

## LADACAN comments on ExA's Recommended DCO Schedule

IP reference 20040757

### Survey objective and categorisation of responses

To inform our response, we emailed members at short notice on 20 Jan 2024 for their view on the proposed annual flight caps for the early morning and late evening shoulder periods, referencing the document TR020001-002827-Recommended DCO Schedule, item 6 at the bottom of PDF page 56.

For context, we noted in 2019 there were some 6,000 flights in the early morning shoulder period, and some 2,500 in the evening shoulder period.

People were asked to comment on which shoulder periods were most sensitive for them, and what increase compared to 2019 they could tolerate. Responses were free text and we have reproduced the answers relating to the question asked below, and performed a top-level categorisation. First and last names have been reduced to initials.

### Summary of survey findings

76 responses were received in the time available. Some respondents indicated the town or village where they live and this has been retained for context. It should be noted that some people are only affected by arrivals (typically falling into the late evening shoulder), some by departures (typically in the early morning shoulder), some by both.

Of those, the 12 responses (16%) categorised in the column with light blue shading indicated (without that forming part of the question) that ideally there should be no night flights at all. However some of those also joined the majority (97%) who indicated compared to 2019 what they would be prepared to tolerate if absolutely necessary. The responses were categorised in the columns headed light green into three bands.

The great majority (71%) felt that in the morning/evening shoulder periods which affected them, there should be no increase compared to 2019. 14% would be prepared to tolerate an increase in the combined shoulder period caps to a total of 10,000 annual flights. 12% would be prepared to tolerate an increase to a total of 11,500 annual flights in those capped shoulder periods.

Of all those who responded, 41% reported being most affected by early morning flights, 24% by late evening flights. The remainder did not specify.

### Response to ExA on the proposed should period caps

Based on the feedback from people who responded to our survey, taken together with the representations from people in communities particularly affected by the noise of overflights and aircraft on the ground, we respectfully ask the ExA to request the Applicant to limit the total cap on shoulder period movements annually to a value of 10,000 at most, by finding alternative space for additional flights in the proposed daytime schedule. This would be on grounds of limiting the health harms of the proposed development, but is without prejudice to our overall position of rejecting it.

Totals	76	12	54	11	9	18	31
Percentages		16%	71%	14%	12%	24%	41%
		No night flights	Total cap	Total cap	Total cap	Evening worst	Morning worst
Inits		8,500	10,000	11,500			

**Responses from LADACAN members**

In a word none. In fact less would be my choice.

I don't think an annual cap over the two periods combined is very strong. I hope there is no chance of this being bundled into the 2330-0600 restrictions? Using this to allow more flights between 2330 and 0600 would be catastrophic. 2019 was really bad and I would not be prepared to put up with any more flights during these night-time periods. We are most affected by departures between 0600 and 0700 which already cause a lot of disturbance. An increase on 2019 levels would mean no chance of sleep after 0600 in the April to October period. So I'm not prepared to put up with anything worse than 2019. If split into morning and evening this should be the 6,000 and 2,500 estimated for 2019.

I am already badly impacted by outgoing movements as I live in Slip End and am directly below most departure flightpaths. Therefore, I wouldn't really want any increase in the present numbers of these movements, especially as the holiday season is approaching when they are almost constant with a gap of only a few minutes between each one during both the morning and evening periods. The possible increase to 44 movements in the period between 6-7 am is most alarming. It would not surprise me if they were considering expanding the timeframes by pushing back the start of morning operations to, say 5 am or earlier and extending night operations well past midnight to accommodate the proposed increase in numbers.

It's those hours which are the worst, disrupting sleep. Especially during summer they start before 6 and until after midnight. They do not stop at 11.30. In a perfect world I would say no increase but certainly no more than 10,000 max.

TL	1	1					
EG			1			1	
AH				1			1
LB					1		1

Ideally no more night flights of course for me. However, if we must only the smallest possible increase. I find morning night flights especially from 6 am and occasionally earlier nowadays, particularly bad when they take off to the east, but bearable if they take off to the west. If they takeoff to the east, in the evening, they keep me awake at night, but if they take off to the west again, that is bearable.

CH 1 1 1

Of course as few as possible. The 11-11:30 pm window is especially intrusive as that is when most of us are trying to get a good night's sleep and nod off, only to be awoken by noisy planes. This is particularly annoying in the warmer months when bedroom windows are open. In our view there should be no planes in volume after 10pm.

