

London Luton Airport Operations Limited
Revised Masterplan document
Consultation prior to submission
of planning application
London's local airport

September 2012



A photograph of the London Luton Airport terminal building. The sign "LONDON LUTON AIRPORT" is mounted on a wall with horizontal corrugated metal siding. The letters are large, blue, and three-dimensional. Above the word "LUTON" is a large blue oval logo. The sky is visible in the top left corner.

**LONDON LUTON
AIRPORT**

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Purple boxes denote material changes made since publication of March 2012 Masterplan document

Foreword

Foreword from Carlos del Rio, abertis airports

abertis airports is one of the main airport operators in the world, with a strong presence in Europe and America. It has stakes in 29 airports in eight countries, with a worldwide traffic level in excess of 80 million passengers each year. London Luton Airport Operations Limited (LLAOL), the operator of London Luton Airport, is a key member of the **abertis airports** group¹.

London Luton Airport has been a key part of the **abertis airports** portfolio since 2005. In 2011, London Luton Airport was the fastest growing airport in London and the fastest growing major airport in the UK. This masterplan illustrates the shareholders' commitment to lead the airport into the next stage of its development in partnership with Luton Borough Council and its ambition to accommodate 18 million passengers per year by 2031.

The value added by **abertis airports** derives principally from its knowledge and experience in the field of airport management but also from its international experience of cooperating with local partners and with

¹ LLAOL, through its parent company TBI Limited, is owned jointly by abertis Infraestructuras S.A. (with a 90 per cent shareholding) and Aena Desarrollo Internacional S.A. (with a 10 per cent shareholding).

public authorities in order to contribute growth and development to the region and its economy. **abertis airports** seek to drive:

- Improvements in connectivity for the inhabitants of the region where the airport is located
- The strength and size of the economy of the region
- The physical development of the airport supplying new business opportunities compatible with regional development

abertis airports is committed to participating in international airports, generally based on 'point to point' destinations that are located in influential areas offering an attractive potential for growth and commercial development.



Carlos del Rio
Chief Executive Officer
abertis airports

Foreword from Glyn Jones, London Luton Airport

Air travel today is all too often associated with crowds, queues and confusion. London Luton Airport is planning something new and very different. Over the next 19 years, it is preparing to be both better and bigger. A better airport for airlines to use and passengers to choose. A bigger airport, providing much needed capacity in the busy London market, whilst retaining the core of its Luton identity and respecting the needs of its neighbours. In short, London Luton Airport plans to become London's local airport.

London Luton Airport is ideally suited to this role. The airport operates on the smallest land bank per million passengers of any major UK airport. We plan to make a virtue of this compact size, keeping airfield and terminal operations simple and straightforward, avoiding the long aircraft taxiing times and passenger journeys associated with larger, more complex airports. At the same time, we will accommodate 18 million passengers per year, slightly ahead of the current Department for Transport (DfT) maximum use passenger forecasts, which are subject to regular review.

For over 70 years, the airport has been an important landmark in Luton and played a major part in the lives of many local people. Since the mid 1990s in particular the airport has grown rapidly and is now the fifth largest and among the fastest growing in the UK. It is also the

'CBI supports the masterplan prepared by airport operator London Luton Airport Operations Limited to take London Luton Airport to 18 million passengers per annum by 2031'

Richard Tunnicliffe, Regional Director, CBI

single largest centre of employment in the area and contributes 8,200 direct jobs and nearly £1 billion to our region each year.

We believe that this success has been built and is most sustainably maintained on a foundation of strong relationships between the airport and its communities. It is for that reason that this masterplan proposes not only to grow the airport and to improve the experience of the passengers and airlines using it, but also to enable significant economic benefits whilst at the same time mitigating the environmental impacts of a major international airport on its surrounding communities. This will be achieved within the existing airport boundary and by making best use of the existing infrastructure.

Our first objective is to make London Luton Airport a **better** airport. We recognise that recent growth has placed pressure on the airport and its access infrastructure. And we know that the expectations of airlines and passengers alike are, rightly, increasing all the time. For those reasons, we propose to:

- Improve the existing access road
- Improve the public transport interchange
- Increase the number of our security lanes

- Increase the number of baggage reclaims
- Upgrade the fixtures and fittings of our terminal
- Increase passenger seating areas

Our second objective is to make London Luton Airport a **bigger** airport. We aim to provide capacity to accommodate 18 million passengers per year within the existing boundaries, maximising use of the existing infrastructure. To achieve that, we propose to:

- Increase the capacity of the runway
- Provide more car parking
- Increase the number of aircraft parking stands
- Build a new passenger pier
- Bring fallow areas of the existing terminal complex into use
- Increase the size of the terminal in some areas

Our third objective is to be the **best neighbour** we can be. We know that we can only thrive with the support of our communities and that growth must be sustainable in environmental terms. With that in mind, this masterplan foresees:

- A significant increase in employment at the airport and contribution to the local and regional economy
- An increase in access by public transport to over

40% of passengers by 2017

- A package of mitigation measures to minimise noise impact
- An annual reduction in carbon emissions
- Operate to the highest health and safety standards

By delivering against these three objectives, we believe that London Luton Airport can fulfil its potential of being both bigger and better, for airlines, passengers and communities. By combining real scale, ease of use and fast access to the capital, this masterplan aims over the next 19 years to establish London Luton Airport as truly London's local airport.

As we prepare our planning application we welcome comments on these proposals.



Glyn Jones
Managing Director
London Luton Airport

1

Introduction

Background

1.1 LLAOL has a concession with London Luton Airport Limited (LLAL), which is a company wholly owned by Luton Borough Council to operate London Luton Airport (the Airport) on its behalf until 2031.

1.2 In 2006, LLAOL prepared a draft masterplan for a large 30 million passengers per annum (mppa) airport, which involved a significant extension of the boundaries of the Airport. This masterplan was later withdrawn.

1.3 In March 2012, we published a draft masterplan document setting out our vision to increase passenger throughput at the Airport to 15-16 mppa by 2028 (our initial concession expiry date). This development was wholly contained within the Airport boundary. We made a commitment to prepare a planning application based on the development outlined in the masterplan, taking account of the feedback received during the consultation period.

1.4 In parallel, LLAL undertook a public consultation exercise on a masterplan for a separate scheme to increase the passenger throughput at the Airport to 18 mppa by 2025, in advance of preparing its own planning application.

1.5 LLAOL and LLAL have subsequently reviewed their respective proposals and agreed that a single planning application should be prepared and submitted by LLAOL. Both parties have agreed that the planning application should seek consent to improve passenger facilities and enable the Airport to accommodate 18 mppa by 2031.

The new masterplan

1.6 During the time LLAOL has been running the Airport, it has grown significantly in terms of passenger numbers and aircraft movements. LLAOL has also invested substantially to improve the facilities at the Airport.

1.7 LLAOL is now planning a new series of sustainable improvements to enhance passenger experience and provide additional capacity. All airport operators need to keep their sites under constant review to ensure that passengers receive a good level of customer service and that the whole airport operation is smooth and efficient.

1.8 Airports also need to adapt to meet changing regulatory requirements, new technology, environmental and community expectations.

1.9 Surveys undertaken by the Airport have confirmed that it is very important to local businesses and provides an important gateway for suppliers and visitors. The majority of respondents to these surveys agree that the Airport is an important asset for the local and regional economy and that future expansion of the Airport is vital to the growth of the local economy and to competitiveness.

1.10 LLAOL has undertaken a thorough review of all of the operations at the Airport and, after extensive analysis, has now identified some important improvements that are needed to allow the Airport to continue to grow and function even more efficiently during the next 19 years. Those works are explained in section 5 of this masterplan document.

1.11 In our previous draft masterplan document, we proposed to expand the Airport to a capacity of 15-16 mppa and we felt at the time that this represented a maximum figure for airport capacity within the existing site. However, following an extension to our concession with LLAL, a review of feedback received during both our and LLAL's consultation exercises, a review of our own proposals and those of LLAL, and a process of detailed modelling, environmental assessment and design iteration we are confident that an 18 mppa capacity airport can be achieved within the existing Airport boundary without

significant environmental impacts. This is subject to completion of the environmental impact assessment (EIA) process.

1.12 Our proposals for an 18 mppa Airport involve some limited additional facilities and infrastructure to that included in our previous proposal. These include:

- Additional taxiway and aircraft parking facilities
- A multi-storey car park located on part of the existing short-term car park (STCP)
- Minor amendments to the internal layout of the terminal building, including the inclusion of two additional passenger screening lanes

1.13 It remains the case that all new development will be contained within the existing Airport boundary.

1.14 The purpose of this masterplan document is to set the context for the proposed improvements, explain the nature of the proposals and explain the effects of the proposals on the operation of the Airport, on its contribution to Luton and on the environment, and how these will be managed.

1.15 A planning application will be prepared and submitted shortly. The final part of this masterplan document explains some of the detail that will be included in that application.

1.16 This revised masterplan document is being published to enable the community of Luton and other interested stakeholders to understand and comment on the proposals and in particular the changes that we have made since our last consultation in March this year. It constitutes part of the pre-application engagement being undertaken by LLAOL in advance of submitting its planning application.



2

Our vision for Luton

The Airport operates on the smallest land bank per million passengers of any major UK airport. We plan to make a virtue of this compact size

2.1 By 2030, the Department for Transport (DfT) forecasts that demand for air travel through London's airports will have risen to 180 million passengers per year. Within that market, the DfT currently forecasts that passenger demand at the Airport will grow to 17 million passengers per annum (mppa) under the maximum use scenario. LLAOL's vision is for the Airport to play its full part in supplying that demand by providing capacity for 18 mppa and welcoming passengers who will choose and use the Airport with confidence and ease. In short, our vision is a bigger, better airport, fulfilling the crucial role of providing more, high quality capacity in the London system.

2.2 Using extensive consumer research, conducted throughout 2011, we have identified both our weaknesses and our strengths. Most of our weaknesses derive ultimately from the size of our estate. The Airport is built on 245 hectares of land. The two airports closest in passenger throughput to Luton, Birmingham and Edinburgh, have 330 and 367 hectares respectively. To overcome this basic limitation, we foresee a future defined not only by the highly efficient use of the infrastructure we already have but also by a realistic appraisal of the new capacity we can credibly and sustainably build.

2.3 Key to our approach is our vision and plan for a balanced airport. A balanced airport is one which considers each of the critical capacity components - from roadways through the terminal complex to the runway system and airspace - and comprehensively addresses those airport facility components which may contribute to congestion and delay. To ensure balance and promote sustainability, our plan will make better use of existing buildings and add more space, in the access road, in the terminal and on the airfield, providing units of capacity carefully matched with one another. A specific example of this is on the airfield, where we will extend the taxiway system to create enough runway capacity to match the throughput of the expanded terminal. Further extensions, our modelling has revealed, would create surplus capacity in the runway. Our vision for the Airport in an increasingly competitive aviation environment is market-leading efficiency, for which well balanced systems are essential.

2.4 Efficiency is already one of our strengths and we intend to build on it further. The Airport's compact size is also a source of strength, making the Airport at its best quick and easy to use. Again, we will build on that strength, keeping aircraft manoeuvring times and passenger walking distances to the minimum. Indeed, we aspire to retain our local "feel", whilst further expanding

our already international scale. This masterplan envisions the Airport playing a major part in the London system of the future whilst retaining its sense of place and its ease of use. In brief, it envisions London's local airport.

2.5 The overall goal is to improve the experience of the Airport for existing and future customers. The improvements will also enhance the flow of aircraft to and from the runway, enhancing operational effectiveness and fuel efficiency. However, improving the experience of the Airport for our customers and highly valued business partners is only a part of the vision for London's local airport.

2.6 The Airport is an integral and hugely important part of Luton. It directly employs a large number of staff, many of whom live very close to the Airport. It indirectly supports a huge number of businesses that provide services to the Airport (such as taxi firms, hotels, engineering companies and many more). It also helps attract important businesses to the town, who value the excellent communications that the Airport and access to the M1 motorway provide.

'The Change Group International Plc were particularly interested to hear about your focus on further enhancing the passenger experience, not least because it chimes so well with our own determination to provide market-leading customer service.'

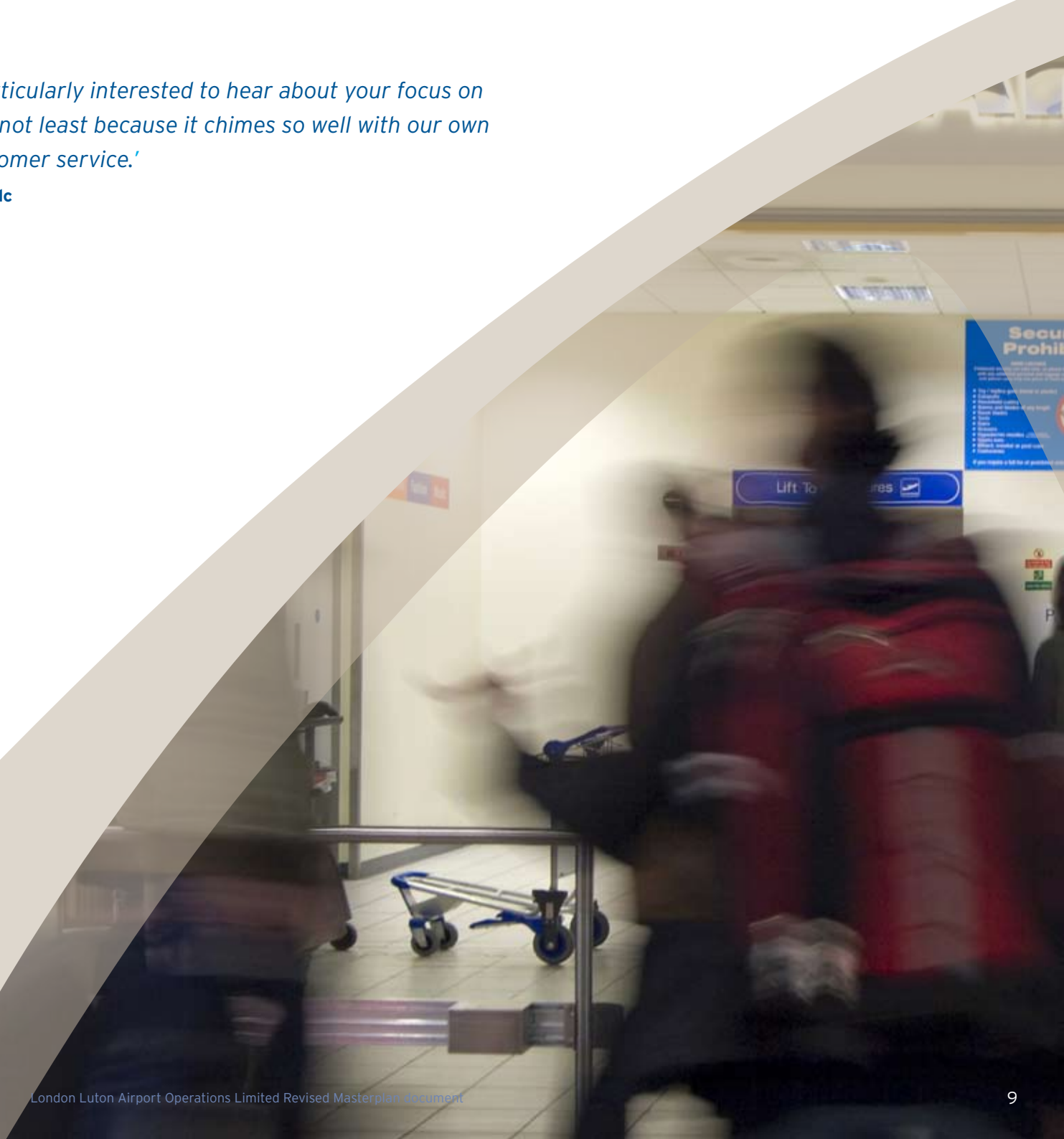
Sacha Zackariya, CEO, The Change Group International Plc

2.7 LLAOL fully understands that the Airport also creates an impact on local residents, principally through the generation of noise and traffic. It will continue to strive to minimise this impact on its local communities.

