

Planning Application VARCON

My name is Jane Timmis, I am a Dacorum Borough Councillor representing my ward which covers both Flamstead and Markyate villages in Hertfordshire. Our residents live under the Westerly departure route which takes 70% or more of aircraft taking off from Luton day and night. I also represent Dacorum Borough Council on the Airport's Noise and Track Sub Committee and the Airport Consultative Committee.

This application is in essence about Luton Airport, who having failed to deliver on their agreed planning conditions in a previous planning application for expansion in 2013, are now re-applying for a further expansion while making the same promises.

How can we trust London Luton Airport Ltd to deliver the conditions of this variation planning application (promises on noise, environment and climate change mitigation) when they have not delivered on similar conditions imposed at the last expansion application in 2013? Planning conditions and obligations that were agreed after robust scrutiny, to extend to 2028, have been knowingly broken in 2017/2018/2019.

How can we the public, trust a Borough Council that is flying in the face of public consultations (**three of them**) that demonstrated a comprehensive objection to the principle of the expansion of the Airport to 19 million passengers per annum? And in addition, a Council who are choosing to ignore their Local Plan.

How can we trust this decision when the Council is both poacher and gamekeeper?

How can we trust the planning system if decisions are influenced by big business?

Noise is the principle complaint of local people. There is little evidence that Luton Airport have mitigated aircraft noise as promised in the conditions set in 2013. There is evidence that Luton Airport blatantly breached the noise contours in 2017/2018/2019.

Only in the last few years have any quieter planes been introduced and then in very small numbers; and there is no obligation on the airlines to deliver them. The Airbus 320 Neo is a little quieter but the Airbus 321 Neo has been proved to be no quieter and is a bigger and the more popular plane. Until they can find ways of demonstrating they have quieter aircraft, there should be no allowance made for promises of delivery of future noise mitigation.

The mitigation of insulating houses near the airport (mainly in Luton) is like box ticking, it helps only if you have all windows shut.

Airspace Change projects are still to be implemented, but are some years away, which may or may not influence the current impact of noise.

Climate change & Carbon footprint have been thrown into sharp focus. In 2020, the Climate Change Committee Report advised the Government that in order to achieve net zero carbon emissions by 2050 there should be NO further expansions of UK airports. Planting trees hundreds of miles away does not compensate for the carbon foot print of an airline now. Off setting, is off putting. Other methods of electric aircraft and less damaging

fuel are still on the drawing board. And the current resultant increase of road traffic in the area, especially on Hertfordshire roads is adding to the carbon footprint of the airport. However, I acknowledge that the Airport has introduced carbon savings within the airport itself.

I am not saying close the airport. I am saying that in light of the adverse effects of noise and environmental pollution and the current catastrophic climate change effects there is no need to expand further.

I therefore strongly object to this decision by Luton Borough Council to permit a retrospective application to vary (i.e. ignore) the conditions set in the previous 2013 application because it suits both the Airport and the Council.