

From: Dr Guy Foster
Sent: 05 September 2024 19:10
To: Luton Airport
Subject: Objection to the expansion - resubmitted following feedback: now only from one person

Dear Sirs,

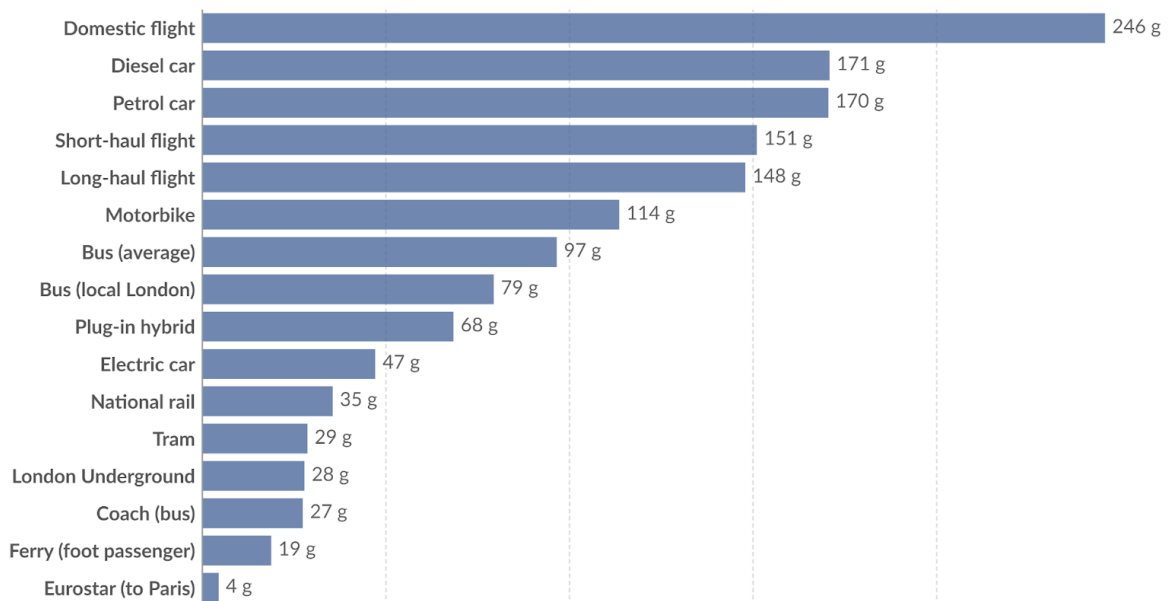
We live in Markyate - so generally we are under the flight path as aircraft take off from Luton airport. The noise starts from early in the morning and continues to late at night. We also can hear the freight flights that leave early in the morning - despite us having double glazing. In the summer when it is hot and we have to have the windows open in the bedrooms, the noise is quite unbearable. This is the case when we are sitting in the garden too. Luton airport is already having a negative impact on our lives and well being. Any expansion would make this even worse.

Aeroplane traffic has a huge impact on the environment in other ways too - not just noise pollution but pollution of the atmosphere. Short haul and domestic flights are the worst offenders. Please see the chart below. With climate change under such scrutiny we believe we should be encouraging less airport usage with fewer flights. Expansion of Luton airport would be totally against this - it would lead to more pollution and greater climate change.

Carbon footprint of travel per kilometer, 2022



The carbon footprint of travel is measured in grams of carbon dioxide-equivalents¹ per passenger kilometer. This includes the impact of increased warming from aviation emissions at altitude.



Data source: UK Government, Department for Energy Security and Net Zero

OurWorldInData.org/transport | CC BY

Note: Official conversion factors used in UK reporting. These factors will vary across countries depending on energy mix, transport technologies, and occupancy of public transport. Data for aviation is based on economy class.

1. Carbon dioxide equivalents (CO₂eq): Carbon dioxide is the most important greenhouse gas, but not the only one. To capture all greenhouse gas emissions, researchers express them in "carbon dioxide equivalents" (CO₂eq). This takes all greenhouse gases into account, not just CO₂. To express all greenhouse gases in carbon dioxide equivalents (CO₂eq), each one is weighted by its global warming potential (GWP) value. GWP measures the amount of warming a gas creates compared to CO₂. CO₂ is given a GWP value of one. If a gas had a GWP of 10 then one kilogram of that gas would generate ten times the warming effect as one kilogram of CO₂. Carbon dioxide equivalents are calculated for each gas by multiplying the mass of emissions of a specific greenhouse gas by its GWP factor. This warming can be stated over different timescales. To calculate CO₂eq over 100 years, we'd multiply each gas by its GWP over a 100-year timescale (GWP100). Total greenhouse gas emissions - measured in CO₂eq - are then calculated by summing each gas' CO₂eq value.

We are consistently surprised by the number of private jets that fly to and from Luton airport. This must be the most inefficient and most polluting form of flight. Two or three jet engines on a small plane and being used to transport a tiny number of wealthy passengers. There is absolutely no need for this. Any expansion of Luton airport would lead to more private flights too. This should not be encouraged.

Finally, the roads and rail infrastructure around the airport are already struggling with the current passenger numbers at busy times even though the airport is so close to the M1 and rail line. Any increase in passenger numbers owing to the expansion would cause more problems and delays again adding to the amount of pollution released by traffic and ultimately speeding climate change.

The expansion of Luton airport must not be allowed to go ahead. We should be discouraging short haul and domestic flights, not encouraging more of them.

Please do not hesitate to contact us.

Yours faithfully,

Dr Guy Foster on behalf of the Foster Household