

Leeds Bradford Airport Noise Summary and Planning Objection Guide

Related to Planning Application 20/02559/FU
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Now



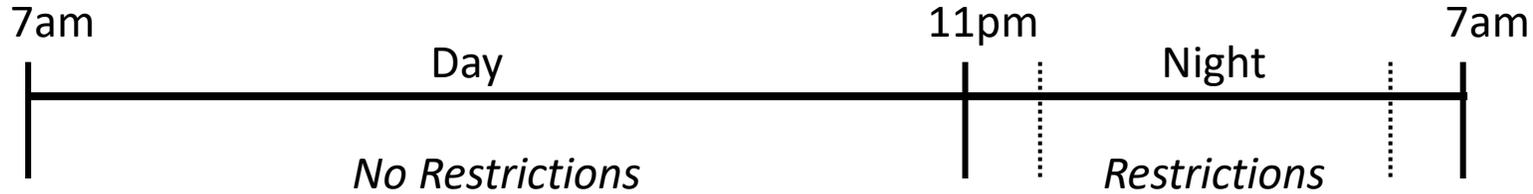
1200 Winter
2800 Summer (15/night)

QC1 Arrival
QC0.5 Departure

QC is a value given to each type of plane, the higher the QC, the noisier the plane

No curfew

Now



1200 Winter
2800 Summer (15/night)

QC1 Arrival
QC0.5 Departure

No curfew

Proposed



Night is 23% shorter

LBA want to create these shoulder periods so they can fly without restrictions on the number and noise of individual planes

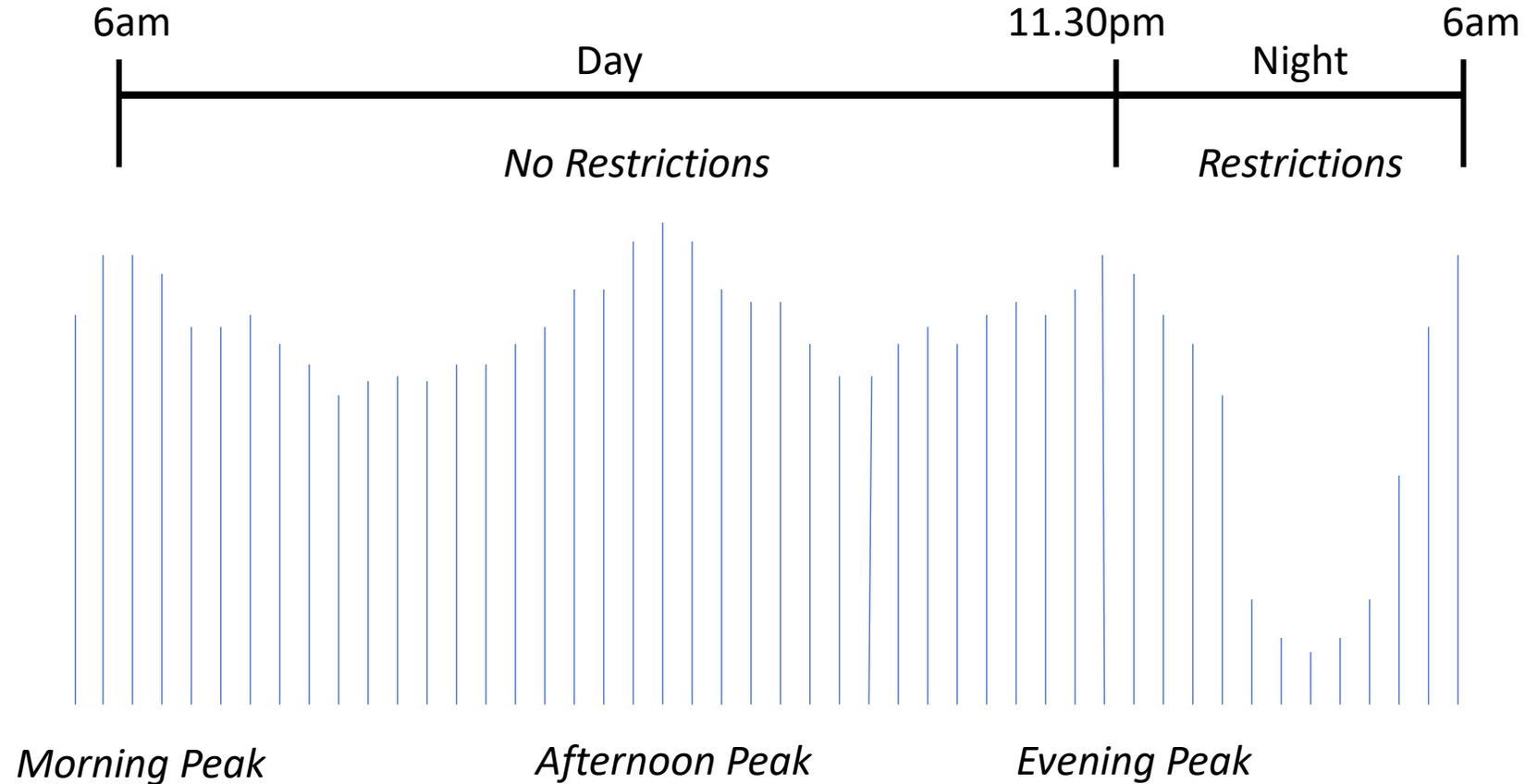
Cap on numbers replaced by Quota Count of 1375 - equivalent of 20 Airbus 320s every night in Summer

