London Luton Airport
Vision for Sustainable Growth 2020-2050

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I am delighted to introduce our Vision for London Luton Airport’s (LTN) Sustainable Growth 2020-2050.

This is an important document for London Luton Airport Limited (LLAL), our partners at the airport, our customers, our residents, our neighbours and the sub-regional and national economies. It sets out our vision for LTN; to make best use of the existing runway to provide the maximum benefit to the local and sub-regional economy, delivering good levels of service to our customers, and effectively managing the environmental impacts in line with our commitment to responsible and sustainable development.

The publication of our vision is timely, as aviation strategy and airport capacity in the South-East of England are matters currently being consulted on by the Government as part of the development of a UK Aviation Strategy.

LTN is a major success story. It is the UK’s fifth largest and one of the fastest growing major airports, having achieved 43 months of consecutive passenger growth. This success means it is currently forecast to reach its existing permitted capacity of 18 million passengers per year in the next three to four years.

The economic benefits of LTN are easy to quantify. LTN is a vital element of the local and sub-regional economy, supporting more than 30,000 jobs and contributing £1.5 billion per year into the UK economy, including more than £500m into Bedfordshire, Buckinghamshire and Hertfordshire.

Through LLAL, LTN generates significant income for Luton Borough Council, paying for vital services and infrastructure investment. Over the last five years, LLAL has also provided more than £50m for local charities, community and voluntary organisations in Luton and beyond in communities impacted by airport operations.

Through our work with Luton Borough Council (LBC) on its £1.5 billion Luton Investment Framework, we are supporting the clear vision of our shareholder, the Council, to achieve transformational economic and employment growth over the next 20 years, to support improved life chances, prosperity, health and wellbeing for all residents.

In order to make sure the airport continues to thrive, and increases its contribution to the sub-regional economy and the UK’s aviation sector, we are planning to increase LTN’s capacity over the long term.

A lot of work needs to be done to understand the achievable capacity of LTN, and how the needs of airlines, passenger experience and the sustainable growth of the sub-regional economy can be supported.

We will work tirelessly to keep you informed. We will share proposals as they develop, and will make sure everyone has an opportunity to feed into the process. All comments provided will be very carefully considered for the future of LTN.

Sharing our sustainable vision for LTN signals our commitment to be open, inclusive and transparent as we work to drive forward a more modern, efficient, and environmentally and socially responsible LTN. We hope you will join our journey.
Ownership and operations

LTN is owned by London Luton Airport Ltd (LLAL). Our company is in turn wholly owned by Luton Borough Council.

LTN is operated by London Luton Airport Operations Ltd (LLAOL), which is owned by a consortium, on a concession until 2031.

We (LLAL) are considering the long-term future of the airport and investing some of the income that we receive from LTN in this process.

Demand for national aviation

Aviation is a strategic economic sector for the UK and the Government is developing a national Aviation Strategy. We responded to a recent consultation, agreeing with the Government that airports should be focusing on making best use of their existing runways.

Demand for air travel is set to rise over the next 30 years and the need for the UK to be well connected to the global economy is more important than ever.

All airports in the UK have a role to play in this. There is therefore a vital need to plan LTN’s long-term future.

LTN today

In 2014, planning permission was granted to LLAOL to increase the capacity of LTN to 18 million passengers per annum (mppa). It was forecast at the time that this would be achieved by 2026/27.

Since then, passenger numbers have increased by around one mppa in each of the last four years. Capacity is now expected to be reached within three years.

We are investing in the airport, including the Luton DART (Direct Air to Rail Transit) which will transform public transport access to LTN.

At a glance

LTN NOW

GENERAL AVIATION AIRPORT IN EUROPE

3rd LARGEST
The economic opportunity

LTN plays a vital role in the local and sub-regional economies. It is estimated that every million additional passengers at LTN delivers around 800 new jobs and £76m into the regional economy.

The overall potential of LTN could be worth in the region of £4.2 billion to the UK, £2.6 billion within Bedfordshire, Buckinghamshire and Hertfordshire.

Our responsibility is to make sure that LTN adapts to meet changing airline and passenger needs, and that the benefits are felt across the region through inclusive growth.

