

Further statement Cllr Dr Tumi Hawkins, Caldecote Ward, South Cambridgeshire District Council, **registration identification number 20040847**

This proposed development will be using airspace that is not of good design and will therefore not be a sustainable development. Its effects are much wider than is being acknowledged by London Luton Airport.

## 1. Noise Impact

The main effect on villages in Caldecote Ward (Caldecote, Childerley, Bourn, Kingston, Longstowe, Little Gransden) is the unacceptable level of aircraft noise. This is because of the **Swanwick Airspace Improvement Programme - Airspace Deployment 6 (AD6)** implemented in February 2022.

### Purpose of Change:

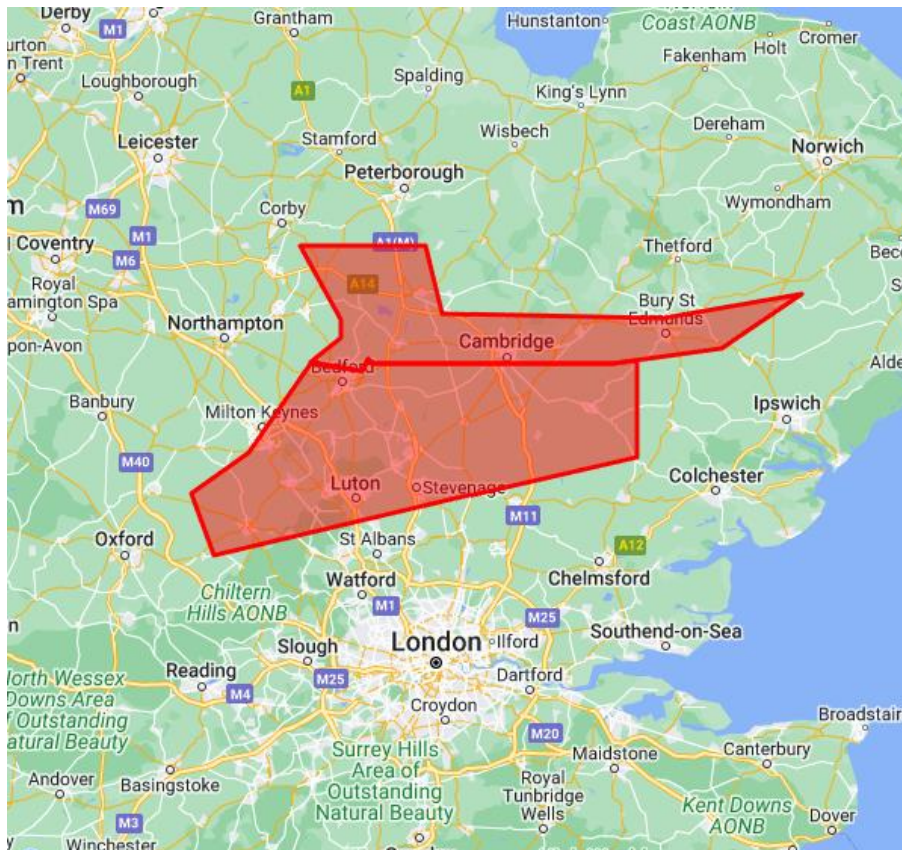
This proposal is for a Permanent change to the notified airspace design, and the change level is 1. The detailed process requirements are published in Part 1 of CAP 1616.

According to Luton Rising (trading name of London Luton Airport Limited), the change comprises:

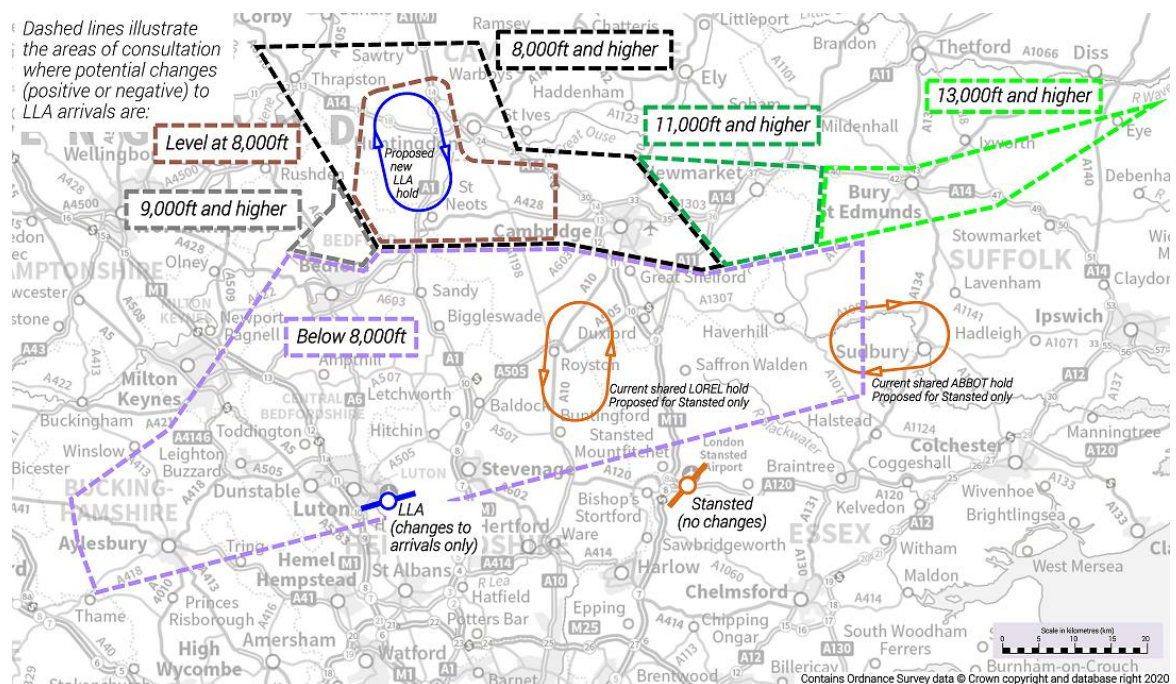
- a new holding area near the A1-A14 junction at circa 9,000ft over Grafham Water,
- and changed flightpaths for **70% of the airport's arrivals**.
- There are minimal changes from today's flight paths below 5,000ft,
- but a greater dispersion of flights above 5,000ft.
- The **holding stack will only be used during the busiest periods** or if aircraft are prevented from landing immediately.

However, in real terms, the impact of the change in flightpaths for 70% of the airports arrivals is severe harm to amenity of previously quiet and peaceful rural areas.

## Area affected by AD6 Swanwick



## Proposed heights of aircraft in consultation document



Caldecote Ward is in area where planes should be 8000ft and higher, the lower half of the ward is in areas where planes can fly below 8000ft. Very often planes are below 8000ft in the skies above most of the ward.

Health and wellbeing of residents now seriously affected due to the noise very early in the morning sometimes from 6 am, and late in the evening 10pm to midnight and sometimes later.

Currently flights occur at peak times – morning, mid afternoon and evening.

Airspace Change now in Step 7 – Post Implementation Review Period.

However due to the problems experienced in the area affected, the CAA received a request from a relevant stakeholder, to extend the data collection period for informing the PIR of ACP2018-65. Following consideration of the request and in accordance with CAP1616 Para 290, the CAA has asked that NATS-LLA extend the data collection period until 22 Sep 23 to inform the PIR analysis. The CAA believes that this extension will provide a more representative data set.

Relevant stakeholder is the MP for South Cambridgeshire. He had received numerous complaints from constituents about the unexpected increase in noise level due to the aircrafts flying in the area affected by AD6. The level of noise being experienced was significant.

Many planes were being forced to air brake to quickly reduce speed and descent more rapidly on approach to Luton Airport instead of gradually descending.

This indicates a serious flaw in the AD6 design. In consultation documentation, a postcode checker provided by LLA indicated many areas in CB23 would not be negatively affected. Unfortunately, this has been shown to be false, due to the change in flightpaths for 70% of the airport arrivals.

If the application to increase the passengers numbers is granted, then more planes will be flying across the Caldecote Ward skies throughout the day, not just peak times. With the level of air braking that is now occurring, life will be unbearable for many due to the significant harm to their amenity.

## 2. Air Quality and odour

This is the second issue affecting villages in Caldecote Ward. Many planes especially those coming from the south are forced to fly upwards toward the Caldecote Ward villages and then back down again toward Luton, increasing the flight path and the emissions from the planes. This is worsened when planes are forced into air braking, a constant occurrence, causing more pollution of the atmosphere. Some have reported the smell of jet fuel due to the increased air traffic, and reduced air quality. This is affecting the health of many people, due to stress and anxiety. The impact of pollutants on increasing respiratory cancer, heart diseases, anxiety and meningitis among those who live under the flight paths is well documented.