

# Annex 1

DRAFT MINUTES OF THE LONDON LUTON  
AIRPORT CONSULTATIVE COMMITTEE  
MEETING: 19 MARCH 2012, 13 AUGUST 2012

## Minutes

Monday 19 March 2012 – 13.00hrs. Putteridge Bury Conference Centre

### Members

Mr M Routledge	Chairman
Cllr D Bowater	Central Bedfordshire Council
Cllr N Brook	Hertfordshire County Council
Mrs G Clark	NATS Luton
Cllr M Dolling	Luton Borough Council
Dr J Davis	LADACAN
Cllr N Glover	Buckinghamshire County Council
Mr M Holden	Breachwood Green Society
Mr G Joy	Freight Airline Representative
Mrs H Killen	Hertfordshire Association of Parish & Town Councils
Cllr B Lloyd	Hertfordshire County Council
Cllr J Lloyd	Stevenage Borough Council
Cllr M Muir	Vice Chairman - North Hertfordshire District Council
Mr B Webb	LLATVCC
Cllr A Pawle	St Albans District Council
Cllr R Radford	Bedfordshire Association of Town & Parish Councils
Cllr I Reay	Dacorum Borough Council
Cllr D Rowlands	Buckinghamshire County Council
Mrs C Smart	Chamber of Commerce
Sir Beville Stanier	Aylesbury Vale District Council
Cllr D Taylor	Luton Borough Council
Mr G Twiss	PAIN
Cllr R Webb	BALC

### Officers Representing

Ms C Danby	Officer Stevenage Borough Council
Mr P Donavan	Herts County Council
Ms L O’Gorman	North Herts District Council
Mrs K Goodman	LLAOL (Airfield Environment Officer)
Mr R Hiscock	Aylesbury Vale District Council
Mr G Jones	LLAOL (Managing Director)
Mr O Jaycock	LLAOL ( Marketing Manager)
M Kanda	St Albans District Council
Mr M Nahvi	Central Bedfordshire Council
Mr J Shearman	LLAOL Environment Manager
Ms R Jones	Buckinghamshire County Council
Ms W Rousell	Luton Borough Council (Planning)
Mr D Scholls	North Herts District Council
Mr N Thompson	LLAOL (Operations Director)

## Noise Consultant & Secretariat

Mr J Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator
Ms A Bartaby	Terence O'Rourke

## Action

### 1. Apologies for absence and substitution.

#### 1.1 Apologies for absence were received from:

Cllr Dr R Egan - Central Bedfordshire Council  
 Mr P Hack - LLA Branch – TGWU  
 Mr T Lee - Airline Operators  
 Mr R Koukkoullis - LLAOL (GM Airfield Operations)

### 2. The Chairman welcomed members to the Extraordinary LLACC meeting which has been called to allow LLAOL to present their Masterplan proposals to the members of the committee and to give the LLACC a chance to discuss and debate them prior to them being released and going to public consultation.

### 3. Glyn Jones thanked members for coming to listen to the proposals and stressed that he wanted the public consultation phase to draw on the community expertise represented by the LLACC. GJ explained the Airport did not want to replicate the consultation process followed by the Council owned LLAL as it was felt this would create confusion among the communities. He did however, explain that as well as consultation through the LLACC there would also be on-line consultation and briefing material available within the airport, together with the facility to comment electronically.

### 4. GJ presented the LLAOL Masterplan to the LLACC members.

He explained the Plan had three main proposals. The first was to make London Luton airport a better airport by improving the existing access road; increasing the number of security lanes; increasing the number of baggage reclaim belts; upgrading fixtures and fittings in the terminal and increasing passenger seating areas. The second was to make London Luton Airport a bigger airport in capacity terms by increasing the capacity of the runway; increasing the number of aircraft parking stands; building a new passenger pier; bringing existing under-used areas of the terminal into use; and increasing the size of the terminal in some areas. The third was to be the best neighbour possible by increasing employment at the airport significantly; contributing to the local and regional economy; increasing access by public transport to over 40% of passengers by 2017; reducing the relative impact of night noise and ground noise; reducing annual carbon emissions; and operating to the highest health and safety standards.

GJ concluded by stating that there was no shortage of demand at Luton and that the Airport had a desire to improve the experience for passengers, to unlock constraints and make the best use of the existing infrastructure without extending the runway. The aim was to deliver what was realistic now whilst taking into consideration future demand. In considering the proposals the Airport had a clear desire to work with the neighbouring communities.

## 5. Questions

Questions were taken from members.

One of the main concerns raised was the issue of two consultations (ie the Council's LLAL Optimisation Plan and the Airport's LLAOL Masterplan) running consecutively and the confusion that was being caused as a result. While the confusion was regrettable there was little that could be done as both organisations were able to apply for development consent at any time.

The impact of the proposals on noise in general and night noise in particular caused some concern. GJ had explained the proportion of night flights (currently between 8-10% of the total) would probably reduce but conceded that there may be more night movements than now. GJ asked the LLACC to consider the noise mitigation measures that might be put in place. It was agreed that this would be discussed at the next NTSC meeting.

