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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 MARILYN WHITTLE
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

I oppose Luton Airport's application to increase passenger capacity to 19 million and to increase the noise contour limits.
I have already submitted comments on the Luton Planning Portal for this particular application and they still stand.
I oppose any further expansion of Luton Airport. I feel, that they (and Luton Borough Council) have abused the planning system relating to moderating the expansion of the airport up until now. In 2014 London Luton Airport set out a proposal to expand their airport capacity from 9 million passengers per annum (mppa) to 18 mppa. Their documented plan was for the expansion to take place incrementally from 2015 to 2028. Through aggressive expansion, they fulfilled their objective for passenger numbers in 2019 and now want to expand the airport further. The expansion was carried out with no apparent monitoring by Luton Borough Council Planning Department in respect of the timescale of the original proposal. Nor was any consideration given to people impacted by the resulting noise from such a huge expansion of the airport.
As well as this explosion in passenger numbers, a 'concentrated flight path' was introduced which has resulted in thousands of planes from Luton Airport travelling in single file over our houses in Jersey Farm and Sandridge, St Albans. This area was made the centre line of the flight path.
This was 'new' noise because, previously, Luton Airport operated a 'dispersal' system of departures so aircraft noise was not as noticeable by residents here. There was no consultation about this in Sandridge and Jersey Farm because the initial noise trials did not include the area to the east of the railway line which is less than a mile from Sandridge village. It was argued by LLAOL that the people here would notice very little difference. Even though the CAA voiced concerns about this in their Review, they were persuaded by Luton Airport Operations (even after thousands of noise complaints were registered) that we were not affected by excessive aircraft noise in this area. The reality is that most of the planes are required to be held down at 4000 feet (Luton Airport figures) until reaching the railway line less than a mile from our homes. From there, they are free to climb at full throttle on the centre line. I have witnessed planes climbing at full throttle up to 6000+ feet as they fly over our houses, every couple of minutes at times. The norm appears to be that several flights are allocated the same time slots for departure from Luton, and the negative impact from this is unacceptable. We live 11 miles from the airport! Why has this been allowed to happen, and continues to do so, without closer scrutiny?
Nothing has been done to alleviate our suffering. We were promised 'respite' by Luton Airport Operations with much time wasted on an idea predestined to fail. For a time, we were promised flights reaching an altitude of 10.000 feet before overflying our area which, again, resulted in failure. The promise of quieter planes has been yet another failed plan. But none of this has been investigated or subjected to close scrutiny, so they just carry on unchecked.
The effects of the last expansion have disrupted our access to local transport. It is often difficult to find a seat when travelling by train on the Thameslink line between St Albans and St Pancras because there is such a large increase in passenger numbers travelling to and from Luton airport with suitcases on seats and in aisles. Further expansion will exacerbate this frustration.
The roads and M1 are badly congested by travellers using Luton Airport; the pollutants from vehicle exhausts are unacceptable. Any further emissions from aircraft and road vehicles will inevitably cause a huge increase in carbon emissions which goes against the Government's aim to tackle climate change and achieve net zero by 2050. Any further expansion of the airport will sabotage this!
I would like to see closer scrutiny of the fallout from Luton Airport's operations and how it has negatively impacted so many people's quality of life. It just became a free-for-all with no apparent rules or thoughts of emissions and the effects of aircraft noise. We have lost the enjoyment of our homes and gardens. Unfortunately, there appears to be no independent body in Government to fight our corner and enforce the airport to introduce respite routes so we can regain some of the peace and quiet we experienced in our daily lives before the last expansion.
I oppose the application to increase passenger capacity to 19 million and to increase the noise contour limits. Their proposed plan, in 2014, to increase passenger numbers from 9 to 18 mppa was completed prematurely by 2019 instead of 2028. I would suggest that they are made to wait until then before any further expansion applications are even considered. They also need to honour their previous promises of respite for residents impacted by aircraft noise, of proven quieter aircraft and introducing 10,000 feet altitude over Jersey Farm and Sandridge. They have previously abused the planning

system by failing to put controls in place, so we know from past events that there is unlikely to be stringent controls or monitoring during any future expansion. The fallout has inflicted much misery on communities suffering from aircraft noise with no respite (even 11 miles away).
Is this how Airspace Modernisation is meant to be?