



## **PLANNING & TRANSPORT COMMITTEE**

**WEDNESDAY, 27 JANUARY 2021**

### **ADDITIONAL PAPERS**

Date published: Friday, 22 January 2021

- |               |   |
|---------------|---|
| Agenda Item 5 | Delegated List and plans<br>To consider Planning Applications received <b>(attached)</b> . An updated list will be issued on 22 January 2020 (if applicable).<br><br>(Pages 1 - 6)  |
| Agenda Item 6 | TRANSPORT MATTERS<br>(a) To consider a response to the London Luton Airport consultation on changes to the arrivals airspace. Information can be found here:<br><a href="https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/">https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/</a><br><br>(b) To consider any other matters relating to highways/transport (if appropriate).<br>(Pages 7 - 16) |

PLEASE BRING THE ATTACHED PAPERS TO THE MEETING IN ADDITION TO  
THE PREVIOUSLY CIRCULATED AGENDA.

PLANNING APPLICATIONS RECEIVED UP TO 22 JANUARY 2021

**NON DELEGATED**

**PADO**

1. **CB/20/03644/PADO**                      **67B NORTH STREET**  
Prior notification of change of use from office to 1 no dwelling house with the provision of adequate natural light

**DELEGATED**

**FULL**

1. **CB/20/04766**                              **SAXONS SLADE, 148 PLANTATION RD**  
Ground floor and first floor extensions and alterations to create a 2 storey dwelling.
2. **CB/20/04738**                              **7 LYWOOD ROAD**  
Single storey rear extension and front porch.
3. **CB/21/00059**                              **71 BLENHEIM ROAD**  
Loft conversion with rear facing dormer window
4. **CB/21/00035**                              **THE SECURE STORE GROVEBURY RD**  
Construction of a four-storey extension to the existing self-storage building and of a two-storey extension to the office annexe.
5. **CB/20/04755**                              **301 HEATH ROAD**  
Front dormer and internal alterations.
6. **CB/21/00097**                              **31 MALVERN DRIVE, LINSLADE**  
Single storey rear and single storey side/rear extensions
7. **CB/21/00107**                              **16 CARLTON GROVE**  
Single storey rear extension
8. **CB/21/00074**                              **30 ST LEONARDS CLOSE**  
Loft conversion
9. **CB/21/00034**                              **9 NEWTON WAY**  
Single storey rear and side extension incorporating garage
10. **CB/21/00153**                              **CH 5 WAREHOUSE LEIGHTON  
INDUSTRIAL PARK BILLINGTON RD**  
Warehouse extension to CH 5

**DOC**

**1. CB/20/04729/DOC LOCAL CENTRE, CHAMBERLAINS BARN**

Discharge of Conditions 1,2,5,6,7,8,9,10,11,12,19 against planning permission CB/20/01340/RM (Reserved Matters: following Outline Application CB/11/01937/OUT Mixed development including up to 50 dwellings); Local Centre comprising of 1 x 4000 sqft convenience store (Use Class E) and 1 x 1000 sqft hot food takeaway (Use Class Sui Generis), together with associated bring bank recycling facility, car parking and landscaping).

**LDCE**

**1. CB/21/00013/LDCE 82 GIBSON DRIVE**

Lawful Development Certificate Existing: Outbuilding for garden tools & domestic items.

**LB**

**1. CB/20/04697/LB 14 MARKET SQUARE**

Listed building: change of use from Class E(b) (Café) to Sui Generis (hot food takeaway) Alterations to entrance door and glazing to business frontage at ground floor.