Community commitments

We are committed to helping LBC deliver the Luton Investment Framework, aimed at achieving transformational economic and employment growth, improving skills, wellbeing and life chances for residents.

Through our company, LTN generates significant income for LBC, paying for vital services and infrastructure.

We are a significant supporter of local voluntary and community groups through our £9.8m per year Community Funding programme.

The vision

“To make the best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our commitment to responsible and sustainable development.”

Our assessment is that the capacity of the existing runway is 36-38 mppa, or in the region of 240,000 aircraft movements per year.

To be clear, we will not be proposing either a second or an extended runway.

Our responsibilities

We take our responsibilities to our neighbours and the environment very seriously.

We understand that airport operations can bring adverse impacts, and we will work hard to minimise and mitigate these as we develop our plan. We are currently setting out our plans for improvement within a new long-term environmental strategy for the airport.

We are committed to undertaking full engagement and consultation with all those who have an interest in LTN’s growth.

The way forward

We have put together a team of technical advisers to help us understand the potential of the airport, based on its constraints. The initial result will be a masterplan outlining what this potential is, and how it can be reached.

We intend to begin consultation with stakeholders and neighbouring communities on this emerging masterplan in mid-2018.

If the proposed increase is above 10mppa, we anticipate we will need to submit a Development Consent Order application to the Planning Inspectorate as it would be considered a Nationally Significant Infrastructure Project (NSIP).

For local communities

We will be a better neighbour.

For our airlines

We will enable you to grow.

For our passengers

We will improve choice and your experience.

For local businesses

We will offer greater opportunities to trade.
Aviation is a strategic economic sector for the UK, and the Government is currently consulting on the draft UK Aviation Strategy which sets out the long-term direction for aviation policy-making for 2050 and beyond.

The final Aviation Strategy is anticipated to be published by the end of 2018 and will have at its core the Government’s recognition that aviation is an important vehicle for growth and crucial to building a strong economy, creating jobs and supporting growth right across the UK. In the Foreword of Aviation Strategy Call for Evidence, published July 2017, the Rt Hon Chris Grayling MP, Secretary of State for Transport, states that:

“Aviation matters...[the Aviation Strategy Call for Evidence] sets out our belief that there is a need for all airports in the UK to make best use of their existing runways, while giving due consideration to environmental issues…”

The draft Strategy highlights that “strong growth in passengers over the past five years, including in the South East of England is putting significant pressure on existing infrastructure, despite significant financial investments by airports over the past decade”. It goes on to confirm that “the government agrees with the Airports Commission’s recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways including those in the South East”.

We responded to the Call for Evidence, setting out our agreement with the Government that airports should be focusing on making best use of their existing runways, outlining LTN’s strengths and setting out this long-term vision.
Whilst the Government is minded to support the expansion of London Heathrow (LHR) through a third runway, this will not be completed until circa 2027 at the earliest.

LTN and LHR play different roles and serve different markets in the UK aviation sector. LTN predominantly serves short-haul destinations while LHR focuses on its role as the one of the major European hub airports. We believe that the development of the infrastructure at LTN will deliver valuable runway capacity to meet the specific needs of its catchment area for mainly short-haul point-to-point journeys.

The Government, via its Aviation Strategy consultation, agrees with the Airports Commission’s recommendation that there is a requirement for more intensive use of existing airport capacity and is minded to be supportive of all airports who wish to make best use of their existing runways, including those in the South-East, alongside the provision of a new runway at LHR.

The latest forecasts by the Department for Transport (DfT – October 2017) show the total number of air passengers travelling to and from the UK as reaching 470-535 million by 2050, with a mid-range position of 495 million, up from some 277 million today, and showing that without further capacity development LTN will be full by 2021.

Overall, Government statistics indicate that air passenger demand across the UK is set to rise over the next 30 years. The need for the UK to be well connected to the global economy is more important than ever in the context of Brexit – all airports have a role to play in this, providing for holiday and business travel both near and far – and LTN must continue to play its part. There is a vital need to plan for LTN’s long-term future to ensure the regional economy can enjoy the benefits of this growth – and it is our responsibility to deliver this.

