

## **FOR URGENT ATTENTION**

London Luton Airport Expansion Case Team

National Infrastructure Planning

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## **SENDER**

### **Interested Party Reference number: 20041011**

Representing Wigmore Village Neighbourhood Forum

Carolyn Cottier (designated spokesperson)

Date: 27th November 2024

REPRESENTATION London Luton Expansion DCO TR020001  
– Luton Airport

## **ALERT! CONFLICT OF PLANNING NOTICES AND PROCESSES OCCURRING BETWEEN STATUTORY PARTNERS AND CROSS-BOUNDARY STRATEGIC AREAS INVOLVING TWO SEPARATE UNRELATED NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS**

We ask that the Inspector, at their discretion, receive this submission, as there has been an irregularity and urgent development involving the neighbouring statutory consultee North Hertfordshire District Council (NHDC) and the land within the Luton Airport DCO. This irregularity was only just officially approved by NHDC's Cabinet members on the 26th November 2024, precisely and likely by design, one day after the latest DCO submission deadline ended. The planning approval was led by Mr Nigel Smith, Chief Strategic Planning Manager at NHDC.

In summary, he is leading a concurrent and conflicting planning masterplan for another NSIP directly upon part of the very same site parameters of the Luton DCO TR020001. NHDC is doing this

without notifying the DCO Inspectorate. It has been going on "under the radar" so to speak, and they have said absolutely nothing about this during their statutory responses during this DCO examination procedure.

North Hertfordshire District Council (NHDC) under Strategic Planning Manager and Chief, Mr Nigel Smith was tasked with updating and reviewing their Local Plan and they wanted housing upon their entire site, not an Airport on any part of it. NHDC is statutory consultee for this Airport DCO and directly opposes it as you will know. Their NHDC conflicting planning strategy has therefore been to place their Masterplan partly within the EXACT SAME London Luton Airport Expansion DCO boundary. Both are also within the Chiltern National Landscape's (previously Area of Outstanding Beauty/ AONB) sensitive surrounding area, plus also within what will likely be the future National Landscape's AONB's actual extended boundary.

The North Hertfordshire District Council (NHDC) Cabinet held an Extraordinary Meeting on Tuesday 26th November 2024 wherein those in attendance heard, discussed and passed a Nationally Significant Infrastructure Project (NSIP) in the form of a Masterplan WITHIN THE VERY SAME Luton Airport DCO boundary currently being considered by this Secretary of State and Planning Inspectorate. That summarises the emergency situation that has unbelievably arisen.

The NHDC East of Luton Masterplan is for a Strategic Housing Site consisting of three schools, 2,100 homes, urban zones, SUDs, community centre, urban retail centre and new access roads. Full details of this meeting is available online here entitled "Extraordinary, Cabinet - Tuesday, 26th November, 2024 7.30 pm

Public Reports Pack": <https://democracy.north-herts.gov.uk/ieListDocuments.aspx?CId=133&MId=3714>

Also attached as "APPENDIX 1" is that same full Public Agenda Pack from this meeting wherein the East of Luton Master Plan, which was Agenda Item 7 in the meeting, is detailed from Page 77 onwards.

The coalescence of two Nationally Significant Infrastructure Projects side by side and now apparently OVERLAPPING, has not been factored in at any point during this DCO Examination process, nor in terms of transportation or carbon emissions or strategic planning by way of a Strategic Environment Assessment (SEA).

The area in question also falls within the Airport DCO's "Rochdale Envelope" boundary. It is the exact same area that the Rochdale Envelope and pre-approved plan for an energy pipeline in Luton's 17/02300/EIA also occupies. NHDC has instead passed *its* Masterplan for a large Primary school upon that exact same spot including a new roundabout and new set of access roads!

