

TEXT_LONDONLUTON_OFH1_SESSION1_1 0082023

00:04

Good evening, ladies and gentlemen.

00:08

Thank you for giving up a beautiful evening to attend here this evening. Can I just?

00:15

Can I just confirm, can you hear me?

00:17

Can I just confirm that everyone can hear me clearly?

00:21

Can I also just confirm with Miss Evans that the live streaming and recording of this event has commenced? Yes, thank you.

00:29

So the time is now 630 and this open floor hearing for the London Luton Airport Expansion Project is now open. My name is Joe Dowling. I'm a charter town planner and I have been appointed by the Secretary of State to be the lead member of the panel to examine this application. I'm now going to ask my fellow panel members who have also been appointed by the Secretary of State to examine this project to introduce themselves. So I'm going to start from the right.

01:00

Good evening. I'm Sarah Holmes. I'm a planning inspector and a chartered civil engineer.

01:08

Good evening, my name is Dr. Richard Hunt. I'm a planning inspector and a chartered environmentalist.

01:15

Good evening, my name is Beth Davis. I'm a planning inspector and the chartered geologist.

01:22

Good evening. My name is Andrew Robinson. I'm a planning inspector and a chartered town planner.

01:30

Together. Together we constitute the examining authority who are who I may refer to as the ESA during the rest of this meeting. This evening's hearing will be led by myself and Miss Davies, with contributions from the rest of the examining authority were appropriate. For those who are present in the room. You may have already spoken to or heard from Sean Evans, who is the case manager for this project. Miss Evans is sat at the back of the room and is accompanied by Martin Armand the inspectorates operation manager for transport projects, and they are supported today by Remiel. Bernie. For those of you who have joined us virtually then you'll have spoken to Case Officer Jennifer Savage. Together, they make the case team this project. And if you have any questions or queries, they should be your first point of contact. Their contact details can be found on at the top of any letter you have received from us all. They can also be found on the project page of the national infrastructure website.

02:32

Before we consider the items on this evening's agenda, we need to deal with a few housekeeping matters. I'll try and get through these as quickly as possible. Can everyone attending please make sure that your phone is switched off or turn to silent?

02:46

There's no fire test plan for this evening should an alarm sound it is an emergency and we'll need to vacate the building. Emergency exits are located in the corners of the room and the doors through which you entered. The fire assembly point is in the carpark. If anyone needs assistance? Can you please let the case team at the back No.

03:06

toilet facilities including disabled facilities can be found in the lobby.

03:11

We've had a request from Mr. Fong to speak as early as possible because he has other commitments this evening. And we've done our best to accommodate this and a timetable. As far as I'm aware, we haven't had any other requests for any special measurement or arrangements to enable participation in this evening's meeting, such as needing to take a break for medical reasons or having to leave the event at a certain time. If anyone does need a break, or extra support later on, then please do let the case team know. But can I just check whether anyone has any time constraints that we need to be aware of? Is there anyone in the room that wants to bring anything to our attention?

03:50

Or anyone online?

03:53

Oh, yes. I've got a hand up. Mr. Car. See, I can't see the end of your name on my screen. So sorry if I've got the wrong

04:07

McArthur I have a limit to 715.

04:11

So Mr. McArthur, can you speak up a bit? I couldn't hear that.

04:16

I have a limit of 715.

04:19

Did you say that you have to leave at 715? Yes. Right. Thank you Mr. McArthur. We'll do our best to accommodate that.

04:30

Was there anybody else that wanted to draw anything to our attention? special requests

04:36

this event is being live streamed and recorded our letter of 13th of July which we will refer to as the rule six from now on, explained that because we retain and publish the digital recordings they form a public record to which the General Data Protection Regulation GDPR applies.

04:55

The planning Inspectorate publishes and retains recordings for a period of five years

05:00

As from the Secretary of State's decision on the development consent order.

05:04

So, if you participate in this evening's meeting, it's important that you understand that you will be recorded, and that you can send to the retention and publication of the digital recording will only ever asked for information to be placed on the public record that is important and relevant to the planning decision. To avoid the need to edit the digital recordings, what we'd ask is that you try your best not to add information to the public record that you'd normally wished to be kept private or confidential. So things like your address details, financial circumstances or details of any medical conditions. If you do feel the need to refer to something that's private or confidential, could you please discuss this with the case team first to explore whether this could be submitted in writing and then redacted?

05:52

Does anyone have any questions in regard to that matter?

05:58

Does anyone intend to film or record this meeting?

06:06

For those attending, virtually Can I repeat the requests made in the arrangements conference that to minimize background noise, you make sure that your phone is switched off or turn to silent, and that you stay muted with your camera turned off unless you're speaking? I'd also ask that if you want to

Speak you switch a camera on and either use the raise hand function in MS Teams or asked to speak at the appropriate time. Can I also remind people that the chat function on Teams won't work? So please don't try to use this to ask any questions or post any comments.

06:37

For those people watching the live stream, should we at any point adjourn proceedings this evening, we'll have to stop the live stream to give us clear recording files. As a result, at the point at which we start the meeting and the live stream, you'll need to refresh your browser page. But I will remind you of all this again, should we need to adjourn.

06:55

Do we have any members of the press in attendance?

07:00

I think I recognize the gentleman from this morning.

07:05

But for the additional member of the press was there someone else at the back as well?

07:11

So for anybody that hasn't yet, can you go and speak to the case team so that you can get details about the planning inspector as press department?

07:21

Thank you.

07:24

Are there any comments or questions regarding any of the points that I've just made either in the room or online.

07:33

This meeting will follow the agenda that was published on the project page of the national infrastructure webpage on the third of August 2023. A copy of this can now also be found in the examination library at reference EV 2001. And a summary is being displayed on the screen behind us in the room.

07:53

I'll now move on to item two on the agenda which is the purpose of this open floor meeting.

08:00

So normally, open floor hearings are held at the request of interested parties. However, we've called this open floor hearing because we want to hear firsthand from interested parties your thoughts at an early stage of the examination.

08:13

It will also help us to form a view about what we want to discuss in more detail at the issue specific hearings that are scheduled for later in the examination.

08:24

I'd like to reassure you that we're familiar with all of the documents that have been sent in to date and to make an efficient use of time. You don't need to repeat these at length this evening. But what we're seeking here is for you to provide further detail or evidence to help us understand the issues.

08:42

To allow everyone to have a fair opportunity to be heard the time limit shown on the agenda will be strictly applied.

08:50

We'll hear from all interested persons who have reached preregistered to speak to begin with. And then if there are any individuals here this evening who have not pre registered but who do wish to make submissions. We'll do our best to accommodate you should time permits.

09:08

We do have a challenging schedule today. And we must conclude this hearing and vacate the building by 1030. at the latest. I can see a hand up in front of me. Before you speak. Would you mind? This applies to everyone you'll need to say your name. And then if you are representing an organization tell us who that is.

09:31

Oh

09:37

haven't actually made a request. My prime. My prime purpose was to listen. But there are questions I would like to raise on behalf of the residents of the world. Okay, well, thank you for coming. Councillor Stevens. You're very welcome. My colleague is going to run through a list of everyone we've got on the list so far, and then there'll be an opportunity for anybody else that wants to add themselves on the next agenda.

10:00

The item. Thank you.

10:04

We are aware that the applicant is attending this evening, we may ask the applicant to say a few words at the end of the meeting. And in any event to respond to everything they've heard today in writing. It's not the purpose of the service hearing to enable the applicant to make their case.

10:28

So I'm going to move on to Item three on the agenda, I have a list of people who have registered an interest to speak this evening. These are listed in the order that we received the request. So I'm going

to run down the list and if you're in the room, can you raise your hand when I call your name? If you're online, please turn on your camera and microphone and let us know that you are here. So this then enables us to allocate time for people to speak. When you do respond to your name, I'll let you know how long you will have to speak on the app. The next agenda item, we've agreed a maximum of eight minutes for those representing membership organizations, clubs and societies. Five minutes for those representing a group of more than one IP and three minutes for individual interested parties. So I'm going to start off as I say in the order that we received them. So can I confirm if I have a Mr. John a Smith here? He should be here in person. You are sir. So you will have three minutes. Do I have a yo Han ward? I believe he's joining us virtually by phone. Mr. Ward

11:34

on the phone.

11:36

Hi, Mr. Ward. You're representing yourself, aren't you sir? Hi. Yes, I am. Yes. So you will have three minutes. So the next person the next person I have registered to speak is Julie bell on behalf on behalf of the wheat, Hampstead and district Preservation Society. Is she here today?

12:00

I will come back and check if she's just been delayed in arriving.

12:04

The next person I have an I do apologize if I mispronounce His name is more stark cowboys Director of Community Interest. Luton. You here today, sir and who you're representing.

12:17

So you will have eight minutes, sir.

12:20

I then have Anne Marie Davis, who's chairman of Hardwick parish council.

12:26

Yes, I'm here. Actually. You're virtually and you will have eight minutes. Okay. Thank you. Do I have well, I've already spoken to Mr. McArthur. So Mr. McArthur I believe you're the chair of Hopkinton sky back Correct. Yes. So you will also have eight minutes. Thank you.