MR 1 1 1

Arrivals in the hour before 7am and the half hour after 11pm will continue to mean noise pollution for Leighton Buzzard and any increase in numbers can only increase that pollution. IF the review of airspace happens and this changes points a) and b) for the better, capping at the early/late/night numbers we had in 2019 would be less intrusive and, therefore, a positive outcome. Any more than that would be unwelcome of course.

RF 1 1

I find the early morning flights much more intrusive than the evening flights, as they are much more likely to wake me, especially in the summer months. I would grudgingly agree to 7,500 in the mornings, and 4000 in the night slot. Obviously I am opposed to any increase, but feel perhaps this is reasonable.

FB 1 1

Our preference would be for there to be no flights between 11pm and 6am. Whilst sleep isn't a protected right, it is an issue that many organisations (academic, government) are looking at and there is a lot of research that shows that adult humans need an average of 7 hours or more. This highlights the negative health impact of increasing the number of flights during the late and early morning slots. Our feedback would be to keep the 8,500 as a maximum and potentially even out the impact by increasing the evening slots from 2,500 and reducing the more impactful early morning slots (which sometimes are before 6am) to 4,000 from 6,000.

SF 1 1 1

Such flights show a cavalier and disdainful attitude to residents by depriving them of sleep at these times. The obvious proposal is to ban all flights between 6am and 7am, and 11pm and 11:30pm.

SG 1

0% would really be the preference, but 33% would something to “bear”. With respect to the early/late preference, I’d much rather any increase in flights were later at night than early morning. Later of an evening, one can sleep easier, but early morning we often find ourselves roused by flights.

DB 1 1 1

If daytime disruption must be increased, it is only fair to affected residents that it ought to be offset by a reduction in night time disruption - preferably to zero. So I suppose that the nearest I can give to an answer to the question posed is that I could bear a zero percentage increase in the late evening and early morning periods. If there has to be a preference for noise to be higher/lower during one period compared to the other, then my preference would be for noise to be lower in the early morning. The reason for this is that for those months of the year when it is necessary for windows to be open because of the heat, they are open in the morning and not in the evening. Could bear another 25% no more than 50%.

TP 1 1 1

My answer is simple – NONE. We are already unable to use our garden, or our back bedrooms, because of aircraft noise, and we are way outside the noise contours that would offer any kind of compensation. In any case, in 2019 the morning rush hour started well before 06:00.

MR 1 1

Early morning flights are far more difficult to put up with than late evening ones for me. The 2019 levels were very hard to put up with when they were routed over my house (which was not always). The truthful answer is that I want fewer, but I suppose the only way to answer your question is “no more than 2019 which was already close to unbearable”.

NT 1 1

<p>As a recreational user of the area, having experienced what it was like in the Lye Hill area of Breechwood Green when walking early one Sunday morning, I think in September 2022, the impact on tranquillity was already unacceptable. On that day aircraft were departing to the east, but I don't find that arrivals are that much quieter. If I had been a resident, I would have found it impossible to be in the garden for any length of time. It will surely be hard for people to imagine what the effect might be of quieter aircraft, even if there are fleet improvements as is claimed. I suspect at close range, the 'improvements' will be barely discernible, so it will be frequency of flights that will be oppressive. If I lived in that part of Breachwood Green, I doubt I would be prepared to say any increase was acceptable.</p>	BS	1	1	
<p>I would most definitely say no to any increase in numbers of night flights. I find the late flights the worst and would love to see a decrease with a total ban after 11 pm.</p>	DL	1	1	1
<p>If there has to be an increase I'd prefer the late night option - having been woken up at 6am it's difficult to get back to sleep. And if there has to be an increase I'd prefer the minimum increase possible, needless to say. A 53% increase is huge and unreasonable. If we have to state a preference I would say a 20% increase in the late night flights to 3000 and no change to the morning flights which should be limited to 6000, i.e. about a 6% increase overall to 9000 flights.</p>	CO	1	1	
<p>I do not think we should tolerate any increased activity in these antisocial hours – when it is already well documented how disturbance in these hours adversely affects the health of local residents. We are already over burdened in these times.</p>	JB	1		
<p>25% increase max.</p>	DF		1	
<p>I live in Little Gaddesden, close to the normal westerly take off path, and when the wind's in the west I am already wakened by planes most mornings at 6 am. That seems bad enough to me and I would therefore prefer no take offs before 6 am and no increase on the current 6-7 am limit. I suppose they could argue that once you're awake, more flights make little difference but it's hard to put a number on what would be reasonable.</p>	JJ	1	1	

