK airport remaining wholly publicly owned.

While we are the freeholder owner, it is operated under a concession agreement (until 2031) by LLAOL (London Luton Airport Operations Limited), which is owned by Aena Internacional and AMP Capital.

LLAOL is responsible for LTN’s current development programme to increase LTN’s capacity to 18 million passengers per year, and are currently undertaking a £160m redevelopment, with a new multi-storey car park and drop-off zone, and new shops and facilities for passengers.

The airport is an important source of revenue for Luton Council, our shareholder, supporting local services and infrastructure investment. We are a key driver of the local and sub-regional economies.

**Significant economic benefits include:**

- **£19.5m** to Luton Council as a dividend in 2017/18
- **£120m+** provided by our Community Funding Programme since 2004. Last year alone, these donations totalled almost £10m
- **30,000** jobs, including: 10,700 direct jobs at LTN; 8,700 indirect jobs within LTN’s supply chain; and 11,400 induced jobs supported by employees of LTN and its supply chain
- **£1.5bn** per year to the UK economy, including more than £500m into the three counties of Bedfordshire, Buckinghamshire and Hertfordshire
- **62p** provided for community causes for every passenger passing through LTN – a sum which is x24 greater than any other major UK airport
OUR AIRPORT TODAY

Having opened in 1938 as a grass airstrip, LTN has developed into an airport which is now the UK’s fifth largest and one of its fastest growing major airports. LTN is a civil airport serving commercial passenger and cargo flights, business aviation activities and aircraft maintenance and repair. Passenger numbers have been growing steadily for the last four years.

Both TUI and easyJet operate from LTN, alongside the other main airline operators including Wizz Air, Ryanair, Vueling and Blue Air.

EasyJet and Wizz Air, which has established its main UK operating base at LTN, announced six new routes for summer 2018, covering more destinations in western, central and eastern Europe.

Alongside scheduled passenger flights, LTN has a small cargo centre handling regular cargo flights to Istanbul, Amsterdam, Frankfurt and Paris. LTN also has substantial aircraft maintenance activity, which is related to the historic position of the airport as the headquarters of a number of airlines. It reflects the strength of engineering skills in the local area of Luton, building on aircraft support manufacturing at GKN Aerospace, and the nearby presence of Vauxhall Motors.

LTN IN NUMBERS 2017

- 14 airlines
- 38 countries
- 139 destinations
- Busiest day: 59,272 passengers on August 25
- 2,354,589 items of luggage
- 15,799,219 passengers
- 21,199 tonnes of cargo
- 135,538 flights

(Source: LLAOL)
Our passenger facilities are concentrated in a Central Terminal Area, served by a dual carriageway access road from New Airport Way that crosses under one of the main taxiways linking the apron areas with the runway. Our passenger aircraft apron is located around the passenger terminal area.

The single runway is accessed by a parallel taxiway but this does not run the full length of the runway. As a result of this physical constraint, many aircraft have to enter the runway and ‘backtrack’ prior to take-off, occupying the runway for longer than necessary and limiting the number of aircraft that can be handled each hour.

The Luton DART is currently under construction, completing in 2021. In addition, London Luton Airport Operations Limited (LLAOL), under its planning permission, is finalising expansion and improvement of the existing terminal, as well as progressing the improvement of car parking in the central terminal area and completing its planned taxiway works.
LTN is the fastest growing major UK airport over the last five years. Alongside its connectivity, a fundamental part of LTN’s attractiveness is its ability to offer airline customers and their passengers lower airport charges than Heathrow, Gatwick or Stansted. LTN is also one of the most efficient airport operations in the London airports system.

This translates into benefits to users and the wider economy. LTN is cheaper to use than the other London airports, and this enhances competition and passenger choice; one of the core principles of the Government’s emerging aviation strategy.

Demand projections show that even with additional capacity at Heathrow, LTN will retain a competitive advantage and that any impact on passenger numbers from the opening of an additional runway at Heathrow will be relatively limited and short-lived.

LTN also predominantly serves short-haul destinations currently, whereas Heathrow focuses on its role as one of the major European hub airports. LTN is growing quickly because of its accessible location: it is close to the M1 corridor, is within an economically vibrant area, and has links with a high-frequency rail connection to London.

LTN is also the international airport gateway to the economically vibrant Oxford-Cambridge corridor, and has the potential to become the airport of choice for north London, and to expand the range of services it offers to its catchment area. LTN will be even better positioned to serve this catchment area following completion of the Luton DART.
On 5 June 2018 the Government confirmed that it is supportive of UK airports making best use of their existing runways, alongside the development of a third runway at Heathrow. This policy statement is set out in the Government’s publication ‘Beyond the horizon – The future of UK aviation – Making best use of existing runways’.

