

# Future LuToN

Making best use of our existing runway

Consultation summary & FAQ booklet

Statutory consultation 8 February – 4 April 2022



Luton  
Rising

Our airport.  
Our community.  
Our planet.

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

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

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

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

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

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

„Acest document sintetizează propuneri pentru viitoarea extindere a Aeroportului Luton din Londra. Aceasta este o importantă sesiune de consultări, care va afecta viitorul oraşului şi al regiunii. Dacă doriţi o versiune pe suport de hârtie a acestei broşuri în limba română, vă rugăm să trimiteţi un e-mail la adresa [futureluton@lutonrising.org.uk](mailto:futureluton@lutonrising.org.uk) sau să apelaţi numărul 0800 538 5203.”

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

# Contents

01	Introduction	3
02	Benefits of expansion	9
03	Our proposals	12
04	Managing and mitigating the effects of expansion	18
04	Have your say	22

## 01 Introduction

## Introduction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Why are we consulting again?

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

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

## How we've taken on board your feedback so far

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



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

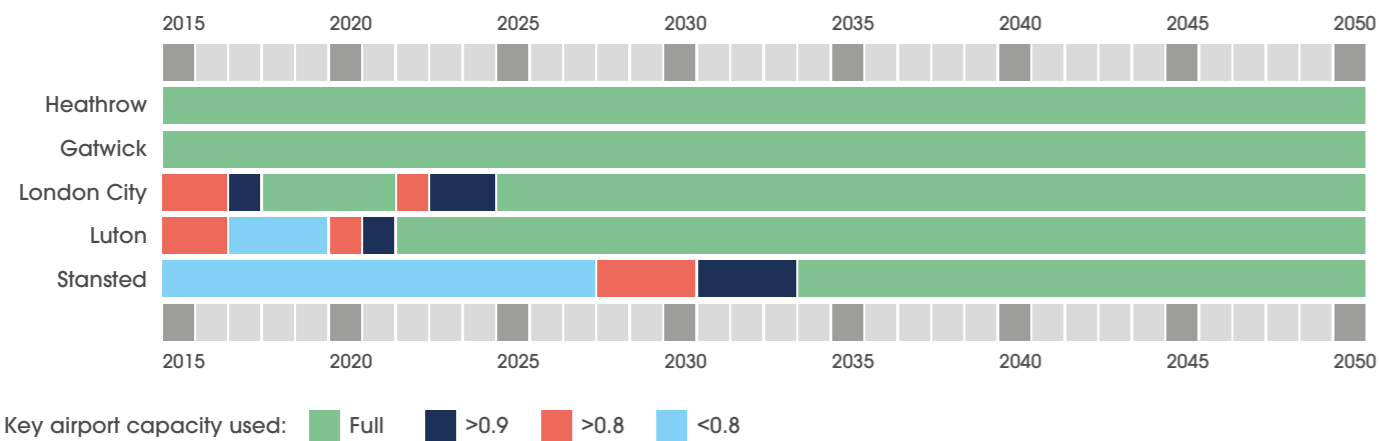
## Why grow?