2.8 As London's local airport, the Airport is engaged with its neighbours as employer, a driver of the local economy and through a range of community initiatives which are set out in section 3.

2.9 Under the terms of LLAOL's concession with LLAL, it pays an annual concession fee (related to the number of passengers and amount of freight) which constitutes a very significant contribution to Luton Borough Council's income.

2.10 The Airport therefore makes a substantial contribution to the life and economy of Luton. The proposed improvements will facilitate the continued development of the Airport and this contribution to the life and economy of Luton will therefore continue to develop.



3

Our track record

3.1 LLAOL was awarded the concession to operate the Airport in 1998. Over the 14 years very substantial capital investment has been made to improve the facilities for passengers and the businesses based at and using the Airport, which has allowed it to continue to develop and contribute to the town and its economy.

Historical development up to 1998

3.2 The Airport was officially opened on 16 July 1938 as one of a series of municipal airports being developed at that time. In the 1950s and 60s it started to play an important role in the development of the affordable 'package holiday' business in the UK. In 1969, a fifth of all holiday flights from the UK departed from the Airport.

3.3 The government White Paper published in 1978 recognised the Airport as an integral part of the London airports system which led to its continued growth.

3.4 In 1986 Monarch Airlines started scheduled flights to Spain and Ryanair launched scheduled services from Luton to Ireland. The Airport was renamed London Luton Airport in 1990 to reflect its true standing in the London airport network.

3.5 Between 1992 and 1996, £30 million was invested in the Airport's infrastructure which resulted

The Airport has grown rapidly and is now the fifth largest and among the fastest growing in the UK

in considerable upgraded facilities including a new air traffic control tower, new cargo centre, the extension and refurbishment of the passenger terminal, new access road, extension of car parking and the installation of a new instrument landing system.

3.6 During the late 1980s, Ryanair was pioneering low cost or 'no frills' flying to Europe from the Airport. In 1995, the Airport helped to expand this new concept by becoming the first UK base for easyJet. The gradual introduction of new routes by easyJet in particular saw passenger numbers rise from 1.9 mppa in 1995/6 to 3.4 mppa in 1997/8.

Capital investment and commercial success

3.7 Since 1998, we have invested more than £215 million in improving and upgrading the Airport. The Airport has grown rapidly and is now the fifth largest and among the fastest growing in the UK.

3.8 An initial £80 million development programme was completed in Autumn 1999. The main features of this development phase were a £40-million terminal, officially opened in 1999 by HM the Queen and HRH the Duke of Edinburgh, and the new £23 million Luton Airport Parkway Station (LAPS) opened by Railtrack.

3.9 In 2003 significant improvements were made to Taxiways Alpha and Bravo and Taxiway Echo was constructed, providing a northern taxiway link brought major operational benefits to the Airport.

3.10 Other improvements included the extension of the parallel taxiway, the construction of six new aircraft stands wide enough to accommodate Code D aircraft, the widening and strengthening of the taxiway that links the runway with the new east apron and the cargo centre and upgrading of car parking, including new business and long-term car parks.

3.11 The new departure hall opened in July 2005 in response to a new and significant proposal by Ryanair to add an additional 1.5 million passengers. This development featured construction of a new pier and related stands, a new retail area, a new immigration hall, new central search area, new link building and expanded the number of boarding gates from 19 to 26. Also in 2005, two new aircraft parking stands, with a docking guidance system were created.

3.12 Equipment upgrades have been ongoing including replacement of the approach lighting on runway 26 in 2003 and on runway 08 in 2011, a new instrument landing system (ILS) for both runways in 2009, replacement

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upgrading the Airport



Since 1998, we have returned over £210 million to Luton Borough Council in concession fee payments

of the surface movement radar in 2011 and complete replacement of the primary baggage system in 2008. Alongside equipment replacement, the runway was reconstructed in 2007 with related airfield drainage and lighting improvements.

3.13 Since 1998, we have returned over £210 million to Luton Borough Council in concession fee payments. This income has provided significant benefits to the council and the area. These payments have increased from some £4 million in 1998 to nearly £25 million in 2011 and will continue to rise as LLAOL continues to invest in the future of the Airport, increases capacity and passenger numbers and continues to operate the Airport in a highly efficient and effective manner.

3.14 LLAOL's commercial approach and thorough understanding of the aviation sector has, since 1998, attracted high profile businesses to the site. These companies are now key players in Luton's economy. They provide jobs and wider community benefits.

3.15 easyJet, the UK's largest airline in terms of passengers carried, moved its company head office to Hangar 89 in 2006. It had previously operated from a smaller site, known as easyLand, but when Hangar 89

became vacant, the company took the opportunity to consolidate its management and administration functions into one building. In addition to over 30,000 sq ft of office space, Hangar 89 can house three Code C aircraft for maintenance at any one time, giving the airline much-needed hangar space at the Airport.

3.16 Consolidating the premises was also seen as providing savings to the business, which ultimately would be passed on to the consumer. At the time of the announced move, the company stated:

'Ever since our combination with Go in mid-2002, we have been planning our long-term office requirements. I'm glad we've found somewhere in the heart of the airport, a stone's throw from easyLand, that will house all our people under one roof. It's a great building that will save money each year on our current arrangements and I cannot wait to see the whole building painted orange.'

3.17 easyJet is now expanding this building to be able to accommodate additional staff.

3.18 Aviation activity at the Airport has grown significantly since 1998. This is due mainly to the growth in demand for low-cost carriers, enabled by the growing

ability to self-tailor packages through the internet. Business aviation growth was also significant during this period, with 13% annual compound growth up to 2007, driven by the growth of the City of London as an international financial centre. When LLAOL took over the Airport in 1998, the number of passengers using it each year was 3.4 million. LLAOL grew this to over 10 million in 2008. Passenger numbers declined to 8.7 million in 2010, a fall largely attributable to the global recession. However, passenger numbers increased again in 2011 to 9.6 million. The number of aircraft movements has mirrored this trend. In 1998, there were 70,667 aircraft movements and these peaked at 120,238 in 2007. However, aircraft movements declined during subsequent years to 95,628 in 2010, recovering to 99,299 in 2011.

Environmental management

3.19 We recognise that our business activities have environmental consequences and, through our Environment Management Team, we continually review and improve the Airport's environmental performance. The Airport has an Environment Management System which is implemented with the aim of improving its environmental performance year on year.

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Noise

3.20 We recognise that aircraft noise represents an important issue for our neighbours and we are committed to proactively working with local communities, the London Luton Airport Consultative Committee (Consultative Committee) and its Noise and Track Sub Committee, to better understand specific issues and to minimise the impact of our operations. We also undertook a noise insulation scheme which was completed in 2008. A noise insulation scheme will be introduced as the development outlined in this masterplan is implemented.

3.21 Aircraft noise is monitored on a 24-hour basis using microphones under departure routes. LLAOL operates a policy of fining aircraft operators who exceed certain noise levels on departure - a graduated scale of penalties exists related to the amount of noise created. Noise violations at night are given particular attention, in line with our existing night noise policy. Fines can be up to six times normal landing fees. Income from these fines is invested in community projects, such as improving our noise monitoring system.

3.22 Aircraft noise contours are used as the basis of planning control. In line with standard practice, noise

contours are produced annually based on a 92-day summer period for all arriving and departing aircraft. These are derived from the fleet mix operating in that period and certification data for each aircraft type. Contours show average aircraft noise over the 16-hour day period (07.00 - 23.00) graded in three-decibel contours from 57 dB(A) upwards. For night (23.00 - 07.00) noise, contours show averages over the eight-hour night period and are produced from 48 dB(A) upwards. The Airport is unique in producing quarterly night contours. We work extensively with National Air Traffic Services (NATS) and our airline partners, covering a variety of operational issues. This collaboration involves regular liaison and detailed technical discussions at Flight Operations Committee meetings. Ongoing monitoring takes place to ensure arriving aircraft remain higher for longer and to minimise low-level flight for arriving aircraft.

3.23 In 2010, we accommodated a new mobile noise monitor which can be sited around the community. This will help us to create a more comprehensive record of noise disturbance experienced by local residents.

3.24 We have published our approved Noise Action Plan and continue to work closely with the Consultative Committee to deliver against the commitments made in

the plan. The plan has been formally adopted by Defra and the Department for Transport (DfT). This document sets out our commitment to improving the monitoring, communication and management of aircraft noise.

3.25 At the beginning of 2010 we also published an updated Night Noise Policy following a review involving the Consultative Committee. This policy reflects our commitment to voluntarily helping to minimise any night noise impact on the surrounding community, while balancing the economic benefits of a successful airport. In order to further encourage daytime operations, the night noise violation limit was lowered to the lowest night noise infringement limit of any UK airport operating overnight. The policy also bans the operation of older noisier aircraft types during the night period.

Energy and climate change

3.26 Climate change represents a real challenge for all businesses and at LLAOL we work closely with our partners to implement a range of procedures and initiatives to reduce our electricity, gas and diesel usage, and hence our carbon footprint. We have implemented automatic monitoring of all electricity and have meters across the site. This has allowed us to produce accurate

In 2011 we reduced carbon emissions by 3.1% despite a growth in passenger numbers of 8.9%

and readily available data when implementing and monitoring energy efficiency projects and initiatives.

3.27 In 2011 we reduced carbon emissions by 3.1% despite a growth in passenger numbers of 8.9%.

3.28 In 2010, the Airport registered as a full participant within the government's Carbon Reduction Commitment (CRC) Energy Efficiency Scheme. The scheme is designed to focus all organisations, both public and private sector, to reduce the carbon emissions created from the use of fossil fuels.

Environment Forum

3.29 Since 2010, the Airport has proactively engaged third party businesses located within its boundary to identify collective opportunities to improve resource efficiency across the site through its Environment Forum. The Environment Forum, previously known as the Low Carbon Forum, was commended at government level by the Secretary of State with responsibility for waste management and recycling in August 2011. Through a series of breakfast workshops and seminars, the Environment Forum has provided a platform for the Airport to engage with its business partners to work together in meeting resource efficiency objectives.

Public transport accessibility

3.30 Since publishing its first Airport Surface Access Strategy (ASAS) in July 2000, the Airport has seen increased passenger throughput whilst achieving a significant shift in the proportion of its passengers and employees travelling by public transport. This success has been achieved through the development of strong partnerships with key stakeholders, commitment from its public transport operators and the support of the Airport Transport Forum.

3.31 The Airport's national, regional and local multi-modal transport links include a well-developed coach network, excellent rail connections via Luton Airport Parkway station, and high quality connections to the local and strategic highway network. In 2010, 32% of passengers arrived or departed by train, bus or coach, while 16% travelled by taxi (see figure 3.1). LLAOL aims to increase the proportion of air passengers travelling to and from the Airport by public transport to more than 40% by 2017.





Waste management

3.32 Building on long standing waste management initiatives, a major new initiative in 2010 helped boost recycling levels up from 17% in 2009 to 21% in 2010. Any textiles that are collected are donated to charity, not only avoiding landfill and boosting recycling figures, but also raising funds for our Charity of the Year. We are pleased that we have made tangible steps toward a better understanding of waste generation and recycling. This has guided our decision to look at long-term opportunities for improving our waste strategy and is reflected in our commitment to increase this rate to 35% by December 2012.

Mode	
Car (drop-off)	26.5%
Car (off-site parking)	9.3%
Car (on-site parking)	15.1%
Taxi	16.2%
Train	17.2%
Bus/Coach	15.3%
Other	0.4%

Figure 3.1 - Passenger mode share
Source: CAA passenger surveys (2010)

Local air quality

3.33 LLAOL has an ongoing air quality monitoring programme, which records particulate and nitrogen oxide levels. Air quality locally, as well as global emissions, is one of the main influences behind our Airport Surface Access Strategy (ASAS). Approximately 32% of all passengers are accessing the Airport by public transport, which is a shift of approximately 4 percentage points since 2005. We are continually striving to improve this performance in collaboration with the train operating companies and coach operators.

Since 2008 the Airport and its staff have raised over £120,000 through its Charity of the Year adoption scheme



Community engagement

3.34 For many years we have worked with the Consultative Committee to ensure that our activities are explained to representatives of the local community. Luton Borough Council, with the support and co-operation of LLAOL, publishes an Annual Monitoring Report (AMR), which places on public record key facts about our operations, business, and compliance with planning and other requirements. The AMR can be reviewed on our website at:

<http://www.london-luton.co.uk/en/content/8/243/annual-monitoring-report.html>



Community Trust Fund and charity initiatives

3.35 The London Luton Airport Community Trust Fund (the Trust Fund) is independently administered by the Bedfordshire and Luton Community Foundation (the Foundation) and was established in 2009. The Foundation's experienced panel award the grants and also undertake monitoring and evaluation to ensure the grants deliver significant impact in the social, environmental and economic life of the community.