Making best use of our existing runway is a core principle of our vision for LTN. We will actively manage the environmental impacts while maximising the economic contribution that the airport can make.

LTN provides a home for low-fare airlines, operates competitively with the other London airports to offer best value to users and provides a lower cost option to airlines and passengers than the other London airports.

The latest forecasts by the Department for Transport (DfT – October 2017) show the potential total passenger demand wanting to travel to and from the UK as reaching 470-535 million by 2050, with a mid-range position of 495 million, up from some 277 million today.

The DfT forecasts also show LTN reaching its permitted capacity of 18 mppa by 2021. We have used these official forecasts of air passenger growth as the basis of our specific projections of how LTN might grow, taking into account the proposed development of a third runway at Heathrow and other airports making best use of their runways.

There is an opportunity for LTN to play a substantially greater role in the UK aviation market, to do this, we need to expand LTN’s landside and airside infrastructure to take advantage of the potential capacity of some 36-38 mppa from its existing runway. As LTN grows to handling up to 36-38 mppa, there would be a direct increase in economic benefits, locally, regionally and nationally.

Illustrative diagram showing indicative demand forecast and capacity provision.
HOW THIS WILL BENEFIT EVERYONE

We believe that the expansion of LTN will bring a number of important benefits to local communities and across the wider area.

Benefits to users
By providing a wider range of services and offering passengers more choice, LTN will reduce the time, distance and cost that passengers face in getting to an airport and so will contribute to achieving a more sustainable pattern of air services in the local and regional area. Expanding LTN will offer more choice to passengers within our catchment area and help meet their specific needs for mainly short-haul, point-to-point journeys.

Airlines will benefit too from additional capacity at LTN concurrently with the expansion of Heathrow. This will ensure that there continues to be competition across the London airports. We are committed to delivering the proposed development in a way that will keep airport charges well below those of the other London airports.

Wider economic benefits
LTN already provides a wide range of short-haul connectivity options to business and leisure passengers alike. This helps to support economic activity and prosperity in the economy of our catchment area by making travel quicker, easier and more efficient, thus enabling people to do more with their time, helping areas around LTN more attractive to visit and do business.

EVERY MILLION ADDITIONAL PASSENGERS AT LTN ADDS AN ESTIMATED 800 JOBS

This will deliver a boost to regional economy of around £76m each year
£118m at the national level

EMPLOYMENT BENEFITS

EVERY MILLION ADDITIONAL PASSENGERS AT LTN ADDS AN ESTIMATED 800 JOBS

Tell us what you think
See sections 2 and 3 in our main consultation document, which details more information.

You can also provide your feedback by answering question 3 in our feedback form.
OUR CONSULTATION
As our project is seeking consent for airport-related development that would expand the permitted capacity of LTN by over 10 million passengers per year, it is a type of development and of a scale that meets the thresholds to be a Nationally Significant Infrastructure Project (NSIP).

As such, we must apply to the government for a Development Consent Order (DCO) to authorise the proposed development. NSIP applications are examined by the national Planning Inspectorate, and decided by the Secretary of State for Transport (not Luton Borough Council).

This consultation is part of that planning process – an early-stage, non-statutory consultation on the options that we are considering.

It is the first of two consultations we are planning to hold. The second consultation, scheduled to take place next year, will be a statutory consultation under the Planning Act 2008. That will be a consultation about the scheme we think we will apply for, having undertaken further work over the next few months and having taken account of the responses we receive during this current consultation.