**Chairman**

Night Noise Policy – it was questioned whether the Operators were the right people to decide on noise policies and suggested that noise levels should be regulated by the DfT in a way similar to the designated Airports (Gatwick, Heathrow and Stanstead). LLAOL reiterated that the current policy already had the lowest night noise violation levels of all the London airports and advised that, based on the regulated situation at the other airports, the noise impact at Luton was well inside any likely DfT imposed regime.

Concern was raised that the night period used for planning and reporting purposes might be shortened and additional traffic would be pushed into the shoulder periods. GJ explained this was not the plan and that airlines did not want to operate through the night if it could be avoided.

It was asked if there was a possibility that a high speed rail link to the capital (such as Heathrow Express) might be developed in due course. LLAOL advised that they thought there would be insufficient demand for a dedicated high speed service and commented that the train service to London from Luton was currently 21 minutes (best time) and LLAOL was working with the service providers to try and get 3 trains an hour operating.

Concerns about surface access and the impact on the local roads for non-airport users was raised. It was suggested that the wider impact of the proposals on the local road network needed to be assessed and where necessary addressed by the proposals. LLAOL confirmed that they would be carrying out a detailed investigation, with the scope being agreed with LBC planning officials. GJ advised that they had already modelled the road access from M1 for over a year and had been running various other analyses for some time.

It was asked if there would be information within the planning application regarding airspace and flight paths. LLAOL advised that there were a number of schemes for the London airspace programme that were being reviewed, but as far as this proposal was concerned no new routes required; although existing work on deriving the most environmentally friendly departure and arrival routes would continue.

It was noted that the original plans for the guided busway included an extension to the airport which was subsequently dropped through lack of funds. As part of the Masterplan surface access improvement, it was suggested that the plans might be resurrected and funded by the Airport. LLAOL advised that the funding of an extension of the busway was not included in their plans and the level of investment required meant it was not a viable proposition.

6. The Chairman thanked the LLAOL for their presentation and noted that the areas of concern expressed by members were very similar to many of their concerns about the Council's optimisation proposals. In particular concerns over the environmental impact and surface access were paramount. On the other hand, many LLACC members welcomed the proposals to improve the airport and the passenger experience and welcomed the potential for economic growth that a vibrant and successful airport would bring to the region. It was agreed that a formal response to the pre-application consultation would be submitted.

**Chairman**



## Minutes

Monday 13<sup>th</sup> August 2012 – 14.00hrs. Putteridge Bury Conference Centre

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### Members

Mr M Routledge	Chairman
Cllr D Bowater	Central Bedfordshire Council
Dr J Davis	LADACAN
Mr P Hack	Union Representative
Mr M Holden	Breachwood Green Society
Mr D Fenton	Hertfordshire Association of Parish & Town Councils
Mr T Lee	Airline Operators
Cllr B Lloyd	Hertfordshire County Council
Cllr A Pawle	St Albans District Council
Cllr I Reay	Dacorum Borough Council
Cllr D Rowlands	Buckinghamshire County Council
Cllr D Samon	Bedfordshire Association of Town & Parish Councils
Mrs C Smart	Chamber of Commerce
Sir B Stanier	Aylesbury Vale District Council
Mr G Twiss	PAIN
Mr B Webb	LLATVCC
Cllr J Wilkinson	BALC

### Officers Representing

Ms A Bartaby	TOR
Mrs G Clark	NATS
Ms C Danby	Officer Stevenage Borough Council
Mrs K Goodman	LLAOL (Airfield Environment Officer)
Mr G Jones	LLAOL (Managing Director)
M Kanda	St Albans District Council
Mr R Koukkoullis	LLAOL (GM Airfield Operations)
Ms F McGlone	LLAL
Marny Moruzzi	Hertfordshire County Council
Mr M Nahvi	Central Bedfordshire County Council
Ms L O'Gorman	North Herts District Council
Mr R Porter	LLAL
Mr N Thompson	LLAOL (Operations Director)
Ms W Rousell	Luton Borough Council (Planning)
Mr F Whittaker	Dacorum Borough Council

### Noise Consultant & Secretariat

Mr J Charles	Bickerdike Allen Partners
Mrs P Harris	Committee Administrator

London Luton Airport Consultative Committee	Extraordinary Meeting 13.08.2012
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**1. Apologies for absence and substitution.**

**1.1 Apologies for absence were received from:**

Cllr N Brook – Herts County Council  
 Cllr M Dolling - Luton Borough Council  
 Mrs Hilary Edwards - HAPTC  
 Cllr Dr R Egan - Central Bedfordshire Council  
 Cllr N Glover – Buckinghamshire County Council  
 Cllr Mrs R Webb - BALC  
 Cllr B Lloyd - Hertfordshire County Council  
 Mr M Nahvi - Central Bedfordshire Council  
 Mr S Shearer – Freight Operators  
 Cllr D Taylor - Luton Borough Council  
 Cllr R Webb - BALC  
 Cllr J Lloyd - Stevenage Borough Council  
 Cllr M Muir - Vice Chairman - North Hertfordshire District Council  
 Mr R Hiscock - Aylesbury Vale District Council  
 Cllr Dolling - LBC

2. The Chairman welcomed members to the Extra-ordinary meeting of LLACC and advised that the meeting was called to enable LLAOL to present the Joint development proposals of LLAOL and LLAL to members prior to the commencement of the public consultation process with the local communities.