LTN is currently on a journey that no-one could have predicted; it is growing faster than we expected when the latest increase in capacity was permitted in 2014. It has become the fifth busiest and one of the fastest growing airports in the UK.

In 2014, planning permission was granted to increase the capacity of LTN from 12 million to 18 mppa and it was forecast at the time that this capacity would be reached by 2026/27 at the earliest. Implemented by LLAOL as ‘Project Curium’, it involves supplementing, improving and making best use of existing infrastructure, and will be largely delivered by the end of 2018. When complete, the works will significantly improve the experience for LTN passengers. However, latest forecasts for LTN show that the capacity provided by Project Curium (18 mppa) is expected to be fully utilised by circa 2020/21, which is six to seven years ahead of original expectations.

In 2016, 14.6 million passengers used the airport; more recently, statistics have shown that, in the rolling year to the end of July 2017, LTN recorded a 15.4 per cent increase ahead of the same period a year earlier and is on track to handle over 15.8 mppa in 2017. October marked the 43rd consecutive month of growth for LTN, and 2017 was the busiest summer in the airport’s 79-year history. For as long as LTN remains convenient and reasonably priced, demand is expected to continue to grow as the UK gross domestic product (GDP) grows.
LTN’s success

Background

Owned and entirely funded by Luton Borough Council, LTN opened as a grass airstrip in 1938 on land that had previously been farmed. By 1986 it had become the sixth largest airport in the UK, with 2.6 mppa. However, in 1995, it had dropped to being only the 12th largest airport with 1.8 mppa and was heavily dependent on a highly seasonal and volatile charter flight market.

With the introduction of the low-cost carrier model in Europe in the mid-1990s, LTN’s growth became steadier as it became the headquarters initially for Ryanair and then, following Ryanair’s departure to Stansted, for easyJet. TUI also has its headquarters at LTN, and Wizz Air and Ryanair base aircraft here.

LTN is unique: it is the only major UK airport remaining wholly publicly owned, through Luton Borough Council’s 100 per cent shareholding of London Luton Airport Limited (LLAL). While we (LLAL) are the freehold owner of the airport site, LTN is operated by London Luton Airport Operations Limited (LLAOL), which is owned by a consortium including Aena and Ardian on a concession which runs until 2031. LLAOL runs the concession and has operational control of all day-to-day activities within the boundary of the airport. We, as the owner of the airport, now want to take a long-term view to grow upon our success, and we are investing income we receive from LTN in this process.
The 2014 planning permission for ‘Project Curium’ was an important milestone for LTN, and involves making best use of existing infrastructure. It was forecast at the time that the capacity of 18 mppa would be reached by 2026/27 at the earliest, and that on completion the runway capacity would increase from the current 31 movements per hour on average over the peak period to 40 movements per hour. Currently, only around 50 per cent of all available slots over the day and year are used at LTN for commercial passenger aircraft, meaning that there is substantial spare capacity.

In general, the evidence shows that passenger numbers travelling through LTN have increased at approximately one mppa every year over the last four years.

In examining the economic impact of this growth, Oxford Economics (OE) has suggested that there is an increase of up to circa 800 new jobs for each additional million passengers per annum travelling through LTN, delivering a boost to the regional economy of around £76m (and £118m at the national level). As such, we believe that we cannot stand still; we need to adapt and grow to respond to the needs of airlines, passengers and the national economy.

LTN is now the fourth-largest airport serving the London area after Heathrow, Gatwick and Stansted, with nine per cent of the London market (2016) up from 6.9 per cent in 2010. In terms of road and rail links and proximity to the centre of London, LTN is the best situated airport within the London system, with the most extensive demographic catchment area of some 23 million people within a two-hour travel time.

LTN is two miles (3.2 km) from Junction 10 of the M1 motorway and, bar Heathrow, has the fastest rail connection in comparison to any London airport from central London, at 22 minutes from St Pancras.