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**THE DCO PROCESS: HOW WE WILL APPLY FOR PERMISSION**

<table>
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<tr>
<th>Timeframe</th>
<th>Key Event</th>
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<tbody>
<tr>
<td>Mid 2018</td>
<td>Non-Statutory Consultation</td>
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<tr>
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<td>Initial round of public consultation on the emerging strategic masterplan options for making best use of the existing runway in the period up to 2050 to achieve 36-38 mppa</td>
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<td>We are here now</td>
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<th>Timeframe</th>
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<tr>
<td>Mid 2018 – mid 2019</td>
<td>Ongoing engagement and feedback review</td>
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<td></td>
<td>Project team reviews responses to Non-Statutory Consultation, while continuing dialogue with local stakeholders, leading to a preferred scheme</td>
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<th>Timeframe</th>
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<tr>
<td>Mid 2019</td>
<td>Statutory Consultation</td>
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<tr>
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<td>Statutory consultation on the preferred scheme. Supported by the draft detailed technical and environmental assessments</td>
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<th>Timeframe</th>
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<tr>
<td>Late 2019</td>
<td>Submission of DCO application for consent</td>
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<tr>
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<td>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</td>
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<th>Timeframe</th>
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<tr>
<td>Early 2021</td>
<td>Decision</td>
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<td>The decision will be made by the Secretary of State for Transport</td>
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<th>Timeframe</th>
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<tr>
<td>Late 2020</td>
<td>Recommendation</td>
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<td>Following the closure of the examination, the Inspector(s) makes a recommendation to the Secretary of State for Transport</td>
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<tr>
<td>Early – mid 2020</td>
<td>Examination of DCO application</td>
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<tr>
<td></td>
<td>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</td>
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We have explored what we require to expand LTN and it would comprise of the following facilities:

- Terminal facilities with boarding piers
- Additional aircraft stands, with associated taxiways
- Forecourt and multi-storey short-stay car parking adjacent to the terminal
- Mid and long-stay parking
- A bus station, taxi ranks, and a Direct Air-Rail Transit station in the forecourt area
- Road and infrastructure provision and adjustments
- A relocated engine run-up and fire training facilities
- Improvements to fuel storage facilities
- Improvement or reprovision of public open spaces and amenities

We used a structured process to sift through the various options for LTN’s expansion so that from a long list of potential options, a preferred set of options eventually emerged.

Section 4 of our consultation document, Future LuToN: making best use of our runway, describes in detail the processes we went through to reach a short-list of the four options which we are now consulting on.

The four options identified for public consultation are three options that focus on development to the north of the runway, and a fourth option focusing development to the south of the runway. We are clear that these are not final designs, but are illustrative of how the options could develop. They would be assessed in more detail. Our preferred emerging option is the north-side, two-terminal solution.

Tell us what you think
We would like your views on our strategic approach.
See section 4 in our main consultation document, which details more information.
You can also provide your feedback by answering question 4 in our feedback form.
OPTION 1A

Illustration of Option 1a
Here is an illustration showing what option 1a could look like: two terminals to the north of the runway, retaining the existing terminal and a new terminal on part of the existing Wigmore Valley Park, which could be reprovided further to the east.
Illustration of Option 1b

Here is an illustration showing what option 1b could look like: a single new terminal option to the north of the runway on the long-stay car park and part of Wigmore Valley Park, phased over time to incorporate or replace the existing terminal. This terminal could be located as far west as possible and expand eastwards as required. As with option 1a, Wigmore Valley Park could be reprovided further to the east.
Illustration of Option 1c

Here is an illustration showing what option 1c could look like: a single new large terminal option to the north of the runway on Wigmore Valley Park.

This terminal could expand westwards as required. As with options 1a and 1b, Wigmore Valley Park could be reprovided further to the east.
OPTION 2

Illustration of Option 2
Here is an illustration showing what option 2 could look like: a two-terminal option, retaining the existing terminal with a new terminal to the south of the runway. In this option, we expect Wigmore Valley Park could significantly remain where it is proposed to be located under the planning application for New Century Park.
OUR EMERGING PREFERRED OPTION: THE NORTH-SIDE, TWO-TERMINAL SOLUTION

The way in which the development would integrate with the existing airport operation is particularly important in this context.

We believe the existing terminal and its associated stands are likely to continue to be utilised for at least 15 years, taking into account the current redevelopment works. This is one reason why a two-terminal solution on the north side of the runway appears to us to be the most natural solution to future airport expansion maximising the use of the existing runway, as it allows the expansion be phased and delivered in a way which minimises disruption to the operation of the airport during construction.

Option 1a is our emerging preferred option as it performed better against the majority of our criteria than the other options (see page 47 of our main document for more details).
MANAGING THE IMPACTS
As we develop our masterplan, we are looking at the potential impacts that expansion may bring and ways to manage them, as we believe our expansion plans must happen in the right way.

We have identified some of the key impacts which we recognise we will need to address and manage effectively in taking forward our proposals to expand LTN. See also section 5 of our main document. We are seeking your views on whether we have identified the right impacts and what we are proposing to do to address them.

These include matters associated with increasing the number of flights (e.g. noise), as well as others specifically relating to the options we are considering (e.g. earthworks and relocation of public open space).

