

From: [REDACTED]
To: [Luton Airport](#)
Subject: Comment on Proposed Airport Expansion
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Hello,

I do not know if previous comments are retained through the multi-stage process of application, letters and responses, but I would like to reiterate my original objections to the expansion of the Airport capacity on the grounds of increased noise and environmental concerns of increasing the number of flights.

Noise

The most recent letter includes the statement:

"The impact of aviation noise must be mitigated as much as is practicable and realistic to do so, limiting, and where possible reducing, the total adverse impacts on health and quality of life from aviation noise."

The mitigation as much as practicable would evidently be best met by not increasing the number of flights at the airport. The optimistic mitigation I have read previously, that airplanes will become quieter in time is of scant reassurance. What if these fine aims are not met? Will the compensation scheme be expanded in area and amount of money? A better limit for the airport expansion would be to guarantee that the disruption to the many people affected by the airport noise be held at the current noise levels. If planes become quieter, then the capacity can expand within those existing noise levels, rather than first greatly increase the capacity and just hope that the problem gets better over time with improved technology.

Environment

The same should apply to the environmental concerns. We should be flying less, not more. If the council is determined to risk the long term damage of the planet for financial gain, then I still expect the environmental emissions to be at worst held at the current levels.

If the airport expansion is planned on the basis that aircraft are going to be developed to be less destructive to the planet, then it would be reasonable to me to legally tie in airport expansion to the total emissions from the planes using the airport. Therefore, if planes do become more environmentally friendly, which is expected, then the council could use some of that headroom on emissions to increase the number of flights to benefit the local economy. But better still would be to use the lower emissions to get humanity closer to meeting global targets on reducing pollution and the risks of climate change.

Regards,

Martin Bates