

LUTON, LU2 8EZ

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For the attention of Mr Simon Berkeley

Dear Mr Berkeley

MATTERS CONCERNING AIR POLLUTION – NORTH HERTS EAST OF LUTON
DEVELOPMENT

1. ROADS

The area in Wigmore which is adjacent to the East of Luton proposed development is at present a rat run for motorist travelling to the Airport and to work. Wigmore Lane, Eaton Green Road and Crawley Green Road are used as access to the M1 which is congested both morning and evenings. Journey time can be up to $\frac{3}{4}$ of an hour if there has been an incident on the M1. This in turn causes more pollution.

To add to this, parents at both ends of the day are dropping of children to 5 schools situated in the immediate Wigmore area.

Only after North Hertfordshire had completed their housing strategy did LLAOL announce the tremendous expansion to the Airport that will eventually cause more traffic in East Luton. Not only will there be additional traffic from the proposed housing development (if it goes ahead) but Luton are proposing access to the new Century Park of Eaton Green Road thus causing an even larger volume of traffic. With this we must also consider that Wigmore Lane will become an even worse rat run than it is now.

At the hearings on the 7th February at Letchworth it was obvious that North Herts had not done their work on traffic assessment and air pollution in the immediate area. This came only a day after the BBC and the Times newspaper had reported that Luton was the fourth worst town for traffic pollution and road congestion.

The few air quality monitors on the roads adjacent to Hertfordshire (7 in total)) only test for NO2.

2. AIRPORT EXPANSION - POLLUTION

North Herts admitted on the 7th February that they presumed all the traffic would come through Wigmore as there was really no alternative.

Once again, the increase of pollution to the East of Luton will increase the traffic a great deal and will affect the health and lives of young children and their families.

North Herts have only tested for NO2, but not in the immediate adjacent area to Wigmore, East of Luton, where they want to develop 2,000 + houses. Along with air pollution we must not forget the noise pollution too. Sleepless nights, along with disturbed learning in the classrooms with aircraft taking of 24 hours a day.

The following are pollutants that should be checked at an Airport and it appears after a conversation with Mr Robin Porter, Luton Council, not all the elements are being tested.

The following is a list of important ones:-

Benz(a)pyrene.	PM10
Benzene	PM2.5
Sulphur dioxide	
Nitrogen dioxide	
Course and fine particles	
PM10	

See extracted table from Google "Air Pollution in Airports – Projekt Clean Air" Page 7

LIMIT VALUES

Exposure of employees at work to air pollution is regulated by limit values according to the national *Health and Safety at Work Act*. The limit values do not necessarily protect the employees from dangerous air pollution and should be considered as a compromise between the health aspect and technical aspect, as well as the economic.

In Table 2 the Danish limit values for air pollution at workplaces compared to the general Danish (EU) minimum air quality limits in public locations (streets etc.) are shown. Danish airports fulfill all air quality limits.

Table 2 shows that significantly more air pollution is accepted in workplaces compared to public locations. The explanation is that people only spend a limited time at work, sensitive persons are not protected in workplaces and because the employee is expected to accept a certain risk with the job. However, even the limit values for coarse and fine particles on public locations do not protect human health. Each year this pollution is estimated to cause around three thousand premature deaths, tens of

thousands of airway diseases and many hundred thousands of illness days in Denmark, even though all particle limit values are met. In the EU each year, 300-500,000 premature deaths are caused by pollution with fine particles. Still no official estimates of premature death and illness due to ultrafine particles have been made. However, the European Commission has taken ultrafine particle pollution and soot particles as a key focus area and will most likely introduce a limit value before 2020.

Ultrafine particles

In the Danish regulation concerning workplaces, it is stressed that compounds without limit values in the regulation, can be just as harmful as those compounds with limit values. A lack of limit values for ultrafine particles does not indicate that ultrafine particles are not dangerous. Furthermore, the following is specified in the Danish regulation concerning workplaces: *On places where health damaging air pollution is unavoidable must every possible effort be taken to protect the employees.* This is very relevant in relation to ultrafine particles.

	Workplaces (8 hour average, $\mu\text{g}/\text{m}^3$)	Public locations (annual average, $\mu\text{g}/\text{m}^3$)
Benz[a]pyrene	–	0,001 ^{a)}
Benzene	1,600	5
Formaldehyde	400	–
Acroleine	115	–
Sulphur dioxide	1,300	125 ^{b)}
Nitrogen dioxide	90,000	40
Coarse particles	3-10,000	40
Fine particles		25 ^{c)}
Ultrafine particles	No limit values yet	
Nanoparticles		

Table 2: Limit values for air pollution

Limit values for air pollution in workplaces and on public locations.

Explanation: a) From 2013, b) 24 hour average, c) From 2015.

Some of the pollutants are very dangerous for young lungs and people with chronic heart and lung conditions.

Mr Robin Porter, Luton Council has assured me that the Airport is now testing for more pollutants but as yet I have not been given a list as to what they are.

Also, we must not forget the pollution that will be caused by the construction of both Houses around Cockernhoe and Tea Green and the huge development at the Airport. There will be fumes from the lorries, diggers along with a large amount of dust in the air.

3. INFRASTRUCTURE - POLLUTION

There is very little infrastructure associated with the development East of Luton which indicates that traffic will increase in to the Wigmore Asda Store also to the many Fast Food outlets situated in the area where there is not sufficient parking available now. Traffic from the development will also travel along Wigmore Lane for quicker access to the A505.

With the expansion of the Airport to such a large degree the area needs forests planting to absorb the fumes from aircraft to protect the present population of Wigmore - not houses.

Yours sincerely

Diane Moles
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