QC1 Arrival
QC1 Departure

No curfew

LBA propose an overall Noise Contour Cap for our "protection"

Proposed



Noise Profile

The resulting noise profile will have peaks in the early morning and late at night, but significantly, a bigger peak in the middle of the day when planes return from their morning trip, reload, and set off to their afternoon destination.

This will particularly affect schools and other places where outdoor activities take place during the day (pubs, sports grounds, higher education establishments, nature reserves, people enjoying their garden...).

Noise Contour Cap

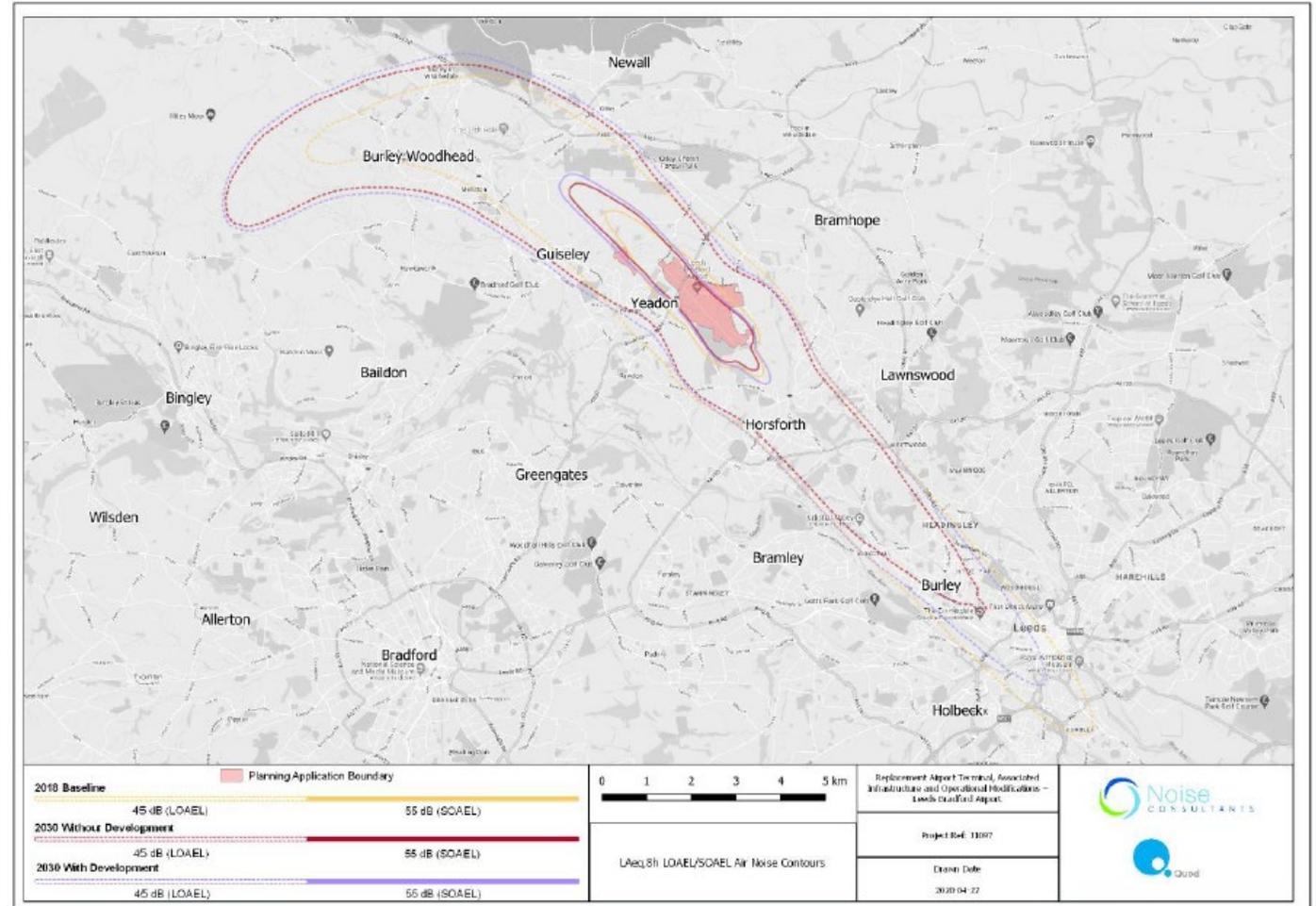
LBA are only *committing to report* if they exceed the lowest level at which there is an adverse effect, and they propose to report on extent of area rather than on population affected.