The following pages describe our understanding of the key issues at this stage and how we would propose to manage them. They are:

- Enabling works
- Noise
- Surface access
- Air quality
- Landscape and visual
- Heritage
- Biodiversity
- Climate change
- Land ownership and acquisition

Tell us what you think

We would like to understand what you consider would be the main impacts of expansion that we will need to minimise and mitigate.

See section 5 in our main consultation document, which details more information.

You can also provide your feedback by answering question 5 in our feedback form.
Our plans for our key issues

Enabling works
Each of the expansion options will require a range of earthworks, due to the topography of the site and the requirement for the airport to be level with the runway. Our plan to use earth excavated from the site would avoid the environmental impact that would be caused by unnecessary construction traffic.

It would mean each phase of the earthworks could be done in as little as a year and off-site traffic associated with the construction would be hugely reduced.

One of our aspirations is that replacement public open space, should Wigmore Valley Park be affected, would be established before the earthworks commence and the sequencing of the work would be managed so that access to open space can be maintained for the public. We are committed to reproviding open space that is at least as good in terms of size, usefulness, attractiveness, quality and accessibility as may be lost through our airport expansion plans.

Noise
We recognise that one of the largest impacts that arises from operating an airport is the noise caused by departing and arriving aircraft. To mitigate and manage this, we are looking at a number of measures, including:

- maintaining the current limit on flights from 23:30-05:59 hrs;
- reviewing the extent of the Noise Insulation Scheme;
- providing incentives for airlines to adopt quieter aircraft; using acoustic barriers, as appropriate, to reduce the impact from ground and surface access noise; and developing a Construction Environmental Management Plan. We will be working with National Air Traffic Services to ensure future flight paths are designed to minimise noise nuisance.

Our overall approach to the assessment and management of noise in connection with the expansion will align with Government policy as it develops.

Surface access
As part of our expansion proposals, we will consider potential mitigation measures to try to address any additional significant impacts created directly as a result of expansion traffic. This may include for example, subject to assessment, key highway link and junction improvements.

We want to encourage the use of public transport, as seen with our recent £225m investment in the Luton DART, which will replace the existing bus services that connect Luton Airport Parkway Station with LTN. This will in turn lead to a more seamless service that will increase levels of public transport use. We believe that the Luton DART will aid the increase in modal share by public transport. Discussions are also under way with DfT to consider the potential for increasing the number of fast trains that stop at Luton Airport Parkway Station as part of a new franchise opportunity for the East Midlands Rail Line.

Air quality
To support our expansion plans, we are commissioning new air quality monitoring that will measure a range of potential pollutants wider than that monitored by any other major airport in the UK.

In addition to nitrogen dioxide and particulate matter monitoring, pollutants commonly measured in the UK, we will monitor sulphur dioxide, carbon monoxide, volatile organic compounds and black carbon.

To mitigate against air quality impacts, we will explore, among other measures, provision of air conditioning at the stands so aircraft can minimise the use of their auxiliary engines when on the ground, and using a low-emissions fleet of ground support equipment, such as electric-powered vehicles.

We will also explore many measures to reduce road traffic and road traffic emissions including, for example, encouraging passengers and staff to use public transport to travel to and from LTN and providing incentives for drivers of ultra-low emission vehicles.
OUR PLANS FOR OUR KEY ISSUES

Landscape and visual
Any new terminal would need to be level with the existing runway, which could lead to changes in the landscape and to views experienced by people within it. Mitigation measures that we will consider to reduce potentially negative landscape and visual effects include, but are not limited to: adjustment of site levels; use of appropriate form, detailed design, materials and finishes, where it is neither desirable or practical to screen buildings and associated development; alterations to landforms together with structure planting on and/or off-site; avoiding or reducing obtrusive light and minimising light pollution.

We will engage with local authorities and communities and share details of the emerging proposals, and seek input into layout, appearance, and any mitigation measures. We will adopt a considerate landscaping approach that will respond to the existing character of the landscape.

Heritage
We will seek to avoid and minimise impacts on the historic landscape and archaeology of the local area, which has a number of important heritage assets such as Someries Castle. We are conducting a coordinated programme of research and surveys to ensure we have the best understanding of the archaeology and cultural heritage in the area. Measures such as information boards and signage will be introduced to highlight the area’s history for local communities as well as those using the airport.

Biodiversity
Although our expansion plans will have unavoidable impacts on the existing ecological features, we will seek to minimise these. Our plans will use this opportunity to enhance other existing features, and provide new high-quality habitats that are characteristic of the local area. These enhancements will primarily aim to improve habitat connectivity across the wider landscape, providing long-term biodiversity benefits.

