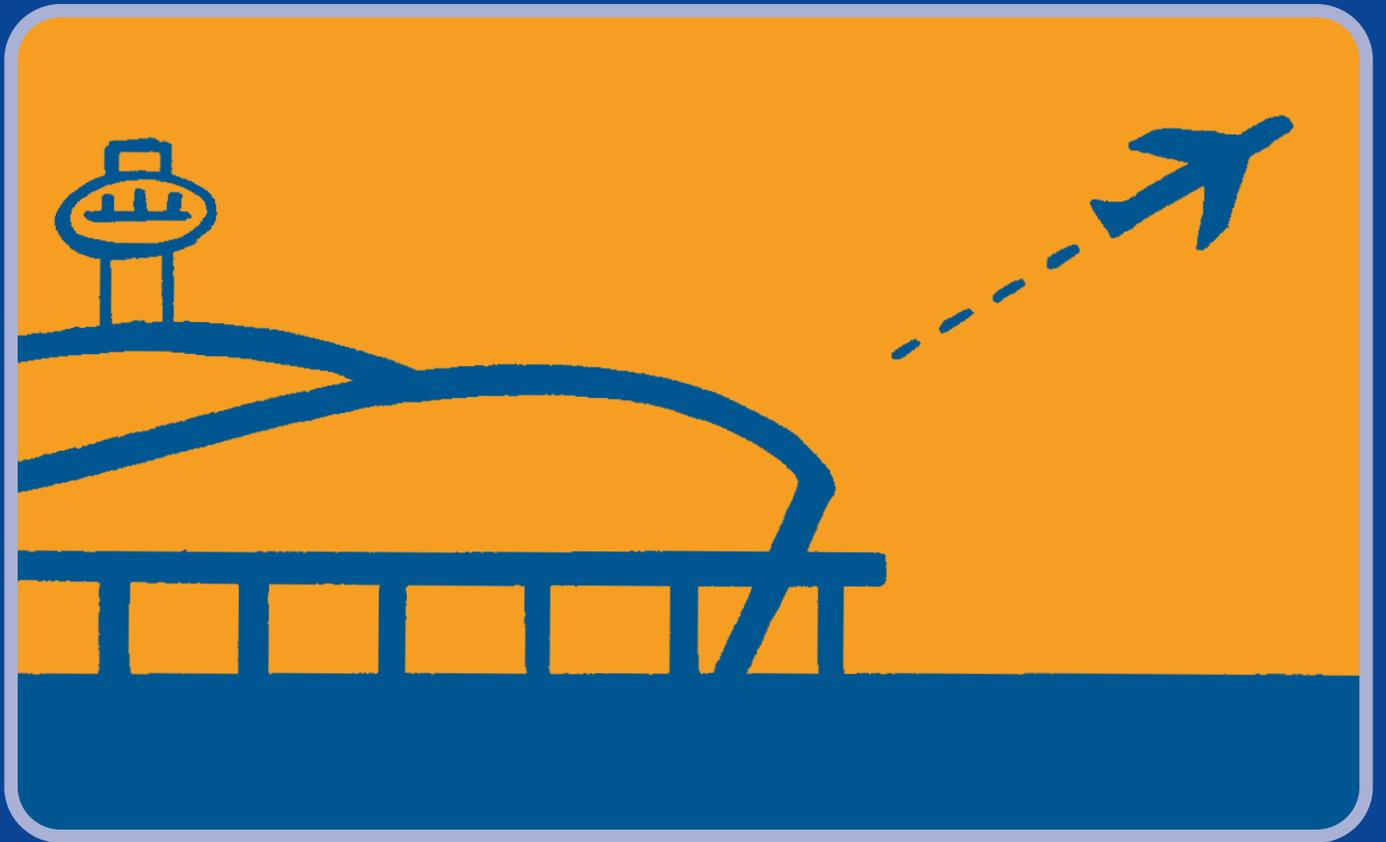


Development Brief Non-Technical Summary



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Introduction

In November 1999, Her Majesty the Queen opened the new terminal building at London Luton Airport (LLA) and the new Luton Airport Parkway Station. The new terminal building is designed for a passenger throughput of approximately 5 million passengers per annum (mppa). Passenger throughput is now at this level and forecasts indicate that passenger throughput may reach 10 mppa by as early as 2004.