<p>I would not be prepared to put up with any more early morning or late evening flights than there were in 2019. I am disturbed equally by 6am to 7am, and by 11pm to 11:30pm flights. Given that there are significant numbers of flights between midnight and 1am, I am already left with 5 hours undisturbed at best. This is not enough for a good night's sleep. Given that the airport is unlikely to give up the bias towards early-morning slots for take-offs, if I have to express a 'preference', I would say late evening movements are worst. But two noisy aircraft in 10 minutes can be just as disturbing to sleep as 3 when you are trying to drop off to sleep, so I don't see that as a solution.</p>	AF	1	1
<p>If an increase is required, the smallest % possible – 10%? The doubling in the early morning is the worst news for me (not being an early bird and therefore particularly resenting morning noise) – so early morning is the worst one.</p>	P	1	1
<p>IT'S quite simple, my message is "STOP NIGHT FLIGHTS !!!" And follow all the other airports?</p>	GM	1	
<p>That increase in flights in the morning would be a disaster for people in Gustard Wood. We already hear the planes starting up at 5.30 ready for their departures which are now increasingly noisy with the bigger heavier planes.</p>	DW	1	1
<p>Please no more increase I have triple glazing and the noise of these flights is detrimental to our health it really does effect our standard of living and causes sleep deprivation we bought our house in covid and had no idea about the noise from aircraft and none of the searches showed that LTN was planning to expand we would never have sunk our life savings into this house had we had a taste of what is going on.</p>	DT	1	
<p>Our answer is NO INCREASE in the number of flights currently occurring in the morning before 7.00am nor in the evening after 11.00pm. We live on the flightpath and are regularly woken up by planes. It is worse in the summer when we have to sleep with the windows open.</p>	DM	1	
<p>I wouldn't want a return to 2019 that summer was really disruptive overnight when we had the windows open.</p>	JL	1	

<p>The evening flights don't bother me too much (in Aldbury) as I'm indoors and not asleep. I would prefer to have no flights at 6-7am, especially at weekends, but guess this is unrealistic. So I would say certainly no more than at present.</p>	SJ	1	1
<p>ZERO % more flights would still leave us with too many. However, a small increase in the morning period would be LESS of an issue than during the evening period. In the morning period 6:00am – 7:00 am people will either be busy getting up to go to work, or still asleep. Also the morning departures are more guaranteed to only start at the allowed time, whereas the evening time are already often not adhered to due to such situations as late arriving planes. Therefore less than 3% increase of already existing total allowed daily flights to take place between period 6:00am – 7:00 am. Here over Stevenage we already have loud evening freight flights from Stansted that are still under throttled climb at approx 7000ft over Stevenage due to their 'attempt' to reduce emission at the cost of increased low altitude noise over the public. Therefore ZERO % increase of already existing total allowed daily flights to take place between 11:00pm – 11:30pm</p>	SG	1	1
<p>I live under the flightpath in Studham and I'd like LLA to pay for my property to have 100% sound insulation; until that happens there should be zero flights between 23.00 and 07.00 in my view.</p>	CM	1	
<p>Landings don't bother us because they come in over Caddington and not Slip End. All take-offs towards Caddington go directly over our home so the existing 6.00am start and quantity is more than enough. If they want to start morning flights over us after 7.00am then we wouldn't object.</p>	PM	1	1
<p>Overall 3%. The take off flights are nearer and noisier and more frequent. However, what happens when someone misses their slot because of technical faults or other delays? Does this have a knock-on effect for both pushing the night flights further into the quieter period?</p>	JO	1	1
<p>I'd say 5% max increase and that any increase in the early morning is worst.</p>	JM	1	1

We can't bear any increases. It's horrendous as is. It's insane to even ask about increases.	PD	1		
The overnight flights are the worst as they are so noisy.	JK	1		1
We are already badly affected during the night by these flights and at around 3-4 am by cargo aircraft, so this would be my worst outcome.	DS	1		1
Clearly absolutely no increase or better, a reduction in flights would be favourable. However If there has to be an increase I would have a preference for it to be early morning and would reluctantly tolerate 5% level increase on the basis that this is absolutely and enshrined into a binding agreement to be final and not able to be revisited (upward).	PB	1	1	1
Living on the edge of Breachwood Green on the airport side, our family are particularly impacted by aircraft noise in general, but being woken early in the morning by loud noise and prevented from being able to get to sleep due to further loud noise is especially galling. For choice, I would not wish to be woken at (or before) 6.00 am and our two young sons certainly would benefit from at least another hour of uninterrupted sleep. But we are disturbed on a daily basis. At the other end of the day when we are all trying to wind down for a necessary night's sleep, the existing barrage of engine noise does not lend itself to a peaceful drift into slumber (then of course there are the night flights, especially cargo which further interrupt our sleep patterns). Therefore, the jarring prospect of a doubling of flights in the morning would be most unwelcome and any increase at all in the later time slot will make our lives sheer misery.	RK	1		1
For us morning is much worse than evening and maybe 30 percent more would be kind of ok.	AP		1	1
Against a background of opposition to the expansion of the Airport and its use, it is difficult to propose what might be an 'acceptable' increase in what already seems unacceptable. I certainly agree with the Inspectors that there should be a number limit on total flights.	DW	1		