3.36 Since its inception, £131,000 has been distributed to 101 groups. The Foundation has calculated that there have been over 4,800 direct beneficiaries and over 97,800 indirect beneficiaries of the scheme. The Trust Fund seeks to support the long-term prosperity of the local community and we are pleased that 67% of groups have acknowledged that a grant from the Trust Fund has helped their long-term sustainability. Applications are welcomed from groups in Luton, Stevenage, Central Bedfordshire, North Hertfordshire, Aylesbury Vale and St Albans district which includes Harpenden.

3.37 LLAOL recognises the positive impact the Trust Fund has had on the local community and has therefore chosen to commit a further £50,000 in 2012.

3.38 Since 2008 the Airport and its staff have raised over £120,000 through its Charity of the Year adoption scheme. Beneficiaries have included the East of England Air Ambulance, Keech Hospice Care, NOAH Enterprise and Sue Ryder.

3.39 Since the employee volunteering scheme was launched in 2010 staff have volunteered over 400 hours of their time to support local community organisations.

Helping to create a vibrant neighbourhood

3.40 The Airport sits at the heart of a growing, vibrant and diverse community. We are committed to doing as much as we can to enhance the quality of life of local people in the following ways:

- Showcasing a range of career opportunities on our website
- In partnership with Active Luton, developing an educational resource pack for local schools
- Sponsoring local community sports, arts and culture events
- Maintaining our accreditation as a Fit for Business certified workplace
- Maintaining a positive and open dialogue with the local community through social media websites such as Facebook and Twitter
- Undertaking community tours of the Airport in partnership with local schools and colleges

A growing economy

3.41 We want to ensure that the Airport makes the greatest possible contribution to the local economy for the lasting benefit of the community. We are also committed to playing our role in helping to deliver

regeneration and economic growth in the region.

3.42 The Airport already plays a pivotal role in driving forward economic growth and regeneration in the sub-region. The Airport is recognised as a key economic driver and an important asset.

3.43 The Airport supports some 8,200 direct local jobs. It has an annual economic value of some £780 million to the local economy. This includes £411 million of direct annual business expenditure into the local economy, £160 million of indirect supply-chain effects and £151 million of wages and salaries of workers.

3.44 In addition, it is estimated that through business and personal taxes, business rates and airport duty, revenue of over £187 million is generated for local and central government, bringing the overall annual economic value of the Airport to just under £1 billion (£966 million).

3.45 The Airport is a key local economic driver, an international gateway for inward investment and one of the major employers in the East of England. This comes with clear responsibilities, which LLAOL takes seriously. As a major employer and key stakeholder in the future of the area, LLAOL participates in various initiatives such as

Luton First, Luton Forum, the O2C Arc, the Bedfordshire and Luton Economic Development Partnership and the Luton and Dunstable Partnership, all focused on promoting the continued vitality, viability and social progress of the communities around the Airport.

Conclusion on track record

3.46 The Airport has grown significantly since 1998. It forms a critical part of national transport infrastructure and generates numerous far-reaching positive impacts for local businesses and communities. It is now on the threshold of a new phase of development and the Airport is approaching capacity thresholds throughout the facility. New development must be progressed if the Airport is to make a full contribution to the delivery of government policy, the continued economic success of the region and to continue to improve levels of passenger service whilst continuing to manage the Airport's impact on the environment.

4

Current activities

Aviation activities

4.1 The Airport operates primarily as a low cost, scheduled airport. In recent years, the Airport has grown to offer a growing range of destinations to business and leisure passengers. The Airport has also developed as a major global centre for business aviation passenger services and maintenance and provides other key services such as freight, aircraft maintenance and training.

4.2 The predominant fleet mix at the Airport, accounting for 61% of total movements, is Code C jet aircraft, for example the Boeing 737-800, Airbus A319 and A320/321, seating between 140 and 220 passengers, used by our low-cost operators. Code D aircraft seating between 220 and 360 passengers make up a relatively small proportion of the fleet mix. In 2011, there were only 32 movements by Code E aircraft of which all were Boeing 777-200 seating 275 passengers.

4.3 There were a total of 99,299 aircraft movements during 2011, which generated a throughput of 9,526,695 passengers. Typically, approximately 80% of passenger travel is for leisure purposes and 20% for business purposes.

4.4 In 2011, 95% of passengers travelled on scheduled flights and 5% travelled on charter flights. There were approximately 81,959 commercial passenger movements (including chartered executive aircraft) and 1,778 cargo movements. The runway usage split, dictated primarily by wind direction, was 28% easterly and 72% westerly.

4.5 Night movements are defined within the LLAOL Night Noise Policy as flights occurring between the hours of 23.00 and 06.00 Monday to Saturday and until 07.00 on a Sunday, for noise violation purposes. During this time period there were 8,539 night movements during 2011 (8.6% of total movements), which is an average of 23 movements per night, 72% of which were arrivals. The average ratio of total aircraft movements based on these LLAOL Night Noise Policy parameters during 2011 was approximately 91% by day and 9% at night.

4.6 For the purpose of noise contour calculations the night period runs from 23.00 and 07.00 for each day of the week. On this basis the total number of night movements during 2011 was 13,132 flights. This is an additional 4,593 movements, which takes into account on average approximately 11 - 12 flights within the early morning period between 06.00 and 07.00.

4.7 Figure 4.1 demonstrates average daily patterns of activity, illustrating peak and off-peak periods for both departures and arrivals.

4.8 easyJet, Wizz Air, Ryanair, Monarch, Thomson, Aer Lingus Regional, EL AL, Blue Air and Flybe operate regularly from the Airport, departing to over 90 destinations including services to Europe, Africa, and Asia, with onward connections to Mumbai, Hong Kong, Johannesburg, Beijing and Bangkok via Tel Aviv. Adria Airways commenced operations from March 2012 offering onward connections through Ljubljana.

4.9 There are also three 'fixed base operators' (FBOs) at the Airport which provide corporate and business aviation services, making the Airport the largest provider of such services in the UK. These FBOs are run by Harrods Aviation, Ocean Sky and Signature. These companies have made and continue to make substantial investment in providing high quality business aviation services from the Airport.

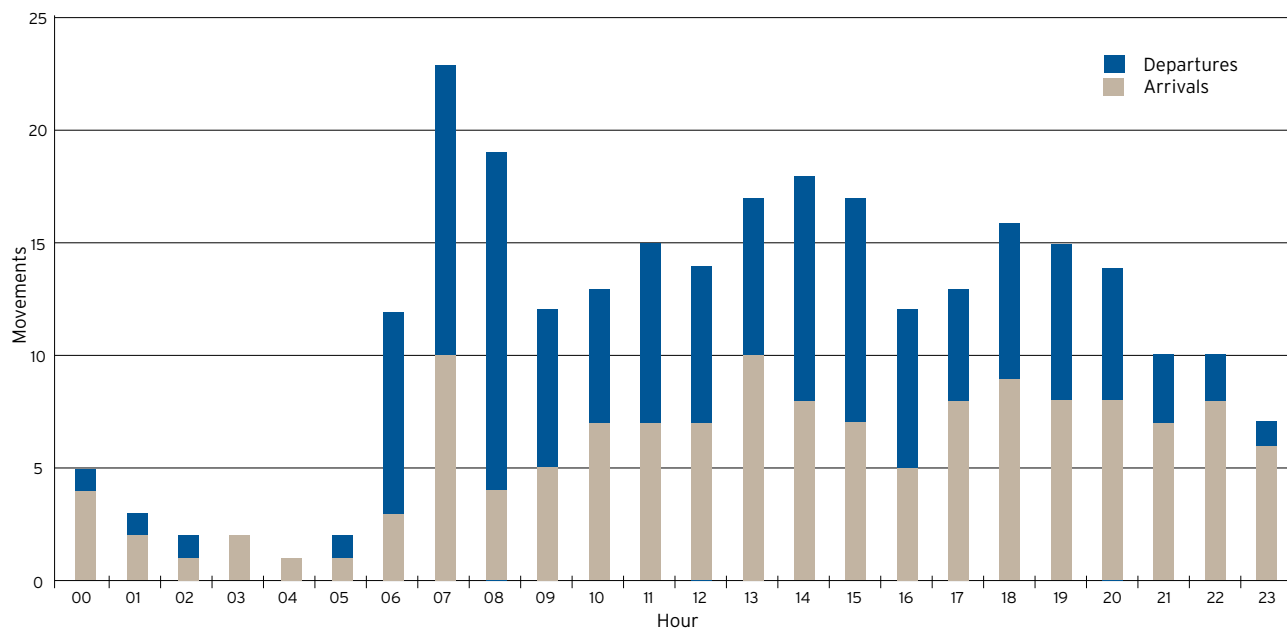


Figure 4.1 - 2011 Annual average hourly movements

Source: LLAOL (2012)

Other activities

4.10 It is often forgotten that an airport contains a very wide range of activities. The Airport is home to around 100 businesses that either provide a wide variety of services to passengers, airlines, cargo shippers and the operation of the Airport or that have chosen this location because their own activities are related to aviation. These

businesses range from engineering, aerospace, transport, security and technical support to catering, retail and facilities management.

Car parking

4.11 The Airport operates three passenger car parks (short, mid and long-term stay), which provide a total of

6,749 spaces, and close to 12,000 spaces overall including staff parking. Planning permission exists for a further 980 long-term passenger car parking spaces.

Constraints

4.12 Like all airports, the Airport has constraints. In order to improve service and to accelerate growth, LLAOL wishes to address those constraints.

4.13 The available land at the Airport is limited and LLAOL uses it in a highly efficient and sustainable manner. The Airport will accommodate more passengers per hectare of land than any other major airport in the UK (see figure 4.2 overleaf).

4.14 This is an important factor in planning for the growth of the Airport. While the runway could, in theory accommodate a larger airport than we plan, this could not be delivered within the existing airport boundaries in a manner that would provide a satisfactory level of customer service.

4.15 The first issue LLAOL wishes to address is access into the Airport. The completion of the East Luton Corridor (ELC) has significantly improved access from the M1 motorway up to the front door of the Airport. Furthermore, the government has recently confirmed

These improvements will increase the capacity of the Airport in peak periods as well as enhancing services to passengers

Airport	Land (ha)	Forecast demand (mppa)	Ha per million passengers
East Midlands	445	9	49.4
Stansted	957	35	27.3
Manchester	710	30	23.7
Edinburgh	367	16	22.9
Glasgow	340	17	20.0
Gatwick	674	38	17.7
Birmingham	330	20	16.5
Luton	245	18	13.6

Figure 4.2 - Comparison of efficiency of land use
Source: Airport masterplans

funding for junction 10a enhancements to the M1. The capacity of the access road from the Holiday Inn to the terminal now needs to be expanded to match that of the ELC and to avoid access bottlenecks. This affects not only passengers and airport businesses, but has knock-on effects on other users of the road network around the Airport. We therefore propose significant improvements to this road to enhance access to one of the UK's largest airports.

4.16 The flow of traffic around the Central Terminal Area also needs to be improved. LLAOL is preparing works that will provide significant improvement to the movement and flow of traffic around this area. These works have also been designed to create major improvements for pedestrians in terms of improving legibility and ease of movement to and from the terminal building.

4.17 The terminal building is also in need of improvement. The terminal has been subject to a number of phases of building and reorganisation. This is normal for sites such as the Airport, which have been in existence for many years and where the overriding need is to make the best use of the existing infrastructure. At present, the terminal is essentially three separate structures which have been partially integrated. The 'old' terminal building lies to the west, the 'new' terminal to the east. The new building was constructed at an angle to the old. The third element, known as the 'link' building, is wedge-shaped between the other two structures (see figure 4.3).

4.18 An airport comprises a very large number of different activities and uses. Key features within the terminal include check-in, security, baggage handling, departure areas and routes to and from aircraft gates. In

addition, there are extensive passenger services including retail and catering, seating areas and rest rooms.

4.19 Each of these activities and uses may change in terms of the space and technology needed to support them. From time to time, therefore, modifications and reorganisation need to take place.

4.20 A comprehensive review has been undertaken of all of the operations within the terminal and, as described in sections 5 and 7, a number of modifications are now proposed.

4.21 These improvements will increase the capacity of the Airport in peak periods as well as enhancing services to passengers. This higher peak capacity will also contribute to growth in the off-peak periods.

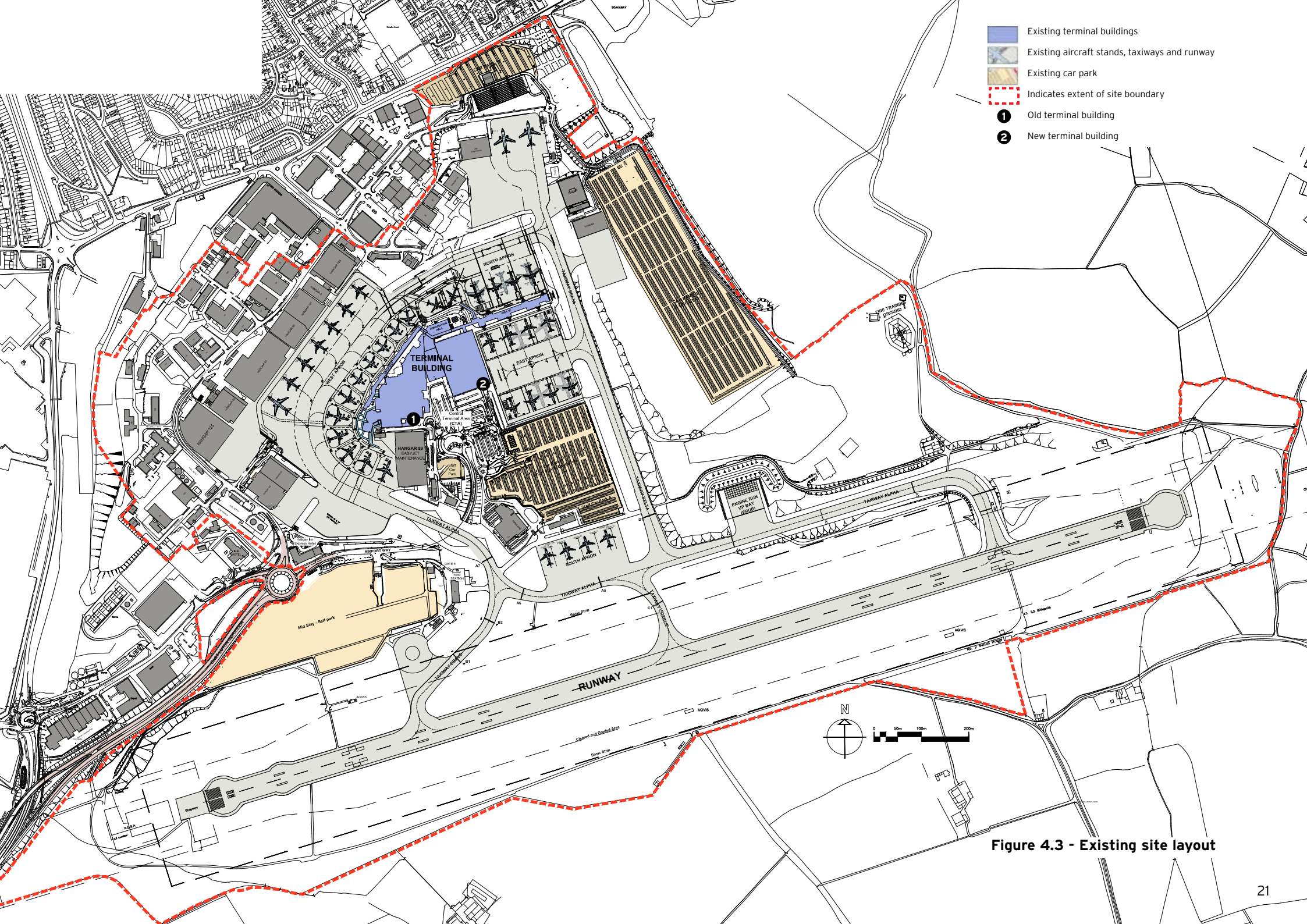


Figure 4.3 - Existing site layout

5

Proposed improvements

'CBI believes that development on this scale is credible and deliverable and will make a much needed contribution to the region's economy at a crucial time.'