Policy 48 of the Bedfordshire Structure Plan (adopted March 1997) states that, subject to meeting a number of environmental criteria, "proposals that seek to increase the capacity of the airport up to 10 million passengers per annum... will be permitted...". First, however, the policy requires that an "agreed Development Brief" be prepared.

London Luton Airport Operations Limited (LLAOL) has now produced the London Luton Airport Development Brief. If agreed by the local planning authority, Luton Borough Council, the Brief will form the basis of future planning applications for development at the airport.

Adopted in September 2001, the Brief outlines LLAOL's vision of the next phase of development, the "Phase 2 Proposals". This Non-Technical Summary outlines the contents of the Brief.

Background

LLA serves London and the South East, the Midlands and the East of England and is important to the economic well being of the Luton-Dunstable conurbation. The projected growth at LLA is part of an overall forecast for the London Airports, which shows passenger throughput expanding from 104 mppa at present to between 147 and 212 mppa in 2015. The Brief shows how LLA could help meet this demand by expanding to the level mentioned in the Bedfordshire Structure Plan.

The Brief focuses on the Land Use Plan indicating broad activity areas within the airport boundary. The Brief also considers those environmental aspects of the airport's growth that will need to be addressed in an Environmental Impact Assessment (EIA) accompanying a future planning application. A separate paper beyond the Bedfordshire Structure Plan provision is appended to the Brief. This does not form part of the Brief or Supplementary Planning Guidance.

During preparation of the Brief, LLAOL consulted regularly with a local authority working group representing the areas which might be affected by future development at the airport. The draft Brief was submitted to the local authority in March 2000 and was subject to further extensive consultation. Further to this consultation the draft Brief and proposed amendments were approved by the council on the 18th September 2001.

The Development Brief, now adopted by Luton Borough Council as Supplementary Planning Guidance, provides more certainty to parties concerned with the next phase of expansion at the airport.

Adoption of the Brief as Supplementary Planning Guidance (SPG) does not mean that planning permission for further large scale expansion of LLA will be granted automatically. Any applications for planning permission would be considered by the LPA and the Brief would assist (but not direct) this process. Such proposals would also need to be subject to Environmental Impact Assessment (EIA) and this would go into greater detail than the discussion of environmental matters in the Brief.

Existing Site and Operations

LLA comprises a 235 hectare site to the south east of the Luton-Dunstable conurbation, approximately 45 kilometres north of London. It is located on a plateau within the Chiltern Hill along the edge of the valley of the River Lee.

It provides scheduled and leisure charter passenger, air cargo and business aviation services. A number of other services, including general aviation, aircraft maintenance, flight catering, hotels and travel agents are located at or near LLA.

Factors affecting future development include LLA's proximity to built-up urban areas and the topography of the local areas.

Economic and Policy Context

Approximately 8,000 people are employed by companies at LLA. Most live within the Luton area and LLA is the largest centre of employment in the Luton-Dunstable conurbation.

Growth in business at LLA will assist the economy of the Luton and Dunstable conurbation which is one of the South East's Priority Areas for Economic Regeneration.

Current government policy on airports supports demand-led growth within acceptable environmental limits. This policy is now under review. Various options for addressing airport development in the South East and throughout the country are under consideration.

The area around LLA is subject to a number of transport and commercial development proposals. Notable among these are:

Thameslink 2000, a Railtrack project to increase the range, reliability and capacity of the Thameslink services, which currently provide a significant proportion of public transport journeys to LLA;

Translink, a local public transport scheme between Luton and Dunstable which would also link Luton Airport Parkway Station to the airport; and Century Park, a proposed employment development to the east of LLA.

The development currently has planning permission subject to the provision of road access from Airport Way via airport land.

Business Development

LLAOL has a strong track record in leisure charter services and, more recently, low-fare scheduled operations. It also has a significant air cargo business and is currently the UK's largest business aviation centre. All of these areas of business are predicted to grow over the coming years with expansion being most pronounced in scheduled air services.