These habitats will be established within open areas and around proposed infrastructure to provide linkages across the landscape, and will be undertaken in partnership with statutory bodies, local wildlife trusts and interest groups to tailor enhancements to be in line with local wildlife and community needs.

Climate change
The aviation sector has its part to play in reducing greenhouse gas emissions. We will use low-carbon materials in construction; encourage the use of low-emission vehicles serving the airport; and lower aircraft emissions by reducing aircraft taxiing and idling time. We will also work with Luton Council to identify opportunities to generate renewable energy on-site. Measures to allow the airport to be resilient to the projected impacts of climate change will be incorporated in the evolving design for the airport.

We also expect to benefit from the continuing introduction of cleaner, new generation aircraft, such as the Airbus 320 neo, which are also significantly quieter.

Land ownership and acquisition
The majority of the land necessary to expand the airport to the north of the runway is already currently available through our ownership or option to purchase. While as a Nationally Significant Infrastructure Project, there is the option of compulsory acquisition of land, we view this as a last resort and are committed to negotiating with landowners for the voluntary acquisition of any land or rights which may be required. Only land and rights that are absolutely necessary will be sought. We do not own land to the south of the runway, so this would need to be acquired if this option is pursued.
OUR COMMITMENTS

In summary, our key commitments to manage the impact of airport expansion are as follows:

- Grow LTN in phases, in line with passenger demand
- We are not proposing either a second or extended runway
- Look to contain significant development within a site which limits land-take and disruption
- Deliver expansion of our airport in the right way, mindful of the impact airport operations can have on people, the environment and communities
- Finalise our Draft Sustainability Strategy to inform and set appropriate targets for our expansion application
- Minimise and, where necessary, mitigate potential significant adverse environmental impacts including accessibility, air quality, noise, climate change, landscape and ecology, and archaeology and heritage
- Seek opportunities for environmental enhancement, in addition to necessary mitigation, where appropriate

- Assess the possibility of maintaining the current limit on flights from 23:30-05:59hrs
- Encourage airlines to introduce new generation and less polluting aircraft at the earliest possible date, potentially through targeted rebates and other incentives
- Explore the use of a noise envelope framework and design group when finalising noise mitigation measures
- Develop a comprehensive strategy to minimise carbon emissions from future construction and operation, to design the airport to be resilient to climate change impacts
- Seek to generate renewable energy to supply as much of the airport’s current and future power as possible
- Seek to capture, clean and re-use water for purposes such as aircraft washing and toilet flushing
- Submit a full Transport Assessment and Travel Plan with our expansion application to set out our approach to transport
- Optimise opportunities to travel to the airport by public and sustainable transport, including rail, buses and coaches, walking and cycling
- Seek to reduce aircraft emissions through improved take-off, landing, taxiing and idling procedures, and provide electric power and pre-conditioned air on the ground to reduce the use of auxiliary engines
- Develop strategies that will conserve and enhance the landscape and biodiversity, where possible
- Provide new high-quality habitats characteristic of the local area
- Fully engage with local authorities and communities when proposing any landscape changes
- Prioritise the provision of replacement public open space that is at least as big and as good as currently exists, and respond to views and opinions about its design and construction
- Retain the existing main entrance into Wigmore Valley Park next to Wigmore Pavilion
- Explore the potential for community stewardship of the new park
- Seek to ensure that work is phased so that access to open space can be maintained for the public at all times
- Negotiate with landowners for the voluntary acquisition of any required land or rights

- Agree a full Construction Environmental Management Plan to manage impacts and ensure best-practice measures during construction
- Carefully consider all consultation feedback and responses to help shape our proposals for the future of LTN, and report back on how we have had regard to the responses we receive
- Consult with you again about our future detailed proposal, and consider further change based on your responses, before we submit our expansion application
Our consultation is open for ten weeks from Monday 25 June until 5pm on Friday 31 August 2018, and provides you the opportunity to engage with our expansion plans.

Following the end of this consultation, we will review and analyse carefully all the feedback provided, which we will take into account as we develop our plans. We plan to return in 2019 to consult again on our proposals.

Supporting documents
This is a summary document that highlights the options for development and key issues.

The documents for this consultation comprise:
• Executive Consultation Summary document – an overview of our consultation document (this document)
• Consultation document
• Consultation feedback form
• Sift reports 1 and 2
• Reference documents: ‘Vision for Sustainable Growth 2020-2050’ and Draft Sustainability Strategy

The full range of consultation materials is available on our website, www.futureluton.llal.org.uk

What do you think? How you can respond to this consultation
All feedback and comments provided will be very carefully considered for the future of LTN, and will help us shape our proposals.

