

Substantial Harm is being caused to the amenity of existing communities in these rural areas under the flight path of flights through the new AD6 Swanwick airspace. There is no mitigation proposed by LLA for this substantial level of harm.

More detailed explanation is included in the additional note attached.

On behalf of residents of the villages in Caldecote Ward in South Cambridgeshire District Council, I ask that the Inspectors (1) refuse the request to include the shoulder period 23:00 – 23:30 and (2) refuse to increase the ATM from 7,000 to 13,000 in the shoulder period 06:00-07:00. This will go some way to mitigate the harm that will be caused to the health and wellbeing of existing communities.

## London Luton Airport Expansion TR020001 – Draft Development Consent Order (DCO)

Unique Reference: 20040847

### Comments on schedule of changes to the draft DCO: Document TRO20001-002827-Recommended DCO schedule.pdf

I am writing specifically with regards to the New Requirement #6 – Annual air traffic movement (9ATM) cap for the authorised development as in the snapshot below.

6	<p><b>Annual air traffic movement (ATM) cap for the authorised development</b>                  Subject to, and without prejudice to, the provisions of this Order, the undertaker may operate the airport under this Order so that it permits up to 209,410 commercial and non-commercial ATM annually. Of this limit, no more than 13,000 ATM annually shall be permitted in the shoulder periods 23:00-23:30 and 06:00-07:00.</p>	<p>The ExA considers that an ATM cap is required to provide certainty regarding the maximum number of flights that can operate. This is intended to address resident's concerns that experience of aviation noise impact relates to number of overpasses rather than average noise levels, which inform the main contour-based controls.</p> <p>The Applicant has suggested an ATM cap of not less than 225,000 movements [REP7-077], however the ExA has adopted 209,410 as suggested by a number of local authorities (Central Bedfordshire Council, Joint Authorities and LBC eg [REP7-084], [REP7-087] and [REP7-090]) on the basis that</p>
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London Luton Airport Expansion Project: Examining Authority's draft DCO  
 Response: Deadline 8, Tuesday 23 January 2023

New Requirements		
Number	Proposed Drafting	Reason
		<p>this number of movements has informed the Applicant's assessment of effects in the ES.</p> <p>In the absence of any alternative proposals, the Applicant's suggested annual shoulder period ATM cap [REP7-077] has been included to provide certainty regarding number of movements during this period.</p>

This new cap of “no more than 13,000 ATM annually” permitted in the shoulder periods “23:00-23:30 and 0600-07:00” is increasing the current ATM from 7,000 to 13,000. This is an increase of 86%% on the current limit for those two shoulder periods.

I find this completely unacceptable on behalf of the residents in Caldecote Ward villages of Childerley, Caldecote, Bourn, Kingston, Longstowe and Little Gransden in South Cambridgeshire.

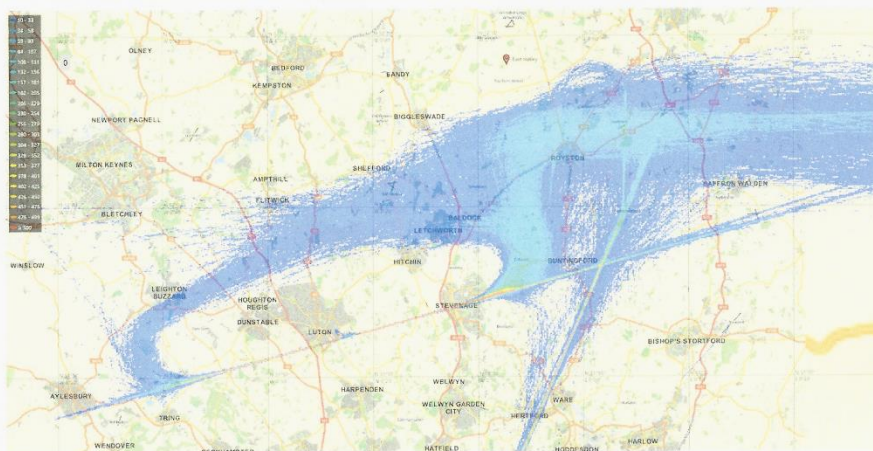
Adding the shoulder period of 23:00 – 23:30 means is particularly troublesome for residents. And this is why.

