

M Reddington Comments on Deadline 9 Submission - Odour Reporting Process

ID 20037459

Glossary

19mppa application	Application 21/00031/VARCON on the LBC Planning Portal – submitted by LLAOL to LBC to further increase noise contour limits and the passenger cap
2022 inquiry	Planning Inspectorate Inquiry (ref APP/B0230/V/22/3296455) into the called-in decision by LBC to grant the 19mppa application
Airport	London Luton Airport
Airport Operator	London Luton Airport Operations Ltd, currently the concessionaire at the Airport
Applicant	Luton Rising (London Luton Airport Ltd)
Application	This application TR020001 for a Development Consent Order
ATM	Air Transport Movement, hence ATMs is a count of the number of flights
BAP	Bickerdike Allen Partners
KPI	Key Performance Indicator
LBC	Luton Borough Council, ultimate owner of and Local Planning Authority for LLA
LLA	London Luton Airport
LLAOL	London Luton Airport Operations Ltd, the operator of LLA
mppa	'million passengers per annum': a measure of an airport's passenger capacity or actual passenger throughput
NEDG	Noise Envelope Design Group
NIS	Noise Insulation Sub-Committee
noise contour	An outline on a map enclosing an area in which the 8-hour or 16-hour logarithmic average of aircraft noise for an average day in a defined 92-day summer period equals or exceeds a given value, expressed in terms of LAeq for an 8h or 16h period
NTSC	Noise and Track Sub-Committee
Project Curium	Application 12/01400/FUL on the LBC Planning Portal – submitted by LLAOL to LBC in 2012 for development works to increase LLA capacity to 18mppa by 2028

Comments on [REP9-035]

ID	Para.	Comment
1	1.1.4	<p>This paragraph states: “...research (Ref 2) suggests that complaints increase when the profile of a site has been raised, for example when a new planning application is made or following an incident at a site.”</p> <p>I would contend, as a long-term resident, that the number of complaints in relation to odour is much less than it ought to be because of a lack of confidence that LLAOL will actually do something – and in any case odour complaints are reported through the Noise reporting system. Whilst this document is very welcome it contains far too much inertia for the simple reason that odour is generally transient.</p>
2	<p>Figure 3.1 “Summary of Odour Management Process”</p>	<p>The figure illustrates very clearly why the system will not work.</p> <p>By the time LLAOL have processed the complaint, held an internal review, produced a plan etc. the odour will have dissipated in most cases.</p> <p>What needs to happen is that LLAOL investigate the complaint immediately – suggest within the hour - by attending the site, ‘sniff’ the air and determine there and then if there is a case to answer, i.e. whether the Airport operations or an aircraft can be ruled out as the source of odour (e.g. it could be a bonfire) and advise the complainant directly.</p> <p>If the Airport operations or an aircraft cannot be ruled out as a source of odour then an investigation as suggested should go ahead.</p> <p>There must also be a time limit by which the Airport Operator reports back to the complainant.</p>