12:47

So the next person I have registered to speak is a Filipina and I do again apologize if I pronounce his surname wrong. EAC or EC? How do you pronounce it necessary? No, madam.

12:59

He goes right. Okay. And you are representing yourself? Yeah, so you've got three minutes. The next person I have registered speak is a Liliana as Yaak I believe you're attending virtually.

13:25

So again, maybe they've had problems connecting so I will come back and double check to see if they aren't just late attendance. The next person I have a Chris Hayden from stop Luton Airport Expansion. I believe he's in the room.

13:42

You will have eight minutes.

13:45

The next person I have is Roger Lovegrove. who is attending virtually, I believe. Yes, I'm here.

13:54

And are you representing yourself? Mr. Lovegrove?

13:57

Well, I think so. But I actually need four minutes.

14:02

Everyone in the interest of equitability you only get the same as everyone else. I'm a face, sir. You are You can submit anything that you want to say in writing after that. And there is the possibility for you, obviously, to expand on anything you wanted to say. But in order that everyone has a fair chance, I'm afraid it's only three minutes, sir. I've got

14:21

you on behalf.

14:25

You're speaking on behalf of who? Transition Town, Letchworth.

14:32

I'm sorry, I didn't hear that, though. That's Transition Town. Letchworth. Okay, but I at the moment, we've had no correspondence from you to date, Mr. Lovegrove. So if you're just bear with us, we can just check that out and I'll come back to you if that's okay. But at the moment, you will at least have three minutes. There may not be the possibility for more.

14:54

The next person I have on my list is Mr. Peter White.

15:00

and you're in the room, obviously, because you just stuck your hand up. Can I confirm? Are you speaking on behalf of yourself? Yes. So you have three minutes. The next person we've already mentioned is Mr. Richard Fong who's joining us virtually.

15:16

You can just confirm if you're speaking on behalf of yourself or behalf of an organization, sir. Myself and some friends in the town I live in. Okay, because again, we've had no correspondence from you to date. Yeah, I agree. Okay, so at the moment, I'm going to give you three minutes because I've got no evidence you're actually speaking on behalf of other people. That's fine. Thank you.

15:39

Next person I have who should be in the room is Mr. Jeremy Young.

15:44

Can I just confirm if you're speaking on behalf of yourself or an organization, sir.

15:50

Okay, so you have three minutes. The next person I have who should also be in the room, it is a Christopher Smith.

15:59

Hello, so are you speaking on behalf of yourself or an organization?

16:03

So I think you've got this message now. You've got three minutes, sir.

16:08

Okay, the next person I have is Helen Radcliffe, who's representing Deborah Carstensen.

16:17

And are you speaking you're obviously speaking on behalf of somebody but is it as an individual or was it a group of people? Okay, so you'll have three minutes then

16:26

the next person who should also be in the room is Mr. Paul sharp, short on behalf of slip and parish council.

16:34

Okay, you will have eight minutes the

16:38

next person I have on the list is a Caroline sizer

16:43

who I believe it should be in the room.

16:46

Just double check that they're not online. Hello, I'm online. Oh, you're online? I do apologize. No problem. And are you speaking on behalf of yourself or an organization madam, on behalf of myself.

Okay, so you will have three minutes to speak. Thank you. And next person I have is counselor Julian Frey.

17:07

And

17:09

I believe you're speaking out as in your work. Can I just check if you speak on behalf yourself and in your role as a counselor?

17:18

Okay, so you will have eight minutes.

17:21

Next person I have is Mr. Simon Bo's lion, I believe is

17:27

should be in person.

17:33

No,

17:34

just check you're not online?

17:37

No. And also a Caroline baseline.

17:43

Like, Okay, madam.

17:47

They're coming tomorrow. Okay. Thank you very much for letting us know. We'll roll them over.

17:52

Okay, so that concludes the list of people that I have who have pre registered to speak. So I just want to check if there's anyone who thinks that they've registered you I haven't yet mentioned so if you think you've registered your name, sir.

18:10

Oh, yes, you were here this morning, sir, when you

18:13

okay, and you're speaking on behalf of.

18:17

So you will have five minutes if that's okay.

18:22

So, having checked in the room that there's no one else who thinks that they've already pre registered, I'm just going to check online if there's anyone else who thinks that they've pre registered

18:33

No. So this now comes to the point of I'm just going to open up

18:37

the floor to see if there's anyone else who has not registered but who is here this evening. Who may want to speak if I can have your name, the name of your organization if you're representing one and if you can indicate whether or not you have submitted a relevant representation so I'm going to deal with room first and then virtually so I'm going to go round the room first. So if you want to speak Can you please put up your hand obviously yourself sir.

19:06

And your SIR so if we can deal with this gentleman and then I'll come to you if that's okay

19:13

with the residents

19:16

can we just take it back to steps can we start off with again just with your your name

19:29

Okay, Luton South Yep.

19:37

Then like your fellow counselor, you will have eight minutes if we have the time.

19:42

And then these gentleman over here. So if I can,

19:48

if you want to take the microphone and just give us your name, and then we'll take it all the way from there. David Michael, local resident, speaking on my own behalf

19:59

Okay.

20:00

Did you submit a relevant rep sir Do you know? Okay and then the next gentleman

20:05

Hello, good evening. My name is Shep Kazi. But is he a que que

20:12

speaking on behalf of Luton Council of mosques LLC,

20:17

can you just repeat the organization against Luton Council of mosques? Counselors most left? Thank you, sir. And did you submit relevant representations you know?

20:27

No. Okay. Thank you.

20:29

Then the next gentleman, good evening, my name is Mohammad Corbon and I represent Sundram Masjid mosque in Lucca Okay. And just again Did you know that you know if you happened or the mosque happened to set submit a relevant representation Okay, thank you. Thank you. And finally,

20:52

I got the updated HD MBE.

20:57

I would agree with everything he was given it

21:03

and also the Jamia Islam Iago satirist, which he engaged in a restaurant wrote and representing a loss of the most Lokomotiv.

21:14

Thank you, sir.

21:16

So, is there anyone else who wishes to speak? I can't see any hands in the room. So I'm just going to check virtually if there's anyone that we've missed off who has joined virtually who may want to speak?

21:28

No. So as Mr. Davis has already explained, we are time constrained this evening. And as you'll have heard out, heard, when I read out the list, we've got quite a lot of people who would like to speak already registers. So we will do everything we can to accommodate everyone who has requested to speak but we do ask that you bear with us.

21:47

In addition, I just like to raise the fact that we have received written submissions from a Mr. Ian Roper and a Mr. Williamson in Lewis speaking at tonight's hearing, we have accepted these as additional submissions, and they can be found on the project page of national infrastructure website. In brief, Mr. Roper's concerns relate to aircraft noise. And Mr. Williamson who wrote in on behalf of Noah enterprise who deal which deals with homelessness and poverty affliction in Luton, was he highlighted the potential benefits from the economic growth from the proposed development, I would ask that the applicant that these submissions be included in any formal response that they may wish to make to this open floor hearing, because they were sent in lieu of actually attending.

22:32

Thank you. I'll now set out how the hearing will run today. We'll start by calling those interested parties who have pre registered to speak, we're intending to ask those representing groups first, followed by individuals.

22:47

To help you manage your time, you will be advised when you're nearing the limit, I ask that you respect this in order to establish enable others the opportunity to speak. It would also assist us if written summaries of anything you say are submitted by deadline one, which at the moment is on Tuesday, the 22nd of August 2023. I think as I've already mentioned, these can include any additional points or further detail you may wish to make. But we're unable to do so because of the time constraints this evening. Please be reassured that when coming to our recommendation, we give equal weight to both oral and written submissions. And therefore there is no disadvantage by not having presented something orally. Does anyone have any questions on what you just heard?

23:46

So one of them spoke on behalf of myself, the other three spoke on behalf of our organization. So they would technically get eight minutes if we have the time available. But as I say, they would come in after all of those who have registered in advance because obviously we have to prioritize those people who've registered. Okay. So

24:06

I'm just going to have a word with my colleague, because we've obviously received a couple of requests about taking things early. So just if you just bear with me one moment.

24:30

I do apologize. It's just obviously we received a couple of requests for people to go early. And we're just trying to obviously look at the timeframe available and make sure that they have the opportunity to speak. I think it was Mr. Lovegrove that said he had to leave by 715. And given that the time is now 655. If people don't mind he is somebody who has registered to speak and therefore I'd like to take him first if that's okay. We were initially going to run with the organization

25:00

Since first and then the individuals, but I just think it would be better given these people have got time constraints that we give them the opportunity to speak. So

25:11

just bear with me on mister, my mom and Mr. Lovegrove, I just need to pass to my colleague.

25:19

So when we give your name, if you're in the room, you can you come up to the table at the front and turn on the microphone, there's a button on the right hand side, and it'll turn this red so that you know that the microphones on or if you're speaking online, then please turn on your camera and your microphone. We'd like if you could start by introducing yourself. And if you're representing a group or an organization, then let us

25:45

know who that is. And then start as soon as you're ready. We'll remind you of your allocated time and let you know when you're near the limit.