LLA as you know created AD6 Swanwick in order to separate Luton flights from Stansted flights in readiness for its expansion. Majority of AD6 is over South Cambridgeshire. As we found during the Post Implementation Review period, the routes followed by the aircrafts was not as intended. Infact, the air traffic controllers (ATC) at Luton routinely instructed or allowed pilots to take short cuts to expedite their descent to Luton. This results in the **aircrafts regularly using speed brakes** to make a rapid descent from above the 8000ft level that they should maintain in this area. The use of speed brakes creates a long noisy engine “whine”, like a shrill squeal which is very disturbing and is particularly so in the late night and early morning shoulder periods. Many are in bed or trying to

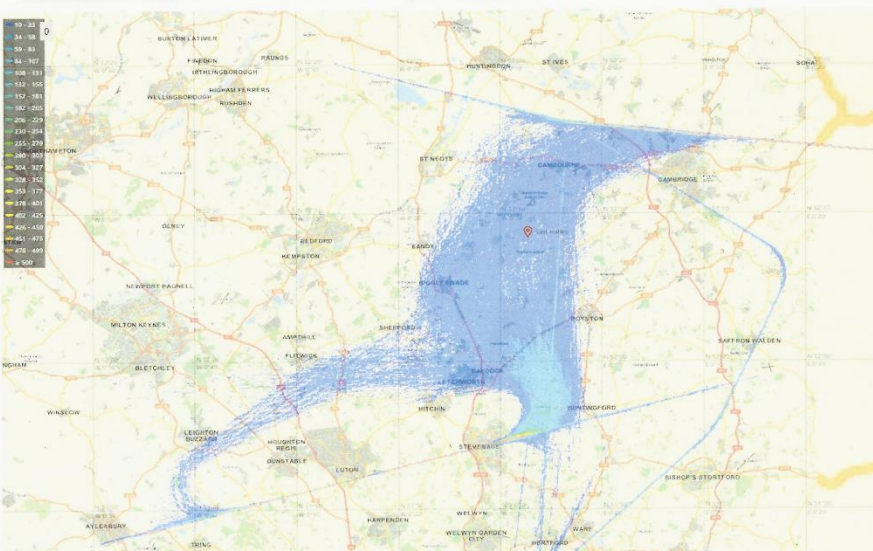
sleep in the 23:00-23:30 periods, and as one who lives in the area, I have experienced it many times. Likewise in the early morning shoulder of 06:00 – 07:00, being woken up by the shrill noisy squeal of aircraft speed brakes is bothersome and disorienting. The health and wellbeing of residents in these villages is now being severely impacted. This is an area where we have had low sound levels at night and early morning, in the region of 25-30dBA, but are now regularly getting much higher levels up to 50-60dBA at these times.

Please see the graphs below for aircraft routes in 2019 -vs – 2023 after AD6 was implemented.

Plot density tracks August 2019



Plot density tracks August 2023



We have submitted our concerns to LLA as part of the PIR reporting. The data shows that AD6 is flawed, unnecessary as it adds to the flight distance, lengthening travel times, aircrafts using more fuel, and in using speed brakes, causing undue noise levels that cause health, wellbeing and

eventually mental problems to residents who live underneath the new AD6 flight paths in South Cambridgeshire.

**In Conclusion, Substantial Harm is being caused to the amenity of existing communities in these rural areas under the flight path of flights through the new AD6 Swanwick airspace.** There is no mitigation proposed by LLA for this substantial level of harm.

On behalf of residents of Caldecote Ward in South Cambridgeshire District Council, I request that the Inspectors should (1) refuse the request to include the shoulder period 23:00 – 23:30 and (2) refuse to increase the ATM from 7,000 to 13,000 in the shoulder period 06:00-07:00. This will go some way to mitigate the harm that will be caused to existing communities.

Yours sincerely

Dr Tumi Hawkins

District Councillor, Caldecote War  
South Cambridgeshire District Council

23 January 2024