

Appendix 3: Public Consultation Responses

London Luton Airport, Airport Way, Luton 21/00031/VARCON

Variation of Conditions 8 (passenger throughput cap), 10 (noise contours), 22 (car parking management), 24 (travel plan) and 28 (approved plans and documents) to Planning Permission 15/00950/VARCON (dated 13th October 2017) to accommodate 19 million passengers per annum and to amend the day and night noise contours.

Below is a short summary of the issues raised in the responses received. A further more detailed summary is available at <https://planning.luton.gov.uk/online-applications/search.do?action=simple&searchType=Application>, titled 'Detailed Summary Public Comments', together with all the published public comments in full. *(Please use the planning application reference number to locate the document.)*

KEY ISSUE 1: Noise

- Increased numbers means increased noise
- Increased complaints to LLA about noise
- Noise problems ongoing since 2016 with no benefits to surrounding areas
- Low flying aircraft cause problems all day and into the night
- Night flights in summer are not mitigated by noise insulation
- Night time flights continued through pandemic
- A 1dB increase in LAeq equates to around 50 flights per day: definitely a material amount of noise
- Latest "new aircraft technology at Luton, the large A321neo type designed to save airlines fuel costs and carry more passengers, is proving to be noisier than the unmodernised aircraft - most likely because the Luton runway is too short to operate it without additional flaps and throttle
- Slower introduction of new quieter aircraft
- Changes likely to affect late afternoon and into the night and more homes will be affected
- No mention of Airspace Modernisation which could provide improvements
- No need for a change to the noise contours
- Increase the risk of diseases including cardiovascular disease, strokes and dementia
- There are the "hidden" health impacts of increased tiredness, mild stress, and degraded work productivity and sleep deprivation
- Increased number of dwellings have been permitted in the flight path area
- Changes to noise contours
- Inadequate noise mitigation
- Identified Fleet mix is incorrect
- Modelling data relating to noise contours is incorrect
- Damage to the environment from noise and pollution
- There is no way of making people use other modes of transport
- Grants will not achieve satisfactory mitigation from the development
- The proposal is contrary to policy LLP6

KEY ISSUE 2: Unable to deliver on the Carbon Reduction Plan

- Luton Council must consider the proposals in the light of Government decisions on the sixth carbon budget
- The Council will need to show a transparent process for consideration of carbon emissions
- Grounds to ask for further environmental information
- Airport's outline Carbon Reduction Plan is inadequate and lacks specific detail
- Climate change aim/targets are aspirations not policy which gives no comfort
- Air travel creates carbon and this will make the crisis worse
- Only impacts from operations have been counted but over years extensive construction has occurred
- Lack of transparency over construction
- Council's consultants criticised the Airports plan
- This is a wish list not a plan

KEY ISSUE 3: Infrastructures

- Surrounding areas are already congested and expansion would make this worse
- Traffic and road congestion
- Parking in local areas due to high charges
- Increased traffic early morning and late night
- Monies should be given to Hertfordshire to cover costs of widening and improving roads used to access the Airport
- Lack of modal shift - the DART won't achieve necessary improvements
- More tankers delivering fuel

KEY ISSUE 4: Air Pollution

- Air pollution in the UK contributes to 40,000 premature deaths each year
- Luton is one of the most polluted areas in the UK
- Fuel spillages which blackens windows and pollutes
- CO2 emissions increased

KEY ISSUE 5: Climate change

- Climate change committee supports development at Heathrow not Luton
- COP26 may set out initiatives which conflict with the proposal
- Premature - resubmit once Government have decided how to deal with climate change
- Unless the airport can demonstrate an overall reduction in UK airport capacity to offset the increase at London Luton Airport there should be no increase in capacity
- CRP is aspirational and does not have clear targets for the reduction of the majority of carbon emissions generated by the activity at the airport
- Fails to demonstrate how LLAOL will meet its targets to reduce carbon emissions.
- extends beyond the end of the concession LLAOL holds for managing the airport
- Investment would be better focusing on implementing greener fuels and noise- and emissions-reducing aircraft

KEY ISSUE 6: Ecological impact

- We should be moving away from promoting air travel and divert resources to other modes of transport
- Protect the Chilterns by reducing aircraft noise
- There will be more impacts on local AONBs
- Decline in wildlife (which rejuvenated during Covid)
- Need to reduce fossil fuels
- Significant adverse effects on public open spaces
- SSCI in Stevenage impacted affecting flora and fauna
- Many more birds nesting following Covid
- Visual intrusion

