



**LONDON LUTON AIRPORT EXPANSION DEVELOPMENT CONSENT ORDER  
APPLICATION**

**ISSUE SPECIFIC HEARING 7 DEALING WITH MATTERS RELATING TO TRAFFIC  
AND TRANSPORT.**

**POST HEARING SUBMISSION FOR CENTRAL BEDFORDSHIRE COUNCIL**

**1. Introduction**

This document sets out the post hearing submissions and summary of oral submissions made by Central Bedfordshire Council (CBC) at Issue Specific Hearing 7 (ISH7) held on Tuesday 28<sup>th</sup> November 2023 in relation to the Development Consent Order for the proposed expansion of London Luton Airport by Luton Rising.

ISH7 was attended by the Examining Authority (ExA), the Applicant, the Host Authorities and other Interested Parties.

This report summarises the position of Central Bedfordshire Council only. Responses to action points arising from the hearings are set out below.

<b>2. Transport Modelling in the Transport Assessment</b>	
Applicant to provide a brief update regarding the transport modelling in line with Department of Transport guidance including how any outstanding concerns raised by the relevant highway authorities in relation to the transport model are being progressed and resolved.	<p>The Applicant provided a summary on this point and confirmed that a final report is due to be submitted on 15 December to the ExA (ahead of Deadline 7).</p> <p>CBC agreed with the split of queries between those that are points of clarification and those that are more strategic in nature. CBC have raised queries with both of these aspects in the D5 submission (REP5-066). There is an interrelation between the two and the provision of clarification (particularly around actual numbers rather than bandwidths) would give greater understanding of changes in flow that might occur in the model assumptions applied for the covid modelling and whether or not there is a strategic reassignment of traffic taking place. There appears potential for an increase on the local road network.</p>
Forecast Infrastructure Assumptions.	No comments made.
<b>3. Sustainable Transport</b>	
Applicant to provide an update on the engagement with bus and coach operators and how that supports the Applicant's Bus and Coach Study [REP5-058] submitted at Deadline (D) 5.	CBC raised two queries relating to funding. In terms of the bus and coach study, it would be good to understand the general level of subsidy for bus services that would be required to deliver some of the priority schemes identified. Secondly, further clarification is needed on the point at which the different funding streams would be triggered, particularly if the transport fund would not be called upon if the travel targets in GCG were not achieving targets.
Cycling and walking.	<p>The Applicant displayed REP4-084 Figure 4.1 showing the cycling and walking catchment for staff. An explanation was provided by the Applicant.</p> <p>CBC referred back to the representations made at D5 (REP5-066), and highlighted that the catchment showed demand to the north-west that crosses into Dunstable within Central Bedfordshire. CBC will continue to make representations on this point.</p>
Applicant to provide a summary regarding the Sustainable Transport Fund [REP5-056].	No comments made.
<b>4. Framework Travel Plan (FTP)</b>	
Applicant to provide a brief update in relation to the FTP [REP4-044]	No comments.

<b>5. Parking</b>	
‘Fly-parking’ – applicant to provide update on work done since the last hearing regarding this issue including a summary of engagement with the relevant highway authorities.	<p>CBC confirmed that discussions have taken place with the Applicant regarding options in the Slip End and Caddington areas. Discussions are ongoing regarding the mechanism for securing this, but CBC have a preference for this to be dealt with outside of the TRIMMA process as this is seen as a foreseeable impact.</p> <p>LBC were asked whether Luton BC can provide any further parking. LBC confirmed that Luton is constrained and there is a parking policy within the local plan, but it was best for the point to be directed at neighbouring authorities. A scheme in Slip End was referenced by LBC, which it indicated was approved despite Luton confirming that it was not needed.</p> <p>For clarification, a temporary permission for airport related parking was granted at a site on Dunstable Road, Caddington (ref. CB/18/04111/FULL). This was a three-year permission that expired in November 2021. A further application was submitted in 2022 (ref. CB/22/03394/FULL) seeking to retain the airport parking but this was refused on the basis that the development was inappropriate development in the Green Belt that would have a detrimental impact on the openness and visual amenity of the Green Belt and there were no very special circumstances that outweighed the harm. Additionally, it was deemed harmful to the character and appearance of the area. An appeal was subsequently dismissed on 19 October 2023 (ref. APP/P0240/W?23/3317414).</p>
On-site parking.	No comments.
<b>6. Off Site Highway Works</b>	
Road Safety Audits (RSAs). Applicant to provide a brief update regarding the engagement with relevant Highway Authorities in relation to RSAs.	The Applicant confirmed that RSAs have been completed on the local network and J10 of the M1. The next stage is to engage with the local authorities, and this has been undertaken with LBC and CBC. The Applicant will provide the full completed audit at D7. CBC can confirm that this is an accurate summary of engagement to date, with a meeting planned for the 7 <sup>th</sup> December 2023.
Proposed Highway Works to M1 Junction 10.	No comments.
Proposed Highway Works to three junctions in Hitchin.	No comments.
Proposed Highway Works to Crawley Green Road/ Wigmore Lane/ Eaton Green Road.	No comments.

Eaton Green Link Road.	No comments.
<b>7. Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA)</b>	
Applicant to provide a brief update in relation to the Outline Transport Related Impacts Monitoring and Mitigation Approach (TRIMMA) [REP5-041].	<p>The Applicant confirmed that off-site parking would not be monitored in the TRIMMA.</p> <p>CBC confirmed that comments have been provided at D5, but it is necessary to raise two points of clarification, particularly regarding off-site parking. The responsibility of monitoring would be onerous for the local authority and would require a baseline survey to be undertaken prior to the expansion of the airport, thereby providing a metric for comparison. CBC consider that the initial baseline survey should be written into the TRIMMA and funded by the applicant.</p> <p>The second point relates to initial monitoring. The baseline needs to be accurate and consider the temporary loss of car parking as a result of the T2 car park fire in October 2023, which could impact on the accuracy of the baseline data as proposed to be gathered as per ML0 within the OTRIMMA document (REP5-041)</p>
<b>8. Construction</b>	
Construction Traffic Management Plan (CTMP).	No comments – see response to Action Points 34 and 38.
Construction Workers Travel Plan (CWTP).	No comments.

## **Appendix 1 – Response to ISH7 Action Points**

### Action Point 9 – (Joint Host Authorities)

Provide further details of any bus services that they think may be missing from the bus and coach study [REP5-058] and why they should be included.

Please see response to D5 documents.

### Action Point 21 – (Central Bedfordshire Council)

Confirm if there is any suitable space that would be available for any future new off-site parking.

The areas of Central Bedfordshire that adjoin the southern and western boundary of the site are washed over by Green Belt. Caddington and Slip End villages are not washed over by Green Belt. The area to the west of Caddington is also within the Chilterns AONB (National Landscape). Any applications for future off-site parking would need to be considered on their own planning merits.

### Action Point 28 – (All Interested Parties)

Provide comments on outline TRIMMA.

Comments on the Outline TRIMMA (REP5-041) are provided in CBCs response to Deadline 5 documents.

### Action Point 34 – Relevant Highway Authorities

Relevant Highway Authorities to provide a list of the roads that they consider should be used for construction vehicles.

The following roads should not be used for construction vehicles:

- Luton Road (Caddington)
- B540 (Slip End)
- Half Moon Lane (Pepperstock)
- B653 (Lower Harpenden Road)
- Chiltern Green Road

### Action Point 38 – Relevant Highway Authorities

Confirm whether there were any traffic and transport related issues experienced during the Project Curium construction works.

CBC are not aware of any issues experienced on the local highway network during the previous expansion works.

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