25:55

Right, so we'll turn to Mr. Richard Bowen who Oh, did you say Mr. Logical? Okay, Mr. Lovegrove, would you like to start?

26:17

Mr. Lovegrove, you have three minutes

26:30

Mr. Lovegrove, we're not hearing anything. Is it possible that you're on mute?

26:37

So is that better? Can you have it now? Yes, we can.

26:42

The local plan costs for 2100 new homes in the eastern quadrant of Luton designated I u one, u two, u three, and waste between these homes and Luton Town Centre is voxels and the airport.

26:57

Not on this, this quadrant of Luton does not have the road infrastructure for either the 2000 new homes, no an extra 14 million passengers. My second point I'd like to make is I've got eight reasons why the future demand may well be short, or 32,000,000.1.

27:18

Flying is the second most polluting activity mankind undertakes. This is becoming recognized, particularly by the younger generation. Also a number of local restaurants have publicly declared they will never fly again and this become a trend point to some airports are more sustainable from there and others are public may be receptive. To the idea of avoiding airports like Luton, point three there is growing demand for flying to be more fairly taxed. This could more than double the cost of flying and have a significant effect on numbers. This could be achieved by increasing passenger duty. Some

countries like Switzerland and I banning internal flights. UK could do the same and would help popularize well. Point five international rail services are improving getting from London to Berlin in 2019 took three real changes. Now there is a through sleeper service, requiring no changes Paris to Barcelona six hours nonstop. Eventually it should be possible to get fast services between all European capitals. point six, not flying abouts made popular by TV celebrities and by the UK zone toys industry may succeed in discouraging flying.

28:36

Point seven, the CCC six carbon budget report of December 22 concluded there should be no increase in UK airport capacity. Last point, the Luton Town Council may fundamentally change its political makeup, and its policies in the light of public pressure might change to recognize climate change measures. That's all I have to say.

29:02

Thank you, Mr.

29:05

efficient.

29:07

So just to confirm your concerns relate to the fact that you feel that the road network in the quadrant around the airport won't be able to take the expansion of the airport combined with a proposed 2000 new homes to the local plan, and that there may not be the potential demand for the expansion.

29:31

That right, that's right.

29:34

Thanks. I did have a paragraph I didn't feel the time I left it out. Well, as I mentioned earlier, so we're more than happy for you to submit though, I mean, that we welcome those comments in writing so that we can take them fully into account when we consider the proposal. Thank you.

29:52

So thank you Miss Lovegrove. Um, so I think we're now going to turn to Mr. Richard Fong, who also has thymus

30:00

frictions this evening. So Mr. Fong, would you like to turn your camera on and your microphone on? Sure. Yes.

30:10

Mr. Fong,

30:12

you have three minutes. So when you're ready, would you like to start? Thank you. Good evening. As you said, my name is Richard Fong. And thank you for making time to hear views about minimizing the impact of air traffic to and from Luton Airport. And that's my focus, not the volume. Many people have discussed that, and whether the infrastructure can cope. Many have spoken about that as well. I live in Leighton Buzzard, and have listened to the views of fellow citizens in putting together suggestions for your consideration. I do appreciate these are already in the debate and part of the debate but I feel the impact so far, merits a thorough review of these two points. My aim is simple before we have further increased traffic questions elsewhere, of course, the independent review process could review and reconsider how to reduce pollution both noise and fuel, together with improving relations and giving cost reductions for passengers citizens, aircrews, airlines, Luton Airport and our council. So the two ideas are, firstly, review the recent airspace change and six. When it was introduced, we were told that it would not unnecessarily impact certainly on the town of Leighton Buzzard, which I'm sure you're well aware of is on the left hand edge of it.

31:43

I don't agree that that's been put into place in practice. And

31:49

I think there are many flights over flying Leighton Buzzard, some impact noise wise, some don't I accept that. But it's more pronounced when we have a easterly wind direction, as I'm sure you're well aware as well. So shifting that boundary of 86 is worthy of consideration. In my view, it can be made larger, so it impacts a much smaller number of people because you're also well aware of the significant increase in population enlightened Buzzard recently.

32:22

I think also, the base of that airspace could be raised. The only significant volume of traffic above that airspace every single day is the outbound northern traffic from Heathrow, all of which carries above 10,000 feet by the time it gets here. So I do think there's a margin there. I know that some of the others would have a discussion of views on how they would.

32:52

Okay, I just wanted to give you a 32nd warning. So I don't think there's anything else you want to say there is the second area is simpler. And it's mentioned many times and that CDH or continuous descent approaches. That saving definition says it is literally that continuous descent, not step descent. And if that was applied and enforced financially, and by nets, I'm convinced that that would significantly reduce the impact. Thank you very much. And that was perfect time. Miss Lovegrove. Thank you very much. Mr. Actually.

33:28

Mr. Fong sorry, I do apologize. I spotted a long day. I can just check with my colleagues if there's anyone who wants to ask any questions.

33:36

Any questions for Mr. Fan? Okay, thank you very much. And as I mentioned, we're more than happy to have those comments submitted to us in writing so that we can take them into consideration when we consider the proposal. Thank you very much. And thanks for accommodating my timing. I appreciate it. No problem. So I'm now going to pass over to my colleague because we're going to return to the agenda and the

34:01

number of speakers that we had already pre organized so Miss Davis want to take it forward. Before I do, I can see that there's a gentleman in the front row with his hand up.

34:23

Apologies Mr. McArthur. Did you say that you had to cover quarter by seven?

34:34

Yes, I did.

34:36

In which case, I think we'll carry on in here from the neck. So Mr. McArthur, you're representing Harpenden sky so you have eight minute

34:47

Thank you very much. I'm the chair of Heartland sky The campaign is opposed to London Luton Airport capacity increased to 32 million passengers as well as the wider you

35:00

issues of airports and pollution. So as an overview, the climate change committee in their report to parliament published in June 2023 states, I quote, no airport expansion shall see.

35:16

Sorry, hello.

35:19

We can hear you, Mr. McArthur. I think if you stay away from getting too close to your microphone, hopefully that'll reduce the interference. But yeah,

35:29

thank you very much. I'll start again briefly, the climate change committee in their report to parliament and published on the 28th of June 2023. States and I quote, no airport expansion shall proceed until a UK wide capacity management framework is in place to assess annually and if required control sector, co2 emissions, and non co2 effects on glowed, so London Luton Airport currently emits an estimated 2.2 million tonnes of co2 annually and expansion will significantly increase this pollution.

36:01

The hardest composition to the expansion proposal and DCO is based primarily around in rising document volume five environmental statement

36:13

based on particularly air quality and health in the community. The items challenged are listed in accordance to the LR document references in the copy that will be available online after this session. For clarification therefore, hardness guy believes that the LR dcl application should be rejected based upon the CCC statement on airport expansion and this summary. So the first area we take from the environmental statement, legislation, policy and guidance. The following legislation requirements including interim emission targets are not represented in the Lewton rising environmental

36:51

statement.

36:53

They are material Yeah, they are material to the environmental case against the NRDC overexpansion. For example, the environment act and definitely Morrow environment improvement plan 2023.

37:06

Air quality is now enshrined in interim legal targets which are not included in either of the documents and therefore there is no indication or even a risk assessment on how la expansion to 32 million passages can possibly support these targets being met by either Luton Borough Council, or rising as the largest polluter in the region. Luna rising a loon by counsel has an even greater duty of care to demonstrate how these issues will be resolved in the context of the DCO a

37:37

little bit more detail according to the Defra environmental improvement plan 2023. I quote, a definite legal target to reduce population exposure to pm 2.5 by 35% in 2014 Compared to 2018 levels, so that's the target but there is a new interim target to reduce to two by 22% by the end of January 2028.

38:03

Following on from that a definite legal target to require a maximum annual mean concentration of 10 micrograms and pm 2.5 per cubic meter, and again with a new interim target of 12 micrograms per cubic meter by the end of January 2028. So the Luke rising environmental statement on air quality is not up to date insofar as the temporary IP interim targets for PM 2.5. Therefore, there is no mitigation actions, particularly with regard to the early stages. This carbon is underlined by the government aviation strategy, which states the government aims to achieve a safe, secure and sustainable aviation sector provided that growth takes place in a sustainable way with actions to mitigate the environmental impacts. According to the LBC 2022 Air Quality annual status report, there are already multiple Luton Area Air Quality Measurement sites, where the PM 2.5 measurements are either above the different target levels hovering close, such that they would undoubtedly be exceeded by 32 million passenger expansion. The air quality standard report does not include the Deborah pi and 2.5 interim target levels that I just mentioned. As a further point of detail. heartspace HP wo seven air quality monitoring

Dunstable East Road shows already a disturbing upward trend for PM 2.5 Over the past 12 months, where three of seven measurements are already in excess of 10 microgram objective.