KEY ISSUE 7: The development is not sustainable

- There are currently near empty planes being flown to save air slots
- There is no justification for growth in the submission
- Information contained in the various reports is wrong/outdated/skewed by lockdown/false
- Demand is likely to be less due to less business and foreign UK residents travelling following the pandemic
- Flight data is not being recorded accurately with flights consistently straying from the flight path
- Airports complaints system is flawed and should be an independent process
- Devaluation of properties

KEY ISSUE 8: Airport ownership

- The relationship between LBC and the Airport is purely profit led and there is a conflict of interest demonstrated by the finance package given to the Airport from LBC
- Enforcement of the airport has been non-existent and the Council have failed to take action on the breaches with the Airport continuing to fail to meet its environmental obligations each year

Summary of comments received in support

Employment, Jobs and the economy

- Employment of a wide range of people, not only for our airport but the wider business community
- LLA is one of the largest employers in the area providing 10,900 jobs and supported a further 17,300, contributing £1.1bn to the local Three Counties economy and is a vital link for passengers and freight
- Additional jobs created include hotels, taxis, buses, food, shops everywhere and is fundamental in supporting local businesses in London and surrounding area and provides opportunities to further the skills and experience of workforce
- Does not involve any construction and is focused on making the best use of existing airport infrastructure, so the impact is likely to be minimal and only marginally different to the airport with 18m passengers.

- Ensure that the airport is in the strongest position possible to support the local recovery and jobs that rely on the airport and future growth needs are accommodated as every job created at the airport creates 1.9 jobs elsewhere in the economy
- Business growth ensures continued contribution to the public purse in terms of additional Duty and VAT payments received on sales.
- Based on an average flight being 220 passengers, increasing the annual passenger number by 1,000,000 will only add an extra 12 flights a day. Spread out across 24 hours I can imagine many people will not even see the difference.
- Luton was identified by the Centre for Cities in April as one of the most vulnerable to job losses, in part due to the vulnerability of the aviation industry
- Aviation plays a key role in connecting businesses of all sizes and sectors with foreign markets and opportunities, connectivity will be an important part of recovery for regional economies as well as the UK as a whole.

Benefits to the community

- Thousands of tonnes of goods delivered which have directly benefited thousands of people.
- During the pandemic hundreds of thousands if not millions of items of PPE and test kits were delivered through the airport and went direct to the NHS frontline. Brits were repatriated and families connected in times of crisis.
- During the pandemic many airport workers have been on shift 24 hours a day, seven days a week, Pilots, Air traffic controllers, Cargo hands, Fire fighters, Security workers, ground handling staff, providing key worker duties, may on reduced wages but no-one clapped for them! I urge you to consider their futures, their families, their homes, their mental health, when considering the airports future.
- Every development made over the years has been done respectfully and to enhance the local economy and the image of Luton as a whole
- It will meet passengers demand and gives them the option of flying to wherever
- The airport also does much for the local community through charity support schemes, community work and bringing up the standard of living for residents by raising employment levels and job opportunities etc.
- Business supports all the disabled passengers and those who require some form of assistance when they travel. Who I know completely rely upon the airport in order to be able to enjoy holidays and visit friends and families abroad.
- Residents in Luton and the wider area value the presence of a nearby airport and would welcome more flights many residents enjoy the convenience of having an airport on their doorstep

Environmental improvements

- Innovation in the way of clean electric fuel for the aerospace industry will reduce noise and air pollution
- Has a reputation for being well managed, a plan for better "green credentials"

- LLA is encouraging all users and operators to introduce the latest environmental advances in technology to off-set and further reduce any negative noise and pollution effects
- Trees and plants can be planted at parks and on greenbelt to replace those taken
- I am convinced that they are upholding their commitments to be a good neighbour to the local communities.
- There is an expectation that any development at Luton Airport is performed in an environmentally sustainable manner.
- supporter of airports developing environmentally friendly infrastructure and recognising operating airlines that invest in new fleets that minimise emissions and noise pollution

Noise

- I live directly underneath the flight path and I have seen an improvement into the noise levels
- Noise still would have to work within restrictions
- Modern aircraft means they are more economic with fuel and drastically decrease noise
- Allowing Luton more passengers will cut down on passengers having to travel further afield for flights in the future which will cut down on emissions
- NATS are currently proposing changes to airspace which if approved will significantly reduce the noise impact. This will allow more flights to operate whilst reducing the noise impact from flights to below current levels.

Traffic

- The train link is to reduce traffic, but people do want to use their car
- Road and rail networks are good, and with the development of the mono rail system from parkway station to the terminal building, this makes the journey into the airport even easier.

Officer Comments

All of the issues identified above have been considered in the assessment of the proposals and included in the "Planning Balance".

A number of issues which are considered "non-material" planning considerations have also been noted. These are included in the more detailed summary available on our website. Members are asked to consider and note these comments before making any decision.