You can provide your comments and feedback in a number of ways:
Complete a feedback form, available on request or at:
Online: visit our website: www.futureluton.llal.org.uk
Our exhibition events (see opposite for details)
Email: futureluton@llal.org.uk
Write to us at: FREEPOST FUTURE LUTON LLAL

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.

How we will use your feedback?
We are keen to hear from you about the proposals and encourage you to comment on them.

We will collate and consider all the feedback and comments received. They will be analysed to help the project team as they examine the proposals further following the ten-week consultation period.

We will report back on how we have had regard to your responses.

Contact us
Should you require any further information about our proposals, or advice on how you can submit your feedback, or to request copies of the documents, you can contact us by:
Email: futureluton@llal.org.uk
Write to us at: FREEPOST FUTURE LUTON LLAL
VISIT ONE OF OUR CONSULTATION EVENTS

You can access information about these proposals in a number of ways:

Visit our project website
You can visit our project website, where you can view the proposals and fill out and submit your feedback via our online consultation feedback form: www.futureluton.llal.org.uk

Visit one of our consultation events
We will be holding a number of consultation events at venues in and around Luton and in the surrounding three counties throughout the ten-week consultation period.

Members of the project team will be available to answer any questions you may have.

What happens next?
Following the end of this consultation, we will review and analyse carefully all the feedback provided, which we will take into account as we develop our plans. We plan to return in 2019 to consult again on our proposals.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday 10 July</td>
<td>14:00 - 20:00</td>
<td>Oaklands College, The Campus, Welwyn Garden City AL8 6AH</td>
</tr>
<tr>
<td>Wednesday 11 July</td>
<td>14:00 - 20:00</td>
<td>Eaton Bray Village Hall, Church Lane, Eaton Bray, Dunstable LU6 2DJ</td>
</tr>
<tr>
<td>Friday 13 July</td>
<td>14:00 - 20:00</td>
<td>Jubilee Centre, Catherine Street, St Albans AL3 5BU</td>
</tr>
<tr>
<td>Monday 16 July</td>
<td>14:00 - 20:00</td>
<td>Hitchin Town Hall, Brand Street SG5 1HX</td>
</tr>
<tr>
<td>Tuesday 17 July</td>
<td>14:00 - 20:00</td>
<td>The Old Town Hall, High Street, Hemel Hempstead HP1 3AE</td>
</tr>
<tr>
<td>Wednesday 18 July</td>
<td>14:00 - 20:00</td>
<td>Southdown Room, Harpenden Public Halls, Southdown Road, Harpenden AL5 1PD</td>
</tr>
<tr>
<td>Saturday 21 July</td>
<td>13:30 - 17:00</td>
<td>Raynham Community Centre, 66 Eaton Green Road, Luton LU2 9JE</td>
</tr>
<tr>
<td>Monday 23 July</td>
<td>14:00 - 20:00</td>
<td>Ellen Terry Room, Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ</td>
</tr>
<tr>
<td>Wednesday 25 July</td>
<td>16:00 - 20:00</td>
<td>Mead Hall, East Lane, Wheathampstead, St Albans AL4 8BP</td>
</tr>
<tr>
<td>Thursday 26 July</td>
<td>14:00 - 20:00</td>
<td>The Incuba, 1 Brewers Hill Road, Dunstable LU6 1AA</td>
</tr>
<tr>
<td>Friday 27 July</td>
<td>14:00 - 20:00</td>
<td>Breachwood Green Village Hall, Chapel Road, Hitchin SG4 8NX</td>
</tr>
<tr>
<td>Saturday 28 July</td>
<td>13:00 - 16:30</td>
<td>Flamstead Village Hall, Church Road, St Albans AL3 8BN</td>
</tr>
<tr>
<td>Monday 30 July</td>
<td>14:00 - 20:00</td>
<td>Stockwood Discovery Centre, London Road, Luton LU1 4LX</td>
</tr>
<tr>
<td>Tuesday 31 July</td>
<td>16:00 - 20:00</td>
<td>Pittstone Memorial Hall, Vicarage Road, Pittstone, Leighton Buzzard LU7 9EY</td>
</tr>
<tr>
<td>Wednesday 1 August</td>
<td>14:00 - 20:00</td>
<td>Caddington Sports and Social Club, Manor Road, Caddington Luton LU1 4HH</td>
</tr>
<tr>
<td>Thursday 2 August</td>
<td>16:00 - 20:00</td>
<td>Whitwell New Fellowship Hall, 9 Bendish Lane, Hitchin SG4 8HX</td>
</tr>
<tr>
<td>Saturday 4 August</td>
<td>12:00 - 16:30</td>
<td>Linslade Community Hall, Waterloo Road, Leighton Buzzard LU7 2NR</td>
</tr>
<tr>
<td>Wednesday 8 August</td>
<td>16:00 - 20:00</td>
<td>Nora Grace Hall, Faversham Close, Tring, HP23 5BA</td>
</tr>
</tbody>
</table>
We have provided copies of all the documents for this consultation at the following local venues:

