


From: 
To: [Joanna Vincent](#)
Subject: Luton Airport planning inquiry - additional comments
Date: 19 August 2022 01:01:51

I wish to submit supplemental comments to my previous submission in opposition to planning application 21/00031/VARCON.

This summer, the noise from inbound aircraft has been louder and more disruptive than at any time I can remember in my entire life. For the vast majority of the summer, the village of Caddington (where I am currently residing, due to deteriorated health preventing independent living at my own address) has been plagued by near-constant noise, during both daytime and night-time hours. It is my belief that the airport operators have already increased their flight numbers even prior to the outcome of this inquiry, and would already exceed their extant limit of passenger numbers. Moreover, it is my opinion that the airport is instructing inbound aircraft to overfly residential communities at a lower altitude than in previous years, making the noise levels so much louder – I have regularly measured noise levels in excess of 60dB peak during night-time hours this summer, measured inside the house, and at other times aircraft noise has for the first time in my living memory drowned out domestic entertainment such as TV and radio played at a regular volume. With windows having to be kept open overnight for much of the summer due to excessive temperatures, and a combination of altered departures flightpaths in closer proximity to Caddington than in previous years and prevalent wind direction carrying departures noise over the village, for much of the summer this has meant that Caddington residents have been exposed to repeated 24-hour periods with constant excessive noise and no respite. This in turn has led to severely impacted sleep, and deterioration in my own health which remains under investigation at the present time.

My own informal noise measurements suggest that those given by the applicant in their revised Environmental Impact Statement are fanciful at best, which in my opinion must cast aspersions on the accuracy of the evidence submitted by the applicant in their Environmental Impact Statement. I would urge the Inspector to commission independent, unannounced noise and pollution monitoring in affected communities to assess the veracity of the figures stipulated by the applicant, before relying upon that data in reaching a decision on that matter.

The simple fact remains that the previously-imposed noise contours and limits thereunder were generous in the extreme to the airport operator, and they have signally failed to abide by those limits nor even make a pretence of attempting to comply with them. Were this a private operator they would have faced significant enforcement action and punitive sanctions for these breaches, but as the regulator and the airport owner are one and the same, a blind eye has been turned by all at Luton Borough Council. This dereliction of duty by regulators must be addressed immediately to protect the health and welfare of residents in local communities outside of the borough of Luton, and I repeat previous calls that the Council should be made to divest itself of all financial interests in the ownership and operation of the airport, to remove the evident conflict of interest that for years has prevented the unbiased and impartial execution of its regulatory duties.

While I appreciate that previous noise contour increases cannot be rolled back under the auspices of determination of this application, I urge the Inspector to reject outright any further increases to these contours, which would serve only to blight the lives of residents of local

communities, and moreover to insist upon full and immediate compliance with the extant contours, with appropriate enforcement action taken against the airport's operators if they fail to do so (and against the regulators at Luton Borough Council, if they continue to denigrate their duties). They have already had unwarranted years of grace to achieve compliance with these levels, which were themselves granted following repeated assurances in previous planning applications that aircraft were getting greener and quieter, echoing claims in this current application – the fact that their only solution is to defer and demur demonstrates that these claims of voluntary improvements are baseless, and significant improvements in the aircraft technology in use at Luton Airport will only be brought about if the operator is forced to comply.

Regards,

Ross Hill

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