

Luton Council
Development Management
Town Hall,
Upper George Street,
Luton,
Bedfordshire
LU1 2BQ

Alberto Martin
London Luton Airport Operations Limited
Navigation House
Airport Way
Luton
LU2 9LY

T: (01582) 546433
E: laura.church@luton.gov.uk
W: www.luton.gov.uk/planning

28 November 2019

Reference: 19/00428/EIA

Dear Mr Martin,

Re: Breach of Noise Envelope Condition at London Luton Airport


In February 2018 the Local Planning Authority (LPA) wrote to LLAOL in relation to the breach of planning condition 10 which set limits for the area covered by the 57dB(A) day time noise contour and the 48dB(A) night time noise contour. The breach that had occurred related to the night noise contour, and we sought to understand the causes of the breach, the numbers of additional residents that were affected by the breach and the mitigation plan that LLAOL proposed to introduce in order to bring the airport operation back in line with the requirements of the planning condition.

In March 2018 LLAOL responded by providing a copy of the steps that were to be implemented for summer 2018 to address the breach of the night noise contour, together with measures to prevent a breach of the day noise contour.

I understand from the information that we received in the last few days in response to our regulation 25 request for further information pursuant to the application to vary condition 10 (ref: 19/00428/EIA), that the measures have not been successful and that for the summer period in 2019 not only has the night noise contour limit again been breached, but the day noise contour limit has also been exceeded. I understand that the environmental statement provides the following explanation as to why the condition has been exceeded:

- There has been a growth in aircraft movements this year (both in the day and night periods);
- There has been limited utilisation of the new generation aircraft (the Boeing 737Max being grounded and the Airbus Neo deployment not keeping pace with the growth of the airport);
- New generation aircraft are not producing the noise reductions attributed to them in their noise certification; and

Luton

- 
- Air traffic delays across Europe have resulted in aircraft scheduled to arrive during the day period, arriving in the night period.

The additional mitigation measures set out in the environmental statement to those previously offered are welcome (paragraph 7.12.1 of Volume 2), as are the measures proposed to ensure that there is a decrease in noise levels year on year (paragraph 7.12.2 of Volume 2). However, we have received today the Bickerdike and Allen Report covering the actual 2019 contours and forecast 2020 contours (BAP ref:: A11060-N41-DR) and that would suggest that the breach of the condition for both day and night time will again occur in 2020 and that, although the night time breach may be less severe than this year, the breach for the day period will be greater than in 2019.

It would appear to me that the primary reason for the inability to comply with the condition is the increase in aircraft movements, which has taken place at a faster pace than the roll out of the new generation aircraft and consequently the noise level has increased disproportionately. Whilst the airport may seek to incentivise the use of modern quieter aircraft, there is no guarantee that this is going to have a significant effect. It is, therefore, critical that action is taken to address the noise breach which may need to include managing the number of movements.

I understand that on 1 January 2020 LLAOL will be producing its strategy to show how the area within the 57dB(A) day time contour and the 48dB(A) night time contour can be reduced by 2028, and it may be that your interim approach is to reduce the number of air traffic movements. It would be good to see this strategy in order to be reassured that LLAOL are taking the issue of the noise contours seriously and are seeking to ensure that the local community are not impacted by the negative aspects of the airport's growth.

I appreciate that in the current planning application to temporarily vary condition 10 you are seeking to address the breach, however, it is now three years since you were first alerted of the possibility that the airport may be in breach of the condition and it appears that the situation has got worse year on year. I would therefore be grateful if you could give further consideration to steps that can be taken to reduce the extent of the impact of the airport on the surrounding communities and respond accordingly.

Given the seriousness of this issue, please can I have a response by 6th December, 2019.

I look forward to hearing from you.

Yours sincerely



Laura Church
Corporate Director, Place and Infrastructure