39:37

Then we have a look at climate change and the six carbon budget climate change action policy enshrined in the business energy strategy. Six carbon budget contains a commitment to reduce emissions by at least 78% which now includes aviation impact on co2, NOx, nitrogen dioxide and pm 2.5 emissions growth. LOA, as I mentioned, currently emits more than two

40:00

had tons of co2, and there is no indication in the LPG documentation coverage on how 32 million passenger operations will support compliance with this commitment.

40:10

There is also the point about local borough Council's climate emergency LBC declared a climate emergency in July 2019 with a carbon neutral target of 2040. But more importantly, clean air for all by 2030, which will be impossible to me without a grinder 32 million passengers and there being no alternative the kerosene is aircraft fuel.

40:32

So the AIP 20 DRP 2023 states using the equality strategy to make clear that local authorities are key delivery partners in reaching legal limits and targets. This will include a clear examined expectation to which local authorities must have regard that they should use their powers to reduce PM 2.5 from sources within their control. Finally, they're the LR environmental statement with regard to vulnerable groups. I stated in the Department of Transport, transport, health and well being reviewed 2019 and the LR environmental statement for health in the community. The guidance highlights how vulnerable groups are disproportionately affected by the adverse impact of air traffic

41:15

at four care homes in the Luton area and a major hospital with 695 beds, yet it's very substantial, vulnerable group and is not included in the rising document.

41:25

Loon has already been established as the one of the top four areas for PM 2.5 related deaths as a percentage of total deaths in the UK according to the scent of a city's report, entitled whereas air pollution worse, which has led to Luton PM 2.5 emissions causing an estimated one in 16 deaths. In a corroborating statement, and it's surprisingly the loon rising health and community document. States evidence shows associations between exposure to air pollutants, and adverse health outcomes, most notably premature mortality and hospital admissions linked to longer term exposure. So it would appear that loon rising are perfectly aware that premature mortality could take place with regard to this extension.

42:09

Finally, Harford County Council sustainable Hartfoldshire promises again, similar to clean air for all by 2030, and net zero greenhouse gases by 2050. Of course, we're watching and implementing,

42:22

with of course, with Hartfoldshire being adjacent to Luton, and very close, of course, to Luton Airport, it is very unlikely that with the expansion of the airport, that Hartfoldshire, sustainable Hartfoldshire strategy will be allowed to proceed. That concludes my presentation. And the document is made available to the planning Inspectorate for including, as has been indicated earlier on today.

42:47

Thank you very much, Mr. McArthur.

42:50

It was a very detailed submission. And we appreciate that it's just a couple of questions for you actually going forward. Obviously, you gave us a lot of information. Now, I think you indicated that you are proposing to submit that in writing. Is that correct? It has already been submitted. Madam Chairman. Thank you. And I just want to check, obviously, you represent happened in Sky, which is an organization are you proposing to be involved in the issue specific hearings going forward in relation to matters in regard to noise and air just so that we're aware? If required, I will be available? Thank you. I'm just going to check with my colleagues if they've got any more comments anyone wants to make?

43:34

Yes. Okay. I had one comment. Mr. McArthur, are you aware that in the rule six letter we have actually requested that the applicant submit additional information in relation to the eip targets?

43:51

I'm not aware of that. And I'm very glad to hear it. So that's been requested to be submitted to Deadline one.

43:59

Thank you very much for your advice. I look forward to hearing the outcome. Thank you.

44:09

Thank you, Mr. MacArthur.

44:15

That should conclude all of the people that needed to get away early, so we will move back to our original list and start with the groups. The first person that we had on the list was actually Miss Bell from the wheat, Hampstead and district Preservation Society, who we did understand was going to be here today. So I'm going to take this opportunity just to check if she's appeared.

44:40

Since we opened the meeting.

44:44

Now it doesn't look as though she has appeared in which case you want to carry on.

44:51

So the next person that I had on my list was Mr. Hadden from stop Luton Airport Expansion who's in the room today, so if you'd like to come up to the chair

45:00

In front of us, as I mentioned, you have eight minutes so once you're ready and get yourself settled if you'd like to start

45:24

okay,

45:25

this furball submission is based on sleighs previous relevant representation, and will provide further explanation and evidence to help inform the inspector. With only eight minutes to speak. I will not read out all the previous contexts and apologize that this verbal statement may be disjointed.

45:49

I start with our second paragraph on our Milan representation, which is Wigmore Valley Park.

45:57

Our group was founded to save the park following a meeting with representatives from Luton Borough Council told members of our group that the park would not be built on for airport expansion.

46:11

I add to our statement, and this is really important. I would like to say that many of the people here today know that earlier this year we lost our chairman Scott stalham. Aged 51 to cancer.

46:27

He cared deeply about the loss of the county wildlife site that Lewton maizing and the council plan to destroy car parks and airport buildings.

46:39

Scott was a keen birder and I'd like each of you to think of the park and the county wildlife sites full of birdsong.

46:51

In the memory of Scott, I respectfully ask all of you for a few seconds silence please listen and hear that bird song

47:13

thank you for that.

47:15

Second paragraph continued mistrust

47:20

the council legally use the resolution regulation for bracket to close bracket of the local authorities regulations 2012 to exclude the public from meetings during consideration

47:37

items. Therefore we don't truly know yet. If Luton council have gone behind residents backs, and instead of leasing the land have sold Whitmore Valley Park to Luton rising.

47:52

The evidence is clear to read in countless Luton, Luton rising application documents they state the proposed development is set out in schedule one of the DCO app 2.01 and is characterized by the retention of the existing runway expansion of existing passenger terminal and the provision of new passenger terminal on land owned by the applicant and Luton Borough Council to the north east of the runway to provide an overall passenger capacity of 32 million passengers per annum slay asked the planning Inspectorate and the government to apply conditions to any granted DCO so appoints a truly independent body and remove the majority Labor Council development management committee. When airport expansion applications are presented, as we can't trust the Council to act honestly and in residence best interests.

49:03

Third paragraph

49:08

the LBC and lucem lies in relationship. As stated there are no boundaries between Luton, lysing and LBC. For example, how many Luton Borough Council employees have spent time on Luton rising and London Luton Airport limited duties. This should be declared in the DCO. Even this week, the Luton Bella Council ce o Robin Porter is promoting a community petition to support the airport via his LinkedIn account linked in account his personal account in the early months of to 2022 the Luton news printed in your views an extract of a letter from the leader of the council Hazel Simmons issued in a pleat

50:00

Council staff and employees to support the airport expansion.

50:06

Third paragraph development management committee in March of this year, and Donilon, a labor counselor was not selected to represent labor in Lutens Northwell Ward, her letter is a tell all expose a of how Labor Council interfere with the planning committee and ignore planning laws. I can submit a copy of this letter which was downloaded from ANZ Facebook sites

50:38

15th Paragraph duplication and lack of evidence, we ask if biased mislaid leading statements an overwhelming amount of duplication and non evidential material mitten to support the application is classed as unreasonable behavior.

50:58

I'm a volunteer, I do not want to read 20 or 30 duplications.

51:06

This is evidenced by the open spaces documents and also the lack of knowledge of the 17 stroke zero to 300 stroke EIA airport way sentry Park application, which was permitted on the 29th of June 2021 and detailed in more than one application document.

51:29

Again, this highlights mistrust of accompany proposing to be a good neighbor

51:37

susceptible aviation and slow recovery.

51:42

Another constructive challenge add into our statement in the 20th paragraph. We accept that both loosen rising and ourselves have not been able to model the recent numbers of wildfires reported around the world attributed to global warming. So we ask that models reflect in passenger growth, or additionally forecast to take into account the risk of flying to those destinations.

52:11

We can also see the possibility where billions of incoming passengers from populations escaping countries no longer fit to substained human life due to global warming evacuate to Luton as a result of worldwide airport expansion

52:34

23rd paragraph, Luton lysing LBC and the National Planning Inspectorate definition of under a limit of the word local.

52:46

In addition, the words neighboring and community are used are being used to represent many unspecific different things as far as such as found in documents 6.01 consultation report,

53:03

revision one, and we asked for clarity on these unspecified meaning words.

53:12

And finally, did you hear the bird sound from the county wildlife site full of birdsong as mentioned at the beginning of my statement?

53:26

Thank you.

53:30

Thank you, Mr. Hadden, for your very clear and concise presentation. Before a pass on to Mike asking my colleagues if they've got any questions for you. I have read your relevant rep in some detail, there's just a couple of points I'd just like to pick up or make you aware of. So if you look at annex F of our rules, six letter, I don't know if you've seen there, but under item 13. With regards to requests for further information, we have actually asked the applicant to prepare a document that sets out the roles and responsibilities of Luton Borough Council and how that works with the airports. And the second thing again, under that item in the rules six letter is that we have asked them for some further information about the interplay of the green horizons park planning application and the proposal that's before us. So there will be some more information coming in hopefully at deadline one, because that's when we've requested that information. So And finally, I'd just like on my behalf to say, pass on our condolences on behalf of the whole examining authority about the loss of your friend and supporter for Wigmore Park. So I'm just going to check with my colleagues if there's anything else that anyone else wants to ask.