It is estimated that by the end of 2017 the total number of aircraft movements for the year at LTN will be around 135,000.
LTN attracts most of its passengers from the South-East, East of England and East Midlands. A comparison of 2010 and 2015 Civil Aviation Authority (CAA) passenger survey data shows that the airport was able to increase its share across these regions – in the South-East from six to seven per cent, in the East of England from 18 to 20 per cent, and in the East Midlands from 11 to 13 per cent. As more people from the sub-region choose to travel from LTN, rather than alternative airports such as Heathrow or Gatwick, this reduces the need for longer journeys to these airports, which in turn reduces the travel time and cost for passengers and the impact on the environment.

It is vitally important for consumers in its catchment area that LTN can expand its capacity to accommodate its share of the future growth in aviation and offer passengers more choice. Otherwise, people will have to incur the time and cost of travelling to more distant, less convenient and more expensive airports. It is also vitally important to allow the airport to provide increasing employment opportunities across the full range of skills and to support economic growth.

**London Luton Airport catchment by region, 2015**

**WHY GROW?**

**EVERY MILLION**

additional passengers at LTN

adds an estimated

£3m to LLAL revenue

to invest in Luton and surrounding communities
Luton DART

Aware that we cannot afford to stand still, we are continuing to make very significant investments in and around LTN; our current development programme includes the Luton DART (Direct Air to Rail Transit), which will transform access to LTN from the national rail network. Planning permission was granted in June 2017. Work is expected to start in early 2018.

According to the draft Surface Access Strategy produced by LLAOL for consultation earlier this year, LTN currently has 15.7 per cent of its passengers arriving by rail. Gatwick Airport is on the same train line as Luton but 36 per cent of its passengers arrive by rail. The Luton DART is a step change as it will replace the existing bus transfer arrangements and provide a fast, frequent and efficient service, transforming customer experience, improving the airport’s competitiveness and market appeal, and mitigating the impact of congestion on the environment and local communities through reducing the proportion of journeys to the airport by road.

The Luton DART will be capable of handling over 2,000 passengers each way per hour and will ensure that the target journey time from central London to the terminal is 30 minutes, and to the departure gate circa 50 minutes, far quicker than any of the other London airports. On this basis it is expected to make a major contribution towards the airport attaining its target of 40 per cent of passengers using public transport at the capacity of 18 mppa. Luton DART supports the Government’s wish to see the number of journeys made to airports by sustainable modes of transport maximised as much as possible, and for the passenger experience to be improved.
The London aviation system is one of the busiest in the world and LTN is on the doorstep of the second most economically active city in the world. LTN is the international airport gateway to the economically vibrant Oxford - Cambridge corridor, and has the potential to become the airport of choice for north London, as well as the opportunity to play a substantially greater role in the UK aviation sector.

If LTN is to continue to contribute at the current level to the local, sub-regional and national economies as they grow, we must plan to increase capacity to meet rising demand. We will aim to make sure LTN continues to generate and add more value to the sub-regional economy; and most importantly that the benefits are received by all those with a stake in the region, including the residents and businesses of Luton, Bedfordshire, Buckinghamshire and Hertfordshire.

In our view, the most appropriate way to do this is to take a long-term view that provides certainty for customers, businesses, airlines, investors, and for the communities that surround the airport. It is our responsibility to grasp this opportunity for the benefit of the region; we know that should we fail, it will be detrimental to the local and regional economies, not just in the short term but for years to come.

Our vision is “To make the best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our commitment to responsible and sustainable development.”

**Why Grow?**

Every million additional passengers at LTN adds an estimated £76m to regional economy.

**Our vision is**

“To make the best use of the existing runway at LTN to provide the maximum benefit to the local and sub-regional economy; to deliver good levels of service; and to actively manage environmental impacts at the local and wider levels in line with our commitment to responsible and sustainable development.”
Our specific objectives:

To make the best use of the existing runway at LTN by increasing its capacity to around 50 movements per hour – potentially supporting in the region of 36-38 mppa, or 240,000 aircraft movements per year;

To minimise and mitigate impacts through environmentally sensitive solutions;

To ensure the economic benefits reach local and sub-regional communities and economies.

Our assessment is that the full potential of LTN’s existing runway, all other things being equal, is 36-38 mppa, or in the region of 240,000 aircraft movements per year (which is in line with the assessment in the Aviation White Paper from 2003). To be clear, we will not be proposing either a second or an extended runway.

