

I am making my written representation objecting to the Expansion.

I am particularly concerned about climate change, and the loss of biodiversity that Luton and Wigmore residents will experience if the expansion involving another terminal goes ahead. As this new terminal will be built onto Wigmore Park, this will involve a loss of mature wildlife and vegetation, which are needed to promote biodiversity and help absorb carbon emitted from the airport. The increased carbon emissions from an almost double increase in passengers won't help the government reach net zero by 2050.

Less biodiversity from the expansion additionally means that locals will be at risk of exposure to more ultra fine particulates and worse air quality. Additionally, this reduced access to green areas and nature will negatively impact locals well-being.

In the Non-Technical Summary in 7.1.3 it is stated that future newer generation aircraft and electric road vehicles are expected to enter the fleet, however I am concerned that an expectation is not necessarily the same as a guarantee that these newer aircrafts will be introduced to replace current aircrafts and will reduce emissions.

The non-technical summary, 7.2.1 page 25 also includes a statement that there will be encouragement of sustainable aviation fuel take up, rather than a requirement to transition to sustainable fuel. This suggested to me that kerosene could still be primarily used by the airport rather than an effort to move away from it to more sustainable alternatives, again not helping us reach net zero by 2050, or net zero by 2040, which is Luton Council's plans for Luton.

I also noted that over 90% of the relevant representations opposed the expansion plans, with people living near the airport providing feedback on their negative experiences, including concerns regarding climate change with the increased emissions, noise pollution disturbing their sleep and the effect the expansion will have on their well being. One comment in particular stands out to me:

Julian Gannon 'The expansion of Luton Airport will result in an increase in Green House Gas emissions from the present 521,741 tCO₂e to 983,869 tCO₂e by 2043. This is an estimated 80% increase based, amongst other criteria, on the Jet Zero (High Ambition) Strategy. This is a highly flawed estimate since most of the assumptions are based on untested and experimental technologies. Therefore it is highly likely that Luton Airport will exceed these emissions thus making it more of a challenge for the government to reach net zero by 2050. The Jet Zero (High Ambition) Strategy also assumes that CO₂ emissions would be reduced by demand side reductions thus reducing the need for airport expansion. If net zero is to be reached by 2050 then significant advances in Carbon Capture technologies would have to be met to allow for an increase in airport capacity. This again is a high risk strategy since this technology, on the scale to make a measurable impact, is in its infancy. I feel that Luton Airport's assumptions on their CO₂ emissions are flawed and the resulting increase in CO₂ levels would mean that other sectors of the UK economy would have to make even bigger savings on CO₂ emissions to reach net zero by 2050. The Committee on Climate Change has recommended that there should be no expansion of airport capacity. I would have thought that Luton Rising should accept their recommendations even if on this occasion the government have failed to do so. Considering all of these factors the expansion of Luton Airport would have negative impact on the effort to reduce UK CO₂ emissions and the future of the airport should be reconsidered.'

Thank you for reading.