



Luton Borough Council  
Planning and Environment

10<sup>th</sup> February 2021

**Planning application 21/00031/VARCON: Variation on Condition 8 (passenger throughput cap) and Variation on Condition 10 (noise contours)**

Dear Sir/Madam,

Kings Walden Parish Council opposes to both key elements and subsidiary elements of this application.

**Variation on Condition 8 (passenger throughput cap)**

Under the original condition, the passenger cap of 18 mppa, was not due to be reached until circa 2026, due to natural growth. Due to financial stimulation by the airport owner London Luton Airport Ltd (LLAL), this was achieved in 2019, purely for accelerated commercial gains. The evidence shown to corroborate the need for an extra one million passengers, is false. We perceive this purely as an attempt by the airport to recover quickly from its current situation where passenger and aircraft movements are reduced due to Covid restrictions. Passenger figures for 2020 show 5.4 mppa, 2.9 million of these were from January –March. For the last nine months of the year, throughput was 2.5 million. The council sees no clear evidence in any of the supporting documentation that an increase of 12.6 million passengers will be required or achieved before the originally planned 2026.

Impact on the local community through noise, pollution, and transport infrastructure must override any commercial gains. The existing conditions were placed to protect the environment and local residents, and the rationale behind those conditions has not changed.

Once Luton Airport has reached its 18 mppa cap, purely by natural demand-led growth and not by financial stimulation, then, and only then, should an application to vary be considered.

**Variation on Condition 10 (Noise contours)**

Kings Walden Parish Council opposes this variation. The original planning condition was made under expert guidance as to how New Engine Offer (NEO) aircraft would be introduced at Luton, lowering the noise contour. As the applicant, LLAOL, had no control over how airlines would introduce such aircraft, it was based on circumstantial data at that time. This point is demonstrated by the regular breaching of that noise contour. The introduction of NEO aircraft has been limited, with most of the expansion of flights being by older, noisier aircraft. NEO aircraft are not as quiet as anticipated due to the short runway at Luton,.

It is the parameters of the noise contour condition that has been blamed for the breaching of noise conditions and not the increased number of older aircraft, which we believe is the driving factor. Therefore, to grant this application would show that commercial income is more important than legal obligation.

The obligation of the local planning authority is to interpret planning law which includes an obligation to protect the local environment and the quality of life of all residents who live within the noise footprint of Luton Airport.

**Variation of other conditions**

The application to vary other conditions are all subsidiary to conditions 8 and 10, and should be rejected.

Tom Brindley CILCA

Clerk to Kings Walden Parish Council