

October 2023

# London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

**8.56 Applicant's response to Deadline 2 submissions**

**(Comments from Interested Parties on Deadline 1**

**submission) Appendix J - Paul Farquharson**

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.56

**The Planning Act 2008**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

**London Luton Airport Expansion Development Consent  
Order 202x**

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**8.56 APPLICANT'S RESPONSE TO DEADLINE 2 SUBMISSIONS  
(COMMENTS FROM INTERESTED PARTIES ON DEADLINE 1  
SUBMISSION) APPENDIX J – PAUL FARQUHARSON**

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## Appendix J - Paul Farquharson [REP2-070]

Table J1.1 Applicant's response to Paul Farquharson's comments on Deadline 1 submission

| I.D | Response Topic       | Comments on Deadline 1 submission (Verbatim)   | Luton Rising's Response   |
|-----|----------------------|--|---|
| 1   | Health and Community | <p>Following the publication of the plans in the Herts Advertiser (St Albans &amp; Harpenden), I am writing to express my strong objection to the proposed expansion plan for Luton Airport. As a long term resident of St Albans, I believe that the expansion plan in its current form will have detrimental effects on our community, mental and physical health and the environment.</p> | <p>When considering the effects, detrimental or positive, reference should be made to the detailed response provided in the <b>Applicant's Response to Relevant Representations Part 1 of 4 [REP1-020]</b>, page 109-111, in response to RR-0470 (and others).</p> <p>Specifically, <b>Chapter 13 Health and Community [AS-078]</b> of the Environmental Statement (ES) submitted as part of the application for development consent, includes a Health Impact Assessment. This assesses the potential effects of the proposals on people's health, including physical and mental health. Where applicable, mitigation has been provided to address adverse effects identified, such as replacement open space and noise insulation, as described in sections 13.8 and 13,10 of the assessment <b>[AS-078]</b>.</p> <p>With specific reference to environmental effects, the Proposed Development has been informed by an Environmental Impact Assessment (EIA), which considers the potential for the Proposed Development to give rise to likely significant effects on the environment. The EIA considers likely significant effects across a broad range of topics (for</p> |

| I.D | Response Topic                                  | Comments on Deadline 1 submission (Verbatim)  | Luton Rising's Response  |
|-----|---|---|--|
|     |   |   | example, biodiversity, greenhouse gases, air quality, noise, water etc) and the results are reported in the ES which accompanies this application for development consent.   |
| 2   | Noise and Vibration<br><br>Health and Community | First and foremost, the proposed expansion plan raises concerns about increased noise pollution in our neighborhood. The anticipated increase in air traffic and the construction activities associated with the expansion are sure to disrupt the already noisy planes that pepper the current skies around St Albans and I'm regularly woken by planes flying at around 11:20 most days. The expansion plans are unviable in todays world where planes are not yet environmentally friendly and pollute both the air equality and noise levels. This not only impacts the quality of life for residents but also poses potential health risks, especially for those living in close proximity to the airport. | An assessment of effects on the health of the population exposed to operational aircraft noise from the Proposed Development has been undertaken and reported in <b>Chapter 13 Health and Community</b> of the ES [APP-039]. This assessment considers the results of the assessment in <b>Chapter 16 Noise and Vibration</b> of the ES [REP1-003]. The assessment (paragraph 13.9.73) identified a moderate adverse effect on health which the noise insulation scheme is designed to reduce to minor adverse (paragraph 13.11.11) on the provision of noise insulation resulting in an effect that would be not significant. |
| 3   | Ecology   | Additionally, I am deeply concerned about the environmental impact of this expansion. Luton is surrounded by natural habitats and green spaces that contribute to the overall well-being of the immediate community. The expansion threatens to encroach upon these areas, leading to irreversible damage to the local ecosystem.   | An assessment of the effects of the Proposed Development on biodiversity has been undertaken and reported in <b>Chapter 8 Biodiversity of the ES</b> [AS-027]. This document identifies management and mitigation measures to manage effects upon ecological receptors. The Applicant considers it has responded further to the issue of impacts to local ecosystem in <b>Applicant's Response to Relevant Representations Part 1 of 4</b> [REP1-020], page 21.  |

| I.D | Response Topic | Comments on Deadline 1 submission (Verbatim)  | Luton Rising's Response  |
|-----|----------------|---|--|
|     |                |   | <p>An assessment of the effects of the Proposed Development on landscape has been undertaken and reported in <b>Chapter 4 Landscape and Visual of the ES [AS-079]</b>. This document considers changes to open space and identifies management and mitigation measures to manage effects upon landscape and visual receptors.</p> <p>An assessment of effects on the health of the population experiencing changes to their open space from the Proposed Development has been undertaken and reported in <b>Chapter 13 Health and Community of the ES [APP-039]</b>, which considers the results of the biodiversity assessment (<b>Chapter 8 of the ES [AS-027]</b>) and landscape assessment (<b>Chapter 14 [AS-079]</b>).</p> |
| 4   | Climate Change | Furthermore, the increased carbon emissions from additional flights will contribute to climate change, a global issue that we must actively address.  | Noted. Greenhouse Gas emissions associated with the scheme are addressed in <b>Chapter 12</b> of the ES <b>[APP-038]</b> . The Applicant considers it has responded further to the issue of the contribution of aviation to carbon emissions in <b>Applicant's Response to Relevant Representations Part 2B of 4 [REP1-022]</b> .  |
| 5   | Surface Access | Furthermore, the expansion plan fails to adequately address the transportation infrastructure required to support the anticipated growth in passenger traffic. Traffic congestion in and around the airport is already a significant issue, and this expansion without proper | The DCO application includes a package of off-site highway works to mitigate the impact of the Proposed Development on the highway network. The proposed off-site highway works are set out in Chapter 8 of the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> .  |

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|-----|----------------|--|---|
|     |                | infrastructure improvements will exacerbate the problem.   | A comprehensive approach to modelling the impact of the Proposed Development has been carried out and this shows that the scheme would not have a significant adverse impact on the operation of the highway network, as described in Chapter 10 of the <b>Transport Assessment [APP-203, AS-123, APP-205, APP-206]</b> .   |
| 6   | Need Case      | I urge you to reconsider the expansion plan and seek alternative (Gatwick has long needed an extra runway or develop more high speed trains across UK to EU countries) solutions that prioritize the well-being of our community, the environment, and the sustainable growth of the airport. It is essential that the voices and concerns of residents like me are taken into account in the decision-making process.   | As set out in the <b>Need Case [AS-125]</b> , the implications of the use of the north runway at Gatwick has been considered in preparing the demand forecasts for the Proposed Development. Regardless of whether this is permitted, passenger demand at London Luton Airport is still expected to reach 32 mppa within the timeframe considered in the assessments. Rail is generally considered competitive with air services where journey times are of the order of 3-4 hours but beyond that, a substantial shift to rail would not be expected even if more high speed lines were constructed. |
| 7   | General        | I am open to participating in any public hearings or discussions regarding this matter to further express my objections and work towards a solution that benefits everyone involved. Please keep me informed about any upcoming meetings or opportunities for community input.<br><br>Thank you for your attention to this matter. I hope that you will carefully consider the concerns raised by residents like me and make decisions that prioritize the long-term health and happiness of our community | Noted.  |