3. Mr Glyn Jones the Managing Director of LLAOL presented the LLAOL revised Masterplan to the LLACC members. He explained the current position and proposals for the Airport development and advised the meeting that following the LLAL (the airport owners) and LLAOL (the operators) initial consultation proposals earlier in the year, both LLAL and LLAOL in partnership had agreed to put forward one proposal to develop the airport.

LLAOL advised that their proposal would be for an 18m passenger capacity airport with all of the road and on-airport infrastructure that would be required to support this passenger capacity. Modelling for the road requirement was still underway.

LLAOL added that they with an increase in the scale of the operation they would be taking a fresh look at noise management and mitigation. It was expected that this work would be complete by the end of August.

Members were advised that it was the intention to run the public consultation in concert with the LLACC. The content of the proposal was not dissimilar to the previous proposals and overarching demand was still expected to be 18mppa by 2031.

LLAOL intended to make a virtue of the airport's compact size by keeping airfield and terminal operations simple and straightforward, avoiding long taxiing times and making best use of the existing infrastructure.

It was the intention not only to grow the airport and improve the experience for passengers and airlines using it, but also to enable significant economic benefits in the local area. At the same time it was acknowledged it would be necessary to mitigate the environmental impacts of a major international airport on its surrounding communities.

LLAOL had 3 main objectives, the first was to make Luton a better airport, this would be achieved by improving the existing access road; improving the public transport interchange; increasing the number of security lanes and the number of baggage reclaim belts; upgrading the fixtures and fittings of the terminal and increase passenger seating areas.

The second objective was to make Luton a bigger airport. The aim was to provide capacity to accommodate 18 million passengers by maximising the use of the existing infrastructure within the airport boundary; by increasing the capacity of the runway; by providing more car parking; increasing the number of aircraft stands; building a new passenger pier; and bringing fallow areas of the existing terminal into use in order to increase the size of the terminal in some areas.

The third objective was to be the best neighbour possible by engaging the support of the communities; for the growth to be sustainable in environmental terms; by significantly increasing employment at the airport and contributing to the local and regional economy; by increasing access by public transport to over 40% of passengers by 2017; by providing a package of mitigation measures to minimise noise impact; by achieving an annual reduction in carbon emissions; and by operating to the highest health and safety standards.

Mr Jones gave further explanations on each of the objectives and the implications of the proposed improvements.

Members were advised that a consultation period would commence on the 3<sup>rd</sup> September 2012 and run for 6 weeks with the intention of submitting a planning application in early November 2012.

4. Questions were taken from members which included:

Car Parking – it was stated that a multi story car parking would be the best way to increase capacity whilst saving on land.

Following a suggestion for a single level pier. LLAO briefed on the need for segregation of passengers.

Following the Government's recent permission for railway links from Bedford to Cambridge it was suggested that a loop be added from East West railway into the airport – LLAOL advised that discussions were ongoing regarding proposals for increased railway links and there might possibly be an east west rail link into the airport within 5 years.

It was suggested that the new Busway should be brought into the airport and not finish at Luton Parkway. Members were updated on proposals to bring the Busway closer to the airport.

Concerns were raised regarding the increase in traffic and the impact on the noise environment particularly between 06.00hrs and 07.30hrs. LLAOL acknowledged that the balance between noise and environmental impact was one they needed to get correct.

Confirmation sought by the Committee and given by LLAOL and LLAL that there were no proposals to develop the airport beyond 18mppa to 30mppa.



Reference was made to intersection departures and whether these could be prevented particularly at night and further suggested that the only way to reduce the impact of night noise is to restrict night time movements. LLAOL advised that night noise and intersection departures continued to be discussed in depth at the NTSC.

The potential need for an increase in flight paths was raised and LLAOL confirmed that additional flight paths were not required, although work on developing the most environmentally friendly departure and arrival routes would continue with the CAA and that the NTSC would be kept fully abreast of the progress.

It was questioned whether LLAOL should have waited until after the DfT Draft Aviation Policy had been finalised before submitting its proposals. LLAOL stated that there was no significant reason to wait.

It was suggested that the impact on the local roads for non-airport users as well as airport users would be significant and that the full impact on the local road network needed to be assessed. LLAOL confirmed that detailed investigation was being carried out, and the scope of this work would be agreed with LBC planning officials.

5. The Chairman and Members thanked the Airport for their comprehensive review of the Masterplan proposals. LLAOL advised that details of the Masterplan would be available on their website from the date of the meeting.