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

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

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

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



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

Source: DfT UK Aviation Forecasts 2017

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

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

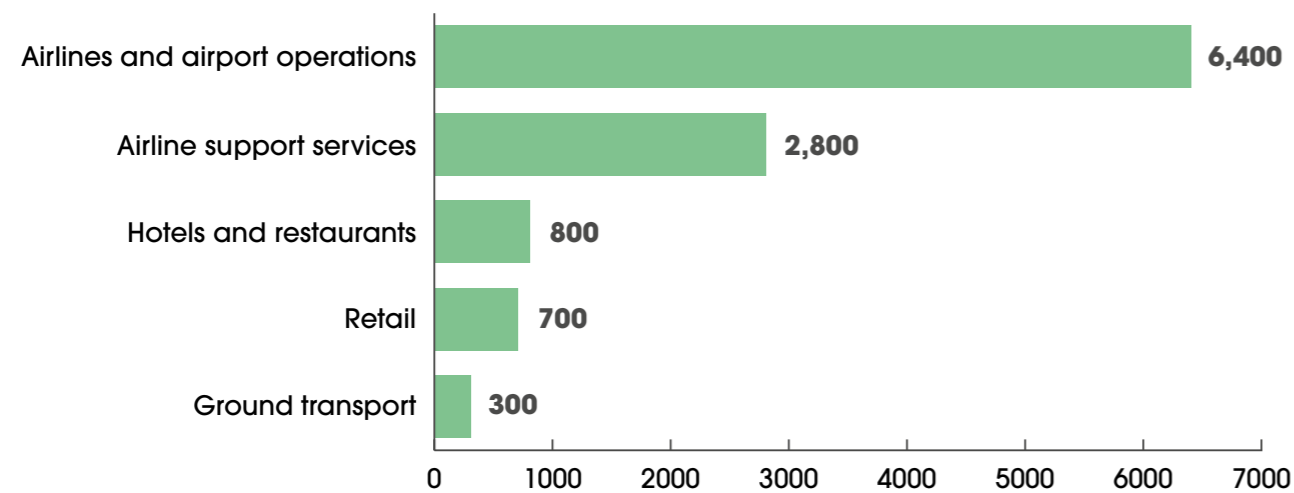
# 02 Benefits of expansion

### Why expand?

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

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

Airport direct employment by activity in 2019



Source: Oxford Economics, November 2021