Richard Tunnicliffe, Regional Director, CBI

5.1 LLAOL's proposals for the next phase of the Airport's life will provide for the anticipated growth of the Airport for the next 19 years and result in significant benefits for passengers and businesses.

5.2 The proposals are extremely robust. Every airport around the world has slightly different characteristics in terms of its size, shape, physical environment, passenger and route and service type to list just a few. The operators of an airport have to have an extremely detailed understanding of these characteristics in order to provide the right range, mix and balance of services needed to achieve a successful airport.

5.3 The Airport is very successful under LLAOL management and as its operator, we have a unique understanding of the factors that have contributed to this success. The Airport site has a complex topography where the best use must be made of all available land. It has a range of buildings of different ages and types. As at any airport, it has a wide range of operations and activities which need to function together to make the whole site work for the benefit of passengers and airport businesses. LLAOL has a detailed understanding of all of these factors and this unique position makes it the best organisation to make most efficient use of the Airport's infrastructure, improve the passenger experience and plan for future growth.

5.4 LLAOL has spent over two and a half years reviewing the operation of the Airport in detail, with a team of specialist advisors. This review has been an iterative process and rigorously tested.

5.5 The proposals have also been designed to be as efficient and effective as possible and to use existing infrastructure to the fullest extent commensurate with this.

5.6 There are seven main components of the proposals which will be contained in the forthcoming planning application:

- Dualling of the road from the Holiday Inn roundabout to the Central Terminal Area
- Improvements to the public transport area adjacent to the terminal
- Improvements to the terminal building involving internal reorganisation and minor extensions and building works
- Construction of a new pier
- Provision of a new taxiway parallel to Taxiway Delta
- Taxiway extensions and rationalisation of aircraft parking areas with new stands replacing and improving existing stands

- Construction of a multi-storey car park on part of the existing short-term car park (STCP), to provide additional parking capacity if passenger demand arises in the future

Sustainability objectives

5.7 The proposed improvements meet a number of LLAOL's sustainability objectives in the following key ways:

- Development will be confined within the existing land site
- Best use will be made of existing infrastructure
- Development will be phased to make efficient use of resources (capital expenditure linked to demand / anticipated growth)
- The increase in passengers will be higher than the increase in aircraft movements, making more efficient use of aircraft movements

5.8 Figure 5.1 shows the overall scheme and each element is explained in subsequent sections.

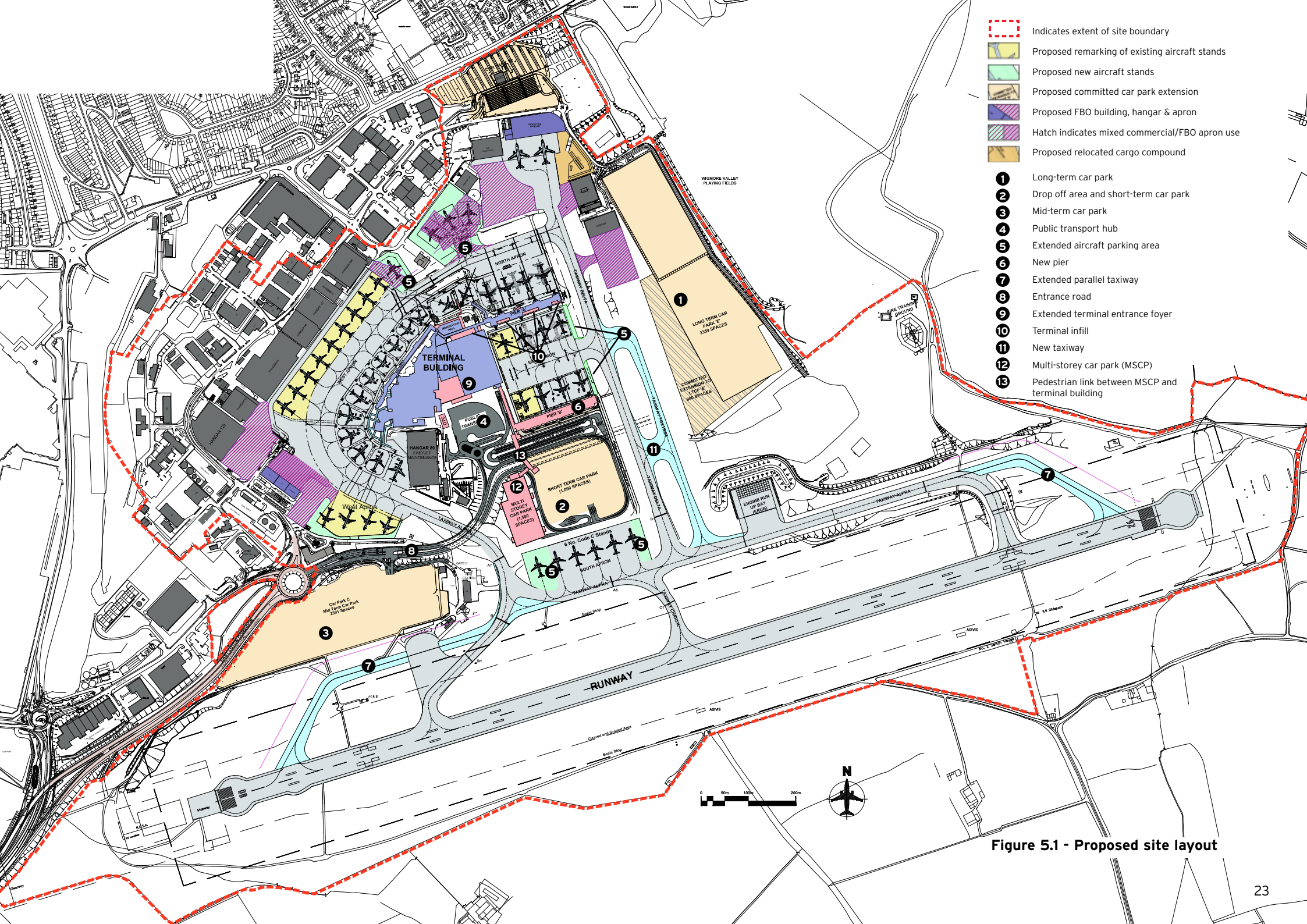


Figure 5.1 - Proposed site layout

6

Road improvement and car parking

Road improvements

6.1 The proposed road works will cater for the additional flows on the road network around the Airport, that will occur as a result of the proposed development.

6.2 Construction of the ELC has made substantial improvements to the access into the Airport. It has smoothed the flows of traffic from the M1 motorway and provides an excellent 'front door' to the Airport.

6.3 LLAOL proposes to undertake works to smooth flows around the Central Terminal Area in order to improve access from the Holiday Inn roundabout and the approach roads to it. This will be achieved by dualling the entrance road and making improvements to the internal road layout within the Central Terminal Area.

6.4 These road works will comprise improvement of Airport Way to a dual two-lane 7.3 m wide carriageway from Percival Way roundabout up to the Central Terminal Area. The proposed speed limit along this route will be 30 mph. The inbound carriageway will follow the alignment of the existing Airport Way and the new outbound carriageway will be constructed adjacent to the existing road on the southern side (see figure 6.1, opposite).

6.5 The new outbound carriageway will pass under airport taxiway Alpha through the spare southern portal of the existing bridge structure. No alterations to the existing structure are required to accommodate the new carriageway.

6.6 A new all movements traffic signal-controlled junction will be provided on Airport Way to give access to the Mid Term Car Park (MTCP). This new junction will be at the same location as the existing MTCP access junction.

6.7 These road improvements will safeguard an access route into Century Park to facilitate its development by its owner, Prologis.

Improvements to the public transport area

6.8 Improvements are proposed to the public transport area adjacent to the terminal. The layout will reduce potential for conflict between buses and pedestrians and provide sufficient capacity for the anticipated significant increase in the use of public transport.

Car parking

6.9 LLAOL already has planning permission for the provision of an additional 980 long-stay car parking

spaces on an area of land adjacent to the existing Long Term Car Park (LTCP).

6.10 Additional car parking is proposed within the Airport estate in the form of a new multi-storey car park structure on the location of the existing STCP. This new structure will be approximately 75 metres in width and 150 metres in length and will be a maximum of four storeys (approximately 12 metres in height). The new car park will include approximately 1,500 multi-storey spaces and 1,000 surface parking spaces. A dedicated pedestrian link will be provided between the multi-storey car park / STCP to the terminal building.

6.11 Further additional car parking spaces will be provided through releasing additional land and remarking existing passenger car parks. Additional staff car parking spaces will be made available by releasing existing land.

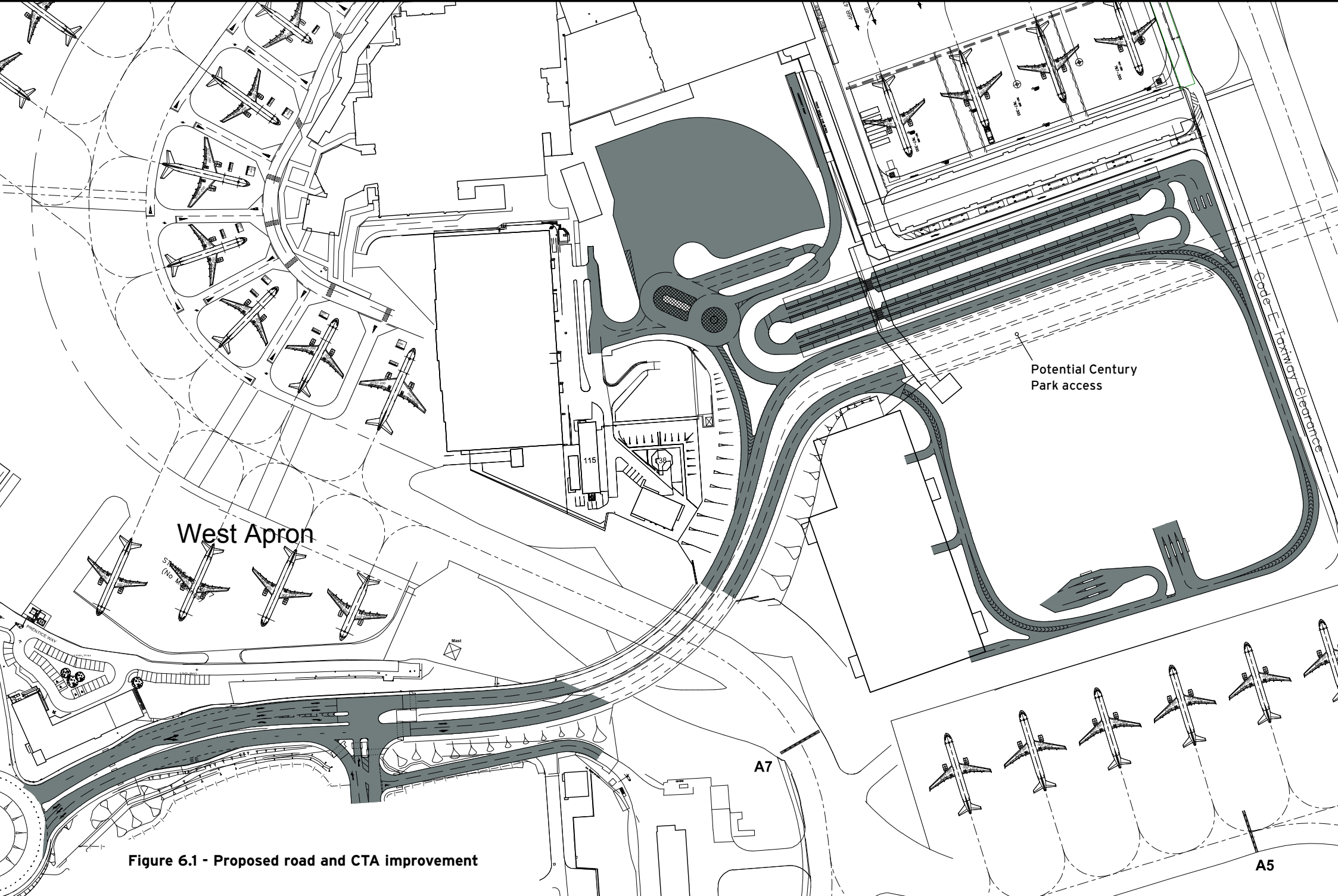


Figure 6.1 - Proposed road and CTA improvement

7

Terminal improvements

'As a retailer, Aelia is very keen to see growth in footfall and I strongly support your determination to play your full role in the London passenger market. The weight you place on further improving the customer experience is similarly welcome'

Vincent Romet, Chief Operating Officer, LS Travel Retail EMEA

7.1 The proposed terminal improvements will enhance customer experience and increase capacity. They include:

- Providing additional capacity in security and immigration
- Providing additional capacity in the departures lounge areas for seating and circulation and reconfiguring existing retail and commercial areas to provide a large walk-through area
- Rationalising the internal layout of the terminal building to make passenger routes through the building as direct as possible and greatly improve the passenger experience
- Ensuring the smooth return of hold baggage to passengers in a timely manner

Terminal infill extension

7.2 One of the most significant physical improvements to the terminal building is the construction of a two storey infill extension at the front of the building which extends to the southern façade of the existing 'new' terminal building across to link with front of the 'old' terminal building. Figures 7.1 and 7.2 show a comparison between the existing and proposed terminal layouts. The terminal infill will provide just under 5,300 sq.m of additional floorspace. This space will house the main

entrance / exit lobby for the whole terminal building, public concourse, and additional departure lounge seating and commercial spaces.

