


From: 
To: [Joanna Vincent](#)
Subject: LPA Ref: 210/00031/VARCON. PINS Ref: APP/B0230/V/22/3296455
Date: 16 August 2022 12:05:39

Dear Mrs Vincent

I wish to object to this planning application, including the addendum to the Environmental Statement.

My quality of life is seriously impacted by the constant noise from departing flights from Luton Airport. Strangely, the flight path was altered in recent days such that flights departed eastwards from the airport, and what a difference this made. Normally our household is affected by a thunderous roar from each and every flight passing overhead when departures are westwards before passing near our house. The noise affects us indoors, despite double glazing. Night flights are particularly disturbing, and are worst from transport planes. Enjoyment of our garden is seriously diminished; conversations have to be halted while the very frequent flights pass over. This morning, for example, there was serious disturbance at 09:17, 09:24, 09:26, 09:34 and so on, as the normal flight departure route has been re-established.

I object to any proposed increase in passengers, and an amendment to noise contours.

Referring to the addendum, I have a number of comments.

1. The excessively long and statistically detailed addendum purports to represent a scientific paper justifying the planning application. However it misses simple, fundamental marks. The current level of noise is unacceptable. I live in St Albans, and am not directly under the flight path. Nonetheless, it feels as though our house is beneath the flight path. In other words, the noise contours have a considerable spread. Their impact is hugely detrimental to my quality of life, indoors and outdoors, day time and night time.
2. The addendum makes no reference to residential properties in my neighbourhood. There is no map showing my neighbourhood. The authors made no attempt to contact me, or to carry out noise measurements locally, to the best of my knowledge.
3. The assumption in the addendum is that the present noise is acceptable. It isn't.
4. Previous forecasts from the applicant have been woefully wrong, on passenger numbers and modernising the fleet. There is no reason to trust reports and forecasts supplied by the applicant.
5. The evidence which recognises climate change cannot be ignored, and the excessively hot and dry summer of 2022 is all the more reason to reject any increase in flights, passenger numbers, and noise contours.

The UK was fully behind COP26 and now Schiphol Airport has set a new standard. It is the first airport in the world to state that **its number of flights will be limited** in order to combat climate change. From next year this airport **will reduce its maximum flights per year to about 12 percent fewer than its 2019 peak**.

The Secretary of State must adhere to the UK's commitment to climate change, and reject this application.

To reiterate, I object to this application and request that it is rejected.

Yours sincerely

Derek Mackay