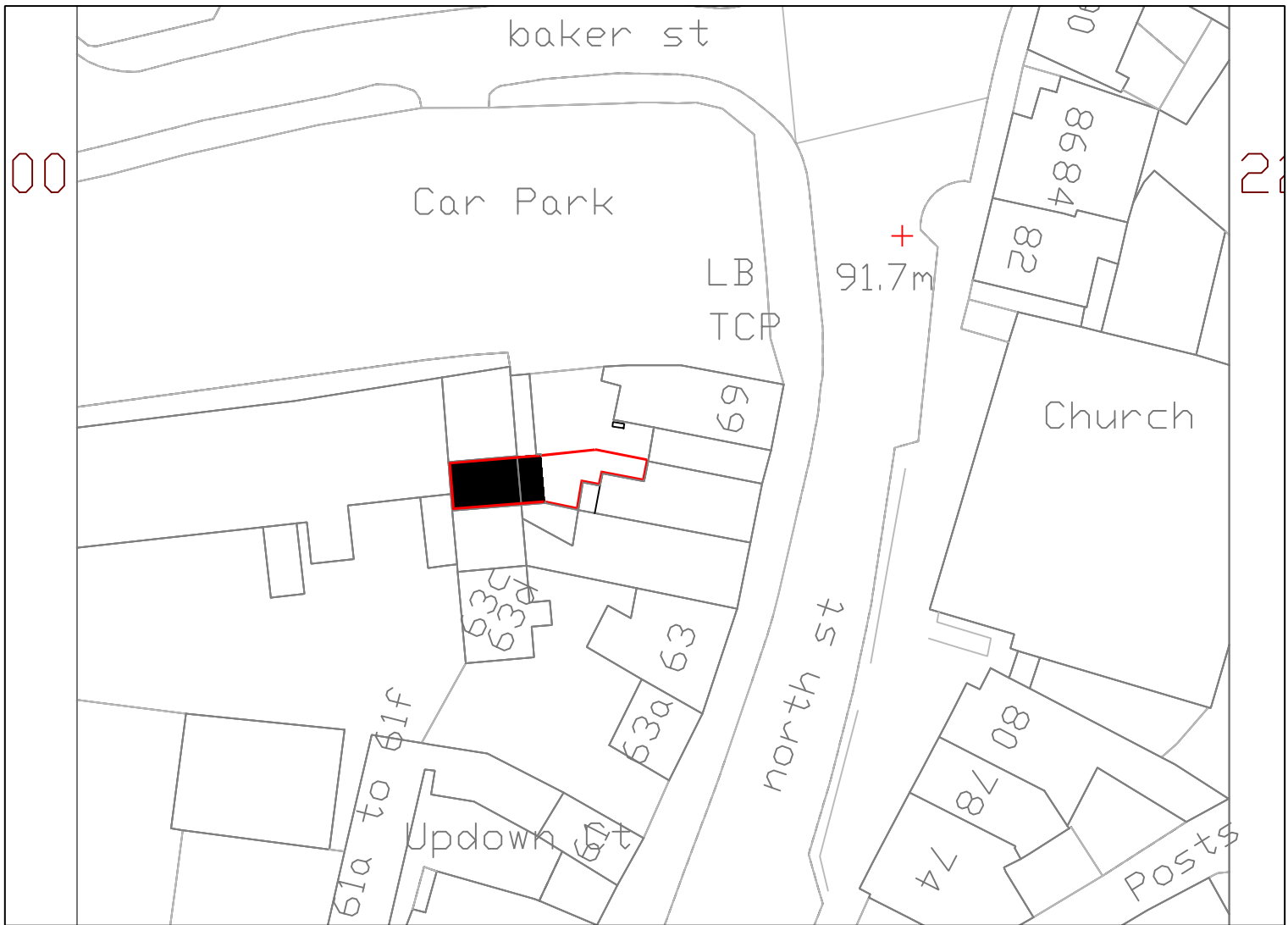
**Glossary:**

**PAAD:** This allows prior approval to be sought for a change of use. For example, if you can demonstrate that what you are doing does not require planning permission within the meaning of the General Permitted Development Order”.

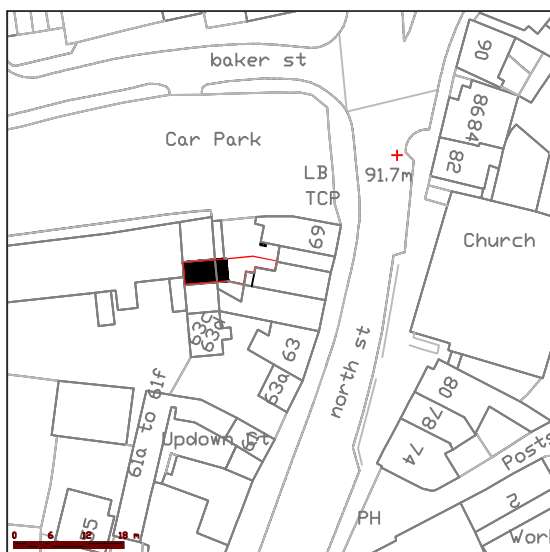
**LDCEP** means Lawful Development Certificate: If you want to be certain that the existing use of a building is lawful for planning purposes or that your proposal does not require planning permission, you can apply for this.

**DOC** means Discharge of Conditions: When planning permission is granted conditions, will be attached which will need to be addressed before the development is usually first occupied.

**GPDE** means Prior Approval for larger single storey rear extensions that extend beyond the rear wall of the house by over 4 metres and up to 8 metres for a detached house and over 3 metres and up to 6 metres for all other houses. You must apply to the local authority who will then consult the adjoining neighbours to advise them of your proposals. If your neighbour raises any concerns, the local authority will be required to determine the likely impact and whether it can go ahead.

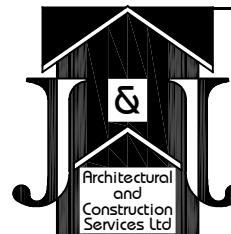


Block plan 1:500



Site location plan 1:1250

Note:  
 × This drawing must not be re-issued, loaned, printed or copied without the designer's prior consent.  
 × DO NOT SCALE FROM THIS DRAWING – use figured dimensions only. Any discrepancies are to be reported to designer immediately.