Latest 2017 UK Aviation Forecasts produced by the Department for Transport show LTN being at 18 mppa by 2021. Initial forecasting work undertaken by our advisory team shows strong potential for growth beyond 18 mppa, reaching 36 to 38 million passengers and 240,000 aircraft movements, by the late 2030s or early 2040s. These projections take the potential economic impact of Brexit into account, and allow for the opening of the third runway at Heathrow and increased capacity at Gatwick and Stansted.

There are, however, various constraints which we need to consider and assess. These include airside constraints (airspace, the need for stands, taxiways and other infrastructure), and landside constraints (the size and number of terminals, access to the airport, noise and air quality and the impact on the built and natural environment, to name some of the key considerations). All of these are currently being assessed by our technical advisers, and their conclusions will inform our understanding of the full potential of the existing runway and how we will proceed.

While we are primarily focused on making best use of the existing runway at LTN, we are also exploring the capacity of our other landholdings around the airport to contribute to the economic and social wellbeing of the region.

We have put together a team of leading technical advisers to help us understand the full potential of LTN, based on its particular constraints. The team is currently undertaking significant amounts of technical work, including studies on existing conditions, feasibility and options. The initial result of this work will be a masterplan which will demonstrate what the full potential of the airport is, and how it can be reached.

We are committed to undertaking full engagement and consultation with all those who have an interest in LTN’s growth. Our intention is to begin the process of consultation and open a full dialogue with neighbouring communities on this emerging masterplan in mid-2018. The likely outcome (if the overall increase in the additional passenger numbers is more than 10mppa) will be that we will need to submit a Development Consent Order (DCO) application to the Planning Inspectorate, as it would be considered a Nationally Significant Infrastructure Project (NSIP) under the terms of the Planning Act 2008.
LTN’s economic role

LTN plays a significant (and growing) role in the local and sub-regional economies, which in turn delivers a number of contributions to local communities, not just through the direct and indirect jobs created by the airport’s activities, but also from the significant further effect of companies choosing to locate in the region due to the access to LTN.

LTN delivers economic growth for the local, sub-regional and national economies through:

- Direct economic benefits, including creating jobs locally;
- Indirect (supply chain) and induced (spending by employees) economic benefits spread over a wider area;
- Wider benefits for business through improved connectivity and delivering improved productivity.
Naturally, as LTN grows from handling 18 mppa to up to 36-38 mppa, there would be a direct increase in economic benefits.

In 2015, the economic activity supported by LTN contributed some £1.5 billion to UK GDP. Just under £500 million of this came directly from the activities of LTN itself. The rest was supported through LTN’s supply chain and the effect of employees of the airport and its supply chain spending their wages and supporting jobs elsewhere in the economy (induced impacts). All of the direct impact was realised in the three counties around the airport; Bedfordshire, Buckinghamshire and Hertfordshire.

In 2015, OE estimated that LTN supported a total of 30,800 jobs, including: 10,700 direct jobs at the airport; 8,700 indirect jobs within the supply chain of the airport; and 11,400 induced jobs supported by employees of the airport and its supply chain. Of the wider supply chain and induced impacts, 35 per cent of jobs and 20 per cent of GDP benefits were also realised in the three counties. By 2020, LTN is forecast to contribute £2 billion to the UK economy and over £1 billion in tax revenue; it will support 13,000 direct jobs at the airport out of a total of 38,000 jobs across the sub-region.

A detailed assessment of the economic benefits of expanding LTN to 36-38 mppa has yet to be undertaken (and forms part of the initial assessment work we are currently undertaking). However, a cautious assessment indicates that growing the airport to 36 mppa could increase the total GDP contribution of the airport to as much as £4.3 billion in 2036, and the total employment contribution could increase to as much as 70,000 jobs nationally. The total GDP contribution of an expanded LTN to the three counties sub-region is estimated to reach up to £2.6 billion and up to 42,000 jobs.

Through our public ownership, we are committed to ensuring that growth is inclusive, by investing in skills, apprenticeships and through our community funding programme.
As LTN is situated within the borough of Luton, and as LLAL is owned by Luton Borough Council (LBC), we aim to support the Council in delivering its goal to provide excellent services to local residents and businesses, and assistance to those most in need in our society.

