

**From:** [REDACTED]@ntlworld.com  
**To:** Luton Airport  
**Subject:** RE: London-Luton- Expansion  
**Date:** 10 August 2023 19:07  
Hi Rammiel,

Dear Inspector,

Thank you for allowing me to speak on the evening of the 10<sup>th</sup> of August.  
I was surprised that no one mentioned the town 'Stevenage' in the proceedings.

The eastern quadrant of Luton is bounded by the airport, Vauxhalls, substantial residential estates, 2100 new homes planned in the latest 'Local Plan' (LU1, 2 and 3), an area of country side crisscrossed with minor roads but no A roads, and in the far east, Stevenage.

Both Stevenage and Luton are large towns, both vying for city status, yet they will soon be only 5/6 miles apart with no direct infrastructure connections. I lived for 10 years in the 1970s between the airport and Vauxhalls and commuting to Stevenage, even then, was easier via the 10 miles of back lanes (via Tea Green and Preston) than taking the 15 mile route via the A505 to Hitchin, the back lanes of Hitchin and the A602 to Stevenage.

There is no direct easterly 'A road' route out of the area and no northerly nor southerly A road routes. The westerly access is via the Airport/Vauxhalls rush hour bottlenecks.

The other point to note is that this area is in North Hertfordshire (LU1, 2 and 3) (not Bedfordshire) which means that neither Council is too concerned about the problems of the other. North Herts Council are not too concerned about the mess Luton Council is making of their town and surrounding area and Luton Council do not appear to care about infrastructure problems in North Herts.

To expand the airport and build LU1,2 and 3, the local infrastructure needs substantial improvement. As a minimum, the dual carriageway from the M1 Exit 10 should be extended east to Exit 7 of the A1M via a tunnel under the airport runway. Additionally, a North South dual carriageway should be added from Hitchin down to Wheathampstead.

If the infrastructure is not substantially improved this area will suffer from becoming a maze of rat runs, Hitchin will certainly need a southerly bypass (as well as a northerly bypass), and the new residents will find it easier to commute southwards by road or rail by going via Stevenage (rather than penetrating the airport/Vauxhall rush hour bottlenecks). Note that these estates are more than 2 miles from any town centre so all the 2,100 new homes will require 1 to 2 cars.

Has the Council considered all these points? Luton Airport is badly sited, the future numbers do not justify any expansion. The planned expansion is inappropriate.

Roger Lovegrove Local Resident

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**From:** [REDACTED]@ntlworld.com  
**To:** Luton Airport  
**Subject:** RE: London-Luton- Expansion  
**Date:** 11 August 2023 11:41  
Hi Rammiel,

Thank you for allowing me to speak. However I did not have time to make all my points so I enclose my material below.

Regards Roger

## **Two Objections to Luton Airport Expansion**

By Roger Lovegrove - local resident

### **Local Infrastructure**

The Local plan calls for 2100 new homes in the eastern quadrant of Luton designated LU1, LU2 and LU3. Wedged between these homes and Luton town centre is Vauxhalls and the airport. I have lived in this area in the past and commuted to Stevenage. During the rush hours it was quicker to drive through the back lanes to Stevenage via Tea Green and Preston than take the A505 via Hitchin. The new home owners will find it quicker to commute to Stevenage Town Centre which is only 7 miles away than Luton town Centre at 2.5 miles. Luton and Stevenage are both large conurbations and both are vying for City status, they will only be 5 or 6 miles apart. To get from one to the other involves the 15 mile circuitous route via the back lanes of Hitchin or the back road route!

Sir, this quadrant of Luton does not have the road infrastructure for either 2,100 new homes nor an extra 14,000 additional air passengers.

1.5 minutes

**Demand for flights:** 8 reasons why the future demand may be well short of 32 million.

1 Flying is the second most polluting activity mankind undertakes (after population expansion). This is becoming recognised, particularly by the younger generation. Also, a number of local residents have publicly declared they will never fly again and this could become a trend.

2 Some Airports are more 'sustainable' than others. The public may be receptive to the idea of avoiding airports like Luton. Airports are not popular, not least because they extort money from passengers by way of drop off fees and expensive shops etc.

3 There is growing demand for flying to be more fairly taxed. This could more than double the cost of flying and have a significant effect on numbers. This could be readily achieved by imposing a significantly higher APD (Air Passenger Duty).

4 Some countries, like Switzerland, are now banning internal flights. UK could do the same and would help popularise rail.

5 International rail services are improving. Getting from London to Berlin in 2019 took 3 rail changes, now there is a through sleeper service requiring no changes. Paris to Barcelona 6 hours nonstop. Eventually it should be possible to get fast services between all European capitals.

6 Not Flying, perhaps made popular by TV celebrities and by the UK's own tourist industry, may succeed in discouraging flying. Some of the more extreme environmentalists may be even more successful eg by gluing themselves to runways.

7 The CCC Sixth Carbon Budget Report of December 2020 concluded there should be no net increase in the UK's airport capacity.

8 The Luton town council may fundamentally change its political make up and its policies in the light of public pressure to recognise climate change measures.