54:49

I'm not going to pass back to Miss Miss Davies, who's going to deal with the next person on the agenda and

54:56

next on our list is Miss Anne Marie Davis, who's the chair

55:00

Then of Hardwick parish council, I believe she's online.

55:05

Davis, you've got eight minute. Yes. Hello there.

55:10

Can you see me? Yes, we can see you and hear you. Sorry, I'll put a blanket. So thank you for this opportunity to to allow me to speak tonight. As I say my name is Anne Marie Davis, and I'm representing Hardwick parish council tonight. I'm actually the clerk to the council. I'm standing in for the Chairman Richard Blacklock, who unfortunately is able to make the meeting. However, he has prepared a statement which he'd like me to read on his behalf.

55:37

In our opinion, this expansion will have an impact on both a local and a global level. So looking at local first, through air pollution, planes with their jet engines fly directly above and over the village of Hardwick dumping their poisonous fumes and particulates into Atari onto our homes. Through noise pollution, our village has generally low ambient noise levels and increased air traffic with the intrusive engine noise will severely impact on the quality of life of our residents. Through the airport expansion itself. This will adversely affect a large area around the airport with increased road traffic going to and

from the airport with the associated road jams, noise and air pollution. And through the housing requirements for the workers employed to build the expansion. Buckinghamshire Council is already having to make provision for housing workers in Hartfordshire. And this would increase the pressure on building more homes with a detrimental environmental effects that brings

56:37

so looking at global climate change. planes flying at altitude deliver their harmful chemical fumes and particulates into the most critical area in our atmosphere, the ozone layer. And this has a much more harmful effect than pollution equivalent or ground level is essential to stop further global climate change, as it will cause increased temperatures with great droughts affecting enormous areas. increased rainfall, with flooding, increased storms, both in frequency and intensity, the loss of glaciers and rising sea levels, these effects will impact the whole world particularly poor and low flying sorry, low lying nations with starvation and loss of habitat. So increased air traffic should not be considered an alternative methods of transport should be promoted as an alternative. And that's a statement. Thank you.

57:30

That was very clear and concise. Thank you, Miss Davis.

57:35

Again, we'd encourage you to submit those comments in writing following this. Okay. Okay. No problem. Thank you.

57:44

Did anybody have any questions from David?

57:48

Thank you for your contribution. Thank you.

57:55

So if I can now call Mr. Mistake, COys who's the Director of Community Interest solutions come to the front

58:07

once you settles, you'll have if you can introduce yourself and then your eight minutes will start.

58:17

Hello, my name is Prashant course. I'm from Community Interest Luton.

58:22

I was born in Luton raised in Luton studied in Luton working Luton.

58:28

I run an organization called Community Interest Luton that works with the most vulnerable in the local community.

58:35

I run several projects, working with unemployed people getting them back into work,

58:41

doing soup kitchens, health well being and community projects.

58:46

I am in support of the airport.

58:50

Because the economic

58:52

growth that he would bring to Luton.

58:56

I see vulnerable people all the time at my employment have been coming straight.

59:04

My question to you is have you ever been unemployed?

59:10

Have you gone without a wage packet?

59:13

Have you got children where you can't put food on your plate? Have you gone through that experience?

59:20

We see vulnerable people week in week out.

59:25

Amazing the airport growth means more jobs. More jobs for people in Luton.

59:31

more support from the airport for community groups.

59:35

I know that 53 Pence for every pound goes in the local community,

59:40

the third sector,

59:42

which is the charity and the community sector in Luton.

59:45

If that money did not come in

59:49

the negative effect on our town, where Luton is

59:53

probably one of the most deprived towns, it would be a lot more worse off the impact

1:00:00

firsthand, I've seen the difference with the support the airport,

1:00:04

made to many community groups, many charities.

1:00:09

It puts happiness in putting people into jobs.

1:00:15

Seeing children fed,

1:00:18

it hits it hits you. I understand the pollution. I understand. There's some positives and some negatives. But for me the growth polluter means more aspirations for the young people in our town. More jobs for people in our community.

1:00:35

And children are a tank that can aspire

1:00:39

for a better standard of living, not living in deprivation, not living in poor wards.

1:00:46

Luton gets a lot, a lot of negative publicity. But the town we've got a lot to look forward to.

1:00:53

Luton has struggled. But the community spirit in Newton is brilliant. Whenever there's a disaster, the community are the ones who come forward to support regardless of your faith, regardless of your background, regardless of who you are. That's what makes Luton special. The council legitimizing the Luton Airport, which and football club. I am the community ambassador to volley Town Football Club.

1:01:24

We've gone through the hard times of going to the premiership Lutens rising and Lutens on the mat on the map for the right reasons. So my support is for economic growth. Thank you.

1:01:37

Thank you, Mr. Boies. And I have to say we have obviously received a number of relevant reps from a number of community groups who have emphasized a lot of the points that you've made yourself. Can I just ask if you'll be submitting some comments in writing? So actually, we've got currently nothing from you in our I have given something Okay, brilliant. That should have been something in writing, which, which is, okay, well, I will definitely, I will check. And I will make sure there's that's leveling, what can I just ask a couple of questions,

1:02:08

because I just like to understand it better. And I know we have another some community group speaking tomorrow. So a lot of the community groups talk about support provided by the airport. And that seems to be a financial support through grants, and so on and so forth. So I just want to understand what the impact would be is if those grants would fall away? Or how are you funded? Where else do you get streams on my,

1:02:35

you know, I've been sponsored by utilizing, but my organization has been going for 14 years, my support has come from local charities trust,

1:02:46

local locally, have been funded by national military. I've worked with local job center, and I have been funded by the local government to work with the unemployed.

1:02:57

I also raise my own funds through community businesses that I work with, as well as a local organization. I've also given back 1.5 billion 1.5 million pounds to local charity and of course, causes locally. So as an organization, we're not one of those organizations where we always take in handouts, we always give him back, but the projects we are giving back are tangible.

1:03:27

If that support isn't there, then there'll be within the third sector. A lot of those organizations won't exist.

1:03:35

Small way of saying probably would be if you imagine your parents, they're in hospital.

1:03:43

They need care. There's a local organization, I think, patient concern who give that support. If they didn't get that funding, your parents can't get that support. So the impact

1:03:57

is huge.

1:03:59

I'm from Luton, so I'm very supportive. But I've also seen the valuable work.

1:04:07

If you Enron Luton and visit some of the projects,

1:04:10

I think it'd be an eye opener for for a lot of people. Thank you. I think that's we've there's been a clear indication, I think, If anyone looks at the relevant reps, we've got, as I say, a number from community organizations like yourselves, who's stressed the relationship religion rising, and I'm just going to take an adjournment because I do believe that the gentleman that we're representing them, various elements of Muslim community may need to leave 830 We're just gonna have to pause and just have a conversation with my colleagues if you just bear with me one moment

1:05:00

I

1:05:19

do you apologize? Thank you very much Mr. Royce

1:05:22

if I could no call counselor Julian Frey?

1:05:49

Welcome as Vi Thank you. Yes, I'm counsel Julian Pfeiffer round green ward. My Ward has had many issues raised with me. Since the election really. And since I was elected, one of the things that did come up is about the pollution and bearing in mind, we are trying to become more of a net zero carbon emissions.

1:06:11

Society, it's not going to happen if we're getting a huge amount of increase of passengers at the airport. There was a peer reviewed study that was done that said people who live within six miles of an airport have high levels of asthma and heart problems. And this creates additional burdens on the local medical infrastructure. I think we can all agree that I know whilst the US has been coming in with with

1:06:38

London to try and reduce traffic emissions, we are going to see increases in the burden on traffic coming into Luton. People aren't all going to use the trains, they're not going to use the dark because the dark doesn't go all the way up to the airport, you still have to get off the training walk. And therefore there's going to still be taking taxis and getting their cars to wherever they're going to go to be able to

get to the airport. And that is going to increase not just the emissions coming from the carbon monoxide from the planes but also the carbon monoxide and problems coming from the extra traffic.

1:07:15

I'd also like to ask and take into consideration that North herts have approved 660 new houses in Cochrane home. Has that been taken into consideration these homes are living within six miles of the airport, there will be having young families there. There might be elderly people there with respiratory problems, who are going to have problems because of the airport as well.

1:07:41

New car park sites being considered particularly sites four and five are shown as being built over the new Landscape Park, therefore negating environmental benefits from this park. If we continue to lose green space, we're just going to keep creating more and more pollution we're not going to have anywhere that's going to take away pollution at Luton and Luton is a landlocked area where we can't really expand beyond the boundaries of Luton, and it's really cause going to cause problems for us. The infrastructure I don't think is there at the moment. Whilst I am in favor of gaining jobs, and having airport expansion that will create jobs. We need to make sure that the infrastructure and all these things are taken into consideration before any expansion can take place. Thank you.

1:08:29

Thank you.

1:08:30

Thank you. That was very clear. Does anybody have any questions from his fry?

