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The Planning Inspectorate

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

Appeal Reference: APP/B0230/V/22/3296455

DETAILS OF THE CASE

Appeal Reference	APP/B0230/V/22/3296455
Application By	LONDON LUTON AIRPORT OPERATIONS LIMITED (LLAOL)
Site Address	London Luton Airport Airport Way Luton LU2 9LY Grid Ref Easting: 511908 Grid Ref Northing: 220942

SENDER DETAILS

Name	MRS SUSAN WISEMAN
Address	[redacted]

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- ☐ Applicant
- ☐ Agent
- ☑ Interested Party / Person
- ☐ Land Owner
- ☐ Rule 6 (6)

What kind of representation are you making?

- ☐ Final Comments
- ☐ Proof of Evidence
- ☐ Statement
- ☐ Statement of Common Ground
- ☑ Interested Party/Person Correspondence
- ☐ Other

YOUR COMMENTS ON THE CASE

The proposed increase to 19 million passengers and the setting aside of noise controls is unjustified and I strongly oppose it. The 2013 planning permission explicitly stated that the limitation on the number of 18 million passengers and the noise footprint was to protect residential amenity and provide for balanced growth. Growth at Luton Airport has been mismanaged and the Operator has knowingly and deliberately breached noise contours in 2017, 18 and 19. Given that there was a requirement in the original application to demonstrate a reduction in noise contours, the expectation is that the noise contours should be reducing by now and not being extended as this application is seeking.

Luton Rising suggests that the benefits of the temporary and managed deviation would significantly outweigh the limited and mitigated temporary noise impact but there is no mitigation being offered apart from noise insulation for those living closest to the Airport. The move towards more modern and fuel-efficient aircraft is not happening at the rate anticipated. Therefore, this application will permit more unmodernised aircraft to fly over and above the currently agreed limits and will undoubtedly have an impact on air quality, climate change and noise.

This application and the granting of permission by Luton Borough Council clearly indicates that the normal rules of planning don't apply to operations at Luton Airport. Luton Borough Council has taken no enforcement action in relation to the noise breaches and has actively encouraged and incentivised expansion that has happened 9 years ahead of schedule. It is impossible to understand how a Council can reach a decision to allow further unfettered growth when that decision sets aside many conditions agreed in its Local Plan – a democratically agreed document intended to provide protection for the local community.

Expansion will in itself will have an impact on pollution, air quality and the environment from the construction involved, the loss of vital local habitat and the subsequent increased journeys to and from the airport. Should the application succeed, there will be increased journeys creating an additional strain on already congested roads and an oversubscribed part of the south-east rail network. The East-West routes to Luton Airport traverse rural areas and adjoining counties and no consideration has been given to the impact on these areas. The Carbon Reduction Strategy, such as it is, appears to rely entirely on the actions and behaviours of third parties – airlines, passengers, employees etc, - in order to deliver its outcomes. As the Operator has absolutely no control or influence over the actions of those third parties, its strategy is wholly inadequate and unreliable.