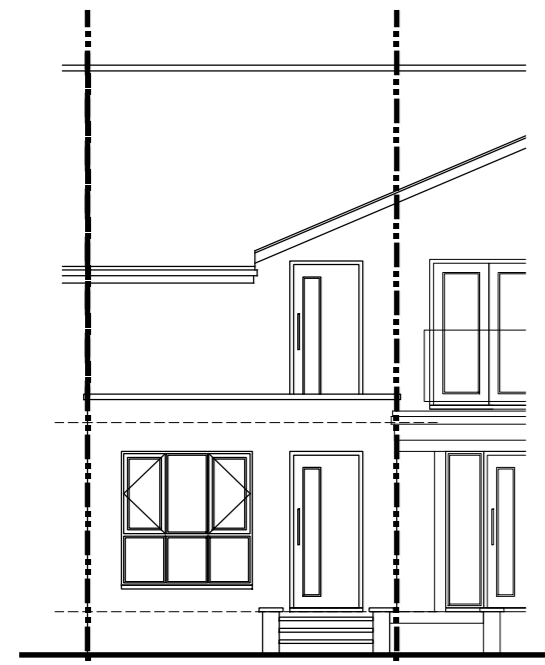
156 Honeyhill Road  
 Bedford  
 Bedfordshire  
 MK40 4PD

Tel/Fax: 01234 297496  
 Mobiles: 07855 852991/2

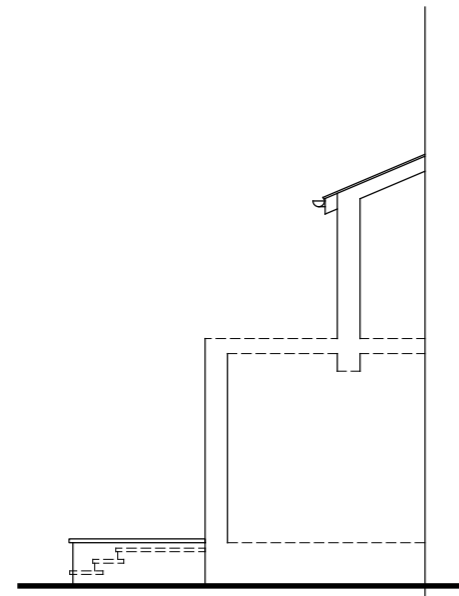
Email: email@j-jacs.co.uk  
 Web address: www.j-jacs.co.uk

Project		
change of use to C3 dwelling		
Client		
Mr & Mrs Molyneux		
Site Address		
67B North St, Leighton Buzzard		
Approved	Date	Scales
prelim	Jul 20	1:500, 1:1250
Drawing No.	Sheet	
JJ20-067	002 Rev B	

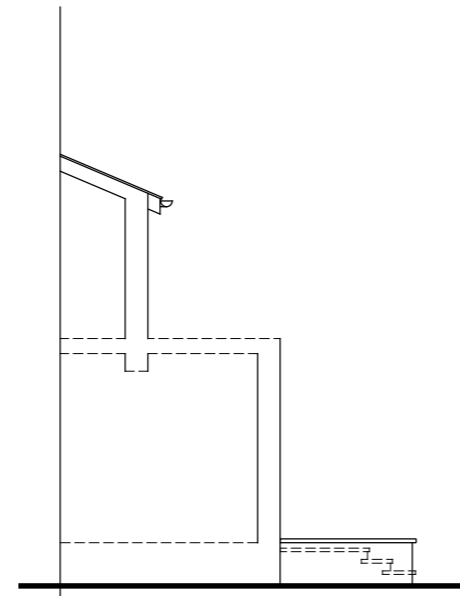
This page is intentionally left blank



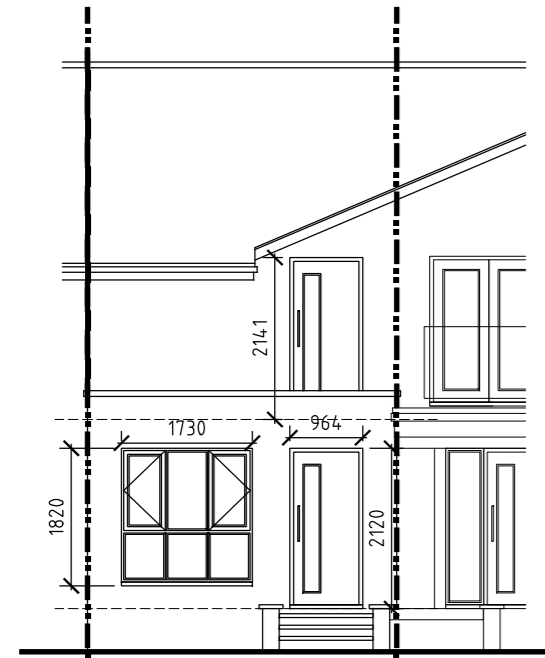
east facing elevation  
plan as existing 1:100



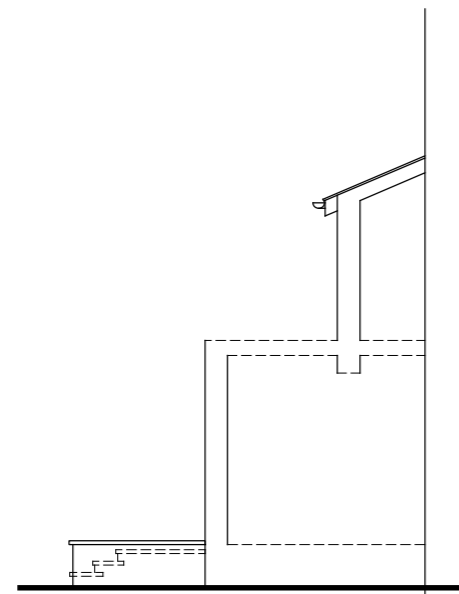
east facing elevation  
plan as existing 1:100