7.3 The reasons that these improvements are needed include increased processing times at passenger screening following terrorist threats and changes to national security standards, enhanced inbound border controls, changes in passenger and baggage behaviour (for example, checking-in at home and less hold baggage), an overprovision of space in some areas (for example at check-in where increased use of technology has reduced the need for some physical check-in desks), and earlier check-in times increasing the demand for services.

7.4 These works will enhance the existing terminal building by bringing together the various existing building elements into a single cohesive structure forming a focal point within the Central Terminal Area. All of the frontages of all parts of the terminal will have a similar look and feel. The resultant single terminal structure will offer a highly flexible facility which internally will greatly improve the passenger experience by rationalising the passenger flows and removing where possible the crossover of departing and arriving passengers.

7.5 As shown in figure 7.2, the proposed layout will allow key airport procedures such as check-in, security

and immigration to be implemented on the ground floor. This will enable the first floor to be used exclusively for passenger facilities, such as retail, food and drink, and lounge areas.

New pier

7.6 The second significant physical improvement to the terminal building is the construction of a new pier (Pier B) for boarding and disembarking and its associated link building to the south east of the main terminal building.

7.7 Pier B will be a two-storey structure, and will serve arrivals and departures by upgrading four existing remote stands and contact stands. Four new remote stands will be created by the provision of four new pre-board and bussing zones.

7.8 The pier and link building will contain approximately 7,000 sq.m of floorspace comprising segregated movement corridors for arriving and departing passengers, waiting areas for access directly to aircraft on the contact stands or to buses accessing the remote stands. There will be toilet facilities and two small food and beverage units.



The purpose of the proposed terminal improvements is to enhance customer experience

The travel distance for passengers to the furthest gate in the proposed Pier B will only be approximately 345m

7.9 The travel distance for passengers to the furthest gate in the proposed Pier B will only be approximately 345 metres from the departures lounge retail area, this compares to an existing travel distance of some 465 metres from the departures lounge retail area to Gate 1.

Other terminal improvements

7.10 The immigration hall will be reconfigured and extended to the side of and above the existing area. The immigration offices will be moved to new accommodation on the first floor.

7.11 A contact gate and associated link walkway to stand 60 will be formed on the first floor of the existing immigration building.

7.12 The existing pier (Pier A) will be fitted with additional stair cores to create a total of nine contact gates. The extended departures areas will be fitted with seating and two small food and beverage units to improve passenger comfort.

7.13 Other proposed infill areas of the terminal building will provide space for passenger circulation, welfare facilities and ancillary uses.

7.14 The total amount of new usable floor space to be created is approximately 16,920 sq.m. The existing total gross usable internal floor area for the terminal building is approximately 69,040 sq.m. The proposed total gross internal floor area for the development is approximately 85,960 sq.m which equates to a 25% increase.

7.15 Internal reorganisation will be facilitated by making better use of the 'old' terminal building which currently contains some unused, fallow areas. The construction of the extension in front of the terminal building will considerably improve the ability to integrate the existing three structures which, until now, have not functioned as a single entity.

Figure 7.1 - Existing layout

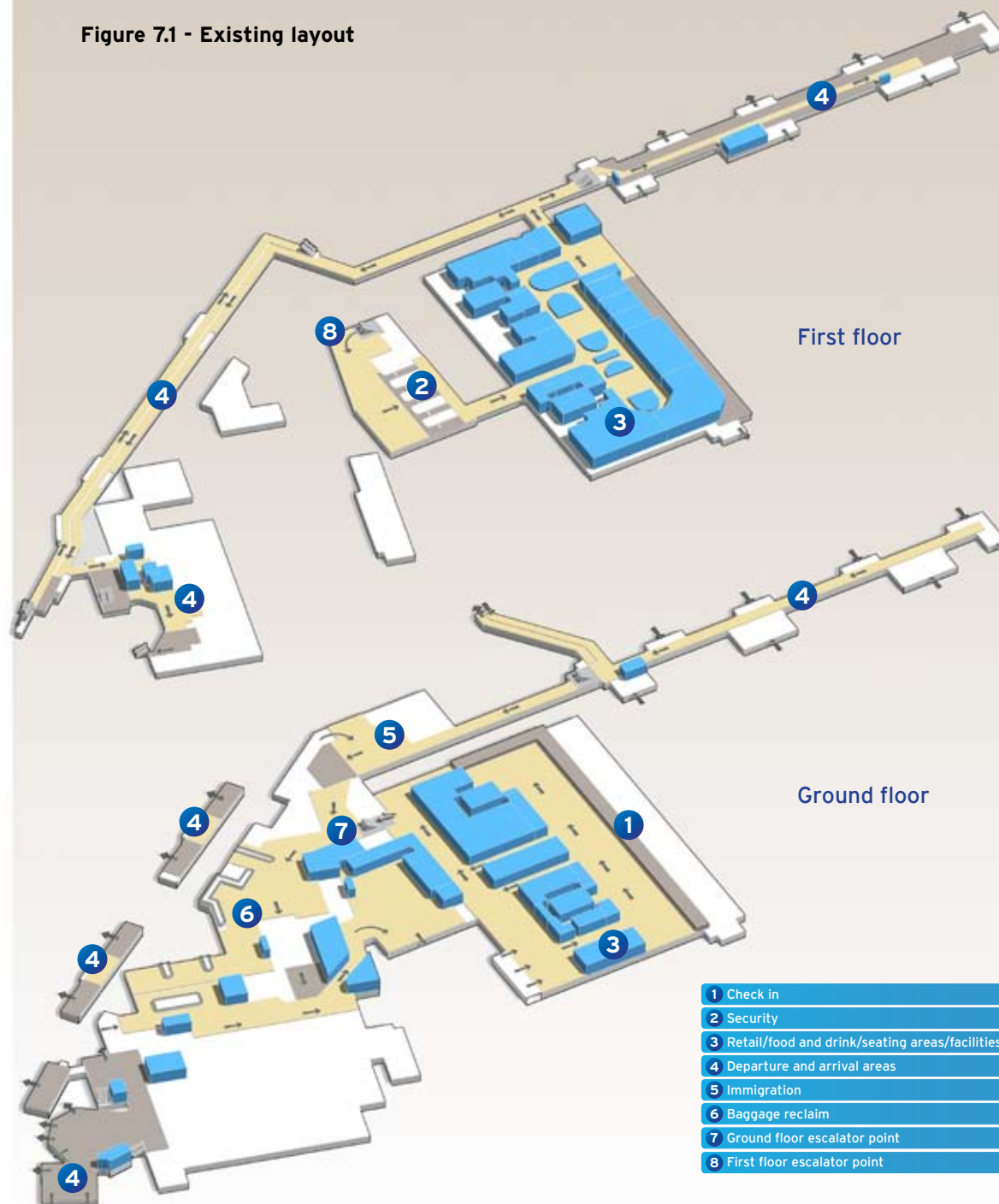
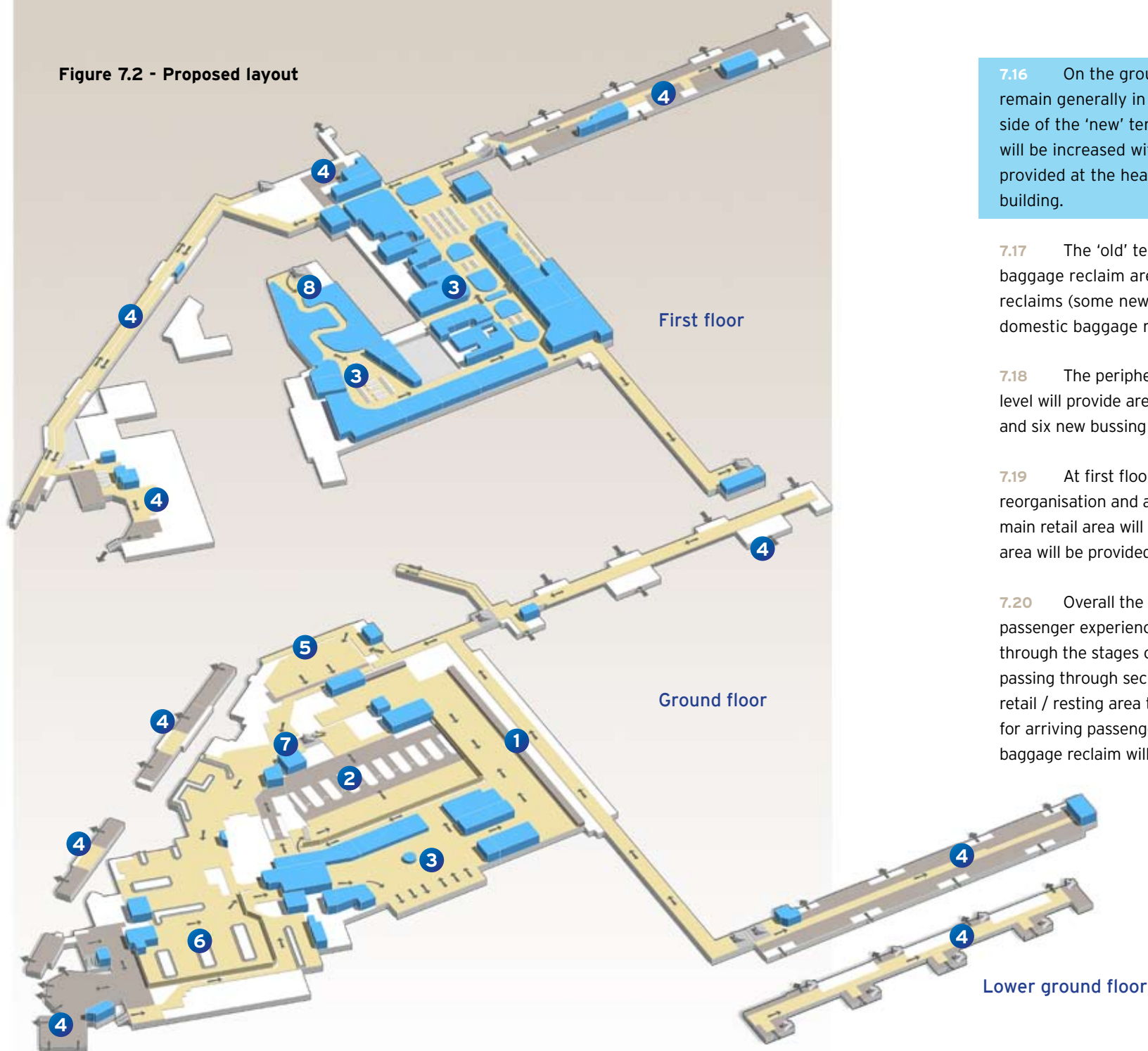


Figure 7.2 - Proposed layout



7.16 On the ground floor, the check-in desks will remain generally in their existing location on the eastern side of the 'new' terminal building. Security provision will be increased with 20 new passenger screening lanes provided at the heart of the new integrated terminal building.

7.17 The 'old' terminal building will contain the baggage reclaim area with eight international baggage reclaims (some new and some reconfigured) and one domestic baggage reclaim.

7.18 The peripheral areas of the 'old' building at this level will provide areas for departing passengers to wait and six new bussing gates.

7.19 At first floor level, there will be some office reorganisation and additional departure lounges. The main retail area will be reconfigured and a new duty free area will be provided.

7.20 Overall the infilling and rationalisation will improve passenger experience by creating more legible routes through the stages of arriving at the terminal building, passing through security checks and moving through a retail / resting area to departure gates. Similarly, routes for arriving passengers moving through immigration and baggage reclaim will be more direct and rational.

8

Aircraft manoeuvring and parking improvement

8.1 The proposed improvements to the aircraft manoeuvring and parking areas will improve efficiency and the routing of aircraft to and from the runway. They will allow the Airport to accommodate more aircraft movements without compromising operational performance. The works will also rationalise the aircraft parking aprons and areas of underused hard standing, making better use of the Airport estate. The redesign of aircraft parking aprons will provide some additional aircraft stands.

8.2 The proposals are shown on figure 5.1.

8.3 The new and extended parallel taxiways together with improved operational processes (Airport Collaborative Decision Making – A_CDM) will improve the efficient use of the airfield infrastructure and reduce taxiing and holding times. This will improve the environmental performance of the airfield and the business efficiency of our airline customers.

8.4 A new taxiway will be constructed parallel with the existing Taxiway Delta and will be referred to as Taxiway Foxtrot. It will be approximately 515 metres in length and 23 metres wide, and will connect to Taxiway Alpha at its southern end and Taxiway Delta at its

northern end, opposite the East Apron. There will also be another junction with Taxiway Delta approximately half way along Taxiway Foxtrot.

8.5 Taxiway Alpha will be extended at both ends of the runway. At the western end of the runway, the taxiway will be extended by 540 metres and at the eastern end by 340 metres.

8.6 The existing aircraft parking apron areas will be modified to optimise the number of stands that can be provided. Fifteen new stands will be provided in total. This will be undertaken by remarking the stands and by constructing some additional areas of pavement.

8.7 The South Apron, on the southern side of the short term car park, will be extended slightly on both sides to be able to accommodate six remote stands. This is an increase of four from the current commercial apron.

8.8 Additional strips of hardstanding will be provided on the eastern side of the existing East Apron to accommodate two additional stands, giving eight in total. With the addition of Pier B all of these will be contact stands.

8.9 The West/Main Apron will be expanded from 21 to 26 stands by remarking existing stands and providing a small new area of apron.

8.10 A new area of hardstanding is proposed to the north of the existing North Apron. This will provide four new remote stands.

8.11 The north of the Airport, which is currently either underused or used exclusively for cargo and maintenance, will be brought into mixed-use for general aviation, cargo and commercial aviation. This will provide opportunities for our existing general aviation operators. This masterplan envisages the retention of general aviation as a significant part of the Airport's operation and continues to foresee a role for cargo and maintenance.

The proposed improvements to the aircraft manoeuvring and parking areas will improve efficiency and the routing of aircraft to and from the runway





The additional capacity will allow better use to be made of the runway

Implications of the proposed improvements

Introduction

9.1 The proposed improvements are driven by LLAOL's desire to continue improving the passenger experience of using the Airport, to increase capacity in order to ensure the continued development of the Airport and to be as good a neighbour it can be.

