

Luton Airport expansion proposals – further written representations

Registration identification number: 20038752

As a lay person, I found most of the submitted documents impenetrable, so I have focused on elaborating my previous comments with reference to the Environmental Statement Non-Technical Survey.

Disturbance from noise from aircraft on departure routes from Luton Airport

Disruptive noise from aircraft departing from Luton airport has greatly increased during the 11 years I have lived in the Marshalswick area (North St Albans) and was already the subject of many complaints from me to the airport in the years leading up to 2019. The proposed huge increase in passenger numbers can only exacerbate the frequency of noise disturbance over my property.

The map at **Inset 16.1** does not accurately reflect all the communities badly affected by aircraft generated noise from planes departing from Luton. Many planes are vectored by ATC to pass over our area, presumably due to the volume of air traffic. (We are also overflown by noisy, but fewer, aircraft from Heathrow travelling North).

16.1.1. I do not think noise monitoring devices have been placed in this area. I can only say that, when out in the street or in the garden, conversations have to be halted when these aircraft are flying overhead because of the volume of noise. At peak times, aircraft departing from Luton pass over every 2 minutes.

16.1.3 Luton Airport representatives whom I have met at local events over the years always promised that the ‘newer generation’ aircraft would be quieter. I am afraid this has not proved true. I find it difficult, therefore, to give credence to the assertions that there will be a quieter generation of aircraft in the future, or at any time in the next few years, when the proposed increase in passenger numbers/air traffic will take place.

16.1.5 The applicant refers to a UK re-design of airspace: “ *This is expected, for example, to allow aircraft from the airport to climb more quickly due to the lifting of constraints imposed on aircraft from neighbouring airports, and therefore could reduce air noise experienced by the wider surrounding area* “ This would be of major assistance if it happened, as one of the reasons the aircraft are much noisier overhead is because they are just accelerating into a climb as they go over. Unfortunately, local residents have previously been assured by Airport representatives that they are seeking alternative routes or re-designed airspace routes but these have come to nothing. The re-designed airspace is unlikely to be agreed and operational in the next few years, and will not therefore have any mitigating impact on the proposed increased numbers of flights from Luton.

16.2. The applicant refers to ‘noise mitigation measures’, yet the only tangible ones spelled out in relation to Section 16.2 to mitigate operational noise seem to be noise insulation measures. I have already at my own expense fitted triple glazed windows, but this has not prevented me being woken in the early mornings (6.0.am – 7.0 a.m) by the noise of aircraft flying over. Nor does it prevent noise from overflying aircraft at night disturbing me. Surely a night period of 23.30-06.00 (**16.2.6**) is too short? I understand that the Airport has not even been meeting its existing restrictions on night flights.

16.2.6 The concept of a 'Noise Envelope' has no meaning if those who are adversely affected by noise have no say in the limits set or measures taken to enforce those limits. This simply seems to be a mechanism for telling residents like me that this is the noise you will have to put up with.

16.2.7 All through these sections there are 'warm words' about mitigation but no actual substance about how this can be achieved when there would be ever greater numbers of aircraft climbing to altitude and overflying the northern densely populated areas of St Albans.

16.2.8 Luton Airport's definition of 'significant noise' is set at a very low bar. At **13.3.5**, reference is made to 'minor adverse health outcomes'. I do not accept that the detrimental effects on people's quality of lived experience can be dismissed in this way. As an example, I am a keen gardener and spend a lot of time outside in my garden, which I find therapeutic. Whenever a westerly wind is blowing, the peace is constantly shattered by noisy overflying aircraft. At its worst, currently, this can be every 2 minutes. How much worse would this be with more flights?

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21.8.23