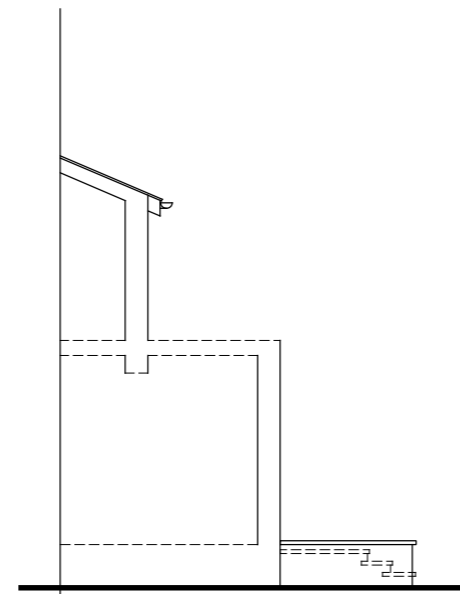
west facing elevation  
plan as existing 1:100



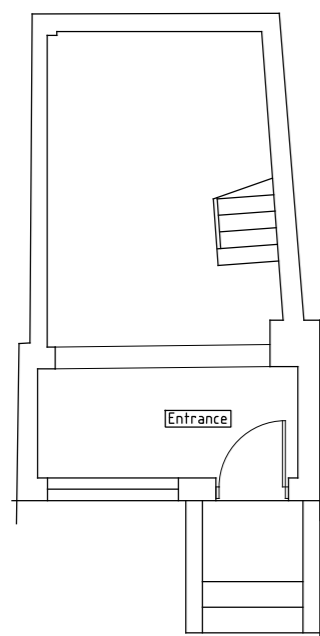
east facing elevation  
plan as proposed 1:100



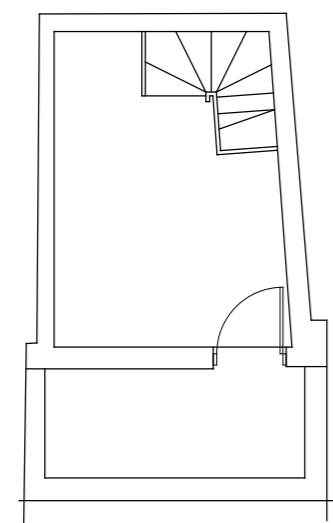
east facing elevation  
plan as proposed 1:100



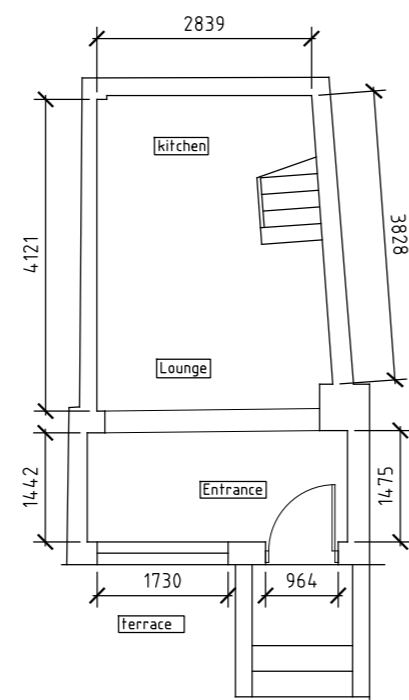
west facing elevation  
plan as proposed 1:100