### What benefits can we contribute with expansion?

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

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

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



## Summary of proposals

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

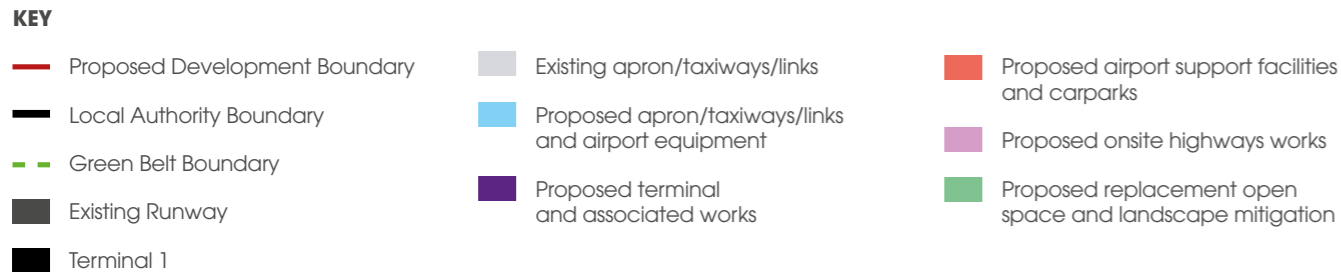
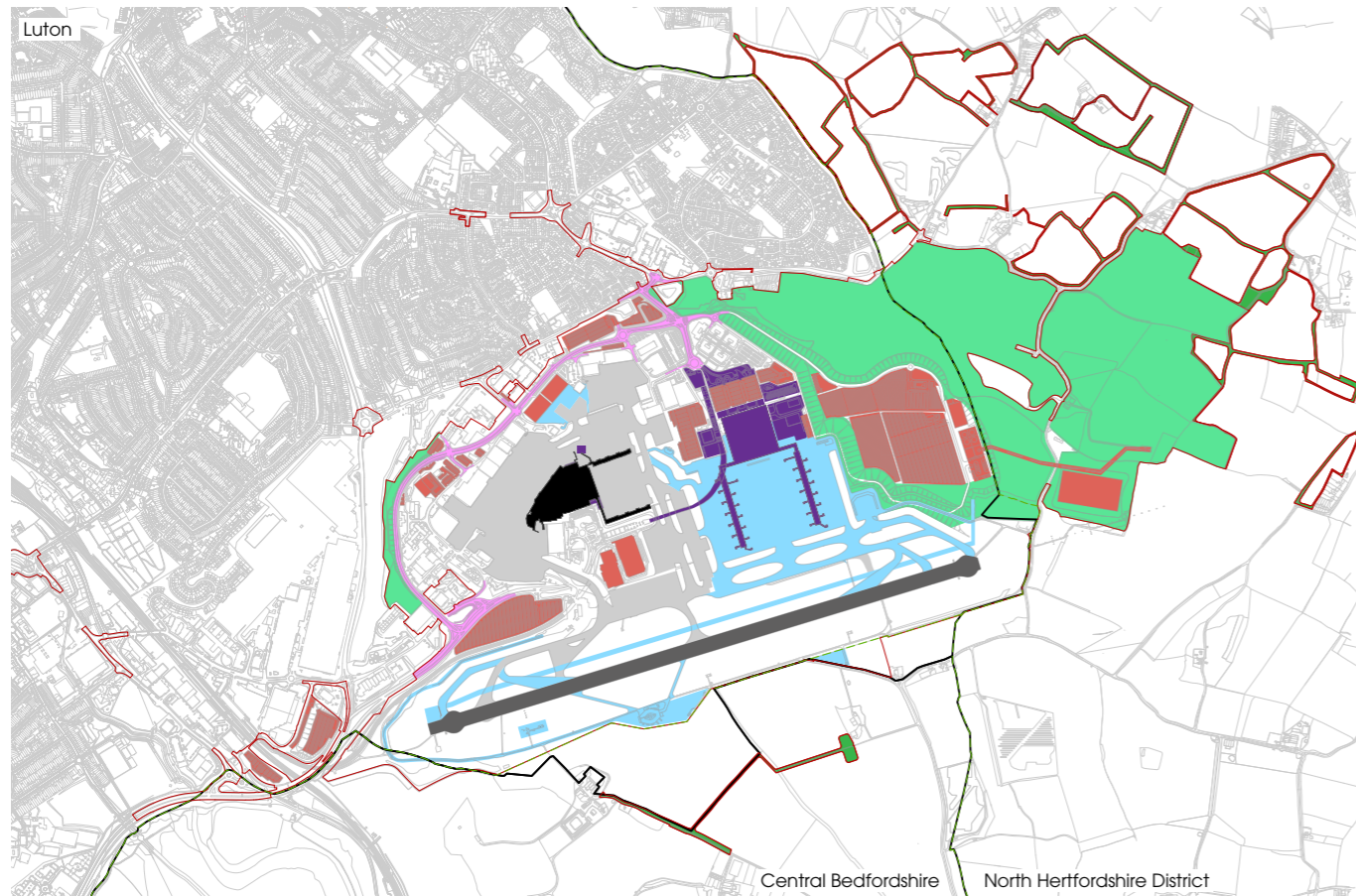
- Reconfiguration and improvement of the existing passenger terminal (Terminal 1).
- New passenger terminal building and boarding piers (Terminal 2).
- Earthworks to create an extension to the current airfield platform, all of which is generated on site.
- Airside facilities including new taxiways and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



