

**From:** Hodge, Jeff

**Sent:** 29 November 2021 13:45

**To:** DL-LBC Democracy Team <[DemocraticServices@luton.gov.uk](mailto:DemocraticServices@luton.gov.uk)>

**Subject:** Statement of support in relation to application, reference 15/00950/VARCON – London Luton Airport Operations Limited

Dear Mr. Gurtler,

I am writing to you in my capacity as the Regional Officer of Unite the Union representing workers at London Luton Airport. On behalf of our members, and indeed everyone employed in connection with London Luton Airport I wanted to formally record Unite support for the planning application by London Luton Airport Operations Ltd to increase its annual passenger limit from 18 million to 19 million.

Luton Airport is critical to the local economy in Luton and beyond. More than 27,000 jobs are sustained by the airport, including 9,400 direct jobs and 7,700 indirect jobs. Workers directly employed at the airport account for 10 per cent of employment in the borough of Luton and almost 80 per cent of all employees at the airport live in Bedfordshire, Buckinghamshire and Hertfordshire.

Luton was particularly badly hit by the economic impacts of the pandemic, leaving my members facing months of worry and uncertainty about their future.

Unite welcomes the opportunities that expansion will be provided for quality employment and apprenticeships. Unite is determined that these apprenticeships provide the skills needed for the future economy of the UK and are not just a scheme to obtain cheap labour and a return on the apprentice levy imposed by the Government. The proposals will also provide a far reaching diverse workforce for local people in the industry and the numerous roles in the supply chain.

Unite firmly believes that the roles that will be produced provide at least the London Living Wage and employment standards that draw from the best examples in the industry and not a race to the bottom, especially with respect to levels of employment. Unite supports the premise of a workforce where their physical and mental health is protected.

Unite will always support the need for a sustainable expansion of any infrastructure or facility that can demonstrate a safe and sustainable work environment that does not harm the workforce, the facilities neighbours and the wider environment. Unite is convinced of the need to allow Luton Airport to expand to meet forecast demand and is assured that it could be achieved sustainably

Therefore, it is our position that the proposal must be approved, to give Luton the best and quickest chance of recovery and continue to support the jobs and livelihoods of thousands, from air crew to taxi drivers to shop staff and beyond.

Regards,

Jeff Hodge  
Unite the Union Regional Officer

Cllr Dave Taylor  
Farley  
27 Queens Close  
Luton  
LU1 3BU

17<sup>th</sup> November 2021

Dear Cllr Taylor,

We are writing to you as representatives of the region's three largest business organisations to support plans by London Luton Airport (LLA) to increase its annual passenger limit from 18 million to 19 million.

Between us we represent over 1,500 businesses in the three counties region supporting countless jobs, many of whom rely on or are part of the airport supply chain.

Although the airport has been badly hit by the coronavirus pandemic, the airport is seeking to make these changes now to ensure that it can support the national and local economic recovery from the pandemic by accommodating increased passenger demand.

In 2019, LLA directly provided 10,900 jobs and supported a further 17,300, contributing £1.1 billion to the local economy in Bedfordshire, Hertfordshire and Buckinghamshire, and £1.8 billion to the UK economy. It also paid local suppliers more than £46 million for their work during the same period, which accounted for 30% of all supply chain spend during the year.

LLA is vital to the success of the three counties and its growth ambition shows confidence that the aviation sector is ready to play a leading role in the region's post-Covid recovery.

Luton itself has been heavily impacted by the pandemic, and the airport's plan can stimulate much-needed job creation, both at the airport and in its wider supply chain. Enhanced domestic and international connectivity would also provide a timely boost for businesses of all sizes and sectors.

Aviation will be a key driver of our economic recovery both here in Bedfordshire and beyond and we hope that the planning committee will take this into consideration when deliberating over these proposals.

Your sincerely,

Richard Tunnicliffe  
CBI East of England

Lauren Dovey  
FSB Development Manager

Justin Richardson  
CEO Bedfordshire Chamber of Commerce



LBC Development Control  
Luton Borough Council  
Town Hall  
George Street  
Luton  
Bedfordshire  
LU1 2BQ

18<sup>th</sup> November 2021

Dear David Gurtler

**Re LONDON LUTON AIRPORT, AIRPORT WAY, LUTON  
Application No. 21/00031/VARCON**

We are not making this application – it is being made by LLAOL, the operators of the airport.

Nonetheless, as the owners of the airport, we have a lot at stake here, as, I would suggest, do the communities of Luton and the surrounding areas.

I am grateful for this chance to explain why.

The proposed increase in the passenger cap from 18 million passengers per annum (mppa) to 19 mppa is not just about an immediate need to increase capacity.

Indeed, as of course you are aware, current passenger numbers are way lower than they were in the last pre-pandemic year, 2019, when they reached 18m. Passenger numbers are projected to recover to those pre-pandemic levels, but this won't happen immediately.

Why then, is LLAOL making this application, and why is it so important that it is approved?

**Sending the right signal**

This is about accelerating the airport's recovery and safeguarding the long-term economic wellbeing of the airport. Airlines that choose to use LLA need to feel that this is an airport that can allow them to grow.

Airlines plan new routes more than a year in advance. Without providing reassurance to them that there is space for them to develop and accommodate new routes, LLA is at risk of losing out to other airports in the London system that do have spare capacity. Luton and our sub-region would lose out on those additional jobs and the boost to the local economy.

Yet there is a greater danger still. If airlines see an airport that is not attuned to their future growth, it also puts a question mark in their minds about where to base their *current* routes. At Luton, we know only too well from the past of how damaging it is when airlines leave, and how hard it is to then win them back.