However there already exists Luton's own full planning permission upon this same NHDC site, and this permission also forms an important part of this Airport DCO as follows:

"Luton Ref: 17/02300/EIA | 1) Outline permission for a new business park comprising office space (Class B1), warehouse and industrial space (Class B2 and B8), mixed employment space (Class B1/B2/B8), a hotel (Class C1), cafe space (Class A3); energy centre (sui generis), internal access roads; car parking, landscaping and associated works including earthworks, utility

diversions, sustainable drainage systems, tree removal and tree protection; and relocation of the airport car hire centre. 2) Full permission for the construction of a 2km Century Park Access Road incorporating a new junction on the A1081, alterations to the existing Airport Way roundabout, alterations to Frank Lester Way, a newly created access from Eaton Green Road, a new roundabout providing access into the business park, demolition of buildings, provision of replacement car parking (temporary and permanent), associated earthworks, landscaping, surface water drainage and utilities diversions; the creation of new public open space including footpaths, landscaping and ecological mitigation; extension and alterations to Wigmore pavilion building to provide cafe (Class A3) and additional community space; construction of a new skate park and children's play area; and construction of a replacement airport technical services building and associated parking. | Airport Way -Century Park Luton Bedfordshire Application Received Date Fri 15 Dec 2017 | Application Validated Date Wed 03 Jan 2018 | Expiry Date Wed 10 Apr 2019 | Actual Committee Date Wed 27 Mar 2019 (FULL PERMISSION GRANTED)  
Latest Neighbour Consultation Date Fri 24 Aug 2018 | Neighbour Consultation Expiry Date Fri 05 Oct 2018 | Standard Consultation Date Fri 24 Aug 2018 | Standard Consultation Expiry Date Fri 05 Oct 2018."

Luton Council has kept this planning permission from expiring by setting up a large fenced-off area pretending that it is a "work in progress" site, when it is really just a dead site created to look like a worksite but has in fact been sitting dormant for an entire year with no work whatsoever going on inside of it; depriving residents of its usage and creating an eyesore.

Nonetheless they have via this tactic, claimed to have already

started the work on EIA 17/02300/EIA". So how can NHDC now be considering and approving a large Primary School upon/ within that very same already approved and started Luton DCO and EIA site?



FIG 1. SHOWING NHDC'S APPROVED MASTERPLAN WHICH HAS A VERY LARGE PINK PRIMARY SCHOOL AND ACCESS ROADS PLACED DIRECTLY ON TOP OF EXACT SAME PLACE, WHERE LUTON LPA HAS ALREADY PASSED ITS DCO ROCHDALE ENVELOPE AND ENERGY PIPELINE.

Therefore both NHDC Strategic Plans and LUTON'S DCO can not COEXIST, or be simultaneously approved to co-occur.

It is of course sheer impossibility they could occupy the same physical land space at the same time. This is an absurdity. Please write urgently to NHDC and have the relevant parties resolve this.

Attached as "APPENDIX 2" are the maps of the NHDC pink primary school upon the Tea Green Golf Course at Wandon End and access roads. These are taken from pages 88, 133, 183 and 236 of the "NHDC Extraordinary, Cabinet - Tuesday, 26th November, 2024 7.30 pm Public Reports Pack"

Attached as "APPENDIX 3.1" is the boundary map of the DCO, within which the Rochdale Envelope for this Airport DCO and previous 17/02300/EIA are both located.

"APPENDIX 3.2" is the submission from Luton Rising showing the full Rochdale Envelope area within the current AONB context, but which is also being approved as NHDC's Housing NSIP Masterplan.

Small image also provided on the next page.

The locations in each separate plan are upon the same Wandon End/ Tea Green golf course point. How can this be possible?

