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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	DR ANDREW APPS
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

We are residents of north St Albans who have been badly affected by the substantial increase in noise from Luton airport flights over the last few years. Our own quality of life, particularly our tranquillity and sleep, have been seriously negatively impacted by the large and increasing number of flights prior to the pandemic, and again more recently with the resumption of intensive flights following the easing of pandemic restrictions.

We strongly oppose Luton airport's application to increase passenger capacity to 19 million and to increase the noise contour limits, which would enable it to evade the noise conditions it signed up to in 2013 as part of its expansion programme.

There are multiple reasons why this application should be rejected:

- Aircraft noise at night is harmful to health
- Luton Airport have failed to meet their existing noise mitigation commitments
- The additional environmental impact of the proposal is against planning policy
- The need for the application has not been justified
- The UK's climate change commitments clearly require a reduction rather than an increase in aviation emissions