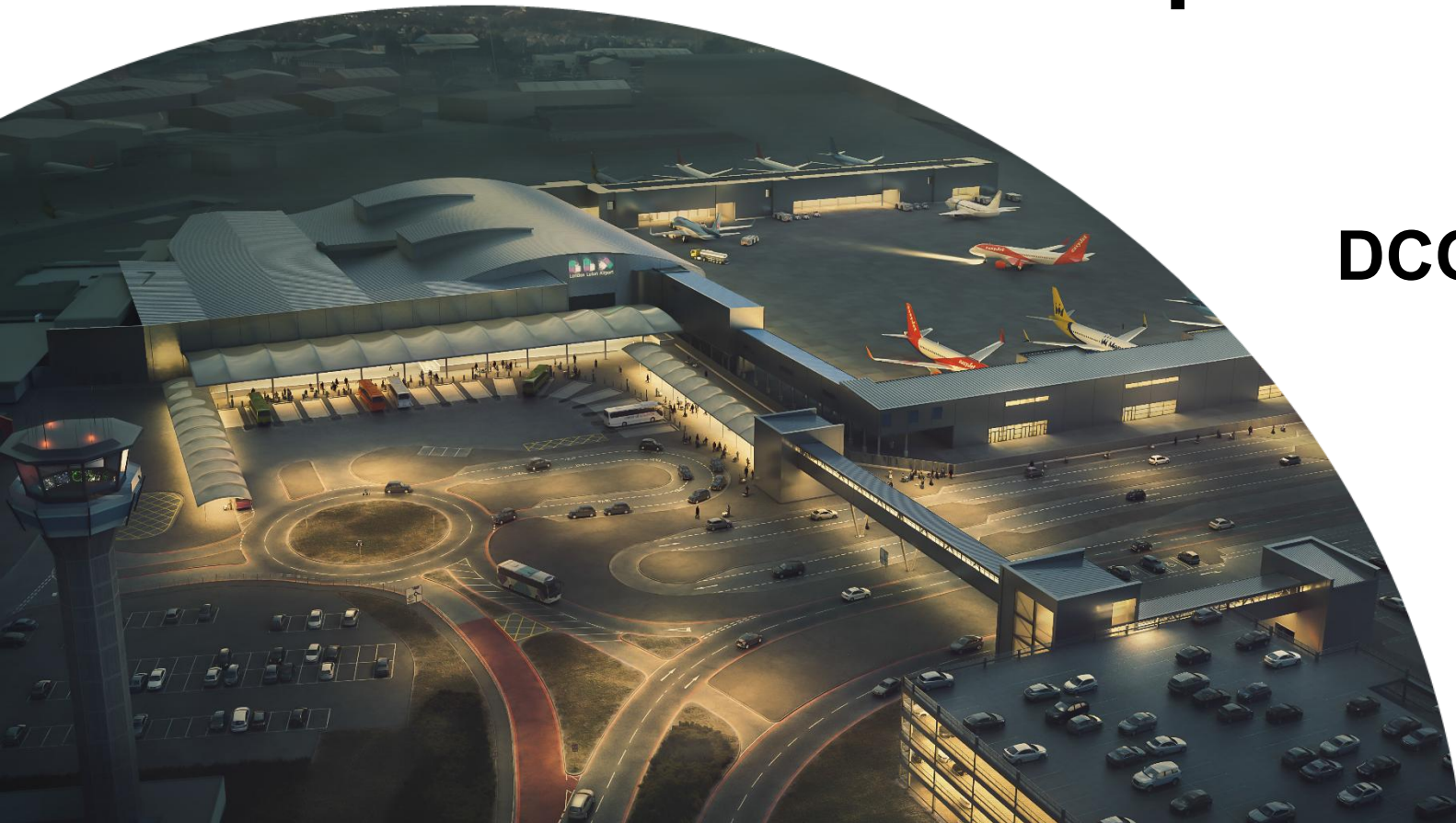


Airport Growth Programme

David Pyle
DCO Implementation Director

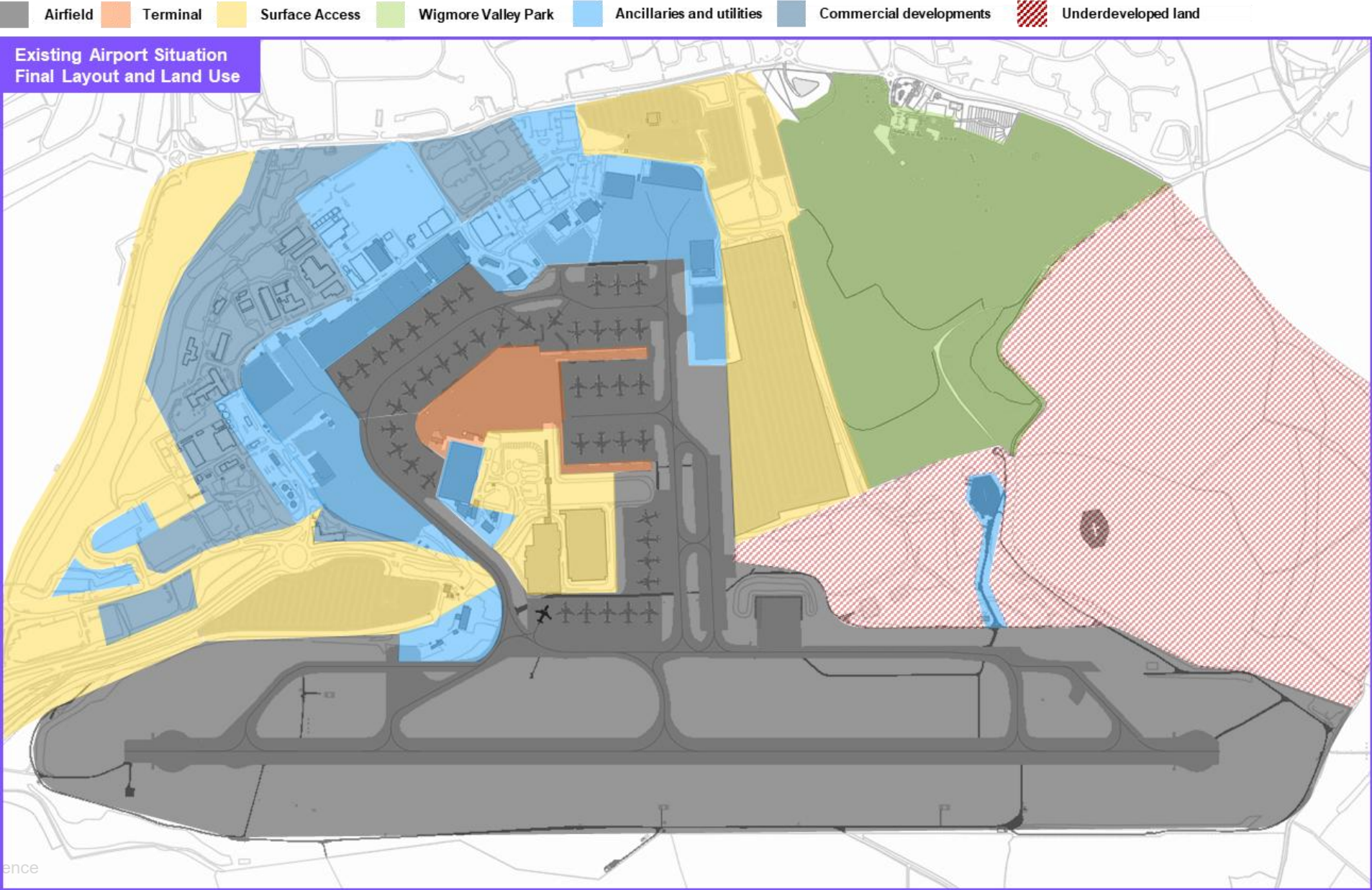
Date: 17th September 2026





Introduction

Existing Land Use



Introduction

Background & Context

The **Development Consent Order** (DCO) for the expansion of London Luton Airport (LTN) was made in April 2025

The **DCO permits the airport's growth** from the currently consented up to **19mppa to 32mppa**.