Nigel Smith of NHDC has been ignoring ancient archaeological heritage upon this part of the DCO site/ his Masterplan Site, which also happens to affect this DCO. There are LIDAR images of archaeological heritage beneath this area. It is within NHDC's and Luton's area boundaries so it is the responsibility of both LPAs to hold an up-to-date Heritage Environment Record (HER) and advise your process

accordingly. However Nigel Smith has directly refused to do this. I am attaching as "APPENDIX 4.1, 4.2 AND 4.3" the communications which a number of very concerned public

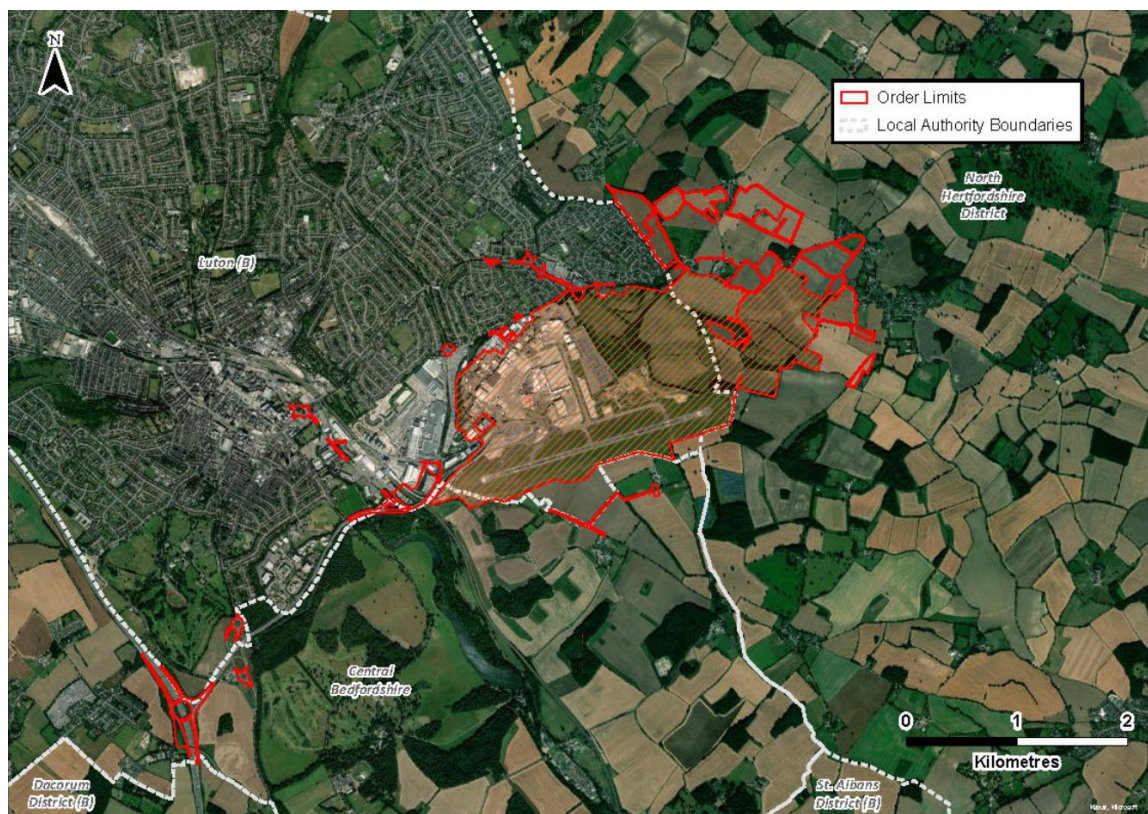


stakeholders sent to him and his avoidant replies which we have just received back.

"APPENDIX 5.1" shows where the LIDAR imagery occurs and is marked upon the archaeological map from Cotswolds Archaeology study called Brickkiln Project 2935. This is archaeological heritage of great community value within the new National Landscape/ AONB's extended boundaries, and already sensitive context area.

"APPENDIX 5.2" provides the full study within which the LIDAR imagery occurs, as recorded within the Cotswolds Archaeology 2008 Brickkiln Project 2935.

FIG 2. Boundary map of the DCO, within which the Rochdale Envelope for this Airport DCO and previous 17/02300/EIA are located.



CONCLUSION