- Noise contour is worse if the development goes ahead
- Covers an area of 56.2km²
- Includes Leeds city centre
- Affects 123,000 people
- 42,000 Highly Sleep Disturbed*
- 93,500 Highly Annoyed*

*Defra, WHO

And a contour doesn't tell the real picture because it smooths out the peaks...

www.aef.org.uk: An extreme case will illustrate the way Leq works. One concorde on departure had equivalent noise energy to 120 Boeing 757s – so one [Boeing 757] plane every 2 minutes for 4 hours, produced the same Leq as 2 mins of concorde followed by 3 hrs 58 mins of silence.

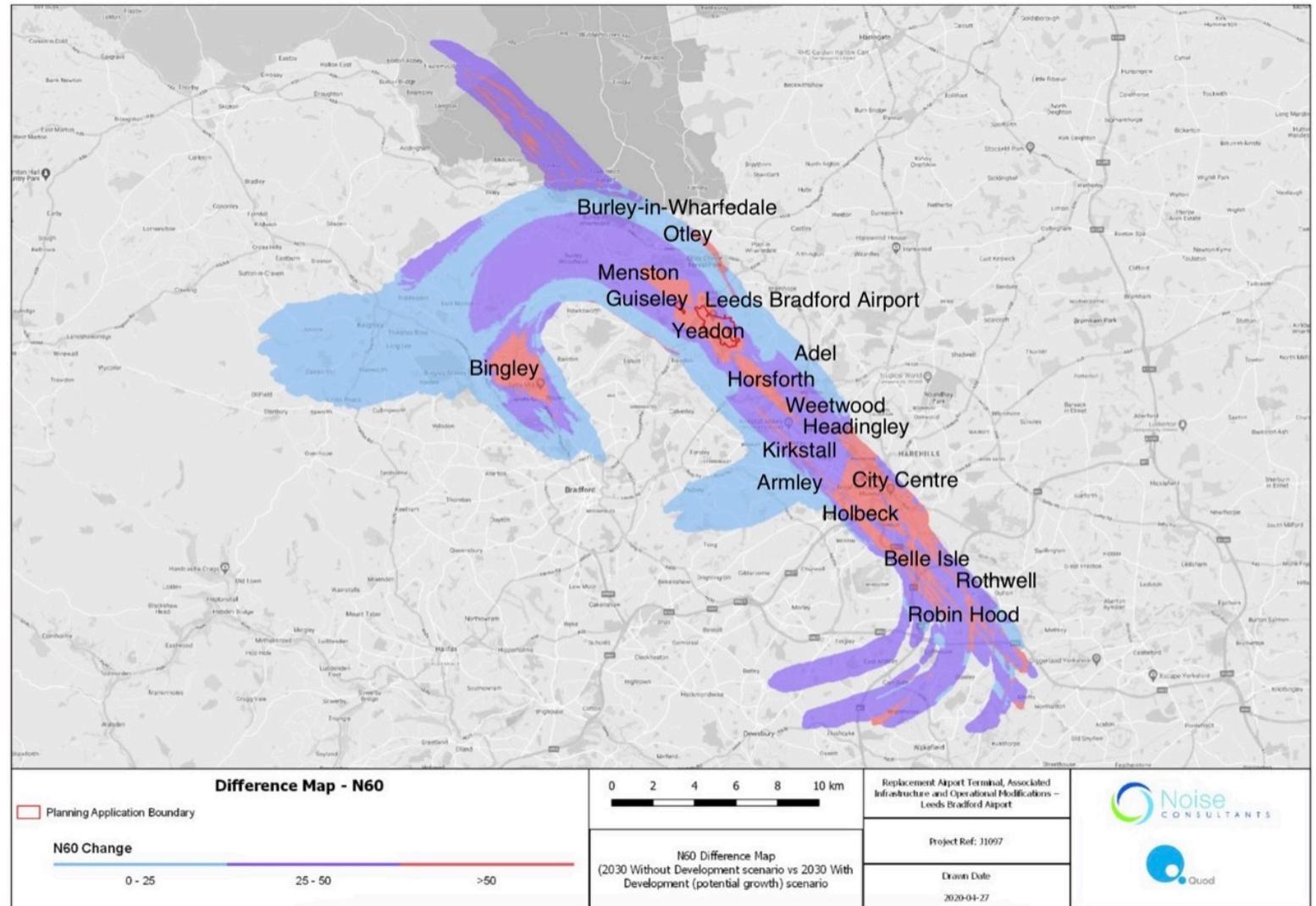


N60 and N65 Maps

Best practice based on CAA guidance asks that applicants show the actual number of flights above 65dB day-time, 60dB night-time. This map shows the difference between the situation in 2030 with development compared to without development.