The proposed development includes landside, terminal, and airfield infrastructure enhancements to enable best use of the existing runway,

Between 2016 and 2023, work on the development of the DCO established a scheme that was considered economically viable when assessed in its entirety

The logo for AECOM, featuring the word "AECOM" in a bold, black, sans-serif font.The logo for ARUP, featuring the word "ARUP" in a red, serif font.The logo for Capita, featuring a stylized blue and white icon to the left of the word "Capita" in a dark blue, sans-serif font.

DCO Scope of Work

- KEY**
- Order Limits
 - Local Authority Boundary
 - Former Eaton Green Landfill Boundary
 - Fuel pipeline
 - Airport support facilities
 - Terminal 1
 - Luton DART Parkway Station
 - Luton DART Terminal 1 Station
 - Eaton Green Civic Amenity Site
 - Terminal 1 extension
 - Terminal 1 campus: rainwater harvesting
 - Terminal 2
 - Airfield
 - Airfield extension
 - Airport Access Road (AAR)
 - Landscape areas and replacement open space
 - Infiltration basin - Soakaway
 - Underground storage system - Soakaway
 - Infiltration tank - Soakaway
 - Permeable paving area
 - Northern Soakaway
 - Proposed facilities
 - 1 Surface Movement Radar (SMR)
 - 2 33 kV Substation
 - 3 Emergency assembly area
 - 4 Luton DART Terminal 2 Station
 - 5 Substation
 - 6 Energy centre
 - 7 Airport operations and maintenance
 - 8 Coach station
 - 9 Water treatment plant
 - 10 Fuel storage facility
 - 11 Fuel pipeline connection
 - 12 Engine Run Up Bay (ERUB)
 - 13 Police station
 - 14 Forecourt
 - 15 Drop-off zone below Multi Storey Car Park
 - 16 Hotel
 - 17 P/V battery storage
 - 18 Hangars
 - 19 Fire training ground
 - Parking
 - P1 Multi Storey Car Park (Tiered)
 - P2 Surface parking (Trailer)
 - P3 Surface parking (Mid-Stay)
 - P4 Multi Storey Car Park
 - P5 Deck and surface parking
 - P6 Deck and surface parking
 - P7 Surface parking
 - P8 Surface parking
 - P9 Multi Storey Car Park
 - P10 Multi Storey Car Park
 - P11 Multi Storey Car Park
 - P12 Multi Storey Car Park
 - Adjacent developments not part of DCO:
 - V Green Horizons Park - Warehouse
 - W Green Horizons Park - Hotel
 - X Technical services building (Hangar 24)
 - Y Green Horizons Park - Offices
 - Z Green Horizons Park - Multi Storey Car Park



DCO Scope of Work

The scheme was designed to deliver social and economic benefits to Luton and the surrounding Three Counties area and was deemed achievable within the framework of existing planning and environmental policy.

The Proposed Development seeks to:

- Increase employment and improve economic activity in Luton and neighboring authorities;
- Contribute to the government's levelling up agenda; and
- Enhance contributions to community groups and services across the region.



DCO Scope of Work

The scheme is based on Option 1a from a **Sift** process, and centers on the construction of a new 2.5 level second terminal building of circa 63,000m² to the East of the existing terminal area.

Surface access infrastructure includes new and upgraded roadways and extension of the DART system to serve the new terminal, additional car parking and commercial areas.

Additional upgrades to Terminal 1, with new aircraft parking and piers towards the South will also be introduced.

Runway capacity will be unlocked with the introduction of new threshold entry.