1:08:39

Thank you. Thank you

1:08:47

the next person that we'd like to hear from is Mr. Shaw from slip and parish council.

1:08:59

Mr. Schurr you have eight minutes

1:09:05

Thank you. Good evening. I'm My name is Paul Shaw, formerly head of Environmental Sciences at the University of Leuven. And currently councillor for slip and

1:09:17

parish council.

1:09:19

For those of you who don't know Slee bend, it's a bunch of settlements in central Bedfordshire. Just to the west of Luton,

1:09:28

a village three Hamlet's and the plane taking up from the airport from liftoff will be overhead the southern area of the parish within 20 seconds, it will be flying over 3000 feet, or probably a bit less on a hot day like this. And that takes up 75% of the metrological year and for the other 25% the planes come down at the north end of the parish to land. Now clearly we have

1:10:00

have issues with noise, we have issues with air quality, we certainly have issues with the measurement and monitoring of both noise and air quality. And we will also have social issues such as

1:10:18

repeated fly parking by people using the airports and so on. Now, I'm not going to pursue this line of conversation, because quite simply, I have submitted the doc documents to you recording our transactions with Luton rising and it's previous iterations.

1:10:39

Over three consultations, now dating back to 2019. So there is a lot of information in there.

1:10:49

What I would flag up is something that fewer people consider. Those of us in the village obviously get to know our aircraft very well, not all aircraft are equal. Some aircraft are a problem. And I can flag up two groups of them to start with. One are basically freight flights, which seem to occupy at the early occupy the early morning hours, even though flying is not meant to take place. And this is an issue exemplified by the DHL flight at 2am, which everybody probably knows about. Okay, that problem is increasing, we are also seeing the increase in the use of wide bodied jets, which are now traveling to mid hole routes. For examples a daily shuttle now a wide body shuttle, which goes to Tel Aviv, and everybody knows that's flying overhead without looking out the window, because it is obviously not as technically sophisticated as some of the planes we would like to use.

1:11:54

Now, over the past five years, I have asked

1:11:59

the airport, or their plans for the management

1:12:06

and increases in these particular types of aviation. In other words, the use of finding these, you know, middle, middle distance destinations, and their plans about increasing the amount of freight which travels at night. And for the last five years, I have had no answer at all, from the airport, at consultations about what this might be. And it strikes me that this is an integral part of the airports. Obviously economic plan, it's not just all about budget airlines flying holiday people, there are other forms of aviation, which do not seem to appear and it within the loosened arising

1:12:57

environmental documents or 15,000 pages of it.

1:13:02

So I would request that we the

1:13:07

inquiry requests, Luton rising for a statement not necessarily a detailed one, but a statement of their plans in these types of aviation scenario.

1:13:23

Secondly, another factor, a brief one, I mentioned the lack of monitoring. We are also trying to get a more satisfactory form of monitoring underneath the flight line in the southern part of the parish.

1:13:40

We've been offered some equipment for January to be installed for a week in the north end. And

1:13:47

clearly, there is an issue there, which is which is flagged up in the in the documentation, which I have submitted to.

1:13:57

Okay, thanks.

1:14:02

Thank you, Mr. Toole. Does anyone have any questions, Mr. Shaw?

1:14:07

That and

1:14:09

and not so much. A question is just to note that we have been out slipping so we have been in terms of the flight path and observe the planes passing overhead, including so our first round of unaccompanied site inspections early in the year were on the easterly operations. We went back out on Wednesday at six o'clock to stand under the westerly movements as well to see that operation. So we have had experienced both types of operations in that location. Good. Thank you.

1:14:44

Are there any other questions with the show?

1:14:49

Thank you, so that was very helpful. Okay, thank you.

1:14:55

So if I could take Mr. North from holodecks just next

1:15:00

Mr. North was at this morning's preliminary meeting

1:15:05

and said he was coming on this evening and here he is.

1:15:14

So, Mr. North, if you'd like to start just by introducing yourself and who it is you represent, and then if you'd like to start.

1:15:23

Thank you, Madam Chairman. My name is Tim north to north and Associates limited and I'm representing holiday X was limited. And just before you start maybe for the benefit of the people in the room, could you just explain what kind of the extra is limited is visible? Certainly, holiday extras are a long term of airport car parking operation in Luton. They run it through a subsidiary company called airparks. From from a NOC from a site in slip end. And they service their customers by by public transport by bus, which is transported, transporting them to and from the airport. Thank you for that clarification, if you'd like to begin, thank you, Madam Chairman.

1:16:06

The examining authority has undertaken an unaccompanied site visit of holiday extras premises that slip in where they have been operating a lawful long term off airport car parking use for over 20 years.

1:16:20

To put their business into perspective, as far as surface access considerations is concerned. The overall capacity of my clients sites site is greater than the existing long term on airport car parking provision in 2019. It represents 81% of the anticipated long term on airport car parking provision in 2043 at a throughput of 32 million passengers. The issue of surface access is therefore of understandable interest to my clients. And one of the first questions they want to ask really is what is the methodology which has been employed in arriving at the total figures for mid and long term on airport car parking in the submissions by the applicant.

1:17:13

There is obviously a relationship as we knew this morning madam chairman with air quality traffic generation particularly on the local highway network being controlled growth and other issues which affect long term off airport car parking of whatever kind. It is important that the examining authority are aware that from mid November 2019 to the end of February 2020 discussions took place between holiday X was limited and representatives representatives of L L A L over the provision of a new satellite long term off airport car parking facility to be jointly run by both parties to meet the needs of their passengers relying on private car mode as part of the DCO.

1:18:06

Now reasons were given as to why these discussions came to an abrupt end.

1:18:11

No reference has been made in subsequent consultation exercises, explaining whether there should be a long term of airport satellite facility which has distinct benefits in reducing vehicle trips to and from the airport, reducing emissions, minimizing indiscriminate passenger car parking on surrounding residential streets and effectively restricting encroachment onto Wigmore Valley Park and green horizons Park.

1:18:44

Why is it madam chairman that the contributions made by holiday extras along established business is not even recognized in the DCO documentation.

1:18:56

I understand from my clients that the applicants have recently secured an off airport long term car parking facility outside the operational boundaries of the airport

1:19:09

without planning permission, and without a certificate of lawful use, which simply highlights my client's concerns as to whether the figures which are being given for long and MidState term on airport provision is satisfactory. Madam, you will know from the presentations that 26,000 Odd spaces are provided London Stansted to meet at 24 million throughput. That Luton Airport has been 10,000 spaces in 2012. To meet a tooth in 2012 Beg your pardon has been 10,000 the throughput but only 6000 more spaces to meet a 33 million that throughput. It doesn't seem to add up in my view.

1:19:53

No explanations Madam chairman or invitations have been given to my clients in attending the

1:20:00

airport,

1:20:01

airport

1:20:03

surface. So fo fo forum or the low London Luton consultation document or indeed, have they been invited to the surface access technical panel? None of these have ever been invited.

1:20:19

It's holiday excellence opinion, Madam Chairman, as an opportunity has the opportunity has been lost in assessing other reasonable alternatives, particularly for those people who for one reason or another cannot fly, cannot come to the airport or arrive at the airport by public transport.

1:20:36

By way of an example, Madam Chairman, and I haven't put this elsewhere.

1:20:41

Let us look at the possibility of a joint relationship between my clients, the airport or the applicant, in this case, central bed, Russia and other representative groups who are here tonight to see whether there's an opportunity elsewhere for a long term of airport satellite facility with the proceeds from that, which the council will obviously we see applicant will obviously benefit from being put to non sustainable transport modes, as has been suggested by Transport for London, with my clients, perhaps finding financial inducements to prevent on street car parking, through traffic restrictions, and more particularly to investigate.

1:21:26

What is an ongoing concern with residents in some cases, letting their driveways out to passengers to park their cars and parking their own cars on the street? Question Is that really a change of use? Way will be

1:21:41

character the use of them may change. And I'm chairman, we've read a lot about capacity studies on the on the trains on the buses. That's only part of the issue. There's a very big need for customer profiling. And what I mean by that is to know where customers are going from certain areas. To give you an example,

1:22:04

you could go from London Luton Airport, to clusion a Polka one day or the weekend in Romania. But you can't come back to London Luton Airport, you come back to Gatwick. So looking at the actual distribution of people in certain parts of the catchment area of the London Luton Airport, looking to where they go looking to what flights they go on, is just as important as looking at capacity on the train network. One minute.

1:22:33

Thank you. Lastly,

1:22:36

and I just asked the examining panel to consider what would happen if my clients were not present, but slipping? Where would the five and a half 1000 cars go? And what will be the implications?

1:22:50

Thank you, Madam Chairman.

1:22:54

Thank you before I ask my colleagues, if they've got any questions, I just got a very simple question. Well, two, hopefully quite some questions for you. Mr. North. You talked about percentages. But can you just tell me how many actual parking spaces your client offers around Luton for offsite parking.

