

From: [REDACTED]@protonmail.com
To: Luton Airport
Subject: Feedback on Luton Airport Expansion DCO Planning Application
Date: 02 September 2024 10:00:28

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Dear Sir/Madam,

Although the expansion plans of the airport would not directly affect me in terms of construction noise or proximity to building work, as a resident of a village (Hardwick) in South Cambridgeshire, I have been extremely concerned about the recent AD6 Airspace changes which have meant flights to Luton have been causing constant disruption over our area. The consultation for this ends on the 11th of September and yet it has come to light that a separate consultation on Luton's expansion plans actually ends before this date on the 6th of September.

This cannot possibly be fair? How is it that such a huge decision might be made on the number of flights that could potentially be flying over hundreds of affected villages and towns BEFORE the actual damage and disruption of the routes is analysed? Surely the concerns and issues related to the airspace change must be considered before airport expansion is even looked at?

Secondly, the consultation processes on both schemes have been woefully inept. The AD6 consultation was during lockdown when so few people actually had any idea about what was going on due to lack of publicity, meetings and direct communication. The Hardwick Parish Council knew nothing about the changes aside from someone finding out online that a stack may be coming over St Neots, with absolutely no sign that planes would actually be flying directly, and noisily, over the village! As locals have been most concerned about the impact of the route changes, the actual airport expansion plans have been something going on in the background and likely a bit out-of-sight out-of-mind. However, now we are living with the dreadful reality of these flights every day, the idea that the airport might get it's expansion approved and make this nightmare almost double as bad is frightening. Any expansion plans should have been consulted on after route alterations were fully investigated and consulted on properly themselves. Villages in affected areas could then be directly contacted in regard to the expansion so they could have their say and raise concerns.

I am fairly sure that some of the tactics used to make the consultations difficult were intentional so that Luton received less criticism and opposition to both the flightpath changes and the expansion. It is simply unfair.

Furthermore, information gathered by opposition groups indicate that Eurocontrol data already identifies Luton as the worst-performing London airport in terms of noise pollution and environmental impact. Approving further expansion under these conditions is irresponsible unless substantial improvements are made. The business case for expansion is built on hopes and dreams about sustainability and with the usual underlying 'more jobs' banner to get it approved. Air travel is not sustainable, not green and not environmentally friendly, however you try and sugar coat it.

I would like to reinforce my opposition to these plans with respect to all the local villages and those closer to the airport itself. So many people will have to suffer increasing noise disruption and pollution over their homes and areas. The airspace changes have been devastating, we cannot be expected to have suffer twice as much when we were not even

given the real facts about the initial changes. If whole villages had been properly made aware of the airspace and expansion plans then I am sure the number of consultation responses and concerns would have been hugely increased. But that's not what Luton wanted.

I urge the Planning Inspectorate to review the RELAS report (RELAS_AD6_Stage_7_Common_Submission_version_1.0), which has already been submitted to the CAA as part of the AD6 consultation, the report provides critical evidence of the problems caused by the current airspace design, as well as detailed recommendations for improvement. The Planning Inspectorate must hold Luton Airport accountable for addressing these concerns before any infrastructure approvals are granted.

Yours Sincerely,
Edward Gill

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