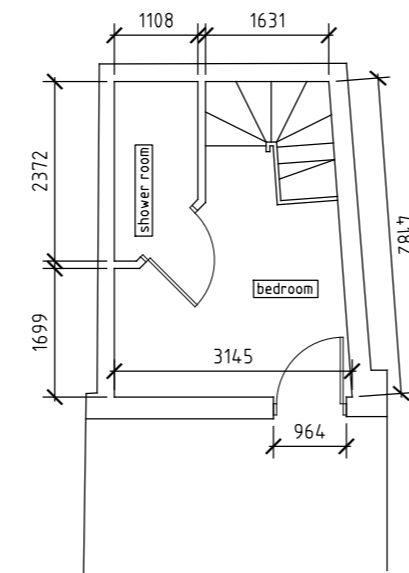
Ground floor plan  
as existing 1:100



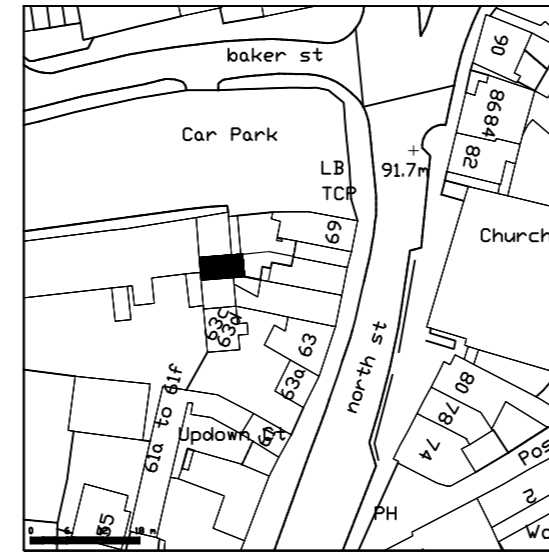
first floor plan  
as existing 1:100



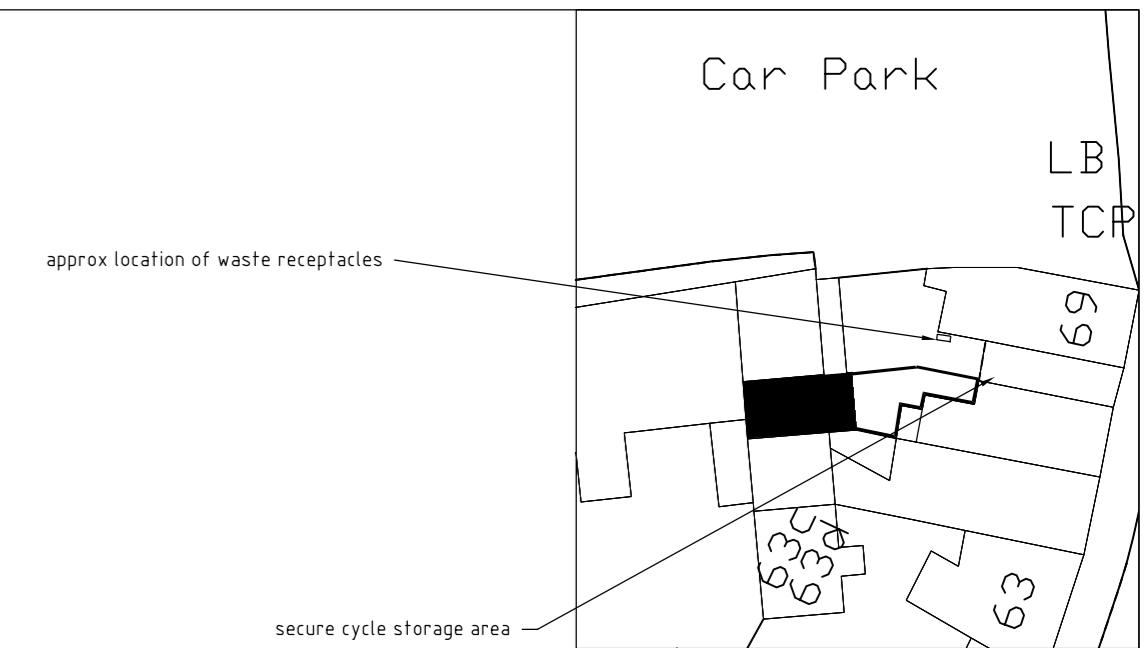
Ground floor plan  
as proposed 1:100



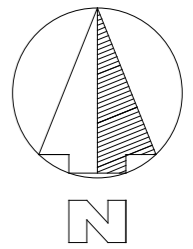
first floor plan  
as proposed 1:100



Site location plan 1:1250



Block plan 1:500



Note:  
 x This drawing must not be re-issued, loaned, printed or copied without the designer's prior consent.  
 x DO NOT SCALE FROM THIS DRAWING - use figured dimensions only. Any discrepancies are to be reported to designer immediately.  
 x Before any work commences, all dimensions to be checked and verified on site. All boundaries to be confirmed between the the client and contractor and no part of the building is to overhang or undermine boundary lines without prior written consent.



156 Honeyhill Road  
 Bedford  
 Bedfordshire  
 MK40 4PD

Tel/Fax: 01234 297496  
 Mobiles: 07855 852991/2

Email: email@jacs.co.uk  
 Web address: www.jacs.co.uk

Project change of use to C3 dwelling prior notification		
Client Mr & Mrs Molyneux		
Site Address 67B North St, Leighton Buzzard		
Approved prelim	Date Jun 20	Scales 1:100, 1:500, 1:1250
Drawing No. JJ20-067		Sheet 001 Rev D

This page is intentionally left blank





## Planning and Transport Committee

---

**Date:** 27<sup>th</sup> January 2021

**Title:** Proposed Changes to London Luton Airport Arrivals

**Purpose of the Report:** To seek Member Direction in respects of the current consultation exercise being carried out by London Luton Airport (LLA) and National Air Traffic Service (NATS) on proposed changes to LLA arrivals.