1:23:11

We're very welcome Sherman, depending on the time of the year and depending on the economic situation of the country. For instance, if it's very busy, like it was before COVID, they will do block parking on site,

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or recently, certainly in the COVID period and just after at South Park on the site. Now that's changed, it's gone back to block park because the to say that the off airport car parking industry has improved quite considerably, certainly in the last six months. So again, if I can just seek some clarification, not only for my benefit for those in the room who maybe don't understand the logistics of airport parking is blocked parking where somebody else parks it for you and you basically block people in a flock and when people park themselves it's like parking the supermarket carpark and it has to be space for moving but absolutely welcome to unblock parking. We call it bumper to bumper car parking. You'll see them in lines is a frequent occasion.

1:24:09

Lots of authorities will look at the aerial photographs to look for on our thrice airport car parking and the biggest sign is blocked parking bumper to bumper with probably a circulation Lane every three or four rows.

1:24:25

Ordinary self Park is like you would park in a supermarket where you park in Aldi or somewhere like that. So if it's possible Could you give me the numbers for block parking at just approximate and I'm not going to hold you to it just say understand she talked percentages and I'd have no idea what 81% is. So block parking, Luton on my client side if it's blocked part throughout five and a half 1000 spaces if it's self Park, three and a half.

1:24:56

And

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obviously your client has a sighting slip and is that the

1:25:00

any site that says Luton Airport, that's the only site that certainly is an airport. He does have other sites around the country we

1:25:07

were obviously looking at least narrow.

1:25:10

This airport and airport. This was one of the first sites he achieved in 2000 through a planning appeal. Thank you. I'm just going to now check with my colleagues if there's anything else anyone else wants to ask.

1:25:25

No, thank you. I'm just going to pause one second because

1:25:30

the gentleman from the Muslim community in Lucerne have returned to the room I'm just going to see if we can possibly fit me in because I believe you have to be away at 830 So just bear with me one moment.

1:26:30

Okay, thank you for your patience.

1:26:34

I believe that you've indicated to our case manager that you'll only take two minutes, all of you wanting to speak. Can I just confirm that? And mr. Michaels? Are you also happen to leave at 830 as well? Are you also having to leave at 830 as well?

1:26:49

Yeah. Okay.

1:26:52

Can you please be as to the point as possible, and as I've emphasized, if you want to go into any detail, then you are more than welcome to write in with any extra information that you'd want us to consider. If I could ask you all fought him to come forward and sit on the front and if we can quickly go through each of you. And you will be given two minutes each. Okay. So if the first one wants to come up, and then if you just introduce yourself, and then who you're representing, and then your two minutes will start so just wait for your colleagues to sit down.

1:27:29

Thank you.

1:27:32

Okay, so if you start with your name and who you're representing and then your two minutes will start okay. My name is Yuri shuck, Kazi spelled is Hey, J Q. K is that I am speaking on behalf of Luton Council of mosques LCM representative organization, operating for the last 25 years, more than 30 mosques are included. We work closely with other faiths organization as well as larger community in the areas that that we are residing. I want to make very quick two very simple points. First one, we are fully supportive of this expansion. We believe

1:28:14

this will bring economic benefits to the residence in in Luton, particularly those wards in those areas that have been economically deprived for many, many years. We're thinking of Beskow, area, Dallow, Northwell, high town, these are the areas where there's high levels of unemployment, and people from these wards will benefit directly from those kinds of jobs that are going to be created. We also believe

1:28:42

in, in my kind of professional experience, economic development is fundamental to changing lives, improving lives of people. And this major initiative of illusion airport, is is is related to that. So we've fully endorsed that Wiles are realizing and appreciating and accepting. There are environmental concerns, and emissions and so on. We believe the government and and the operators will need to pay due attention to using low carbon planes and so on. And we are mindful of some of the impacts that's going to be causing and having different concerns. So in conclusion,

1:29:32

economic development is directly relating to improving people's lives. And and and I think this is a real opportunity for our residents to participate in that economic activity and prosperity that is coming with it. And whilst appreciating the the other impacts that it will have.

1:29:55

Thank you very much. Your time is up. I'm going to save any questions and ask them at the end just for

1:30:00

efficiency. So if I have any questions, I'll come back to you. Next gentleman would like to come up

1:30:10

on your coffee Abdulaziz tea. I'm serving the Muslim community from last 40 years. The recently I've been awarded an MBE from Charles King Charles.

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First of all, thank you very much Madam, giving me a chance to speak in a meeting.

1:30:34

I want to share with the meeting, that there is a strong vote among our community are looking looking at rising proposals.

1:30:46

We welcome that the proposal will deliver 10,800 new jobs more than 14 of them in return.

1:30:57

We will come to you additional 1.5 billion a time we can we can make activities.

1:31:06

But it is also bring around

1:31:09

14,014,000,000 Additional funding for Overwatch will volunteer committee and charity organization in both Luton and surrounding area.

1:31:22

We look to advising as a uni complementary to this.

1:31:27

more jobs, more economic activity, and most poor for our plenty of people majoring in education,

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we think is this good and really important for our town.

1:31:44

The success of our airport is vital for the success of over town.

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So many of our people in Luton work at the airport, or depend are in for their living, and for their families. The extraction of the proposal has a bright future for them. And many more. Not just that,

1:32:11

if the people have looked in are healthy and successful, other businesses will benefit to

1:32:18

where we place our trust. In you're fully examined the proposal for green manage growth and to ensure all aspects of the proposal can work as Seto intend. And on behalf of our Muslim community, which is 34% of the local population. We fully support. Thank you. Should we actually shut up do you have? Thank you very much.

1:32:46

Mr. Kazi, I'm going to have to stop you there because your two minutes up so I can ask the next person to come up please thank you.

1:32:59

You'd like to introduce yourself and the organization you're representing. And then your minutes we'll start with the Chairman. My name is Mohammad Corbon. I'm a senior committee executive member of LCM central Masjid

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Luton,

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the center mod. I represent the center mosque in Luton, which is the biggest mosque in town. And we have the old the Pakistani and Kashmiri community, which is in large in Luton. We fully support this project expansion of Luton Airport, I believe strongly and are endorsed that this brings good things for Luton Town, our children who are getting educated, and after that, leave the colleges and universities, and they will get the jobs. And in every sense, I believe strongly that we should all support this project, which is a very, very good project economy like and it brings to 11,000 jobs in Luton Town. And I

believe, in my mind, I have no doubt I do understand I appreciate the noise and other problems are still having said that, I believe this is the strongest

1:34:25

project come in Newton. And we should all support that. Ladies Chairman. Thank you.

1:34:33

Thank you very much. And finally, Mr. Michael, if you'd like to come up, can you just bear in mind that obviously, we've heard quite a lot about the job support. So if you're just saying that you're supporting the jobs, then maybe you can use your time to comment on something else if you want to. Thank you.

1:34:50

Thank you, Madam Chairman. David, Michael, I'm a local resident. I'm speaking in that capacity at a time when there's so much uncertainty

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tea and some other major infrastructure projects, economic development, I strongly support the expansion of the airport to enhance the services and also to provide economic wealth and development not only for the airport, but for Luton as a whole. Thank you very much.

1:35:27

Thank you very much, Mr. Michael. I think we've heard from all four people who needed to leave at 830. So if I can just confirm if any of my colleagues wanted to ask any questions of people have just spoken.

1:35:38

And as I say, if you want to take the opportunity to write in with any comments, then you would need to do so by deadline one, which is currently set for Thursday, the 22nd of August, was it Tuesday, the 22nd of August, we will say thank you. Okay, I'm just going to pause again.

1:35:56

And just confirming or colleague where we've got two on the agenda of people speaking.

1:36:21

So Councillor Stevens, I've just reviewed where we are and the time available, and it would seem an appropriate point in the meeting for maybe you'd come up because we're hearing from more of the group's first and obviously you represent a group of interested parties in terms of your constituents. So if you'd like to come up to the table and you have eight minutes to speak, start off by introducing yourself and then your time will start.

1:36:58

Better, thank you. Thank you, Chair. My name is Councillor Stevens. I am a newly elected councillor for this ward where this meeting is taking place. Tonight.

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I was elected in May.

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I would just like to start by saying that last week, I held a residence meeting

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in

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Tennyson Road, Tennyson road school, together with my fellow counselor, and a number of officers from the council that attended we had around 100 residents that took place

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that attended that meeting.

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We had a representation from one of the offices from Luton rising, and we wanted to have a representative from the operating company but unfortunately,

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no one was able to attend as I understand it. Although I will be having a meeting with the community noise manager from the airport coming very soon. I just want to go through some of the key points that the residents had raised at that meeting.

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Firstly, a number of the residents have monitoring devices in their garden. And they are regularly getting readings above the accepted decibel levels at the moment.

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They raised also the issue as the gentleman from spoke earlier

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about the night flights and specifically about the DHL flights.

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I live as a resident in Coutinho road. So if you're going up directly behind where we are towards the park at the top, that is the route over which the flights currently go.

