

From Sidney Garnett Ref No 20039190.

I have a limited knowledge of the technical elements of the proposed development.

I stand by my original comments that this development is one that should not be permitted for all of the points I have raised and the proximity of the other London Airports.

Section 13 Health and Community.

Is only addressing the effect on the small area of Luton Borough effected by the proposed expansion and the development on Wigmore Park.

Using our original submission pointing out the impact on our lives, their proposal does not address any health issues.

## **16. 2**

### **NOISE**

We had to move from Caddington for health reasons, after having planned it to be our forever home.

The approach over Caddington is for approximately one third of the year which is summer time. Aircraft landing day and night with a frequency sometimes of less than two minutes, we had to keep the windows shut because of the noise. Using their data at 2.2.5 with 18 million passengers and approximately 460 aircraft movements with their proposed 32 million with the potential of nearly 820 aircraft movements a day. From their consultant we learn that the **MAIN NOISE**

**FROM A LANDING AIRCRAFT IS THE AIRFRAME WITH FLAPS DEPLOYED AND NOT THE ENGINES.**

The elevation of the village **CHURCH IS 583 FEET ABOVE SEA LEVEL** and approximately 48.5 feet higher than the runway therefore the planes are closer to the ground. Caddington is the one location that we can speak about but other towns and villages suffer to a similar or greater degree.

From LLA Community Noise Monitoring Reports for a period from 2016 to 2022.

A mobile monitoring station was located only once in 2019 near the main village of Caddington in a valley with a claim that the village is 528 feet above sea level actually 55 feet lower than the main habitation.

The monitor was sited 165mtrs north of centre line for some reason with the majority of flights 154mtrs south of the centre line at a height between 1000 and 1499 feet and the average height 1473 feet.

Therefore using their data **THE AVERAGE HEIGHT ABOVE CADDINGTON WOULD BE ONLY 935 FEET BUT WITH SOME ONLY 417 FEET.**

Can the applicant clarify their reason for the location of the monitor and how it relates to the main habitation of the village? Also how they can control noise with up to 820 movements when the main source of noise is from the airframe?

**Can we point out that Caddington does not qualify for any noise insulation grants**

## **2.4**

### **Infrastructure**

Roads from the East are narrow country lanes and urban roads, they are not suitable for the volume of traffic. The main route from North, South & West would be the M1. (The Government are removing smart motorway development from road building plans) which is at full capacity in the morning & evening rush. The A6 runs through the middle of Luton and Harpenden to the south both with traffic problems now. The infrastructure in the area cannot cope. With their proposed near doubling in passenger numbers.

Can the local improvements solve the problem with the near double passenger numbers and presumably near double vehicle movements?

## 7.

### Environment.

- a. We all need to reduce our carbon footprint; the world has used vast amounts of fossil fuels since the start of the industrial revolution that have taken millennia to form.
- b. This is a major cause of climate change, accepted by most scientists.
- c. 2019 saw tarmac melt, trains cancelled due to sagging wires. 2022 saw record temperatures, 2023 to date about 6 weeks without rain, water shortages, hosepipe bans, river water levels very low and now we are seeing wild fires around the world extreme temperatures across Europe .
- d. If we allow pollution to increase at the current rate what will be left for our children?
- e. We saw in the news that France has put bans on some short-haul flights to cut carbon emissions (this will only be a slight reduction) originally four hours and reduced to two and a half after pressure from the industry.
- f. The quoted figures for a single passenger on a domestic flight can be as much as 254g of CO2 per kilometre where the train is 41g of CO2.
- g. The expansion will destroy Wigmore Park, an area of carbon absorbing trees and wild life habitat, a place to walk and enjoy. Relocation of this area will take years to regenerate .
- h. Noise is a pollutant and from 2017 Luton BC have allowed the airport to exceed the permitted levels, Government policy requires levels to be reduced. Noise reduction was part of the 2013 agreement 12.9 million in 2019 was also part of the 2013 agreement not the 18million.
- i. Electric and Hydrogen need to be produced and just moves the pollution to different location.

Can the client explain how it is possible to reduce emissions using their data at 2.2.5 with 18 million passengers and approximately 460 aircraft movements a day with their proposed 32 million with the potential of nearly 820 aircraft movements a day

Sid and Angela Garnett.

