

**Breachwood Green Society : Response to Airports Commission
Discussion Paper 5 : Aviation Noise**

The Society was established in 1979 and has volunteers involved in conservation work and seeks to support the local community of Breachwood Green in the Parish of Kings Walden in Hertfordshire.

The County boundaries of Hertfordshire and Bedfordshire are conjoined with the Parish boundary and with the boundary of Luton Borough Council which runs along the eastern side of the Luton Airport. Thus this community has no direct say in the airport development.

As members of LADACAN the Society endorses the submission presented to you.

The village is situated some 0.9 of a mile from the eastern end of the runway. With the persistent easterly winds for this year, and also 2012, the noise levels have been even more highly disturbing. Depending on the wind conditions there have been both departing and arriving aircraft on the same day; in conditions of little wind both great noise and vibrations occur.

The 3km swathe in which the aircraft are expected to operate allows aircraft to fly over the houses, Village Hall, sports and recreation ground, Chapel and School. It is deplorable that there are no legal regulations governing the use of Luton Airport - or other airports. The mapped noise contours do not relate to local conditions.

Night noise : There are very many noisy and heavily loaded Cargo planes which operate throughout the night - significant times being around 1.00 am and 3.00 am with the increased frequency of flights from 6.00 am to 9.00 am : furthermore, the stated policy of the 7.00 am beginning on a Sunday is not adhered to. Sleep is much disturbed.

At this location, close to the runway, the noise from both departures and arrivals interferes with all activities - teaching, conversation, TV programmes, music etc.

Insulation : Insulation for windows may reduce a little of the noise level indoors but the levels effect life in gardens and the countryside and any period staying outdoors often proves totally unacceptable. Older properties have bedrooms immediately under the roof and the noise penetrates.

Independent Noise Regulator : There is every need for an independent regulator. The Airport consultative committee has very little authority to impose restrictions. The airlines and the airport operator are only concerned with maximising profits and extending the use of their facilities

Operational restrictions to abate noise have proved to have little effect. With the arrival of more and larger planes and the greater number of movements the annoyance is greatly increased. The number of movements governs the amount of annoyance.

Luton's own consulting engineers, Sir Fredk Snow & Partners, indicated at the last public enquiry that the Luton site would not be regarded as a suitable site for an airport if it was starting from scratch - i.e it was able to claim that there was an established use because it was used by small aircraft on the green field site..

Land-use planning : Land-use planning measures are essential to deal with the extremely bad neighbour effect. Other countries have tackled the problem - Greece, Japan and Tenerife for example have move their airports to other sites. It is necessary for the UK to recognise the awful waste of people's time and energy battling to continue to live alongside this great nuisance. Airports create blight over a very wide area.

All people who are badly affected by noise and pollution should be offered compensation to be able to move.