9.2 The careful evaluation of the optimal solution has resulted in the opportunity to significantly upgrade the terminal facilities with a mixture of extension and rationalisation, together with relatively modest physical changes airside. Overall, this will deliver very significant improvements in customer service and the highly efficient provision of additional capacity.

9.3 The scheme of proposed improvements is highly sustainable in respect of making the best use of the existing infrastructure. Neither a runway extension nor new terminals are foreseen in this masterplan and efficient use is made of existing hard standing for aircraft parking.

Safety management

9.4 In every aspect of this plan, we will be mindful of and committed to the highest standards of safety. We already operate a well established Safety Management System and risk management is embedded in the organisation. Both at the construction stage and in all operations, we will attach the highest priority to the safety of our passengers, employees and visitors

Improved customer service

9.5 The proposed improvements will smooth the flow of passengers through the Airport, make wayfinding easier and provide more seating to enhance passenger comfort. The new arrangements provide more contact stands and more waiting space for those departing from the Airport. New, more efficient equipment will help reduce the current queues which can form at constrained parts of the system such as security and immigration.

Additional capacity

9.6 LLAOL, airlines and passengers wish to significantly upgrade levels of service. There is also a shared interest in the provision of additional capacity. In light of increasing demand, the provision of additional

facilities and capacity, together with LLAOL's ongoing commitment to improving levels of customer service, will serve to enhance passenger experience at the Airport.

9.7 The additional capacity will allow better use to be made of the runway. The proposed new and extended taxiways will facilitate easier access to and egress from the runway. This plan increases the peak movement rate to 40 compared to 34 in summer 2011.

9.8 The peak hours are currently between 06.00 and 08.59. The current patterns of activity at the Airport are described in section 4. In 2011, approximately 71% of passengers were carried on based aircraft, whilst the remaining 29% of passengers were carried on non-based aircraft (which fly in from other bases). Between 35 and 40% of total daily passenger departures occur during the morning peak (06.00-08.59) and these are predominantly on Luton-based aircraft making their first departure of the day. A degree of shift in the balance between based and non-based aircraft between peak and off-peak activity is anticipated as the flight schedule develops, with new routes being added and frequency on existing routes being increased as demand grows.



The scheme of proposed improvements
is highly sustainable in respect of
making the best use of the
existing infrastructure

9.9 This results in growth in off peak hours being slightly greater than growth in peak hours and is known as “peak spreading”². The expectation is also for a gradual shift to around a 65:35 based/non-based aircraft split by 2031.

9.10 The annual number of aircraft movements would increase from the level of approximately 112,000 in 2013 to approximately 157,000 by 2031. It is estimated that within this 40% growth in total aircraft movements it will be possible to achieve a 73% increase in commercial passenger movements as LLAOL seeks to maximise the use of all aspects of the Airport’s infrastructure (see figures 9.1 and 9.2). The percentage increase of passenger movements will be greater than the percentage increase of aircraft movements over the period due to a small and gradual increase in average aircraft size.

² The nature of the ‘short haul’ activity at the Airport, where a number of aircraft are based over the night time periods, means that the peak activity at the Airport is in the early morning, when passengers generally depart and in the early evening when they generally arrive. There is also a lesser ‘peak’ in the middle of the day for aircraft that are making three trips a day. In theory the throughput of the Airport can be increased by increasing activity in the off-peak hours of the day. Our proposals assume some ‘spreading’ of the peak as these off-peak hours are utilised. Moving into the off-peak is more commercially attractive to some airlines than others.

Year	mppa	ATMs-000s
2013	10.3	112
2014	10.8	116
2015	11.2	118
2016	11.7	121
2017	12.1	124
2018	12.6	128
2019	12.9	130
2020	13.4	132
2021	14.3	137
2022	14.8	141
2023	15.4	144
2024	15.8	146
2025	16.6	150
2026	17.3	154
2027	17.7	156
2028	17.8	157
2029	17.8	157
2030	17.8	157
2031	17.8	157

Figure 9.1 - Upper end passenger and associated ATM unconstrained demand forecasts for LLA
Source: LLAOL (2012)

9.11 The number of passengers that can be accommodated by this increase in capacity is up to 18 mppa, compared with the 2011 level of 9.6 mppa.

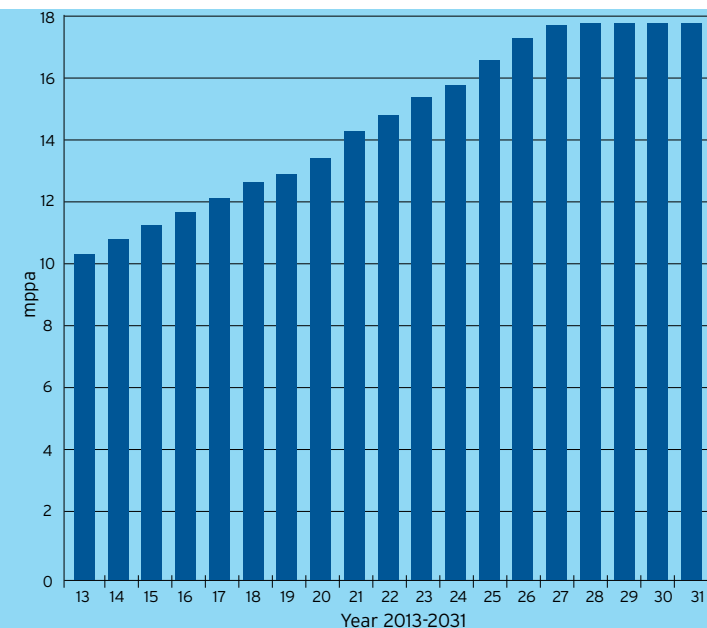


Figure 9.2 - Upper end forecast mppa 2013 - 2031
Source: LLAOL (2012)

9.12 The other planned improvements to the aircraft parking stands, the terminal building and the access into the Airport can all accommodate this level of aircraft movements and passenger throughput.

Our preliminary assessment is that our proposals would potentially create approximately 2,300 gross additional jobs by 2031. Taking into account the effect of jobs displaced from other areas, the net number of additional jobs is likely to be approximately 1,700. In addition, our proposals could generate approximately 1,900 gross additional indirect jobs and approximately 1,700 gross induced jobs.

Jobs and the economy

9.13 As set out in section 3, the Airport already makes a significant contribution to the local economy. The proposed development will increase levels of direct and indirect employment associated with the operation of the Airport and the increase in passenger throughput will increase the economic value of the Airport, both to the local and regional economy and the revenue generated for local and central government.

9.14 Our preliminary assessment is that our proposals is shown in figure 9.3.

Economic impact	Existing impact	Approximate masterplan impact	Total approximate Airport economic impact
Annual value to local economy	£780 m	£218 m	£998 m
Annual revenue for local and central government	£187 m	£65 m	£252 m
Total	£966 m	£283 m	£1.230 bn

Jobs related to the Airport	Existing impact	Projected masterplan impact	Total projected impact
Direct local jobs	8,200	1,700	9,900
Total jobs (including indirect)	14,000	4,500	18,500

Figure 9.3 - Projected economic impact of the Airport

9.15 Our planning application will look in detail at the future number of jobs and contribution to the local economy that this investment in the Airport will create.

Traffic and transport

9.16 A key objective of LLAOL is to further improve the access to the Airport. The proposed dualling of Airport Way will cater for the additional vehicle flows as a result of this development, particularly during peak periods.

9.17 The planning application will be accompanied by a full Transport Assessment and Travel Plan. The

Transport Assessment will include a detailed baseline (current) assessment to develop an understanding of the patterns of travel on the highway network. The baseline assessment will consider the movement of both car, and non-car modes of transport for journeys to and from the Airport. The assessment will then examine the impact of the proposed expansion on the wider highway network set against current and predicted future baseline levels for all modes of transport, and take into account other scheduled development and network enhancements in the area.

9.18 Where significant impacts associated with the proposed development are identified, mitigation measures will be proposed that will form part of the Airport's existing Surface Access Strategy and Travel Plan.

9.19 The Travel Plan will look at a range of measures designed to build on the public transport options currently available to passengers and staff to increase the transport sustainability credentials of the Airport through initiatives that aim to enhance bus linkages to the site.

9.20 The environmental impact assessment (EIA) assessment of traffic and transport will be based on the Transport Assessment but will also consider a range of other criteria to include considerations such as the impact on amenity for pedestrians and cyclists. Data collated to

inform the Transport Assessment will also be used within the evaluation of air quality and noise to ensure that consistent references are used across the EIA.

Key environmental impacts

9.21 The planning application will be submitted with an Environmental Statement (ES). The range of issues covered within the EIA process will be confirmed through a scoping opinion to be issued by Luton Borough Council. The key environmental issues associated with the development proposals are set out below.

- Air quality and climate
- Economic and social effects
- Hydrology and water quality
- Landscape and visual impact
- Noise and vibration
- Traffic and transportation

Air quality and climate

9.22 The assessment of air quality impacts associated with the development proposals will consider five principal areas of potential effect. Emissions associated with the increase in flights will be modelled and compared with known current and predicted future background concentrations. The operation of aircraft on the ground generates emissions but these are minimised wherever

possible by using ground-based power sources rather than running aircraft engines. The proposed improvements to the taxiways will help reduce the waiting time of holding aircraft. With an increase in passenger throughput, there will be increases in travel to and from the Airport and, subject to the modal split of this travel, there will be changes in associated emissions, which will be assessed through the EIA process.

Economic effects

9.23 As discussed earlier in this document, the Airport is an integral part of the economy of Luton and the proposed improvements will enable the economic contribution of the Airport to increase through the remainder of the concession period. The ES will present current baseline economic and employment conditions at local, regional and national level and will project the effects associated with the improvements to the Airport on key criteria at each geographic level. In addition to a detailed assessment on the economic and employment benefits that will be derived from the proposed development, the EIA will also consider the interaction between the local community and the Airport and how this will be developed through to 2031.

Hydrology and water quality

9.24 The nature of the proposed development is such that there will be some increases in impermeable surfaces and this has the potential to change the drainage patterns within areas of the Airport site. The Airport has invested substantially in mapping and surveying the surface water drainage network and actively engages with the Environment Agency to ensure that drainage from the Airport site is managed in the most sustainable means available. A Flood Risk Assessment will be submitted with the planning application but it is envisaged that all additional surface water runoff would be managed within the existing drainage infrastructure on the site.

Landscape and visual impact

9.25 The provision of a multi-storey car park on part of the existing STCP has the potential to alter views into the site. However, the car park is located in relatively close proximity to existing structures, such as the terminal building and control tower. Given the existing urban character of the Airport's setting, the potential environment impacts are unlikely to be significant.

9.26 The nature of other development proposed is such that very little change in the current landscape and visual impact of the Airport is envisaged. Built

development associated with the terminal building will either be infill between the existing structures or in the case of the new pier structure will be of a comparable scale and context to existing structures on the site. There will be no increase in the height of the terminal and the massing of the site will not substantially change. Infrastructure improvements will involve the construction of additional areas of taxiway, hardstanding and carriageway but these will all be in areas that have similar surface treatments and the additional infrastructure will represent a minimal proportional change compared to the existing provision.

Noise and vibration

9.27 The management and control of noise continues to be a major element of the Airport's policy of seeking to be the best neighbour it can be. The Airport's approach to noise management was recently reviewed, and led to the production of the Luton Airport Noise Action Plan 2010-2015 (NAP), which was approved by the DfT and Defra. In its recent consultation on airport development, LLAOL made clear that the 55 action items identified in the approved NAP should be developed and supplemented to address "possible" future noise impacts. The NAP therefore forms the first part of the approach to noise management contained in this revised masterplan and will be reviewed on a five yearly cycle. However,

LLAOL has identified six new initiatives all designed to supplement the content of the NAP with the intention of both reducing and mitigating airport related noise. These initiatives also respond to the consultation undertaken in Spring 2012 and are described below.

9.28 A key issue for LLAOL is to minimise and manage all noise but in particular night noise. Future aircraft operations are likely to be inherently less noisy as a result of re-engining of the fleet at Luton, in particular the Boeing 737 and Airbus A320 family of aircraft. However, the timing of these changes is not certain. As a result, LLAOL seeks to deliver improvements that will be effective regardless of fleet mix. Figure 9.4 highlights certain current NAP actions, and those supplementary measures (*in italics*) we now propose, which are related to the planning application to grow the Airport to accommodate 18 mppa.

9.29 The development and inclusion of supplementary measures, are proposed in order to minimise noise impact from the proposed growth of the Airport. The measures will be subject to regular review such that future changes can be incorporated if found beneficial. It is anticipated that the measures will be incorporated into conditions and/or a section 106 agreement associated with the grant of any planning permission.

9.30 Together these measures constitute a robust and comprehensive approach, responding to the government's clearly stated objective of achieving tougher noise management regimes at airports.



Promote measures to minimise noise from aircraft operated at night, by introducing a Quota Count

- | | |
|-----|--|
| 1.1 | Implement a new departure code of practice to minimise noise impact (NAP 31) |
| 1.2 | Review operational procedures in relation to noise with support of the 'Flight Ops' committee and NTS-C (NAP 22), |
| 1.3 | <i>Implement a noise quota (QC)⁽¹⁾ control system in line with that used at other UK airports for the night quota period, 23.30 to 06.00 from 2013.</i> |

(1) The QC system used since 1993 at other London area airports, works by assigning a QC value separately for landings and departures of each aircraft type. The values are determined from noise certification data published by the European Aviation Safety Agency (EASA). The values are then multiplied by the number of night movements to assess the used noise quota, which is then compared with an agreed quota budget.