I think half the increase of that suggested by 2043 would be more than enough, particularly a.m. During the summer there are many more departures, mainly eastwards, which would impact heavily on this area. The limits should be daily, depending on the season, not annually. I refer you to sleep Neuroscientist Matthew Walker's book "Why we sleep" ISBN 978-0-141-983769, a very easy read for the layperson, but full of scientific detail. It reveals the awful damage to health, work and memory of disturbed sleep.

SF

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The early flights wake us up in Preston for sure. Somehow at the end of the day when one is going to sleep still not great - Personally - we would not really like any more flights at these times!!! But think the taking off ones give off more noise than the landing ones. So I'd prob say no more than 5% more in the morning max and maybe 10% more in the evening!

SA

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We live in Breachwood Green where early morning departures between 6 and 7am are already very disturbing. It means that in the summer it is not possible to have bedroom windows open. Thankfully we only suffer when there is an easterly wind, but any increase in traffic is totally unacceptable. We live in a Grade 2 listed building, so apart from basic double glazing there is little we can do to sound proof our house.

CB

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I would split the difference and say 11,250 total flights and for us evening would be worst as we are early wakers.

AP

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I find the current levels of night flights too high already. I see no reason to consider or accept any further increase in number until the airlines are actually using / operating much quieter aircraft. The morning period is very disrupting to healthy sleep patterns and particularly impacts both young and old. How are residents under the flight paths expected to get a consistent 7 to 8 hours of sleep recommend by WHO?

GV

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I find the early morning period more intrusive, in as much as I often have to turn up the volume on the radio to have continuity of content that I can hear - and I have no hearing issues. It does depend on the time of year and the take off trajectory but the ground noise at the airport in the early morning is particularly intrusive. I really wouldn't want it to move beyond the 2019 levels however the graph projection for 2027 would be acceptable.

CW

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I would find any increase unacceptable. The current level is a problem some nights. Not only are the night flights hindering me from getting to sleep but often early flights (4:30 - 6:00 am) wake me and if there have been late night flights too, say 12:00 midnight - 1:00 am, it means lack of sleep really affects the next day.

RW 1 1

It is my view that the huge increase in flight numbers that Luton Rising is proposing is totally unreasonable. We should reject any proposal to increase the number of flights between 23.00 - 06.00 and agree a low limit on the annual flight numbers between these hours (that the airport must rigidly stick to!).

NO 1

I do not think there should be any increase in flights during the 8 hour night period. Simply redefining the night period as being shorter then claiming there is no increase in night flights as they appeared to do in earlier submissions is not acceptable. I cannot redefine my bodies natural sleep requirement to suit. When the promised quieter airplanes are a proven entity and are in service then is the time to consider additional early or late flights, with strict regulations prohibiting airlines using older and noisier jets during these periods.

BG 1

I would suggest the limit should be the 2027 contour.

RT 1

I would object to a single extra flight, as I already suffer from noise intrusion on current levels. If anything I would like to see a reduction.

JM 1

We live in Breachwood Green and wouldn't want any more flights full stop! If anything we'd want less, though this is highly unlikely. Planes taxiing especially early of a morning have become a real nuisance, their engines making more noticeable high pitched noises whilst they wait for other planes to land before they can take off. There are also more noticeable abandoned landings than ever over the last year or two, which obviously adds to the problem of noise.

