

From: Nicola Jenkins
Sent: 06 September 2024 23:18
To: Luton Airport
Subject: Luton Airport Expansion DCO Application

Dear Sirs

It is wrong for the Planning Inspectorate to make any decision on the DCO application for the expansion of London Luton Airport until the many issues relating to the new AD6 airspace design are resolved. The two issues are obviously inextricably linked and the expansion of the airport cannot be considered in isolation. Numerous complaints have been received since the implementation of AD6, as shown in [Annex D of the Post-Implementation Review on Stakeholder Feedbacks](#), principally about the noise pollution from planes roaring over rural villages and hamlets. As I write, between 22.08 and 22.44, I am being disturbed and stressed by loud noises of planes soaring overhead. If passenger numbers and flights are almost doubled I will have to endure noise of planes soaring and screeching overhead every two minutes from 6.30 am until 1.30 am with cargo planes until 3.30 am. It will be as bad as living under the Heathrow flight path. My mental health has already been affected. I am unlikely to be able to sell my house easily. One of the main reasons why my late partner and I and the vast majority of my neighbours chose to live in East Hatley was because of the tranquillity and almost complete absence of ambient noise. The AD6 design completely ignored the low ambient noise levels in nearby villages and hamlets such as Hatley. London Luton Airport is not in compliance with the AD6 consultation regulations, as has been scientifically shown in the analytical report commissioned by RELAS (at Unit 3, Old Knebworth Lane, Knebworth, Herts., SG3 6PY info@relas.uk) on AD6. This has been submitted to the CAA. The report provides critical evidence of the problems it causes as well as making recommendation for its improvement.

The latest Climate Change Committee's [2024 Progress Report to Parliament](#) dated 18 July 2024, whilst acknowledging the UK Government's pathway allows for some growth in aviation to 2030, states that it is important to make rapid progress in limiting the growth in emissions in this sector and prepare for reducing emissions beyond 2030. The Climate Change Act makes it the duty of the Secretary of State to ensure that the net UK carbon account for all six Kyoto greenhouse gases for the year 2050. The Copernicus Climate Change Service has just announced summer 2024 to be the Earth's warmest on record. It is totally irresponsible for the Government to encourage production of more greenhouse gases by enabling yet more flying, especially for pleasure trips which is the largest use of Luton airport. Flying should be made more expensive, not encouraged and made more accessible. It is incredible that bunker fuels are still not taxed. My late partner, John Lanchbery, fought hard for this at many United Nations Framework Convention on Climate Change international meetings. The European Organisation for the Safety of Air Navigation (Eurocontrol) has shown that Luton has the worst record of all the London airports in terms of environmental impact. Any development of this airport must surely be surely halted until environmental issues are addressed and solved, and until performance matrices are brought into line with those of Stansted and Gatwick airports. Luton airport is already to a large extent attracting holidaymakers to spend money overseas that might otherwise have been spent in the UK. It is time for our new government to stop and think! The cost of rail travel should be drastically reduced to encourage this mode of transport.

I urge you to stop and think of the future of our planet not just in economic terms but to concentrate on the government's commitment to achieving net zero carbon dioxide emissions by 2050. The decision on the DCO application to expand London Luton Airport should be postponed until the problems caused by the current airspace design AD6 have been addressed and solved. Please read the RELAS report and its recommendations.

Yours sincerely

Nicola Jenkins

Mrs Nicola Jenkins

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