

From: [REDACTED]
To: [Manston Airport](#)
Cc: [REDACTED]
Subject: Noise problems at Luton Airport see accompanied text
Date: 30 May 2019 14:31:01

To all recipients,

You will see from the accompanying email an item from this week's Private Eye what happens when initial planning permission can be over ruled. If limited night flight permission is granted it can be over ruled at a later date. You can see in the article that the operator can apply for a temporary relaxation of any limitations included in the original planning application, lasting five years, That is hardly temporary. KCC and TDC are all in favour of this application and I have no doubt a further "temporary relaxation" would follow on.

The article is quite explicit in what can happen when the planning does not suit the operator.

I, and the others, would like an opinion on this from the planning authority.

Regards,

Bill Williamson

Resident immediately below the flight path

PS To all CC'd please pass on this info to any interested residents



Boom or bust

AFTER breaking both day and night-time noise limits in the summers of 2017 and 2018, London Luton Airport has come up with a wheeze to avoid doing so again as holidaymakers jet off this summer. It has applied for a temporary relaxation of the rules, lasting five years, hoping that aircraft will be quieter by 2024.

Noise limits for the airport were set as a planning condition in 2015, when London Luton Airport Operations Ltd (LLAOL) was allowed to increase capacity to 18m passengers a year. Since then it has spent £160m on extra boarding gates and other facilities.

The airport says passenger numbers rose much faster than expected, while the delivery of quieter modern planes to the airlines has been slower, due to technical and financial issues. It blames last year's excessively noisy summer nights on a large number of flights arriving in Luton that were late due to bad weather or air traffic control disruptions caused by strikes at the point of departure.

To make matters worse, the airport has been unable to negotiate a "respite route" flight path to give residents a break from the concentrated noise of low-flying aircraft, as airspace south of Luton is clogged with planes climbing from Heathrow.

The application to Luton council, asking for noise restrictions to be lifted, notes that these issues "have resulted in a situation whereby the airport cannot operate to its full permitted limit whilst being confident that [the noise restrictions] can be met".

Local MP Anne Main says it's up to the airport to manage passenger numbers to meet the planning condition, rather than varying the condition to allow the desired number of passengers. "This failure should not be rewarded by relaxing the rules that seek to limit the noise impact felt year-round by local residents," she says.

Campaigners fear Luton planners may favour the application – not least because the council is a major shareholder in the airport's owner, London Luton Airport Ltd (LLAL). LLAL leases the airport site to the operations business, LLAOL, which is owned by Spanish airport operating firm Aena and Australian investment firm AMP Capital. In February council chiefs backed long-term plans for another runway and a further increase in passengers, noting: "Through revenue received from LLAL, the council was able to spend £28m on essential front-line services."

However, the council insists its functions as a planning authority and shareholder are entirely separate and "a decision will be reached based on all material planning considerations and sound judgements". So that's all right, then.