PS 1 1

<p>Living in Slip End the worst period for us is 11-1130pm just as we are getting off to sleep. The morning period is not as bad as heavy sleepers and can normally get off to sleep again quite quickly. Can not the Inspectors ask Luton Rising for a breakdown of the 13000 annual flights they want between the two periods? We could bear a morning increase on 2019 figures of 20% to 7200, and only a 5% increase on the night half hour figure to 2625 making a total of 9825. As all the figures are on an annual basis they do not take into account peaks and troughs in the air traffic.</p>	SL	1	1
<p>As we are affected by the morning departures, I would only accept 10%. As for night flights another 10% but no flights after 11.00pm.</p>	NE	1	1
<p>There should be no increase in night flight limits in any periods until Luton introduces more and different routes especially on westerly departures. Maybe at least three new routes/flight paths and altitude climb changes (higher faster)? The reason is the unacceptable noise we currently experience along Redbourn Lane/Harpenden, especially from the departures in late evening and night.</p>	RC	1	1
<p>Absolutely not willing to accept any increase! It's bad enough as it is and my sleep quality and physical and mental health has been negatively impacted by the increase. Any more would be a real concern for me.</p>	CL	1	
<p>If we offer a proposal here this is not tacit approval of their plans in any way I presume. In this case, my view is that I could tolerate more in the morning, already being up and about and in possession of my noise cancelling headphones! We really do bear a significant burden here in Markyate, so increases to the desired level by LTN leave me thinking I'll ultimately have to move!</p>	DW	1	1
<p>We are unwilling to bear any more flights than the present level either in the early morning or late in the evening. We cannot possibly endure the disturbance arising through any future growth and are horrified by the increase in aircraft movements proposed.</p>	RD	1	

<p>If there has to be an increase, I would prefer it to be no more than 25% compared to 2019 (i.e. from 8,500 up to about 10,600 flights per year). With regard to the numbers per hour, a 100% increase in early morning flights is too much. A 25% increase from 22 per hour to 27 or 28 per hour would be somewhat better, as would a 25% increase in night flights from 11 to no more than 14 per hour. But, as I said, my real preference is for no increase. As for the question of which are worse, early morning or late night flights, I think both are equally problematic.</p>	AR	1	1
<p>No increase in flight numbers is acceptable to me. A decrease of 90% in flight numbers would be acceptable.</p>	MC	1	
<p>In my opinion the early flights are the most annoying as it comes towards the end of most peoples sleep schedule and once you have been woken up it's hard to get back to sleep. So I would say if we have to accept some increase in the number of nighttime flights I would say a reasonable increase in late flights would be from 11 to 16 per hour so roughly a 50% increase and early morning from 22 to 28 per hour so roughly a 25% increase.</p>	CD		1
<p>Ideally we seek no further increase in the number of flights &amp; ideally, a reduction of the flight numbers in the early morning and late evenings. We all might sleep a little better if that were the case.</p>	TH	1	
<p>The early morning shoulder period movements are significantly greater than the 23:00 to 23:30 movements – the vast majority of these 13000 proposed movements would happen early morning. Although the inclusion of the late evening 30 minutes prevents direct comparison, this proposed movement limit represents a near doubling of the existing limit. The early morning shoulder forms a part of my own “night period” – I find the existing 06:00 start nothing short of an alarm clock awakening and any increase in flights would be very unwelcome.</p>	NG	1	1
<p>Early morning or late at night, taking off or landing - it will mean added discomfort for residents one way or another. Quite frankly any more is too many!</p>	BR	1	
<p>Personally I would not like there to be any more night flights than currently.</p>	DC	1	

I am not prepared to tolerate any more flights during the night-time period than we had in 2019. I understand that the airport wishes to expand and I would accept a limited increase in day-time flights.	SL	1		
No more early flights at all please it's bad enough already.	PS	1		1
I find the morning worse, because I tend not to go to bed before midnight. If I have had a bad night's sleep and would like to try to get more sleep after 6am the early morning flights can stop me doing so. Personally I want less flights - so no % increase is acceptable.	WS	1		1
We would prefer to have no increase in the number of flights per hour. It is the out of the ordinary noisy planes that disturb us the most. Could the airport insist on the quieter planes first and last thing in the day and during the night. We would also point out the number of aircraft scheduled to arrive late in the evening that due to delays during the day end up arriving after 11.30pm. We believe that flights should not be allowed to so easily push back their arrival time into the night, more slack should be built into turnarounds to allow for delays to be absorbed.	GL	1		1
I guess I could bear a doubling of evening flights but bear no increase in the early morning. Early morning must be reduced!	PC		1	1
In honesty I wouldn't want the morning flights to increase anymore than they are now. I don't notice the evening ones as much, although again would prefer not to increase.	CD	1		1
The amount of flights in early morning and late evening for me is already too many. We need a condition to reduce the flights at the moment they appear to fly nearly all night.	CC	1		
The current level of around 20/hour is already intrusive at 6am: I lie in bed thinking it is over and another starts up! It seems as if they are already nose to tail on the runway. Doubling that number would mean that there will be a non-stop sound ceiling over the area during what for most people is a sleep time. There is no increased level that I would consider reasonable.	RS	1		1

All flights between 11pm and 7am should be banned.

VF 1

No increase, worse late night

AMB 1 1

The current nights flights; amount and noise level, is unacceptable so any more would simply be unbearable.

NB 1