Provide noise mitigation to minimise residual noise impact by introducing a new noise insulation scheme

- | | |
|-----|--|
| 2.1 | Implement a noise insulation scheme for non-residential noise sensitive buildings in 2012 (NAP 30). |
| 2.2 | Introduce a domestic dwelling noise insulation scheme from 2013. LLAOL will provide an agreed annual budget for implementation. The implementation of the scheme will be controlled by an independent committee which will prioritise implementation and resolve scheme details. The scheme will concentrate on, but not be restricted to, those properties exposed to the highest noise levels, 63 dB L _{Aeq,16h} and above, and will use a fixed amount per dwelling to ensure equitable use of the budget. |

An extension to the prohibition of noisiest aircraft at night

- | | |
|-----|---|
| 3.1 | Requirement for only Chapter 3 ICAO standard aircraft. |
| 3.2 | In 2013 work with operators to encourage the voluntary phase out of noisiest aircraft (NAP 23). |
| 3.3 | In 2013 work with operators on the voluntary phase out of marginally compliant Chapter 3 high aircraft i.e. hushkitted aircraft (NAP 25). |
| 3.4 | <i>Introduce a ban on any aircraft with a QC of more than 2 at night (23.30 to 06.00) from 2013.</i> |

Seek to operate at night aircraft with lowest noise emission, further reducing the night time noise limit

- | | |
|-----|---|
| 4.1 | Encourage daytime operations through higher landing fees at night (NAP 16) |
| 4.2 | Fine ⁽²⁾ any departing aircraft exceeding noise limits to encourage airlines to operate the quietest aircraft types, 82 dB(A) from 1st April 2010 (NAP 17) |
| | (2) Noise and track keeping fines will be paid into an independently managed community fund. |
| 4.3 | <i>Lower night time limit from 82 dB(A) to 80 dB(A) in 2018.</i> |

Promote measures to minimise noise from aircraft during day and night, progressively reducing day time noise limits

- | | |
|-----|--|
| 5.1 | <i>To keep aircraft within the Noise Preferential Route (NPR) swathes, increase the minimum height at which aircraft can be vectored off the route by NATS from 2013.</i> |
| 5.2 | <i>To incentivise aircraft to keep within the Noise Preferential Route (NPR) swathes and to avoid the over-flight of sensitive areas, fine aircraft that fly outside the NPRs from 2013.</i> |

- | | |
|-----|--|
| 5.3 | <i>Implement a phased progressive lowering of the daytime noise violation limit, from the current value of 94 dB(A) and fine departing aircraft exceeding the following noise limits:
88 dB(A) from 2013
85 dB(A) from 2015
80 dB(A) from 2020</i> |
|-----|--|

Progressively minimise noise impact

- | | |
|-----|---|
| 6.1 | Review the voluntary Night Noise Policy at least every five years, in consultation with LLACC (via its Noise and Track Sub-Committee (NTS-C)) (NAP 15). |
| 6.2 | Review the airport's Noise Action Plan every 5 years, as required by European Noise Directive (2002/49/EC). |
| 6.3 | Work with airlines, air traffic control, NATS and other stakeholders to introduce new technologies and environmental improvements (NAP 27). |
| 6.4 | Work with LLACC (via NTS-C), the 'Flight Ops' committees and NATS to identify airspace improvements which may enhance the noise environment (NAP 35). |

Figure 9.4 - Proposed noise mitigation measures

LLAOL will develop and implement an action plan with a view to proactively addressing carbon emissions within the Airport's control. This will be supported by the publication of a climate change policy

Traffic and transportation

9.31 During our previous consultation we received a number of comments on the need to improve vehicular access to the Airport. Varied responses were made on the need to improve road capacity in the local area.

9.32 The proposed development will increase traffic on the road network around the Airport. In the absence of any improvements our initial analysis indicates that the

proposed development is likely to lead to increased driver delays in some areas.

9.33 The proposed dualling of Airport Way will cater for the additional vehicle flows as a result of this development, particularly during peak periods. Junction / link road improvements are also likely to be required at Airport Way, Percival Way and President Way, plus on the A505 Vauxhall Way at its junction with Kimpton Road. We are committed to working with Luton Borough Council and the Highways Agency to provide funding for junction improvements where appropriate and justified, to play our part in managing the potential for delays. The dualling of Airport Way complements the government's committed £19.5m funding for the improvement of Junction 10a and completes the upgrade to the ELC. It will also reserve a route for a potential access into the proposed Century Park development.

9.34 It is also important to note that the Airport is not the only cause of traffic demand and congestion in the area and in this respect the ease of access to and from the M1 motorway is both a benefit and a detriment for all road users.

9.35 Any financial contribution provided by LLAOL to fund road infrastructure improvements will therefore be proportional to the potential impacts associated with the proposed development, as assessed in the Transport Assessment that will be submitted as part of the planning application.

9.36 Furthermore, the Travel Plan will look at a range of measures designed to build on public transport options currently available to passengers and staff. For example, we welcome the new Luton Dunstable Busway, due in Spring 2013, and will work with the borough to help promote the travel benefits of the scheme. We will also seek to promote the use of other local bus services serving staff and passengers by working with appropriate stakeholders to explore opportunities for improvement. We are also focused on other initiatives such as widening the scope for employees to use a staff bus service (the one currently available is exclusive to one airport employer) and/or investigate alternative opportunities for local staff travel by bus based upon staff home locations and travel patterns.

Other environmental impacts

9.37 The scale, nature and location of the development proposals are such that a number of other environmental issues will be considered as part of the EIA and planning application at a lesser level of detail:

- Cultural heritage
- Ecology and nature conservation
- Community and health
- Ground conditions
- Waste

Cultural heritage

9.38 The nature of the proposed development is such that there will be very limited areas of below ground development in areas that have not been subject to previous development. The potential for impacts to buried archaeology is therefore considered to be minimal. Whilst there is potential for aircraft movements and road traffic to affect the setting of monuments, listed buildings and designed landscapes in the vicinity of the site, the settings of such features are already influenced by the presence of the Airport. Increases in aircraft movements would be expected to have a neutral impact on the setting of built heritage and designed landscapes.

There is no benefit in overinvesting, since the excess cost of doing so will not be recoverable from airlines or passengers

Ecology and nature conservation

9.39 Very limited areas of existing habitat will be removed as part of the proposed development, with this being limited to grassed run-off areas adjacent to the runway and limited areas of road verge. Whilst these areas are unlikely to have any significant nature conservation interest, areas of habitat loss have been subject to an extended phase 1 habitat survey in order to understand the nature of any habitats and species present. Further targeted species surveys are being undertaken in accordance with best practice.

Community and health

9.40 A 'public safety zone' (PSZ) exists around the Airport for the protection of those living, working or congregating in the this area. Within this area, certain types of development may be limited or prevented. We have commissioned National Air Traffic Services (NATS) to prepare an assessment of potential changes to the PSZ, to ensure that third party risks are managed in an acceptable manner. The EIA will address all key potentially significant community and health impacts.

Ground conditions

9.41 The limited areas of below ground development associated with the development proposals suggest that there is a limited potential for any significant environmental impacts associated with ground conditions. A range of ground conditions assessments will be undertaken by LLAOL across the Airport site and the implications of our proposals for known ground conditions will be considered.

Waste

9.42 Waste is currently managed by the Airport, as discussed in section 3 of this masterplan, and it is intended that the proposed development will manage additional operational waste in accordance with the ongoing waste strategy. An assessment will be made within the EIA of projected additional waste arisings during the construction and operational phases of the development and a Site Waste Management Plan (SWMP) will be submitted as part of the planning application.

Alternatives assessment

9.43 A number of alternative designs have been considered as the proposal has developed. These will be described and assessed as part of the EIA.

Climate change

9.44 A sustainably growing aviation sector must be able to manage and minimise its overall climate change impacts.

9.45 The UK aviation industry has already taken a leadership role in seeking to address aviation's contribution towards global climate change. It has lobbied for the early inclusion of aviation in the EU Emissions Trading Scheme. As described in section 3, LLAOL is very active in seeking to address its carbon footprint.

9.46 Once this process is concluded, LLAOL will develop and implement an action plan with a view to proactively addressing carbon emissions within the Airport's control. This will be supported by the publication of a climate change policy.

9.47 Where emissions are directly outside of LLAOL's control (i.e. aircraft emissions), we will work with our airlines and the Airport Operators Association to facilitate continued improvements in the environmental performance of aircraft.

9.48 LLAOL is also an active member of the Airport Operators Association (AOA) Airport Carbon Management Group, and continually shares best practice and completes benchmarking activities with other UK airports. More

locally, LLAOL holds an Environmental Forum with third party on site businesses to proactively encourage organisations to reduce associated carbon emissions from their activities and to become involved with LLAOL's various campaigns such as Earth Hour, Climate Change Week and car sharing via LLAOL's dedicated Liftshare website.

9.49 In 2011, LLAOL produced and published a report on the impacts that future climate change could have on operations at the Airport. It is entitled LLA's Adaptation Report and it follows guidance produced by DEFRA as part of the Climate Change Act (2008).

9.50 In 2012, LLAOL published its Airport Surface Access Strategy or ASAS to 2017. Its main aim is to increase the use of sustainable transport to and from the Airport for both airport employees and passengers. As LLAOL's ASAS encourages alternative methods of transport it also helps to reduce associated carbon emissions.

Energy

9.51 At present, 15% of airport-related carbon emissions come from the generation of electricity and gas to meet the Airport's energy requirements. This includes heating, cooling and lighting of buildings and other airport-related facilities, many under the direct control

of LLAOL. The Carbon Management Programme process will result in a clear action plan for delivering energy efficiency improvements across the Airport. It is our intention to work closely with our business partners to deliver energy efficiency improvements across the Airport as a whole. We will benchmark any improvements against passenger numbers and set measurable targets.

Cost effective investment

9.52 The Airport has a history of making significant investments since the concession inception to improve capacity and the passenger experience.

9.53 However, effective airport development requires:

- The provision of balanced sub-systems
- The delivery of that capacity at a cost which enables competitive pricing for the airlines and other partners
- Market demand at a price which can absorb those airport costs

9.54 LLAOL has consistently made investments since 1998 to ensure that these conditions are satisfied. Investments in all areas of the Airport have been made to ensure that where possible, all sub-systems are in balance and that bottlenecks are identified and removed, without creating unnecessary surplus capacity. At the same time, LLAOL recognises that the Airport operates primarily

in the low cost carrier sector and that it does not have the ability, as other regulated airports in the South East have, simply to recover the cost of investments through a regulated tariff. The Airport is not price regulated and operates in a highly competitive European market. In this context, it can only invest on a scale and at a cost that is fully aligned with market demand. This has always been LLAOL's priority and that policy continues to underpin this masterplan. As a result, there is no benefit in overinvesting, since the excess cost of doing so will not be recoverable from airlines or passengers.

9.55 This masterplan follows the same principles. Investment has been designed to provide sufficient runway, taxiway, gates, terminal departure, terminal arrival and road capacity all in balance to handle up to 18 million passengers. We will monitor airport operations over time and the proposed development will be phased ahead of anticipated passenger demand. This maximises use of existing infrastructure and only necessitates capital investment when demand arises.

10

Proposed planning application

10.1 As indicated in section 5, there are seven main components of the proposals which will be contained in the forthcoming planning application:

- Dualling of the road from the Holiday Inn roundabout to the Central Terminal Area
- Improvements to the public transport area adjacent to the terminal
- Improvements to the terminal building involving internal reorganisation and extensions and building works
- Construction of a new pier
- Provision of a taxiway parallel to Taxiway Delta
- Taxiway extensions and rationalisation of aircraft parking areas with new stands replacing and improving existing stands
- Provision of a multi-storey car park to provide additional parking capacity to meet passenger demand in the future

10.2 An Environmental Statement and a suite of other supporting documents including a Planning Supporting Statement, Economic Impact Assessment, Transport Assessment and Travel Plan, Health Impact Assessment, Sustainability Statement and Design and Access Statement will accompany the application. The proposed scope of the Environmental Impact Assessment has been

submitted to the council for its review and comment.

10.3 As this will be an application accompanied by an Environmental Statement the council will have 16 weeks in which to determine it. This should, therefore (unless the council requests an extension of time and this request is agreed by the applicant), be targeted for March 2013, assuming the planning application is submitted by November 2012.

10.4 The council will carry out a period of formal public consultation on this application.

10.5 In the course of consideration of the application it is anticipated that a range of planning conditions and obligations will be embodied within a Section 106 (Planning) Agreement, which will be negotiated with the council and other consultees.

Policy context

10.6 The proposals are fully in line with relevant transport legislation and planning policies at national and local levels, while the government has set out its intention to revoke the East of England Plan (regional spatial strategy) through the Localism Act meaning that very limited weight has been given to it in preparing this masterplan. Since we originally published our masterplan

document in March, the national policy context has changed. These changes are highlighted below as appropriate.

National policy

10.7 The National Planning Policy Framework (NPPF) was published on 27 March 2012 shortly after we published our draft masterplan. It emphasises that local authorities should proactively fulfil their planning role and actively promote positive planning through a presumption in favour of sustainable development. The NPPF is a material consideration in any planning decision and where no local plan has been adopted since 2004, due weight should be given to local plan policies according to their degree of consistency with the NPPF.

10.8 Regarding planning for airports, paragraph 33 of the NPPF states that '*plans should take account of their growth and role in serving business, leisure, training and emergency service needs*'. It goes on to advise that plans should take account of the NPPF as well as the principles set out in the relevant national policy statements and the government Framework for UK Aviation. In this regard, the Airport's significant contribution to the economic growth of Luton and the region, together with its role in serving businesses and tourism, should be developed and maximised.

A photograph of a white Ryanair aircraft on a tarmac. The aircraft's main cabin door is open, and a blue mobile staircase is extended from the door to the ground. Several passengers are visible on the stairs, some standing and some walking. A ground crew member in a high-visibility yellow vest is standing near the base of the stairs. The aircraft is parked on a paved surface with yellow markings. The sky is blue with scattered white clouds. A large, curved, light-brown graphic element separates the image from the text on the right.

*'Ryanair is very supportive of LLAOL's plans,
which seem to us capable of providing
useful new capacity in the London
market at a sensible and
efficient cost'*

Michael O'Leary, Chief Executive, Ryanair

'The Bedfordshire Chamber of Commerce welcomes LLAOL's development proposals. Significant, well-managed and balanced growth to the airport will provide a welcome boost to Luton, Bedfordshire and all the surrounding areas. The impact on jobs and economic regeneration will be significant and this responsible, carefully managed development plan should ensure that the airport's reputation as a good neighbour continues.'

Cheryl Smart MBE, Chief Executive, Bedfordshire Chamber of Commerce

10.9 For the government, there are three dimensions to sustainable development: economic, social and environmental and these dimensions give rise to the need for the planning system to perform a number of roles, as follows (paragraph 7):

- An economic role – contributing to building a strong, responsive and competitive economy; and by identifying and coordinating development requirements including the provision of infrastructure
- A social role – support strong, vibrant and healthy communities
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

10.10 To achieve sustainable development, the government advises that economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

10.11 Paragraph 8 states *'The planning system should play an active role in guiding development to sustainable solutions'*. Paragraph 9 goes on to state that *'pursuing sustainable development involves seeking positive*

improvements in the quality of the built, natural and historic environment, as well as in people's quality of life'. Examples listed in the NPPF include:

- Making it easier for jobs to be created in cities, towns and villages
- Replacing poor design with better design
- Improving the conditions in which people live, work, travel and take leisure

10.12 The proposed development is a balanced, sustainable development. The development proposed in this masterplan document offers a number of significant economic and social benefits, including the creation of jobs, increasing value to the local economy, and improving the built environment of the Airport, without resulting in any significant environmental harm. Our plans for the Airport with the government's definition of sustainable development as set out in the NPPF.

