

Date 22nd January 2024

Unique Reference: 20040699

To The Planning Inspectorate,

I wish to express my strong concerns in regard the proposed London Luton Airport (LLA) Expansion TR020001, draft DCO.

Noise Events

Of many concerning aspects of the proposed expansion plan, I am most disturbed about the proposals that aim to directly increase the number of noise events during anti-social hours, late at night and early morning.

Demonstrable and disproportionate impact on communities under nuanced 'areas' of the LLA final descent/approach routes

While it is natural for Planning Inspectors to focus planning considerations on what might appear to be the closest populated areas to any given development site, in the case of an airport, I urge The Planning Inspectorate to consider communities that, while slightly further away, evidence shows are still demonstrably suffering significant, sustained adverse noise events as part of the aircraft set-up for final approach.

My family lives in Bourn, a south Cambridgeshire village circa 25 miles north-east of LLA. While this may sound irrelevant in the context of your examination, I respectfully urge you to dig deeper:

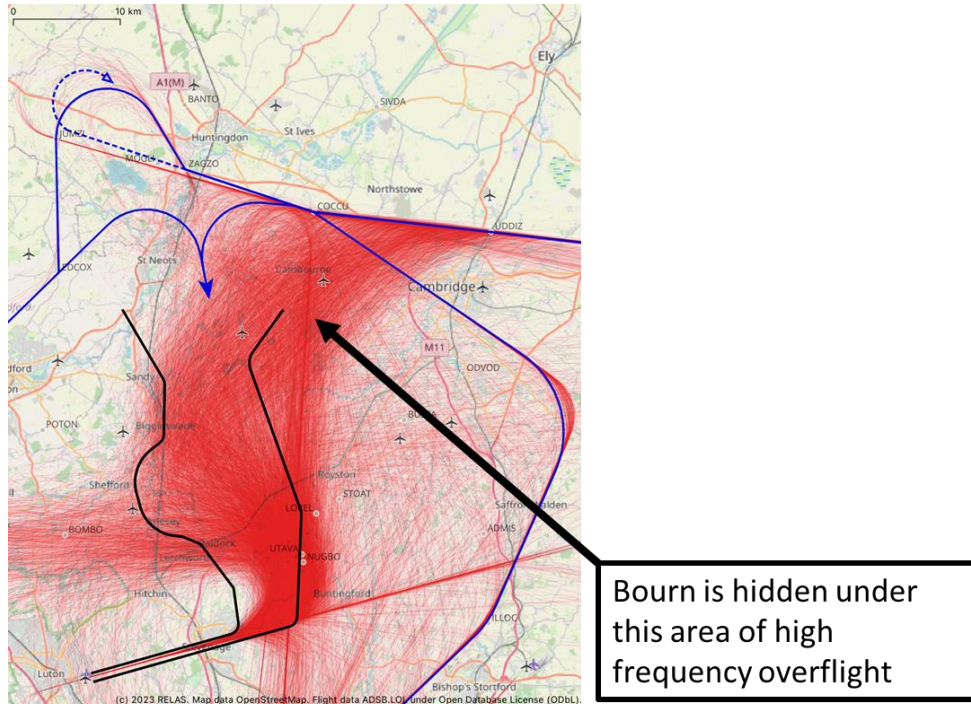
A nuance of our location is that, following implementation of AD6, an area that previously enjoyed ~25-30dBA sound levels at night, is now subject to 50-65 dBA sound levels when aircraft pass over, including late at night and early morning.

This was entirely unexpected as the AD6 consultation designated the Standard Approach to be 10+ miles West of Bourn, and made little to no mention of some of the practices that are now routinely being deployed by Air Traffic Control (ATC) and flight crews. The practical reality of AD6, as implemented, is that many aircraft are seeking, and receiving permission for short-cut, and expedited approaches.

Such approaches appear to demand rapid descent, and as byproduct, increased speeds and regular deployment of 'speed brakes'. Deployment of speed-brakes delivers a disproportionately noisy and extended 'groaning whine', and due to our location and distance from LLA, this procedure seems to routinely take place within our immediate surrounding area.

Substantial evidence of practices - which are insensitive at best, and at worst, potentially operating outside of AD6 consulted approvals - was captured by regional action groups and submitted to the CAA as part of the Post-Implementation Review (PIR).

I have secured a screenshot of flight data, with kind permission of www.relas.uk, captured for last July that shows the extent of the problem for Bourn.



I urge inspectors to consider requesting access to the report submitted to the CAA by RELAS in, particular, which shines a spotlight on some of these practices and will help inspectors gain a fuller picture of the current and proposed future aircraft activity which their decision will influence.

Conclusion

Living in an unconsulted AD6 community, and based on the evidence of AD6 implementation - the regular short-cutting practices, excessive speed, and now routine deployment of speed-brakes - LLA are each day further demonstrating their disregard for communities living under and around the AD6 approach.

We urge the Inspectorate to refuse the application for time extension of operations further into the night and early morning, and to refuse increase in number of aircraft operations beyond current levels: My family's sleep is already routinely disturbed by the current level of operations, and any increase in numbers, or change to shoulder times will further exacerbate the detriment to sleep, with impact on related health and quality of life.

We strongly reject any proposal to extend the current shoulder from 23:00 to 23:30, or to increase numbers of aircraft events between 06:00 and 07:00hrs

Thank you for your consideration of the views of communities outside of the immediate LLA contour, but still directly under, and demonstrably negatively affected by the implementation of the AD6 approach.

Yours sincerely