**Contact Officers:** Mark Saccoccio, Town Clerk.

---

### 1.0 RECOMMENDATIONS

Should Members be minded, the proposals are:

1.1 That the Planning and Transport Committee request that Officers respond to the joint LLA and NATS consultation in respect of proposed changes to LLA arrivals in terms of:

i) Option 1 which seeks the creation of the new airborne hold stack to the west of St Neots/A1 corridor and easterly operations (approaching aircraft) dispersed over a wider area to Leighton Buzzard south and south thereof at an altitude of 5,000 ft;

Or

ii) Option 2 which seeks the creation of the new airborne hold stack to the west of St Neots/A1 corridor and the creation of 2 routes for easterly operations (approaching aircraft)

a) Route 1 tightly defined route to Leighton Buzzard south and south thereof at an altitude of 5,000 ft

b) Route 2 tightly defined route to the north of Leighton-Linslade at an altitude of 5,000 ft

Or

iii) A dedicated Town Council response

## 2.0 CONTEXT

- 2.1 A joint consultation is being undertaken by LLA and NATS in respects of proposed changes to LLA arrivals. The consultation exercise began on Monday 19<sup>th</sup> October 2020 and closes on Friday 5<sup>th</sup> February 2021.
- 2.2 Air traffic control in the London region is complex, especially for aircraft arriving at LLA and London Stansted because they are geographically close to each other. The current airspace design has been fundamentally unchanged in decades since before the low-fare carrier expansion at both airports. In essence, the more complex the airspace, the greater the need for the airborne holding of arrivals when it gets busy.
- 2.3 Given the prevailing wind direction (south westerly - approximately 70% of the time), aircraft approach the runway from the north and east directions relative to the airport. That is, they come over Hertfordshire and Essex for westerly operations. Relevant to the parish is the easterly operation approximately 30% of the time. Here, aircraft approach the runway from the south-west.
- 2.4 Practice is that controllers take each aircraft from the shared flows toward the destination airport descending them safely to their respective runways. LLA's and Stansted's arrival flows are shared until aircraft descend through circa 8,000ft (around 25 miles from the airport). Any arrival delay or disruption at one airport causes unnecessary arrival delay to the other because flows are closely shared.
- 2.5 The proposal is to reduce the complexity by moving LLA's arrival paths, leaving Stansted's arrival flows unchanged. This would reduce air traffic controller workload because the arrival flows to each airport would be separated further out and higher up, assuring safety and efficiency.

### Option 1

- 2.6 The first option seeks to establish a new airborne hold or stack for LLA arrivals (to the west of St Neots/A1 corridor) with associated airspace and air routes above 8,000 feet. From the new hold, the method air traffic controllers use to bring arrivals from 8,000ft to the runway would be similar to that presently employed – that is, providing each aircraft with a heading, descent and speed instructions, manually managing each flight (known as vectoring).

### Option 2

- 2.7 The second option also seeks to establish a new airborne hold or stack for LLA arrivals with associated airspace and air routes at 8,000ft and above. From that new hold (to the west of St Neots/A1 corridor), air traffic controllers would still use the vectoring method described in option 1 to descend aircraft to the runway. However, there would be a number of predetermined arrival flightpaths

which aircraft can fly automatically and without intervention from controllers. These predetermined arrival flightpaths will reduce air traffic complexity even more than option 1.

## 2.8 So what does this mean in terms of anticipated impact on the Parish?

- It is anticipated that a new holding stack would be created to the north west of St Neots that would serve option 1 or option 2. [https://consultations.airspacechange.co.uk/london-luton-airport/ad6\\_luton\\_arrivals/](https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/)
- Whichever option is chosen, aircraft would be flying level at 5,000ft. <https://www.nats.aero/vr/ad6/static-postcode-lookup> the attached postcode locator would indicate whether you are likely to be impacted by the airspace proposals. Typical of the aircraft flown into LLA (Airbus 319 and 320), the noise level at 5,000ft is likened to that experienced within a busy office (59-57dba) – NATS.
- Option1:-70% of flights would be vectored to final approach with the remainder given a short cut arriving from several directions. Aircraft would be more widely dispersed over a wider area to Leighton Buzzard south and south thereof.
- Option 2 route 1:- this would see aircraft flying on a tightly defined (predictable) route over Leighton Buzzard south and south thereof and is likely to be used the most and is the preferred option of LLA.
- Option 2 route 2:- this again would see aircraft flying on a tightly defined (predictable) route to the north of Leighton-Linslade.

## 2.8 Comments

- As set out in the representation made by the Leighton Buzzard Society, there is little in the way of control over Option 2 and when it reverts from route 1 to route 2. From the consultation literature, it is assumed (LLA) that route 1 would be used the most, that is traffic over Leighton Buzzard south and south thereof. The issue here is that no certainty is offered up in terms of when routes would alter from route 1 to 2.
- A further representation before you expresses the view that all aircraft movements should be to the north of the parish overflying less densely populated areas. In addition, a blanket “no fly” zone be created for the parish on population grounds. Whilst this is not an option (for the purposes of the consultation exercise), Committee may decide to include these concerns in any representation it may seek to make.

### **3.0 CONCLUSIONS**

- 3.1 Unless the outcomes from the consultation exercise determine otherwise, it is highly likely that the holding stack will be created (to the west of St Neots/A1 corridor).
- 3.2 LLA has expressed a preference that Option 2 route 1 is preferred (Leighton Buzzard south and south thereof). Option 2 allows for routes to alter between route 1 and 2 albeit when is not known.
- 3.3 The Leighton Buzzard Society has expressed the view that Option 1 is preferred as aircraft movements are spread more widely when compared to Option 2.
- 3.4 A parishioner has expressed the view that all aircraft movements should be to the north of the parish only with a blanket “no fly zone” covering the most densely populated areas of the parish.
- 3.5 It is clear that there is a divergence of opinion on the matter and therefore, it is reasonable to assume that the Planning and Transport Committee may decide to submit its own opinion albeit the consultation exercise seeks views on the 2 options only.
- 3.6 In accordance with the consultation exercise, the deadline for responding is 5<sup>th</sup> February 2021.