<table>
<thead>
<tr>
<th>Venue</th>
<th>Opening times</th>
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</thead>
<tbody>
<tr>
<td>Luton Borough Council, Town Hall, George Street, Luton LU1 2BQ</td>
<td>Mon: 08:00 - 17:30, Tues: 08:00 - 17:30, Wed: 10:00 - 17:30, Thu: 08:30 - 17:30, Fri: 08:30 - 17:30, Sat: x, Sun: x</td>
</tr>
<tr>
<td>Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ</td>
<td>Mon: 08:00 - 17:00, Tues: 08:30 - 17:00, Wed: 08:30 - 17:00, Thu: 08:30 - 17:00, Fri: 08:30 - 16:00, Sat: x, Sun: x</td>
</tr>
<tr>
<td>North Hertfordshire District Council, Council Offices, Gernon Road, Letchworth Garden City SG6 3JF</td>
<td>Mon: 09:00 - 17:00, Tues: 09:00 - 17:00, Wed: 09:00 - 17:00, Thu: 09:00 - 17:00, Fri: 09:00 - 17:00, Sat: x, Sun: x</td>
</tr>
<tr>
<td>Hertfordshire County Council, County Hall, Pugs Lane, Hertford SG13 8DQ</td>
<td>Mon: 08:00 - 17:30, Tues: 08:00 - 17:30, Wed: 08:00 - 17:30, Thu: 08:00 - 17:30, Fri: 08:00 - 17:30, Sat: x, Sun: x</td>
</tr>
<tr>
<td>Luton Central Library, St George’s Square, Luton LU1 2NG</td>
<td>Mon: 11:00 - 19:00, Tues: 09:00 - 19:00, Wed: 09:00 - 19:00, Thu: 09:00 - 19:00, Fri: 09:00 - 17:00, Sat: 09:30 - 17:00, Sun: 11:00 - 17:00</td>
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<tr>
<td>St Albans Library, The Maltings, St Albans AL1 3JQ</td>
<td>Mon: 10:00 - 18:00, Tues: 10:00 - 18:00, Wed: 10:00 - 18:00, Thu: 10:00 - 18:00, Fri: 10:00 - 17:00, Sat: 12:00 - 16:00</td>
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<tr>
<td>Stevenage Library, Southgate, Stevenage SG1 1HD</td>
<td>Mon: 10:00 - 18:00, Tues: 10:00 - 18:00, Wed: 10:00 - 18:00, Thu: 10:00 - 18:00, Fri: 10:00 - 17:00, Sat: 12:00 - 16:00</td>
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<tr>
<td>Dunstable Library, Vernon Place, Dunstable LU5 4HA</td>
<td>Mon: x, Tues: 09:00 - 18:00, Wed: 09:00 - 18:00, Thu: 09:00 - 18:00, Fri: 09:00 - 18:00, Sat: 09:00 - 16:00, Sun: x</td>
</tr>
<tr>
<td>Hitchin Library, Paynes Park, Hitchin SG5 1EW</td>
<td>Mon: 13:00 - 18:00, Tues: 10:00 - 19:00, Wed: x, Thu: 10:00 - 18:00, Fri: 10:00 - 17:00, Sat: 10:00 - 17:00, Sun: x</td>
</tr>
<tr>
<td>Stopsley Library, 598 Hitchin Road, Luton LU2 7UN</td>
<td>Mon: 11:00 - 17:00, Tues: 13:00 - 19:00, Wed: 09:00 - 17:00, Thu: 10:00 - 17:00, Fri: 10:00 - 17:00, Sat: 09:30 - 17:00, Sun: x</td>
</tr>
<tr>
<td>Leagrave Library, Marsh Road, Luton LU3 2NL</td>
<td>Mon: 11:00 - 19:00, Tues: 09:00 - 18:00, Wed: 09:00 - 19:00, Thu: 09:00 - 19:00, Fri: 09:00 - 18:00, Sat: 09:30 - 17:00, Sun: x</td>
</tr>
<tr>
<td>Harpenden Library, 27 High Street, Harpenden AL5 2RU</td>
<td>Mon: 09:00 - 19:00, Tues: 10:00 - 19:00, Wed: 09:00 - 19:00, Thu: 09:00 - 19:00, Fri: 09:00 - 18:00, Sat: 09:30 - 17:00, Sun: x</td>
</tr>
<tr>
<td>Welwyn Library, Civic Centre, Prospect Place, Welwyn AL6 9ER</td>
<td>Mon: 14:00 - 18:00, Tues: 14:00 - 18:00, Wed: 14:00 - 18:00, Thu: x, Fri: 14:00 - 18:00, Sat: 09:00 - 13:00, Sun: x</td>
</tr>
<tr>
<td>Hemel Hempstead Library, The Forum, Marlowes, Hemel Hempstead HP1 1DN</td>
<td>Mon: 09:00 - 18:00, Tues: 12:00 - 18:00, Wed: 09:00 - 18:00, Thu: 09:00 - 19:00, Fri: 09:00 - 18:00, Sat: 09:30 - 16:00, Sun: 12:00 - 16:00</td>
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</table>
OTHER ASSESSMENTS