- Set at a level at which sleep will be disturbed
- Blue 0-25 more flights
- Purple 25-50 more flights
- Orange over 50 more flights

You can see that the orange area (*over 50 more flights heard*) includes most of the city centre, most of Horsforth and all of Bingley.



This is the N60 map for average Summer night

What to object to: Local Planning Guidelines:

LCC has a duty of care to protect the health and well-being of its citizens. LBA admit that the proposal is irrefutably detrimental to health.

- Massive loss of amenity for those living under the flight path
- 36 schools under the flightpath, some badly affected, especially by new mid-day flights
- The proposal does not consider care-homes under the flight path
- Many more people experiencing noise, 123,000 people, especially in Leeds city centre
- Noise Contour Cap does not provide real protection. LBA only promise to report on the extent of the area affected, not to report on the population affected, nor to operate in a way that avoids breaching the cap.
ES_VOLUME_I_CHAPTER_10_NOISE_AND_VIBRATION-3247424 - Performance and forecasts against the noise contour restriction will be presented within the Airport's proposed ANPFR.

Contravenes CORE STRATEGY SPATIAL POLICY 12

MANAGING THE GROWTH OF LEEDS BRADFORDINTERNATIONAL AIRPORT The continued development of Leeds Bradford International Airport will be supported to enable it to fulfil its role as an important regional airport subject to:

...(iii) Environmental assessment and agreed plans to mitigate adverse environmental effects, where appropriate,

- LBA are not mitigating adverse environmental effects with respect to noise
- They are proposing to increase the noise permitted for planes taking off at night
- They are proposing to remove restrictions on noise and number of flights operating during the “shoulder” periods
- They are proposing to reduce the protected night-time period by 23%

What to object to: Local Planning Guidelines (continued):

LBA appear to be contravening NATS Noise Abatement Operational Procedures not to fly over the city

- From the AIP for LBA (the airport's user guide for pilots and air traffic controllers):

Section AD 2.21 NOISE ABATEMENT PROCEDURES:

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment.

- This says that ALL flights should take off to, and land from, the North West, thus protecting the city centre population in favour of a less densely populated passage to the NW
- Currently, 30% of take-offs and 96% of landings are in the “wrong” direction
- If LBA cannot comply with Noise Abatement Operational Procedures now, how can we trust them to do so in the future, even though their proposals are vague and non-binding

What to object to: National Planning Guidelines:

Contravenes the UK's Aviation Policy Framework 2013

APF 2013 Night noise

3.35 In recognising these higher costs upon local communities, we expect the aviation industry to make extra efforts to reduce and mitigate noise from night flights through use of best-in-class aircraft, best practice operating procedures, seeking ways to provide respite wherever possible and minimising the demand for night flights where alternatives are available.

...As a general principle, the Government therefore expects that future growth in aviation should ensure that benefits are shared between the aviation industry and local communities. This means that the industry must continue to reduce and mitigate noise as airport capacity grows. As noise levels fall with technology improvements the aviation industry should be expected to share the benefits from these improvements.

- LBA are increasing noise, not reducing or mitigating as the APF expects
- LBA are not sharing noise improvements with the community, they are exploiting technology improvements to fly more planes

What to object to: International Guidelines

Contravenes WHO Guidelines for Community Noise

- The proposal's definition of *night* is 6½ hours from 11.30pm to 6.00am
- Normal definition of *night* is 8 hours from 11.00pm to 7.00am as laid down in the WHO Guidelines for Community Noise
- There are no movement restrictions on the number of aircraft that can take-off and land during the two 'shoulder' periods, from 11.00pm to 11.30pm and from 6.00am to 7.00am, the key times when most people are trying to get to sleep or just before they wake up
- From the WHO guidelines:
 - Mitigation targeted to the first part of the night is believed to be effective for the ability to fall asleep.
- The Application is completely contrary to this, its proposal is to de-restrict noise during the 11.00pm to 11.30pm period and increase take-off noise after that
- We believe that 'night should mean night', i.e. the full 8 hours

Contravenes WHO Environmental Noise Guidelines for the European Region 2018

- WHO recommend using 40dB for the Lowest Adverse Effect level, but this application on based on 45dB (Defra)
 - For average noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects.
 - For night noise exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night time below 40 dB Lnight, as aircraft noise above this level is associated with adverse effects on sleep.
 - To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure.