



# HARPENDEN TOWN COUNCIL

*CLOSER TO THE COMMUNITY*



**Town Mayor – Councillor Mrs Nicola Linacre**

*The Town Mayor's charities are:*

***Harpenden Friends of Cancer Research UK and The Daylight Club (Harpenden)***

Rt Hon Eric Pickles MP  
Secretary of State for Communities and Local Government  
Department for Communities and Local Government  
Eland House  
Bressenden Place  
London SW1E 5DU

Rt Hon Patrick McLoughlin MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

Date: 21 January 2013  
Ref: NL/PS/E19/32567

Dear Mr Pickles and Mr McLoughlin

**Re: London Luton Airport – planning application to Luton Borough Council to increase capacity to support 18 million passengers per annum**

London Luton Airport Operations Limited (LLAOL) has recently made an application to its local planning authority, Luton Borough Council (LBC) to increase the capacity of London Luton Airport.

If LBC is minded to approve the application, Harpenden Town Council requests that discretion is exercised to call in the application. In addition to the plans addressing the future of the UK's fifth largest airport – clearly a matter of national importance – we would ask you to give due consideration to the following issues.

### **Luton Borough Council's Conflict of Interest**

LLAOL's concession agreement with London Luton Airport Limited (LLAL), a company wholly owned by LBC, involves a fee related to the number of passengers using the airport. Since 1998, LLAOL has returned over £210m in concession agreement payments to LBC, with nearly £25m paid in 2011.

In February 2012, LLAL/LBC consulted on its FutureLuton:Optimisation proposals to expand the capacity of the airport to 18 million passengers per annum (mppa) by 2024/5. In March

2012, LLAOL published its Masterplan which set out the case to expand capacity to 15-16mppa by 2028. With LLAOL having agreed with LLAL/LBC to progress just one application for expansion, we note it is at the capacity level that maximises LBC's income rather than at the capacity advocated by LLAOL at the start of this process.

Our residents consider it an unacceptable conflict of interest for LBC to consider this application which would see passenger volumes, the mechanism of its remuneration, increase by 87% from the 2011 level.

### **Airborne Aircraft Noise Impact**

The application highlights that the planned 60% increase in annual aircraft movements from 97,574 in 2011 to 157,000 in 2028 extends the day time and night time noise contours to embrace more dwellings and more residents as follows:

	Dwellings Exposed		Population Exposed	
	Daytime >57dB	Night-time >48dB	Daytime >57dB	Night-time >48dB
2011 Actual	2,688	6,832	6,726	16,347
2028 with development	4,892	10,839	11,784	25,803

Source: London's Local Airport Planning Application, Environmental Statement Nov 2012

Given this significant extension of the impact of noise on local residents goes well beyond Luton and its boundary, it is entirely inappropriate in these circumstances that LBC determines the planning application.

### **Surface Access**

The planned increase in passenger numbers from 9.5 million in 2011 to 17.8 million in 2028 will have significant impact on road and rail travel to and from the airport. LLAOL's position is that the increases in traffic and rail journeys generated by this expansion are issues for, inter alia, Hertfordshire County Council, Network Rail and its franchisees on the Thameslink/Midland Mainline route. Again, this is manifestly a reason why the wider impact of this application should be considered by you.

### **National Infrastructure**

A scheme to improve M1 Junction 10A has been accepted as a National Infrastructure Project and the Examination in Public into the proposals has commenced and is due to finish in May 2013.

Our residents will consider it perverse that the improvement of a roundabout specifically designed to accommodate road traffic resulting from the airport's expansion is treated as National Infrastructure, while the actual increase in capacity to provide for a near doubling of passenger volumes at the UK's fifth largest airport is not.

Given these arguments, we would ask that your powers to call in this application are exercised. In the event that you conclude that it is appropriate for LBC to determine this application, it would be helpful to understand the reasons for your decision.

Yours sincerely

Councillor Mrs Nicola Linacre  
**Town Mayor**

Copy to: Rt Hon Peter Lilley MP