

Summary of concerns, objections and video request

REP1-060

The sift process had already been predetermined before public consultations had begun.

Breach of the 2017 adopted Luton Local Plan regarding the Eaton Green Link Road.

The application does not meet the objectives of the Luton Local Plan regarding green space at paragraphs 2.28, 3.8, 4.13, 10 or Section A of policy LLP27.

Much of the proposed replacement open space is in Hertfordshire, so cannot count as Luton Open Space.

The proposed use of roads through housing estates, as the principle access route to Terminal 2 from the east, including installing seven sets of traffic lights within residential areas of Wigmore.

Car Satellite Navigation proved to use a different non-mitigated route to reach Terminal 2 from the east rather than the proposed mitigated route via Crawley Green Road.

Mitigated route passes two schools. Non-mitigated route also passes two schools.

The loss of most of Wigmore Valley Park.

The total loss of Wigmore Valley Park's large County Wildlife Site.

The applicant's proven inability to translocate Orchids with a success rate of zero.

Aircraft noise including ground movement noise.

No effective avenue for noise complaints that are just logged with no action taken.

Aircraft pollution.

The smell of aircraft fuel on local communities.

Lack of east west public transport.

The Dart only serves principally north and south rail routes.

Excessive car park provision to encourage car usage despite the denials.

Sixteen years of disturbance due to construction on Wigmore Valley Park and adjoining fields.

The removal or processing of landfill within metres of residential homes.

That the airport owner is also the planning authority who will decide on various planning applications so no checks, balances or outside independent decision making with the planning committee following council policy.

REP2-055

Funding, business case, planning history.

REP 3-116, REP5-069, REP7-099 and REP7-100

The proposed replacement Wigmore Valley Park has been in use for generations, so is not replacement land. Many of these people are not members of FoWP or no longer live in the area, so could not give evidence when asked by FoWP.

REP4-170

The applicant seeks all land within DCO boundaries to be Operational Land so giving permitted development rights.

REP5-069

Excessive distance to walk to the replacement park for Raynham Way and Vauxhall Ward residents, who are used to just walking a short distance to reach the western end of the park.

Wigmore Park, including the new area, will provide an urban experience.

REP6-125

The majority of airport jobs created will be low paid employment including seasonal and zero contract work leading to more in-work poverty.

REP6-128 and REP1-060

No guarantees that new residential parking schemes will be introduced at no cost to residents or that the applicant will fund the existing Vauxhall Ward parking permit scheme via TRIMMA.

REP6-129

General piling noise and car park noise adjoining Eaton Green Road due to decked parking.

No Rep number

The dismissal of using the large brown field site to the north of Percival Way for either New Green Horizons or for airport car parking, so maximising the green field land grab.

Evidence submitted by FoWP on 5th February 2024 shows the applicant intends not open the replacement Wigmore Park until year 3 of Phase 1 while construction in Wigmore Park starts in year 1 so reducing the size of the park.

Finally, we would like the Inspectors to watch and particularly listen to this two minute presentation about why Wigmore Valley Park is worth saving. It was produced around four years ago by our former chairman Scott Stalham for our sister site SLAE and who died in March 2023 aged just 50. Scott was a founder member of Friends of Wigmore Park that was formed in 2017. As of 5th February, Friends of Wigmore Park has grown to 3,210 members who have had to agree to our membership question regarding our mission statement of rejecting any development on Wigmore Valley Park before they are allowed to join. This video and this group including SLAE is his legacy.

<https://stoplae.org/wp-content/uploads/2018/10/70%E2%80%B0Smaller-HD-SLAE-.mp4>

(URL checked 3th February)