# 03 Our proposals

- Landscaping and ecology improvements, including the replacement of existing and planned public open space and amenities.
- Further infrastructure enhancements including facilities for greater public transport usage, improved thermal efficiency, electric vehicle charging, on-site energy generation and storage, new aircraft fuel pipeline connection and storage facilities and sustainable surface and foul water management installations.

Final indicative layout masterplan

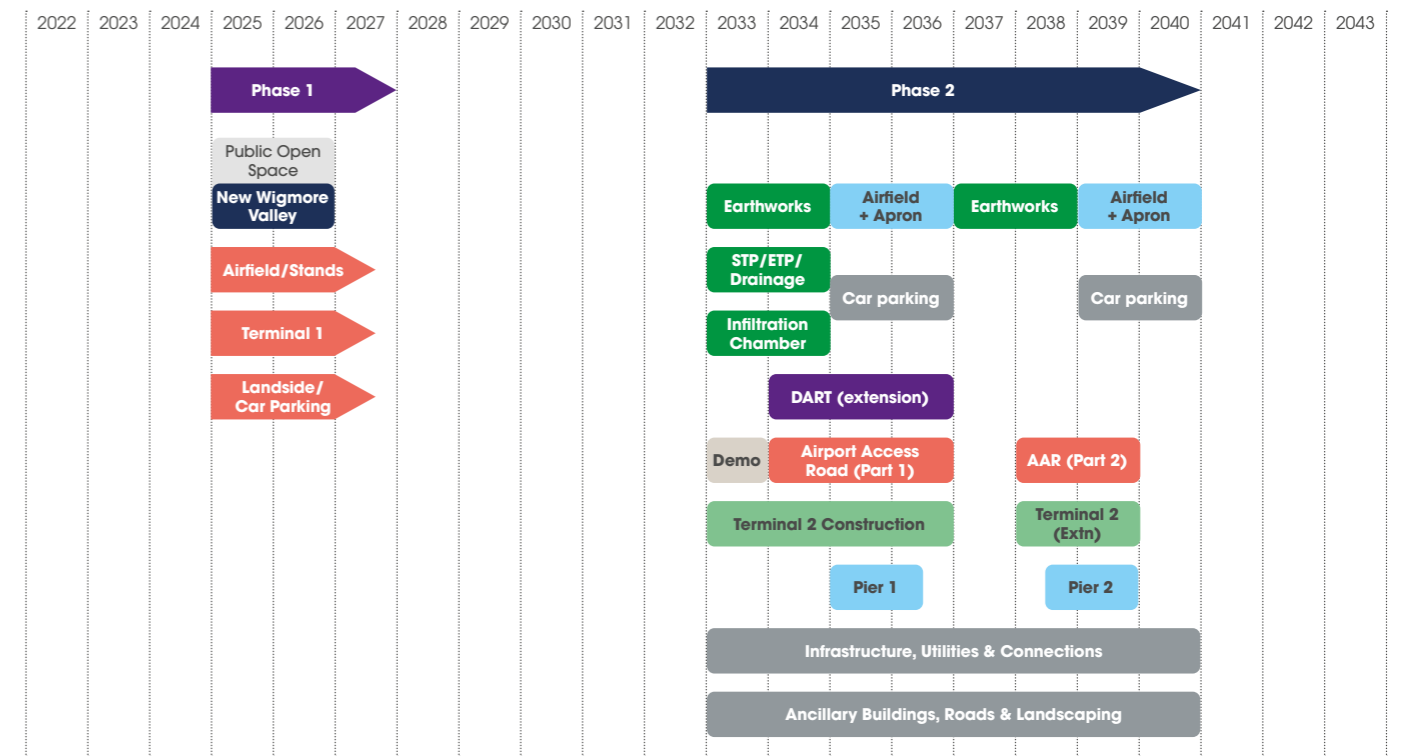


## Phasing

There are two phases to the expansion proposals:

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

Construction timeline







## Key changes since 2019

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

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

## Green Controlled Growth

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

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

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

GCG will measure and control four key environmental impacts:



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

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

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

# 04 Managing and mitigating the effects of expansion

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

## Some of our key mitigation measures include the following:

### Noise

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

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

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

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

### Greenhouse gas emissions

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

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

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

### Air quality

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

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

### Landscape and visual impact

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

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



## Have your say

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

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

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

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

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

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

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

# 05 Have your say

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

## Get in touch

You can sign up for future updates about the scheme on our website at [www.lutonrising.org.uk](http://www.lutonrising.org.uk).

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

**Email:** [futureluton@lutonrising.org.uk](mailto:futureluton@lutonrising.org.uk)

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

## FAQs

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

### How can I respond to the consultation?

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

### What has changed about the proposals since the 2019 statutory consultation?

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

### Why are you doing another statutory consultation?

You can find details about our decision to undertake a second statutory consultation on page 6.

### What have you done with the feedback from the 2019 consultation?

We've carefully reviewed and considered all of the comments we received during the consultation in 2019 and have updated our proposals to take these on board where possible. The key changes which we have made are detailed further in the table on page 7. We have also published our full **2019 Statutory Consultation Feedback Report**, which includes our response to each of the themes raised during the consultation. You can read this report on our website at [www.lutonrising.org.uk](http://www.lutonrising.org.uk).

### When will you submit your application?

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

### Who makes the decision if the scheme goes ahead or not?

The Secretary of State (SoS) for Transport will make the final decision about whether the scheme will be given consent. If our application is accepted by the Planning Inspectorate, there will be an opportunity for people to register as an interested party and get involved in the subsequent examination process. The Planning Inspectorate will appoint planning inspectors to examine the application for development consent on behalf of the SoS. Following this examination, the inspectors will make their recommendation to the SoS who will then make the final decision.

### What benefits will I see from this project?

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

**When will the construction of the scheme start and finish?**

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

**How will you manage the impacts of the proposals on the environment?**

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

**What will be the impacts on air quality and how will they be managed?**

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

**How are you measuring and reducing the carbon footprint of the scheme?**

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

**What process will be followed to ensure the operator/airlines stay within imposed noise limits?**

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

**How are noise levels measured?**

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

**Will noise effects on the local area change as a result of the expansion of the airport?**

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

**How are you planning to mitigate impacts on traffic congestion?**

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

## Get in touch

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

Email: [futureluton@lutonrising.org.uk](mailto:futureluton@lutonrising.org.uk)

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

## Respond to the consultation

You can respond to the consultation in the following ways:

Respond online at: [www.lutonrising.org.uk](http://www.lutonrising.org.uk)

Email your response to: [2022consultation@lutonrising.org.uk](mailto:2022consultation@lutonrising.org.uk)

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

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



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



**Our airport.  
Our community.  
Our planet.**

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