LTN has been identified as a Strategic Allocation within LBC’s Local Plan, and Policy LP6 makes provision for the airport to grow in the future, helping to safeguard Luton’s sub-regional economic contribution to jobs while noting that there are environmental and transport impacts which need to be controlled. We aim to work with the Council and neighbours to deliver this.

We are committed to helping LBC deliver on the 2016 Luton Investment Framework (LIF), which is the catalyst to leverage the substantial potential of Luton as a place, in order to deliver investment, economic growth, jobs and skills for the people of Luton and ensure that residents can benefit from, and gain access to, these opportunities and improvements through increased skills and life chances. We believe that LTN, as a key local employer and investor, has a vital role to play within the LIF. We are proud to be involved in such an exciting venture, and will work alongside the Council and other partners to deliver the framework’s objectives.

On a wider level, LTN has been recognised by the South East Midlands Local Enterprise Partnership’s Strategic Economic Plan in helping to achieve its aims, which are to deliver the necessary infrastructure to enable new homes to be built; to provide support to new and existing businesses to enable them to grow; to encourage inward investment; and to ensure that young people improve their skill levels to offer what businesses in the area are seeking.

LTN is centrally positioned in England’s Economic Heartland, and LLAL’s shareholder LBC is working closely with neighbouring local authorities and delivery agencies in the partnership to develop an industrial strategy and integrated plan for infrastructure, housing and jobs, including improving east-west transport links, that will enable the key Oxford – Milton Keynes – Cambridge strategic growth corridor to fulfil its economic potential on a transformational scale.

In his budget of November 2017, the Chancellor announced the Government’s intention to accelerate opening of the Oxford to Cambridge East West Rail link in the mid 2020s and the Expressway by 2030.

LTN’s significant contribution to the regional economy, in terms of employment, investment and training, is widely recognised across the region, and we are keen to keep on generating value to the local and sub-regional economies.

Our commitment to investing in local communities is demonstrated by our Community Funding Programme, through which parts of the airport’s profits are allocated to a fund to be spent on vital local projects and services. In the 2017/18 financial year, just under £10 million was allocated to the programme, and since its introduction in 2013 has been worth more than £50 million.
The largest of these funds, the Partnership Fund, with a budget of some £9.2 million, provides significant and sustainable funding to a range of organisations delivering a number of priority outcomes drawn from Luton’s Sustainable Communities Strategy. This fund covers a number of themes dealing with a wide range of social policy objectives, and helps to support the delivery of important services in areas such as supporting children, families and young people, health and wellbeing and community activity.

Our Community Fund of £500,000 is aimed at smaller organisations undertaking projects or providing services at grassroots level. Donations from this fund are typically less than £10,000, and support is provided to a wide range of activities. The fund is administered by the Bedfordshire and Luton Community Foundation (BLCF) and decisions on awards are taken by an independent panel.

Our Near Neighbour Fund, increased to £100,000 in 2017 and also administered by BLCF, provides funding to organisations working in communities outside Luton that are particularly impacted by the operations of the airport. This has become a useful source of funding for many communities within the three counties.

Finally, our Enterprise Fund of £50,000 is administered by Wenta (an independently-funded, not-for-profit organisation that offers a wide range of business support), and supports the provision of business advice to people thinking of setting up their own businesses, as well as small grants to assist them with the costs of doing so. Evidence suggests that the fund has been instrumental in assisting people in either coming out of the benefits system or preventing them from entering it in the first place.

We are proud of the way we contribute to the local and sub-regional economy and we know we have a responsibility to continue to do so and deliver more where we can.

We will continue working with local councils and communities for the benefit of the sub-region.

WHY GROW?

£120m+
community funding
since 2004
Local projects

We have a strong record in identifying opportunities to contribute to local and sub-regional communities and economies.

LTN Enterprise Zone

Supported by SEMLEP, the Luton Airport Enterprise Zone is one of only 24 priority economic growth areas across England chosen by the Government. Enterprise Zone status provides a range of benefits to businesses and is aimed at unlocking employment potential. This significant development opportunity is being delivered by LBC in partnership with us, and comprises three sites surrounding or connected to LTN: New Century Park, Bartlett Square and the Airport Business Park.