**END**

“This refers to a consultation promoted not only by the Airport operating company, London Luton Airport Operations Ltd (LLAOL) but also by the Civil Aviation Authority’s National Air Traffic Control Service (NATS). That should give you the hint that it’s rather significant. It’s formal name is “Changes to London Luton Airport Arrivals - The Civil Aviation Authority and Airspace Change sponsors - Citizen Space”.

Apologies for the strange wording used to describe the consultation but that is what the airport & the Civil Aviation Authority are using on the website describing the consultation.

It has nothing to do with the earlier consultation promoted by the airport owning company & Luton Borough Council about having aspirations to increasing the size of the airport to 32 million passengers per year. This specific consultation is purely concerned with proposed changes to arrival flight paths & how the attendant airspace is used. The website is: [https://consultations.airspacechange.co.uk/london-luton-airport/ad6\\_luton\\_arrivals/](https://consultations.airspacechange.co.uk/london-luton-airport/ad6_luton_arrivals/)

I’m not sure how widely known this consultation is, but it is due to end soon, [on Friday 5 February 2021](#). There was an advert in the LBO & a longer article on the Online version in December from the LLAOL with Neil Thomson, the Operations Director, imploring readers to participate in this important consultation which suggests that the take up for the consultation from further afield was perhaps lacking. It is for proposed changes to Luton arrival flight paths from 2022 that will occur as a result of a proposed move away from the present unusual & inconvenient system of sharing arrival airspace with Stansted. This present arrangement involves Luton having to share two holding stacks near Royston & Sudbury which are located predominantly for Stansted’s use. The consultation proposes a new holding stack over Grafham Water near Huntingdon solely for Luton arrivals.

You might think as I did that at first glance that in theory this doesn’t unduly affect our area but that’s not the case. According to the consultation website our town is within “the areas of consultation where potential changes (positive or negative) to LLA arrivals are”, I quote from the website.

From what I have been able to follow from the website Leighton Buzzard will only be involved, as it is at present, in what are known as Easterly Operations which only affect some 30% of arrival flights. However there are two options being proposed for the management of these flights & seeking opinions on these this is the crux of the consultation. I’ve tried to simplify what the consultation is about but it’s still something of a chore to have to wade through so please bear with me.

The salient features are as follows:

1. From the proposed new holding stack, at Grafham Water, 30mls north of the airport & at about 8,000ft, aircraft will fly a short distance to just south of St Neots & then adopt one of two arrival routes which are dependent upon which way the wind is coming from at the airport runway, known as Easterly & Westerly Operations. This division of arrivals is essentially how the airport operates with its single runway at present.

2. For Westerly Operations (70% of the time) aircraft approach the runway from the north & east directions relative to the airport ie come in over Hertfordshire & Essex.

3. For Easterly Operations (30%) aircraft have to approach the runway from the south west ie from the direction of Aylesbury which requires flights that are approaching from the north & east to be directed to fly to the south of Leighton Buzzard & then do a U turn to the south & east so as to be lined up for landing at the airport. Flights are supposed to avoid Leighton Buzzard but sometimes overflying does occur.

4. Now from the above you can see that it's only the Easterly Operations that concern us. However what is also being proposed is a change to how the planes are controlled in the airspace from the holding area to the runway. This change does affect us. The consultation gives two options:

5. Option 1: from the new hold area aircraft would be manually managed by Air Traffic Control in the conventional practice via radio beacons & along compass bearings (known as vectoring) in fairly wide pre-determined air corridors, from 8,000ft & then at defined points reduced in height at stages down to the runway. If conditions permit shortcuts from these corridors will be initiated by Air Traffic Control. Option 1 starts from a point southeast of St Neots with a swathe approx 10 miles wide narrowing to about 3.5 miles approaching Leighton Buzzard with flights passing to the south of the built up area, roughly centred on an axis from Hockliffe to Ledburn. At this point aircraft would be flying level at 5,000ft. We are told in the consultation that some 70% of these flights would be vectored to final approach & the remainder would be given short cuts arriving from several directions. Based upon aircraft movements at Luton in 2019 this would give on average 41 arrivals spread to the south of Leighton Buzzard at 5,000ft with a further 17 arrivals being diverted via short cuts away from our area.