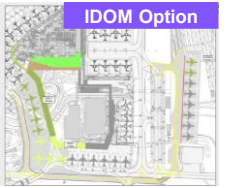
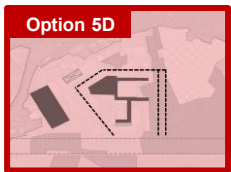
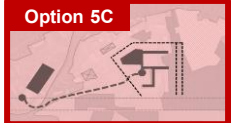
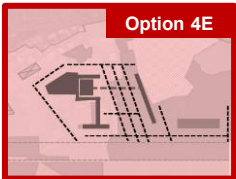
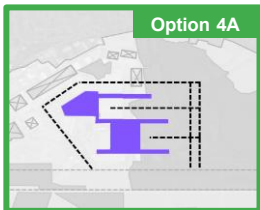
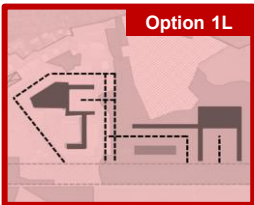
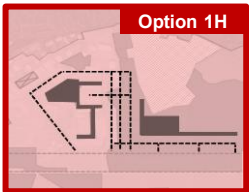
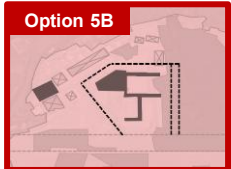
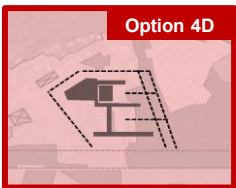
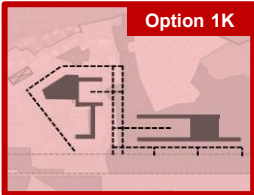
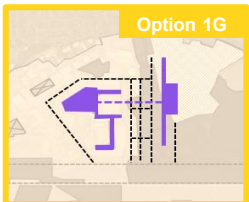
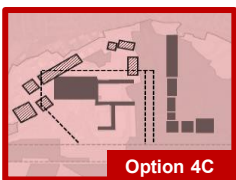
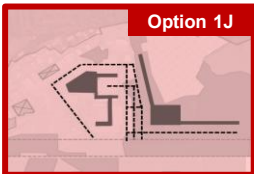
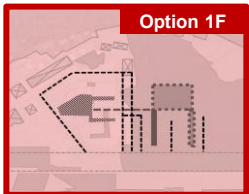
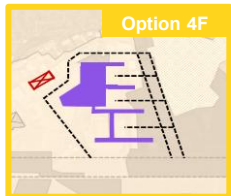
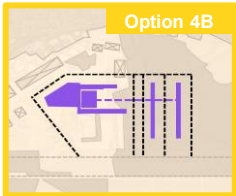
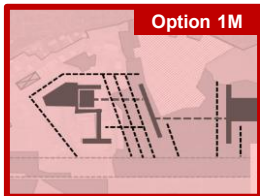
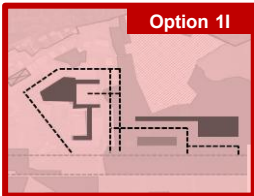
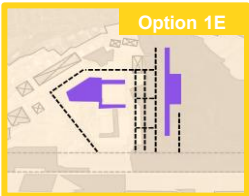


Design Review Sift Process

Discarded Options

This slide presents a high-level overview of all potential development schemes, which served as a framework for review. Detailed analysis of each option including design, cost, and operational considerations was undertaken for the short-listing. During the final sift, a preferred option was determined (**Option 1A Variant v2**), and five others were determined as viable alternative options

Discarded Options DCO Option Alternative Option Viable Alternatives



Note: Sketch clearances, terminal footprint and stand frontage requirements will be implemented after the down selection process

Phasing

Phase 1

The scheme constitutes a robust baseline that has prioritized avoiding impact to existing infrastructure and maintaining operations continuity.