Alongside the consultation we are undertaking, we are committed to carrying out a full Environmental Impact Assessment in line with relevant legislation and as an integral part of the DCO process. This will be carried out to assess and understand the likely environmental impacts of our expansion plans. To inform this assessment and consult on the process and findings, there are four key stages proposed:

1. Baseline data gathering, such as existing information and surveys including ecology, noise, air quality, agricultural land quality and heritage surveys

2. A scoping exercise: the proposed scope and methodology for the assessment will be described in a scoping report and submitted to the Planning Inspectorate (PINS). This will be reviewed by local authorities and statutory environmental bodies to give a scoping opinion, and be publicly available

3. A Preliminary Environmental Information Report will be prepared, taking on board the scoping opinion and describing the findings of the assessment so far. This will be submitted to PINS, local authorities and statutory environmental bodies, and be publicly available for feedback, as part of the statutory consultation process in 2019

4. An Environmental Statement will be prepared, taking on board feedback, describing the findings of the assessment and will be submitted as part of the application. It will describe the significant impacts identified by the assessment; however, the transport planning, sustainability and environment teams are working with the design teams from the outset to embed sustainable development principles into the project. The design will seek to avoid, reduce and minimise impacts where practicable, and appropriate mitigation measures will be adopted where identified

Based on the nature of the project and the local environment, the scoping assessment is likely to include the following subjects:

- Noise
- Air quality
- Biodiversity
- Greenhouse gases
- Climate change
- Health and community
- Socio-economics
- Landscape and visual
- Agriculture
- Cultural heritage
- Major accidents
- Water resources
- Soils and geology
- Waste and resources
- Traffic and transport
TRANSPORT ASSESSMENT AND TRAVEL PLAN

We will submit a Transport Assessment (TA) as part of this DCO application and it will set out our approach to transport including sustainable travel. This will set out transport issues related to the expanded airport, identify measures to deal with anticipated transport impacts, and aim to improve accessibility and safety for all modes of travel. This will be part of our work on our surface access strategy.

Before starting work on the TA, a scoping transport assessment document will be prepared initially to identify key technical parameters, which will include tools to be applied in the assessments and the hours to be assessed. This approach will allow us to identify all basic technical details that will underpin our analysis as the project develops further.

A Travel Plan, which is a long-term management strategy that integrates proposals for sustainable travel, will also be provided to support the TA. The Travel Plan will set out measures to promote and encourage sustainable transport.

We will engage with key stakeholders to develop our approach, ensure key input data, parameters and tools are acceptable, and discuss the approach to the Travel Plan and sustainable travel measures.

In addition to this, we will provide input into the Environmental Impact Assessment, including air and noise.

The key contents of these surface access documents will be discussed with key statutory stakeholders, and the documents will set out our overall strategy and provide details of how that strategy will be achieved in a phased manner.

It is important to note that these documents will run in parallel with LLAOL's Surface Access Strategy that normally runs in five-year periods (the last published strategy was 2012-2017).
How to contact us:
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www.futureluton.llal.org.uk

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@LLA_Ltd