6. Option 2: from the new hold area aircraft would be sent by Air Traffic Control on one of two pre-determined routes 1 & 2 in which the aircraft will be able to self navigate & control their speed & height using on board systems that utilise GPS satellite technology. This is known as Performance Based Navigation. Some 95% of aircraft using Luton have this capability. Alternatively the aircraft could be vectored & also given shortcuts if the opportunity arose. Option 2 starts from a point southeast of St Neots with a swathe approx 3 miles wide that narrows to an airspace "funnel" which appears to be around 1 mile in width. For Route 1 this "funnel" travels in a southwesterly direction passing to the south of Leighton Buzzard on an axis from Stanbridge to Ledburn & performs a U turn roughly over Wingrave & then Wilstone so as to line up for final approach to the airport. For Route 2 the "funnel" is diverted to the north of Leighton Buzzard approximately in line with Heath & Reach where there is then a deviation to the southwest leading to the U turn in the vicinity of Aston Abbotts then Wilstone for the final approach as before. Again over Leighton Buzzard aircraft would be at 5,000ft. When vectoring takes place the aircraft would revert to Option 1 to follow the wider swathe to the south of Leighton Buzzard. In terms of aircraft movements, based upon 2019 data, according to the consultation, there would be on average 29 aircraft following either the narrow swathes of Route 1 or 2, with 12 aircraft vectored & being widely spread over the Option 1 flight area.

7. In the website for the detailed consultation there are diagrams which show all of the above Options & the Pre-determined routes 1 & 2 more clearly. The measurements of airspace width & approximate ground locations are my calculations so may not be 100% accurate! Please regard them as a best guess

8. For Option 2 there is no set pattern given for when usage of Routes 1 & 2 takes place ie will all arrivals be instructed to follow Route 1 for a day & then changed overnight so as to follow Route 2 the next day? Or will they keep each route in operation for a week or a month? One of the consultation questions seeks opinions as to how this should be done & when should it be changed over.

9. Remember the essential feature of Option 2 is that there will be a constant sequence of flights of up to 29 flights a day keeping to more or less the same flight path. There could be a further 12 flights daily in the same direction but laterally further away.

10. The new holding stack will only be used as such at busy times but according to the consultation all arrival flights will be managed so as to follow Options 1 or 2 by Air Traffic Control from the St Neots area unless there is scope at less busy times for short cuts to used.

This page is intentionally left blank



## Response ID ANON-SJ4M-97DN-Z

Submitted to **Changes to London Luton Airport Arrivals**

Submitted on 2020-12-26 13:58:10

### Your views

In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority. If you wish your response to be published anonymously your personal details (name, postcode, email) will be redacted and only be seen by LLA, NATS and the Civil Aviation Authority.

Yes I want my response to be published with my details.

#### What is your name?

Name:

#### Who are you representing? (Self or an Organisation)

Who are you representing?:

Self

#### What is your postcode?

Postcode:

#### What is your email address?

Email :

#### 1 To what extent do you agree that Option 1 is an acceptable solution for Runway 07 (easterly)?

Neither agree nor disagree

Please add your reason for your answer here (optional):

#### 2 To what extent do you agree that Option 1 is an acceptable solution for Runway 25 (westerly)?

Neither agree nor disagree

Please add your reason for your answer here (optional):

Doesn't affect Leighton Buzzard

#### 3 To what extent do you agree that Option 2 is an acceptable solution for Runway 07 (easterly)?

Disagree

Please add your reason for your answer here (optional):

The flight path should take the route north of Leighton Buzzard as its priority route, in order to minimise the number of people affected by aircraft noise. The route north of Leighton Buzzard is less densely populated, and on the original implementation of the current Easterly Arrivals, this route was initially the preferred route, and a 'no fly' zone over the town was initially agreed. However it was subsequently overturned due to the vicinity of flight paths to Cranfield, but was promised to be reinstated once the 'automatic' flying route technology PBN procedure was available— please check the history and previous minutes of the Noise and Track Committee .

I see no reason why this agreement cannot be implemented now to the benefit of tens of thousands of people impacted by intrusive noise during easterly arrivals. However, from my experience I don't expect any changes to the proposals to be implemented as a result of this consultation, as such consultations are usually just box ticking exercises.

#### 4 To what extent do you agree that Option 2 is an acceptable solution for Runway 25 (westerly)?

Neither agree nor disagree

Please add your reason for your answer here (optional):

#### 5 Do you prefer Option 1 or Option 2?

Option 2 - PBN Routes and Vectoring

**Please add your reason for your answer here (optional):**

PBN subject to the planes being routed north of Leighton Buzzard

**6 If Option 2 is progressed, how frequently would you like to alternate between the routes, from the hold to the runway in use, to provide a degree of respite?**

Other (specify below)

**Please add your reason for your answer here (optional):**

Runway 07 Easterly arrival to be north of Leighton Buzzard to be implemented the 90% of the time as this impacts far fewer people.

The route south of Leighton Buzzard is too tight when the airport is busy and aircraft end up directly over the town, I sometimes wonder if the target the steeple of All Saints Church which is in the town centre.

**7 If Option 2 is progressed, at what time of day would you like to change between the two routes from the hold to the runway in use?**

Don't know

**Please add your reason for your answer here (optional):**

**8 Technical Question (no requirement to respond).What classification of airspace would you like the high level additional controlled airspace to the north of Luton to be?**

Not Answered

**Please add your reason for your answer here (optional):**

**9 Technical Question (no requirement to respond).To what extent would your flight operations be impacted by the proposed Class D airspace, which is required to contain the RNAV1 Transition to Runway 07 north of Leighton Buzzard (PBN Route 2)?**

Significant impact

**Please add your reason for your answer here (optional):**

**10 If you have any other comments you would like to make, please provide them here:**

**Additional Comments::**

**File upload::**

No file was uploaded