Airports operate within a highly competitive market, particularly in the South East. LLAOL expects to increase the proportion of its non-aeronautical revenue through the growth of retail and catering sales, property rentals and air business services. It intends to achieve this whilst remaining competitive with its aeronautical income (landing charges, etc.). LLAOL will also continue to position LLA as a "value added" airport offering a high quality of service, efficiency and convenience for both its resident companies and their customers.

Land use plan

As noted above, current projections suggest that LLA could reach 10mppa well within the timescale of the current development plan period.

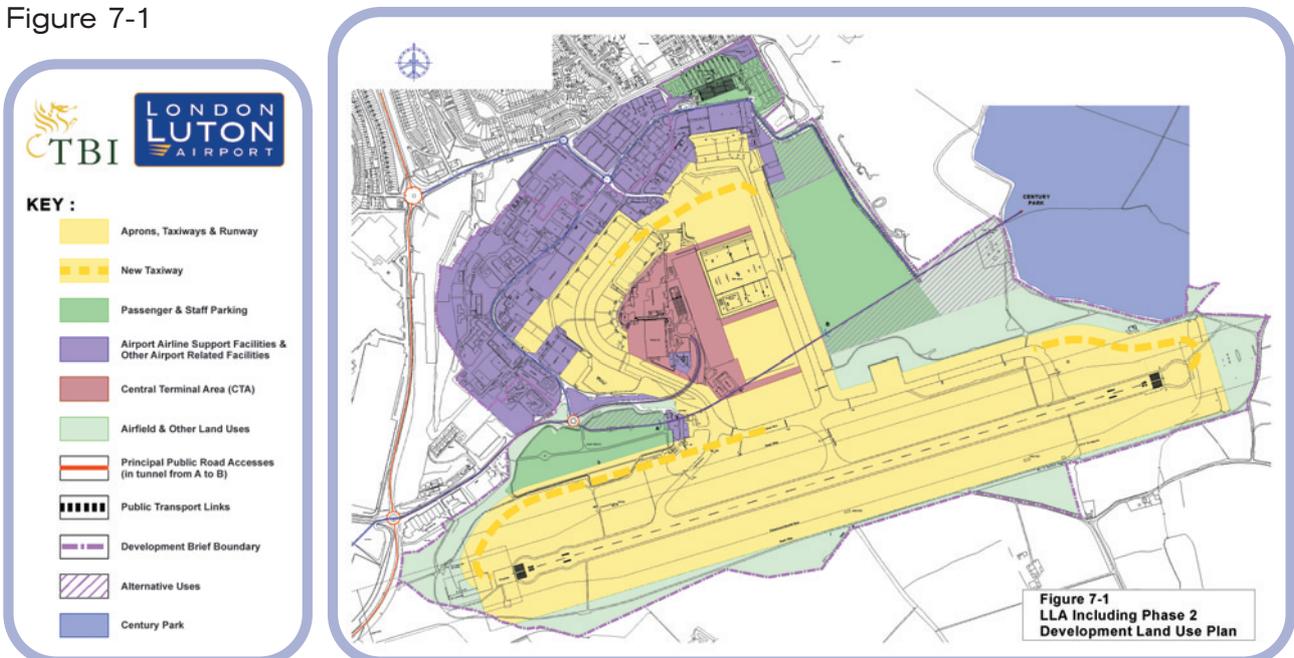
Computer models of airport growth were used to replicate airport growth, based on current trends and past experience combined with LLAOL's business development requirements. The information on aircraft fleet mix and size, passenger throughput and other factors were then converted into area allocations for the major airport facilities. These area requirements in turn formed the basis of the land use plan.

Figure 7-1 shows LLAOL's proposed indicative land use plan for the airport with a design capacity of 10 mppa.

The plan indicated the broad areas of future land uses:

Central Terminal Area • Airfield • Airport support facilities • Car parks • Transport facilities

Figure 7-1



Central Terminal Area (CTA)

This comprises the terminal facilities incorporating all departure and arrival functions, including retail, catering and baggage handling. The CTA also includes passenger vehicle set-down and pick-up areas, roadways, public transport terminals and short stay car parking.

The CTA is shown as expanding southwards and may be developed either as an extension of the recently completed terminal building or by the construction of an additional stand alone building.

Airfield

This comprises the runway, taxiways, safety strips and apron areas used for parking, manoeuvring and servicing of aircraft.

No extension to the runway is currently proposed, although its operational efficiency, and thus aircraft movement capacity, would be enhanced by the provision of a full parallel taxiway running along its northern side.

A new taxiway is proposed between the existing east and west apron areas, either side of the CTA. This would ease congestion of taxiing aircraft over the existing bridge that links the runway to the western apron.

The eastern apron is proposed for extension southwards, providing stands to serve the expanded CTA.

Airport, Airline Support Facilities and Other Airport Related Facilities

Although it is not possible to predict accurately the exact requirements of support facilities the land use plan indicates a number of areas which might be developed for these ancillary uses.

The main area of support facilities is currently ranged around the western and northern sides of the airport. This area would be extended to the east. New hangars required by the expansion of the airport and to replace existing relocated facilities would be provided along the northern edge of the apron areas.

Some areas on the land use plan are shown with a different colour under purple hatching. These areas indicate where phased or overlapping uses are expected to take place. The most typical example would be where land is used initially as a car park and then developed as hangars.

It is expected that development of the Century Park employment area to the east of the airport may also provide opportunities for a range of office and other uses, although this is outside the airport boundary and therefore not within the scope of the Brief.

Passenger and Staff Car Parking

The Phase 2 proposals will promote greater use of public transport, reducing the proportion of passengers and staff travelling to the airport by private car and minimising the amount of land required for car parking.

Nevertheless, even with the most optimistic scenarios for reducing reliance on private cars, there will be a net increase in the amount of car parking required to serve the airport.

Current areas of car parking will be developed for other uses and thus the actual areas would change. As throughput increases and the premium on space around the terminal rises, multi-storey structures are likely to be needed to provide short term parking within the CTA. Whilst LLAOL envisages that all car parking should be able to be accommodated within the airport estate, it is also envisaged that development of off-site parking might take place.

As a general principle, suitable land within the airport estate will be used for car parking until such time as it is needed for other forms of development.

Transport access

Future public transport access will build upon the existing railway services from Luton Station and Luton Airport Parkway Station (the latter incorporating the airport shuttle bus), long-distance coach and local bus services. The Phase 2 airport will be fully integrated into the local public transport system for the Luton and Dunstable conurbation.

Luton Borough Council's proposals for Translink are that it will serve the CTA and that its feeder systems will link other areas both on the airport and north and east of the airport.

The Phase 2 proposals also allow scope for the provision of a dedicated Parkway Station to LLA terminal "People Mover" which might be developed in addition to Translink.

The road system serving the airport will be further enhanced and developed jointly with the Highway Authority and in co-ordination with other developers including Central Park.

Environmental Issues

Environmental Management is a key issue for LLAOL.

The Brief examines the main environmental issues that will be raised by the Phase 2 proposals. These are:

- air and ground noise;
- surface access;
- ecology;
- landscape;
- air quality;
- geology, hydrogeology and water resources; and
- energy management

Extensive environmental baseline data exists for all of the above. The Brief summarises this information, explores key issues within each topic and proposes methodologies by which environmental effects may be assessed and controlled. The potential socio-economic impacts are also addressed.

Full assessments of environmental effects will take place when a planning application is submitted for the Phase 2 proposals.

Within the Brief LLAOL advocates a "capacity approach" to environmental management, which allows the company greater flexibility and creativity in meeting the agreed thresholds than controls on passenger throughput. That system is essentially the method in operation with the current Phase 1 developments and LLAOL believes that this approach will foster development of the airport in a manner that combines economic and social benefits, with environmental responsibility.

Conclusion

The London Luton Airport Development Brief outlines a future form for the airport in which the benefits of its future expansion can be shared between the operating company, the local community, and the travelling public, in an environmentally responsible manner.

Following extensive consultation the Brief has been adopted by Luton Borough Council as Supplementary Planning Guidance. As such it is a material consideration in the determination of future planning applications at the airport. As forecasts and assumptions may change, LLAOL will continually monitor the development at LLA in the light of the Brief.

Further copies of this Non-Technical Summary and copies of the
Development Brief itself may be obtained from:

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