**Hart House Business Centre, Kimpton Road, Luton, LU2 0LA**

(Registered Office)

Registered in England & Wales No. 2020381

### **What about the environment?**

We understand the natural and reasonable concerns that councillors and members of the community may have about the environmental impact of increasing capacity.

We should point out that this application does not require any additional construction – it makes the best use of the current site and facilities (in line with Government policy).

LLAOL have undertaken a full Environmental Impact Assessment which shows that any adverse effects the project may have on the surrounding environment will be minimal. They have also committed to implement plans to continue reducing their carbon footprint with a view to being carbon neutral by 2026 and net zero by 2040.

When the additional capacity is used (which won't be for some time), they would expect only a small increase in the noise footprint. LLA already has some of the most stringent noise conditions in place at any UK airport, including a ban on the noisiest types of aircraft, and a ban on ad-hoc flights during the night-time period.

Regarding road traffic, any potential increase would be mitigated by the introduction of the Luton DART, in spring 2021, aimed at tempting a growing proportion of passengers away from their cars and on to the train.

As for airline carbon emissions, we accept that the impact is largely out of LLA's hands, with reductions depending on industry-wide adoption of greener technologies, and genuine offsetting. However, the airport will play its role by incentivising the deployment of the newest, most efficient aircraft types, and working with partners to identify how it transforms its infrastructure to accommodate future aircraft and fuel types such as hydrogen. Whatever the level of adoption, the stark truth is that these flights will be operating anyway – stopping them at Luton will just send them elsewhere.

### **This is not a cost-free decision**

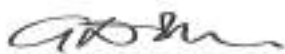
To conclude, I want to make the clear point that this is not a cost-free decision. Consider what is at stake. Many jobs at LLA and among the companies based at the airport have been jeopardised by the recent decline in passenger numbers. The airport is one of the largest employers in the region – in 2019, the airport employed 10,000 people directly, with another 17,000 employed in the supply chain.

Further, through our company, LLAL, income generated from the airport funds 15% of the Council's frontline services, with a further £8.5m in a typical year contributed to support community groups.

And let's not ever forget the benefits the facility provides to the people of our region –enabling us to connect with friends and families, to have a life experience with loved ones, or to allow the flow of essential goods and services that businesses, and we as customers, rely on.

Approving the application will ensure that the airport makes a positive statement that it is a good partner for airlines who want to grow their businesses. Turning down the application will send the opposite message, with potentially extremely serious ramifications for jobs, for the regional economy, and for our communities.

Yours sincerely,



Graham Olver  
CEO and Corporate Director London Luton Airport Ltd

**Hart House Business Centre, Kimpton Road, Luton, LU2 0LA**

(Registered Office)

Registered in England & Wales No. 2020381



Wizz Air UK Limited  
Main Terminal Building  
London Luton Airport  
Luton LU2 9LY  
United Kingdom

Cllr Dave Taylor  
Farley  
Address: 27 Queens Close  
Luton  
LU1 3BU

25<sup>th</sup> November 2021

Dear Cllr Taylor,

I am writing to you as Managing Director of Wizz Air UK Ltd., one of the largest operators out of London Luton Airport (LLA), to support plans to increase its annual passenger limit from 18 million to 19 million.

Although the airport has been badly hit by the coronavirus pandemic, the airport is seeking to make these changes now to ensure that it can support the national and local economic recovery from the pandemic by accommodating increased passenger demand.

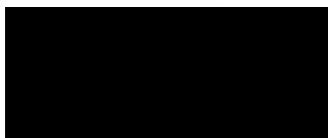
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LLA is vital to the success of the three counties and its growth ambition shows confidence that the aviation sector is ready to play a leading role in the region's post-Covid recovery.

Luton itself has been heavily impacted by the pandemic, and the airport's plan can stimulate much-needed job creation, both at the airport and in its wider supply chain. Enhanced domestic and international connectivity would also provide a timely boost for businesses of all sizes and sectors.

We hope that the planning committee will take this into consideration when deliberating over these proposals.

Your sincerely,



Marion Geoffroy  
Managing Director

26<sup>th</sup> November 2021

To whom it may concern

As CEO of the Bedfordshire and Luton Community Foundation I am writing to formally lodge my support for planning application: **Luton 21/00031/VARCON** submitted by London Luton Airport Operations Ltd.

London Luton Airport plays a hugely important role in the local community which should not be under-estimated.

We have worked with both the owners of the airport and London Luton Airport Operations for over 10 years, managing the distribution of charitable grants and donations.

The operator's Community Trust Fund was set up specifically to help small local charities and organisations across Beds, Herts and Bucks who otherwise may not have access to other funding streams.

Since its foundation they have donated £150,000 every single year. Over the 3 years till March 2020 almost £400,000 has been awarded through 72 grants benefiting almost 42,000 people through local charities, non-profit organisations and community groups, across Beds, Herts and Bucks. This has included supporting project such as Bedwell Community Association Fun Day reaching over 300 people, Herts Vision Loss support services for people with visual impairment, St Albans CVS team and their apprenticeship initiative and Home-Start Royston provision of services for families in need across Herts, Dallow Playscheme in Luton, Southill Parish hall in Central Beds and Aylesbury Town Chaplaincy Street Angles in Aylesbury Vale. During 2020-21 and the pandemic they further helped 14 groups with £85,000 of emergency grant support.

We therefore fully support this application to ensure the airport can continue supporting our community not only through the jobs it provides but also through its valuable Community Trust Fund and other community focused activities.

Your sincerely,



Karen perkins

CEO