WHY GROW?

Every million additional passengers at LTN adds an estimated...

800 new jobs
New Century Park

In 2015, we purchased the 350-acre Century Park site adjacent to the airport on the eastern side of the airfield. Century Park is a key employment site within LBC's Local Plan, and has had consent for commercial development for over 20 years. It had previously remained undeveloped because the only access that could at the time be identified was via a tunnel under the airfield, which was prohibitive in terms of cost and unacceptable in terms of its impact on current and future operations of LTN.

Our intention is to develop the New Century Park site, which forms the eastern end of the Luton Airport Enterprise Zone, to create new business opportunities and unlock thousands of new jobs. To do so, we are committed to building a new access road from New Airport Way to the development site, investing in facilities in the north end of the Wigmore Valley Park and replacing that part of the park that is needed to deliver the employment opportunities at New Century Park.

Bartlett Square

We are bringing forward a commercial development comprising a hotel; flexible commercial space; and a multi-storey car park serving the offices, on the site known as Bartlett Square (next to Luton Airport Parkway station and the Luton DART terminal).
Being a good neighbour

As a good neighbour to vibrant, strong and diverse communities, we recognise the challenges and potential adverse environmental and social impacts that airport expansion might pose. We are committed to working with our partners, the Government, statutory bodies and the local community when developing strategies and measures to mitigate these, and have begun setting out our plans for improvement within a new long-term environmental strategy for the airport.

Accessibility

We are committed to improving accessibility to the airport, particularly by public transport, in order to reduce the contribution to congestion, total airport-related CO2 emissions and to air pollution resulting from a high proportion of travellers arriving at LTN by private car.

As part of our commitment to enhancing accessibility, we are investing £225 million in the Luton DART (Direct Air to Rail Transit) which will transport passengers between Luton Airport Parkway railway station and LTN. We are also talking with the Government to seek an increase in the number of fast trains arriving at Luton Airport Parkway to improve choice and connectivity for rail travellers.

LTN’s operator, LLAOL, has recently published its latest draft Surface Access Strategy (2017-20) for consultation. It contains short and long-term targets, including a longer-term target of 40 per cent of travellers arriving at the airport by public transport. LLAOL is also producing action plans to encourage more sustainable travel among airport passengers and employees. These targets are being monitored regularly, as part of the wider Local Transport Plan monitoring framework.

We recognise that enhanced and sustainable accessibility is a key element to attracting more airlines and passengers delivering economic benefits to the area, and to the UK’s position in the global economy, as well as ensuring that any potential transport impacts on the surrounding communities and businesses are minimised. The implications of future expansion proposals will be robustly considered and consulted on with all of our stakeholders and neighbouring communities.

Air quality

We recognise that air quality is an important issue, particularly for local communities. While we recognise that over time there will be improvements in the efficiency of aircraft engines, which we are already seeing with the introduction of the Airbus neo at LTN, and changes in the way that road vehicles are powered, in bringing forward our proposals for future expansion we must accept the responsibility for developing strategies, policies and measures which seek to protect and, where possible, improve air quality.

We have begun this process by recently commissioning new, best-in-industry air quality monitoring, which will measure a range of potential pollutants wider than that monitored by any other major airport in the UK. This will cover not only nitrogen dioxide and fine particulate matter but also very fine particulate matter, sulphur dioxide, ozone, benzene and carbon monoxide, and will start during 2018.
Noise

We take our responsibilities to our neighbours and the environment very seriously.

We understand that airport operations can bring adverse impacts, such as noise, and we will work hard to minimise and mitigate these as we develop our plan.

We are committed to working with our concessionaire, LLAOL, and our airlines, air traffic control and various community groups to ensure that we continue to deliver growth and a more successful airport whilst also working to minimise the impact of noise.

As part of its input to Modernising UK Airspace, LLAOL is currently consulting on changes to one of the key flightpaths to reduce noise nuisance.

In the longer term, we (LLAL) will be inputting to the process of redesigning the airspace and helping to shape future policy across the South-East of England. The aim will be to secure further improvements as well as to ensure that there is adequate airspace to accommodate growth at LTN.