Phasing

Phase 2a

Delivery of;

- Terminal building
- Passenger Pier
- 12 stands, ERUB & Taxiways
- Airport Access Road (AAR)
- Fuel Farm and Sewage treatment works
- Airport Parking
- DART Extension



Phasing

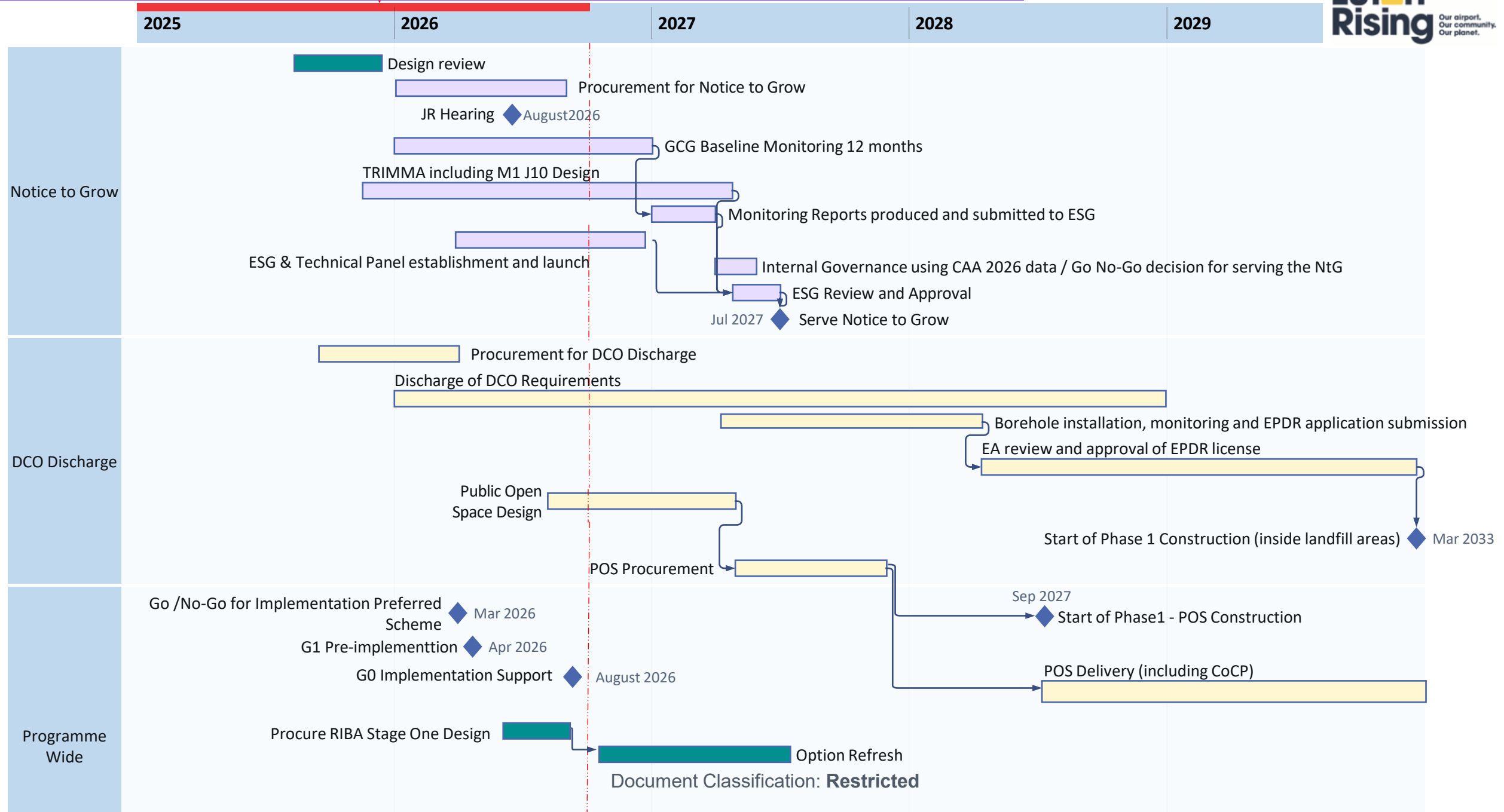
Phase 2b

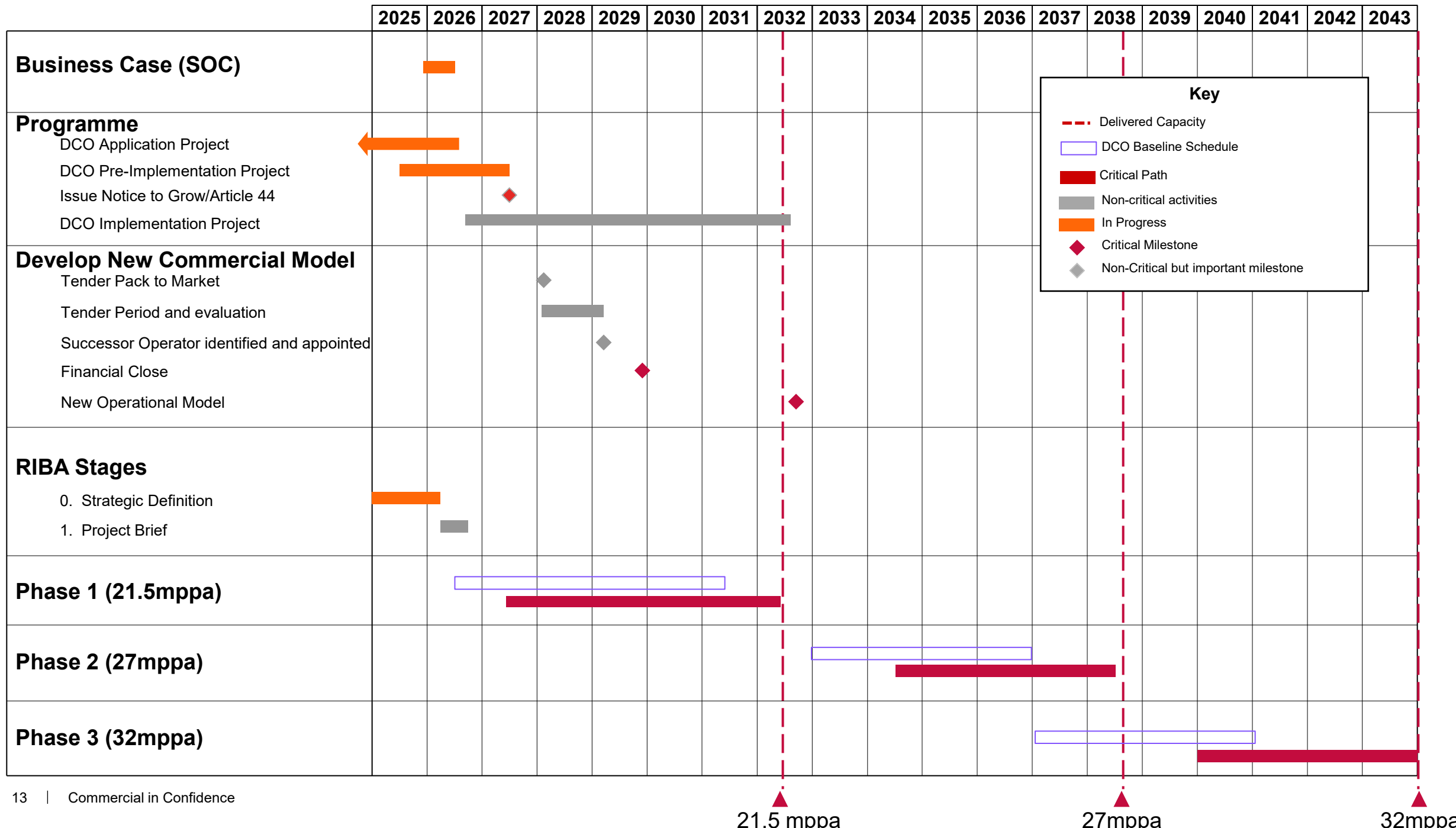
Delivery of;

- Terminal phase 2
- Passenger Pier
- 9 stands & Taxiways
- Airport Access Road (AAR) phase 2
- Airport Parking
- Hotel
- Hangars
- Fire training ground



Programme Delivery Overview







Airport Growth Programme

David Pyle
DCO Implementation Director

Date: 17th September 2026