1:39:04

Residents are fearful with the expansion. We're not saying that either I or my fellow group. I'm not saying that an expansion will not be of some help to the town. But there are things that have to be taken into account. And the residents are specifically very fearful of 24 hour flights because there's a feeling that if we go to this expansion, it will not be possible to reach the operating levels that have

been predicted. Without going to 24 hour day flights. Residents may have moved into the area knowing that there is an airport, knowing that there is some elements of airport noise, but they didn't move into the area on the basis that we were going to move to what is projected in step rises to 19 million, then to 22 point 5 million

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And then to 27 million and then onto 32 million passengers a year.

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And I would like to ask whether there has been any impacts impact study into the noise level

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that are likely to arise from those step changes 90 million 90,000,022 point 5,000,027 and 32 million and whether any impact studies have taken place into how the quality the air quality will be disadvantaged to the local residents, it is worth pointing out that the flight goes directly over one of the schools in Coutinho road. And so that the the quality of life and the health of the young people are going to be materially worse and more materially affected by what is going on.

1:40:54

I don't know whether that the planning authority have actually taken into account other dive other

1:41:03

effects, which are taking place not only from the current level of noise, but also the current level of problems that arise out of out of the from the airport at the moment. There's a there's online, there is a there are

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there are adverts online, which tell holidaymakers where to park in the roads in this ward and into the east of the county

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is to the town,

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there is a fear going forward. And as the airport expands, that the number of holiday makers that will that will be parking in the roads in this ward and in the woods in the east of the town

1:41:49

will become such a problem. And already it is a major problem at the moment where people are not finding spaces to park outside their own homes, because they suddenly will come home one day and find that there is a holiday maker parking there, rather than going to the airport to pay for parking and pay for airport parking charges.

1:42:15

A further issue that was raised by residents was the fact that they believe and they firmly believe that the flight path has moved, and that it has moved to nearer to the town itself to the town center. And I would like to ask if the planning authority can look into that into that particular view because it is a strong view that's felt by the residents that the pipe plot has moved nearer to the town center itself.

1:42:48

I would like to ask the planning authority

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if they if any consideration has been taken for discussions with the Civil Aviation Authority, with a view to moving that flight path further to the south. So it actually comes over the area of Luton who grounds because that would diminish the noise immediately, for all of the residents that live both in South Ward and in the East Ward's of the town.

1:43:19

I think the point that was made by my colleague there from slip ends

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about wide bodied flights,

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as well as DHL flights, that yeah, there are a lot more flights that have taken place or going out to Turkey, they're going out to Israel, they are going out to a number of

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further destinations. And it's likely that this is going to expand and yes, the residents are fearful that with the expansion,

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that this is going to be a nightmare, which is going to impact further on the noise

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on the issues over parking,

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on issues over transportation around one minute. So really to sum up, the residents are fearful about 24 hour flights. They're fearful how the noise is going to be impacted, going forward to 19,000,022 point 5,000,027 and 32 million.

1:44:28

How the impact on writing of the residents parking is going to be impacted as those numbers go up and up as intended through the application going forward.

1:44:43

Thank you to Councillor Stevens. This is just a couple of questions I'd like to ask just for our benefit. You said this was he just clarify which was this we're sorry this word is Southwark.

1:44:54

Okay. And then the just a couple of other points I'd like to raise with you.

1:44:59

You

1:45:00

You won't be aware of it because it's not yet published. But we went on a on a company site inspection yesterday, and one of the roads that we visited was cut no road, because a lot of people have raised the concerns with regards to fly parking. So we were able to look at the parking situation on the street there. You mentioned, the concern about the impact on the local school, can I just clarify was that the Linden academy or the Surrey Street Primary or both? See, it's the it's the school in, in cute no road itself, it's the one just by the junction that we're going to have for you. I mean, it does impact on the Linden a cabin, it has an impact on the other two academies as well, as well as, as Tennyson road. Thank you. And

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just one thing I'd like to clarify, we're not the planning authority, or sorry, the planning inspectorate, my apologies, fine. This is very confusing. And maybe it's an opportunity just to educate everyone else in the room. We are planning inspectors who are appointed by the Secretary of State to listen to everything that you have to say, to listen to everything that the applicant has to say. And that will be what we then do is we then go away Rhys report to the Secretary of State recommending whether or not consent should be granted or consent should be refused. So just to clarify, I apologize. I was I was aware of that an opportune moment. And I just thought I'd take it. So and then the other thing, I think, as was mentioned by my colleague, Miss Davies, the Applicant is here in the room, and we are asking them to respond to the points that are made this evening. So hopefully, you may well get a written response with regards to your queries with regards to the Zoom impact studies and whether or not they have or haven't been done.

1:46:39

So I'm just going to pass to my colleagues and see if anyone else has any questions for this gentleman.

1:46:48

Hello, as the Mr. Ali mentioned, we went for a trip around this yesterday, particularly looking at areas where there's been raised concerns about fly parking. Just wondered in your location, how do you know it's five parking?

1:47:04

How do you know it's fine parking?

1:47:08

You seen evidence of people getting out of their cars with suitcases?

1:47:14

Yeah.

1:47:17

How do I know about the flight path? Fly parking?

1:47:21

The parking? Yeah, I know from personal experience that people park outside my own house. And a car stays for two weeks and suddenly disappear early in the morning. The roads that are impacted very much Coutinho Road, West Hill, Alton Road, see more road

1:47:45

and Strathmore Avenue. And these are all impacted by holiday makeup, holiday makers, deciding to park and if you go and look on the internet, you will find that there are those advice given about what roads in Luton you can actually park in, in order to avoid the airport charges. Yeah, we've seen that website. Oh, yeah. And we don't know how it can be taken down. But it doesn't seem to be able to be taken down.

1:48:16

And so what what would you suggest would be a way of preventing this?

1:48:21

Would you like to see a permit scheme in the area? Already, we're looking at a possible

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resident Parking Scheme.

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But we we don't know how effective that's going to be.

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And also, I think colleagues in the East wards, which you've probably been to, to look at, I think, have got parking schemes or want to extend parking schemes. It might help.

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So the other road that I forgot is actually Park Street, which is also one that's very much impacted. But that's not just impacted by the airport, that's also impacted by

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by commuters parking there during the day, and also by shoppers who don't want to pay for the car parks in the town. So they are doubly impacted. In fact,

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residence parking could help. And I think perhaps,

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going forward if a scheme comes into play, I think it's only I think it's incumbent on the airport to actually cover the cost of that resident Parking Scheme. If I'm honest,

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thank you very much. That's really helpful. Thank you.

1:49:37

Thank you. I'm so I'm just going to take there's nothing further we want to ask Councillor Stevens.

1:49:42

So Dr. Hansen,

1:49:44

just you asked a question about assessments. And no doubt the applicant will say more about this, but chapter seven. Off the top of my head. Chapter Seven is air quality. Chapter 16 noise. Chapter 13 deals with health and community issues and those

1:50:00

Do you consider impacts over each of those stages that you were talking about?

1:50:05

I mean, I think that the very useful

1:50:09

I will say for example, you may find this very strange, but let me say that let me say this anyway, there was there has been a report into impact of noise produced by the airport operating company. I had to ring up to find out about it.

1:50:31

And I was questioned as to well, how did you find out about it? And I said, Well, wouldn't you expect as the local councillor in South Ward, that I would know about it and would want to have a copy of it. And I wanted to know whether it was going to be made available to residents. And I was told no, we don't make that available to residents.

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Thank you very much, Councillor Stevens. And as I say, the applicant may well come back to you on that, because obviously, they are listening to what is being said today. So I'm going to draw to a close the

1:51:06

section of today's agenda, where we have dealt with all of the people who speaking on behalf of groups or organizations. I think we've heard everyone who was registered speaking, including a couple that weren't registered speak, we have been going now for quite some time. So I'm proposing that we're for all our comfort, we take a quick break. And then we're going to come back and hear from the individuals who have very patiently sat through everything. That's already been said. I just before we go, just to help us with the smooth running of today, I just want to double check that there's no one else who wants to speak so that we can possibly make any adjustments that we need to in the agenda going forward. So I'm just looking in the room.

1:51:47

Yes, sir.

1:51:50

What's your name? Sir?

1:51:52

Jonathan.

1:51:56

Okay, if you can make yourself known to the case team during the break, then we can take your details and we can see if we can accommodate you. I did do want to emphasize that we will obviously do our best to accommodate everyone who wants to speak but we are time constraints. So we are going to focus first on those people who have registered registered. So just so she can prepare herself Philip at EAC is going first this evening. Oh, sorry, sir, this gentleman just behind you mistake. So.

1:52:24

Again, if you can just make yourself known to the case team in the break, and then we'll be take your details. So

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I propose that it the time is now 22 minutes past eight. And I'm proposing that we adjourn for

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10 minutes and come back just after half past. I those people who are on the lives watching the live stream will need to pause

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the live stream

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and to give us clear recording files and when we restart the meeting, you'll need to refresh your browser page. For those people who are online. As in virtual online joining the meeting, you'll just need to make sure that your cameras and microphones are off during the period that we are adjourned for

because otherwise we'll be able to hear you having a cup of tea or a break. So on that basis. We're going to break for 10 minutes and we will be back at 823