As LLAOL outlined in its 2016 Annual Monitoring Report, it is evolving its approach to noise management, which involves:

- Inviting and listening to feedback – LLAOL holds regular noise surgeries and is available to listen to your concerns 365 days per year.
- Acting on the feedback LLAOL receives – whether it is introducing new mitigation initiatives, buying new noise monitors or simplifying the complaints system, LLAOL acts on the community’s feedback.
- Communicating transparently – LLAOL updates the community with quarterly monitoring reports, through the consultative committee and a new monthly email newsletter: ‘Inform’.
- Inputting into national policy-making – airspace changes depend on national policies. LLAOL will make sure your views are heard in national consultations.

Climate change and sustainability

Although climate change is beyond our direct control, we recognise that LTN has a significant influence over factors that contribute to it, such as: emissions from aircraft; vehicle trips; and those associated with the activities of other companies operating at the airport.

As part of LLAOL’s commitment to sustainability, it has implemented a range of energy-saving measures which have resulted in significant ongoing carbon savings on an annual basis.

Ahead of any future expansion work, we will develop a comprehensive strategy to reduce where possible carbon emissions associated with additional construction and operation of LTN.

Landscape and ecology

As part of any expansion proposals, we will develop landscape and ecology strategies which seek to conserve, and where possible, enhance the landscape and biodiversity within LTN and on nearby sites.

Archaeology and heritage

There are a number of listed buildings, ancient monuments and historic parks and gardens in close proximity to LTN.

As part of any future expansion, we will consider the implications of any development on cultural heritage features, landscaping, woodland and its environmental setting. Consideration of archaeological impacts will also be evaluated.
In this important document we are outlining our vision for LTN for the next 30 years, based on existing increased demand for air travel services and robust forecasts of strong further growth. We see that there is an opportunity for LTN to play a substantially greater role in the UK aviation market, notwithstanding the opening of the Heathrow third runway. To do this, LTN needs to be able to expand its landside and airside infrastructure to take advantage of the estimated capacity of some 36-38 mppa from its existing runway.

We appreciate that airport operations can have an impact on people. We have put together a team of leading technical advisers to help us to understand the full potential of LTN, based on its particular constraints. The team is currently undertaking significant amounts of technical work, including feasibility, option and condition studies. The initial result of this work will be a draft masterplan which will demonstrate how best use can be made of LTN’s existing runway and define its achievable potential.

Committed to a full, robust and thorough approach, our intention is to begin a process of early engagement with all those who have an interest in LTN’s growth, including, but not limited to, businesses, local communities, and elected representatives. We will look to begin an initial round of informal public consultation in mid-2018.

Assessments already carried out – examining various scenarios -- suggest the likely outcome (if the overall passenger increase is more than 10 mppa) is that we will need to submit a Development Consent Order (DCO) application to the Planning Inspectorate, as our project would be considered a Nationally Significant Infrastructure Project (NSIP). Our aim is to secure permission within four years, to start the necessary work to meet the capacity demand.

The key objective will be to make best use of our assets for the benefit of everyone. For our local communities, we will be a better neighbour. For our airlines, we will enable you to expand. For our passengers, we will improve your choice and the quality of your experience. For local businesses, we will offer greater opportunities to trade. For employees, we will deliver more and better prospects for you and your families.

We believe in the importance of being open, inclusive and transparent, and in sharing our vision for LTN with you.
‘A more modern, efficient and environmentally and socially responsible LTN’
This Vision for Sustainable Growth 2020-2050 is an important document for us as it sets out our aspirations for the development of London Luton Airport, to make best use of the existing runway to provide the maximum benefit to the local and sub-regional economy.

There are many stakeholders who have an interest in the airport, and the views and comments from Government, local authorities, neighbours, the business community and customers will be an important part of the planning process.

We are committed to being open in sharing our vision for London Luton Airport and the surrounding area and, as we work up our proposals, to reflecting local views and ideas that are expressed during the significant consultation and engagement processes that will take place.

To obtain copies of the Vision for Sustainable Growth 2020-2050, to discuss its content or to register your support, observations or other comments:

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