Future of Air Transport White Paper 2003

10.13 The current national aviation policy is the Future of Air Transport White Paper 2003 (FATWP). In this White Paper, the government supports development at the Airport which makes full use of its single runway on condition that the overall environmental impacts of such development will be carefully controlled and adequate

mitigation provided. The White Paper also acknowledges that the Airport has the potential to play a key role in delivering employment-led growth. Although this document is not given weight by the coalition government and it is out of date, it remains at present a relevant policy statement.

Draft Aviation Policy Framework (July 2012)

10.14 The Draft Aviation Policy Framework (APF) was published on 12 July 2012 and sets out the government's objectives for aviation. The final document will be a high-level strategy that sets out the government's strategic aviation policies, replacing the FATWP. Paragraph 1.1 states that the *'primary objective is to achieve long-term economic growth. The aviation sector is a major contributor to the economy and we support its growth within a framework which maintains a balance between the benefits of aviation and its cost, particularly climate change and noise'*. The proposals will deliver long-term economic growth and increase an already significant contribution that the Airport makes to the local economy in a balanced way, in full accordance with the APF.

10.15 Regarding surface access, the draft APF sets out the government's support to improving infrastructure. Paragraph 2.81 states that the government is:

'committed to working with airport operators ... to improve surface access to airports across the country whilst taking into account the associated environmental impacts. We are already contributing funding to make this happen. For example, through the Regional Growth Fund (RGF), the Government has awarded:

- *£19.5 million to Luton Borough Council for junction enhancements which will improve access from the M1 to Luton Airport'.*

10.16 Through this, the localised junction improvements towards which LLAOL will contribute, the works to the Airport access road and the improvements to the public transport interchange at the front of the terminal, surface access to the Airport will be considerably improved. Our improvements will make best use of existing infrastructure.

10.17 Regarding land use planning and management, paragraph 4.34 states that *'planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and mitigate and reduce to a minimum other adverse impacts ... including through the use of conditions'*. As demonstrated in section 9, we are incorporating a robust package of noise mitigation as part of the proposed development, which aligns fully with the APF.

National Infrastructure Plan 2011

10.18 The government published an updated National Infrastructure Plan on 29 November 2011. Regarding airports, it refers to the government forecasts that the number of air passengers using UK airports will recover from the recent downturn, rising from 211 mppa in 2010 to 335 mppa (within the range 300 mppa to 380 mppa) in 2030 and to 470 mppa (within the range 380 mppa to 515 mppa) in 2050. The plan states that the Airport could achieve 17 mppa with maximum use of current capacity. However, these forecasts are based on the assumption that there will be only incremental developments to airport terminals in order to make maximum use of existing runways (and that there will be no new runways in the UK).

Local planning policy

Luton Local Plan

10.19 Policy LLA1 identifies the Airport as a specific Action Area and recognises that, further to the White Paper, growth may be up to around 30 mppa in 2030. This policy states that planning permission for development at the Airport will be granted provided it is airport related, it is not in conflict with national or regional policies, it accords with the adopted Development Brief (see below), results in aircraft noise that is below 1999 levels, incorporates measures to achieve a modal

shift of surface access towards non-private car use and has levels of car parking that comply with the most recent ASAS.

10.20 The current South Bedfordshire Local Plan (adopted January 2004) contains no specific policy about the Airport's growth, but says in paragraph 5.19 that its support for the Airport is *'qualified by its concern that the environmental impact is monitored in consultation with local communities below the flight paths, and minimised so far as possible, and that any future expansion is kept within acceptable environmental limits'*.

The London Luton Airport Development Brief

10.21 The London Luton Airport Development Brief was prepared in 2000, in line with Bedfordshire Structure Plan policy 48 (now abolished). It was adopted as supplementary planning guidance (SPG) by Luton Borough Council in September 2001 with a view to guiding decision-making with respect to airport-related development.

10.22 The status of the Development Brief as SPG means that it is a material consideration in any planning application and therefore, that proposals complying with it may be considered likely to obtain planning permission, subject to their environmental effects and mitigation measures.

10.23 The coverage of the Development Brief is limited to the area of the existing airport that lies within the Borough of Luton (the vast majority of the site). There remain substantial elements of development set out in the Development Brief that have not yet occurred.

Luton Borough Local Plan 2011-31

10.24 The Council is currently consulting on a new Local Plan covering the period 2011 to 2031. The plan's preparation is at an early stage and the council is requesting feedback on the broad spatial strategy that should form the basis of the Plan. In July, LLAOL submitted a representation setting out the strategic significance of the Airport to the borough, and encouraged the Council to take account of this in the Local Plan.

10.25 LLAOL considers that the Local Plan should include a policy which establishes the principle for further development of the Airport in a similar manner to that in the current adopted Local Plan (policy LLA1). The evidence supporting our masterplan and any subsequent planning application can be used to inform such a policy. This policy could then provide the basis for the preparation of a new Supplementary Planning Document (such as a new development brief), in order to provide an up to date local planning policy framework for the Airport.

South East Midlands Local Economic Partnership

10.26 The vision of the LEP is to create a diverse and competitive knowledge economy with first class infrastructure and high growth, built on local private sector strengths, exports and job creation. The target is to create the right conditions for economic growth and stimulate enterprise and innovation, to make this area the best place in Britain to work, live and do business.

10.27 The LEP recognises that the South East Midlands sub-region is a communications hub for the UK with the Airport as its international gateway, which provides the global facing business and research environment to support wider innovation and knowledge transfer. The proposed development in this masterplan wholly complements the LEP's vision.

Luton Local Transport Plan

10.28 The Luton Local Transport Plan 3 (LTP) was published in March 2011. It includes a long-term strategy for the period up to 2026 and an Implementation Plan covering the period to 2015.

10.29 The LTP's vision for the long-term strategy involves providing an integrated, safe, accessible and more sustainable transport system which supports economic regeneration, prosperity and planned growth in the Luton conurbation. The vision also involves reducing unnecessary car use and carbon emissions

while enhancing the environment and improving the community's health and quality of life.

10.30 To achieve that vision, the LTP has a number of aims, including: *'Supporting Luton's growth as an international gateway in the context of both the growth of London Luton Airport and ease of access to the new Channel Tunnel Rail Link terminus at St Pancras'*.

Hertfordshire Local Transport Plan

10.31 Although the Airport is situated within the Borough of Luton, it adjoins Hertfordshire and also has close ties to Central Bedfordshire.

10.32 The Hertfordshire LTP places a high priority on making better use of the existing road network rather than building new roads. Among the key challenges it raises are supporting economic development and housing growth, improving transport opportunities for all, achieving modal shift, enhancing the quality of life and environmental quality, and safety and security. The county council will promote and where possible facilitate a modal shift of both airport passengers and employees towards sustainable modes.

10.33 The Central Bedfordshire LTP refers to the council's growth agenda to help Central Bedfordshire develop as an economic powerhouse. The LTP seeks to create an integrated transport system which is safe, sustainable and accessible for all. It will manage

the anticipated increase in travel demand in Central Bedfordshire by providing new capacity, making better use of existing provision, and reducing the need to travel.

10.34 The proposals outlined in this masterplan are reflective of the policies in both LTPs; in particular facilitating economic growth and making the best use of existing infrastructure.

Conclusion on policy context

10.35 The FATWP, regional spatial strategy and the Luton Local Plan are in the process of being replaced. In the context of this state of flux in national, regional and local planning policies, the masterplan presents an opportunity for LLAOL to communicate its current vision for the Airport in a clear and transparent way. The planning application that will be submitted for the improvements described in this masterplan will fully take account of all relevant policies, including the government's new sustainable framework for aviation and the NPPF.

Aviation capacity

10.36 Planning policy is only a part of the context against which this application should be assessed. A range of business organisations have been examining the impact on the UK economy of failing to provide more aviation capacity in the South East of the UK.

10.37 In August 2011, the government published its

latest aviation forecasts. Under current policy of not increasing runway capacity in the South East of England, it is predicted that London's airports will be full by 2030. Growth in demand will not simply cease in London at this point. According to its central forecast, the government envisages that, by 2050, tens of millions of people every year nationwide will be deterred from flying, while 42 million are expected to travel from London and the South East to less congested airports in other UK regions, such as Manchester.

10.38 Transport for London (TfL) has highlighted that London's highly international and productive economy is uniquely dependent on access to a comprehensive global network of direct and frequent flights. According to TfL, a sustainable recovery will need bold investment in improving the UK's global connections in order to generate far more jobs, improved export performance and increasing foreign direct investment (FDI). London's economy has evolved to be increasingly 'aviation intensive'. Business travel brings a whole range of economic benefits, boosting productivity for the firms involved and attracting capital flows from overseas. It is estimated that FDI contributes more than £52 billion each year to London's economy. FDI will therefore form a vital part of the economic recovery.

10.39 A range of forecasts, from £20 billion to £47 billion, have been made of the impact on the UK economy of failing to increase aviation capacity. The Confederation of British Industry believes that the issue of aviation

capacity in the UK is crucial given that the aviation sector contributes £49.6 billion to the economy, whilst acting as a facilitator of international trade and investment. It therefore has an important role to play in achieving an 'export-led recovery'. Aviation is also essential to a thriving inbound tourism industry, attracting £115.4 billion of direct and indirect economic benefits to the UK.

10.40 In particular, the aviation sector creates 920,000 jobs across the UK and acts as a gateway to new and emerging markets - over 200 million passengers pass through UK airports each year, with inbound visitors spending more than £16 billion annually and contributing over £3 billion to the Exchequer. The need to increase aviation capacity in the current climate is vital to the economic recovery.

10.41 The Airport has an important role to play as London's local airport. The highly respected business organisation, London First, has recently (February 2012) published the report of London's Connectivity Commission which reiterates the need for further investment in 'point to point' aviation capacity to serve London and the South East so as to contribute to the sustainable economic growth of the city and region³. It also urges the government to consider how this additional capacity should be provided. London's local airport has an important contribution to make to this.

³ London, Britain and the world: Transport links for economic growth', London First February 2012

11

Consultation

The 6-week consultation on our masterplan will run to Friday 12 October 2012. Comments are invited on the content of this document and LLAOL's proposals. They should be sent to LLAOL as follows:

Emailed to: londonslocalairport@ltn.aero

Submitted using the questionnaire on the Project LLA Consultation website:
www.london-luton.co.uk/masterplan/

Submitted (on the questionnaire or by letter) to:
**Project LLA Consultation,
London Luton Airport Operations Limited,
Navigation House,
Airport Way
Luton
Beds LU2 9LY**

Submitted by telephone on **01582 395699**

Comments received during the 6-week consultation period will be carefully considered, evaluated and reported in the Statement of Community Involvement, which will accompany the planning application. Changes to this masterplan document as a result of the comments received will be clearly explained and again submitted with the planning application.



Glossary

A_CDM

Airport Collaborative Decision Making.

Airport CDM involves the airport operator, aircraft operators and ground handlers and Air Traffic Control working together to improve the overall efficiency of operations at an airport, with a particular focus on the aircraft turn-round and pre-departure sequencing process. The objective is to improve operational efficiency, reduce delays, improve predictability and optimising the utilisation of resources.

A-weighting, dB(A), dBLA

The unit of sound level, weighted according to the A-scale, which takes into account the differing sensitivity of the human ear to some frequencies

Aircraft stand

A paved area, on the apron, where an aircraft is parked. Stands may be various sizes to accommodate the required range of aircraft types. A stand may be adjacent to the terminal, and connected to it by a passenger boarding bridge (a contact stand) or at some distance from the terminal (a remote stand).

Aircraft movement

An aircraft take-off or landing, each being counted separately.

Apron

A paved area for the manoeuvring of aircraft and where aircraft are parked for servicing and the boarding and disembarkation of passengers or cargo.

ATM

Air transport movement. A landing or take-off of a civil aircraft transporting passengers, freight or mail on commercial terms.

CAP 168

Document published by the Civil Aviation Authority setting out licensing requirements of aerodromes.

Code C aircraft

Defined by wing span and outer main gear span in CAP 168, it is an aircraft such as Boeing 737-800, Airbus A319 and A320/321, which can typically seat between 140 and 220 passengers. Luton Airport's low-cost operators use these aircraft.



Code D aircraft

Defined by wing span and outer main gear span in CAP 168, it is an aircraft such as Boeing 757/767 and Airbus A300, which can typically seat between 220 and 360 passengers. These make up a relatively small proportion of the fleet mix at Luton Airport.

Code E aircraft

Defined by wing span and outer main gear span in CAP 168, it is an aircraft, such as Boeing 777-200, which can typically seat 275 passengers. These aircraft make up a very small proportion of the fleet mix at Luton Airport.

EIA

Environmental impact assessment, the regulatory process of assessing the effects of a project on the natural and socio-economic environment.

ES

Environmental statement, a document or documents giving the project promoter's assessment of the effects on the environment.

 $L_{Aeq,16h}$

The A-weighted average sound level over the 16 hour period of 07.00-23.00. With regard to noise at airports, this is usually based on the average summer day over a 92 day summer period (16th June to 15th September).

 $L_{Aeq,8h}$

The A-weighted average sound level over the 8 hour period of 23.00-07.00. With regard to noise at airports, this is usually based on the average summer day over a 92 day summer period (16th June to 15th September).

LLACC

London Luton Airport Consultative Committee

Modal split

The way in which users of road transport are distributed between different modes of travel, such as private car, taxi, bus, etc.

mppa

Million passengers per annum.

Noise contour

The area exposed to particular levels of noise from aircraft flying in and out of the airport

Noise Preferential Route (NPR)

A defined route to facilitate the reduction of noise impacts of departing aircraft by avoiding, as far as practicable, overflight of noise-sensitive areas in the vicinity of the Airport.

Noise violation limit

Maximum noise limit expressed as dB(A) recorded at the fixed noise monitoring terminal which departing aircraft must not exceed.

NTSC

Noise and Track Sub Committee

Quota Count

A 'QC' value is assigned for each landing and departure of each aircraft type, with higher values for noisier aircraft. The values are determined from noise certification data published by the European Aviation Safety Agency (EASA). The values are then multiplied by the number of night movements to assess the used noise quota, which is then compared with an agreed quota budget.

Scheduled services

Passenger services performed according to a published timetable.

Taxiway

A defined path established for the taxiing of aircraft and linking one part of the airport to another.

