

AUDIO_LONDONLUTON_OFH1_SESSION2_10082023

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00:03

Thank you. Thank you very much everyone, if I could ask people to resume their seats. Time is now 833. And I'd like to reopen this open floor hearing for the London Luton Airport Expansion projects. We are now going to start hearing from those individuals who asked to speak this evening who pre registered. So I'm going to start by asking Ms eek to come down.

00:47

Thank you very much. And just to remind anyone coming down, you need to press the button on the right hand side of the microphone stand to speak, if you can start off by introducing yourself, and then your three minutes will start so if you'd like to stop.

01:11

I don't know what other buttons I pressed. Anyway, my name is Philippa II. I'm representing myself. I was born and raised in Huntington, and I've raised my family there too. I played in all areas of Harpenden over that time. And until a few years ago, Youth Network was a good neighbor. But in recent years, the noise from the aircraft and the number of aircraft has had an adverse effect on my quality of life. I live in the east part of the town at the moment on the top of a hill when the planes take off in an easterly direction, many loopback and as they gain height, they come towards the back of our house and you hear the rumbling noise for a sustained period in the early hours of the morning to this extent that they wake me up in 2018 2019 Actually, we moved out of the back bedrooms of the house because we were not getting enough sleep because of the aircraft noise. There otherwise quiet bedrooms and not on a road they overlooked gardens. And in 2019. In a bid to stay in the house rather than move away. We went to expensive installing triple glazing and acoustic click events across a several 1000 pounds, inquired whether Luton would airport would consider covering these costs because obviously they were the root of the problem. And there's no compensation available for residents in the Harpenden. It has the triple glazing and the triple events have worked. The planes don't wake me up, I hear them if I'm already awake, but they don't actually wake me which is better. But the problem is once we tend to type that tend to ties to that noise you hear it everywhere. So you hit when you're out gardening you hit when your dog walks. And I am upset I suppose about the prospect of having the number of planes double, which presumably is the point by almost doubling the number of passengers. I wonder where I can move out of Heartland and I look at flight path maps and I see that the flights go all over the local vicinity. So it's no religious to move to that might be quieter. I went to it was a meeting at the Welcome Center about the second terminal sort of quizzing people about the environmental impact. Were one of the consultants representing the airport admitted it's hard to justify any kind of expansion of an airport when there's a climate emergency. That seconds per second. So that's my other plan of attack is much more global one which is on environmental grounds, there can be

no justification for expansion. People need to travel by plane but it needs to be priced more like trains and things like that. So people only travel when they really need to. And I also object to Luton rising website which is full of greenwashing about one airport, one community, one planet, that seems to me full of hypocrisy. So that's the end of my talk. Thank you.

04:18

Thank you, Miss ikan. I also note from your relevant representation, you raised concerns with regards to increased traffic on the local road network as well. I got one question for you before I pass on and you actually almost answered the question I was going to ask. So I just want to confirm that I heard it correctly. So you're saying that you weren't eligible for compensation on now's noise grounds, because you were outside of the contours were by Luton would pay forget the details, but I looked into it at the time and I think at one meeting I asked somebody whether there was something that they could get compensation for was absolutely clear I can. Okay, thank you for sending my colleagues have any questions. Dr. Hunt

05:00

I just wanted to add as part of the unaccompanied sights inspections this week we have been to the side apartment and to observe the noise in that location so I was in alcumus field and Oakfield road earlier this week.

05:14

Okay, so I'm on the east side which is not always true.

05:17

The west side yes, we've also been to the northeast sorry I don't have the actual yeah named Lane actually.

05:26

I've lived in all areas of Harlem it's never been an issue but it is now. Yeah.

05:39

Next person we'd like to hear from is Johanne Ward who's on the phone?

05:48

Yeah. Yeah, I'm here. Can I miss you Johan Ward. I'm fighting regarding South Luton. Can you hear me okay.

06:06

We can hear you're quite quiet. So if you could speak loudly and clearly as possible, that'd be appreciated. Just remind you you've got three minutes, Mr. Ward.

06:16

Lovely. Well, first of all, thank you for the opportunity. I do believe strongly that Luton is looted airports in the wrong is the wrong airport to be expanded. Having Flown from Heathrow, Gatwick and Stansted,

it's apparent that Luton Town is in a valley, whereas those airports is on a flat plateau. The Luton airports on the Hill bumped to town. So when the planes land and they take off, they're directing the noise and the hydro carbon pollutants into the town. So as we're all aware, that's gonna accentuate the negative impacts of air and noise pollution on the people of Luton. And I do think, must never underestimate quality of life. If Luton rising is representing the people of Luton, surely, quality of life is quite important. And I've been surprised how many people from Luton Town seems to be talking about the actual quality of life within Luton Town itself. Secondly, it's noticeable that Luton Airport is surrounded by quite a dense population of people. I mean, I live in South Luton, nor around the airport, there's quite a dense population of people and they're very close to the airport is noticeable is very close juxtaposition of people to the airport. So any expansion is going to have a very negative effect upon the people of Luton. Again, it's back to this thing of quality of life, air pollution and noise pollution. And I do feel, finally, we have to be quite realistic about the economic benefits in that. Of course, any expansion will create more jobs. It's not like the airport can guarantee that those jobs will go to people from Luton. And do you have to create an airport expansion to build jobs? For example, there is the Vauxhall car plants. You know, they're where they make the vans. There is a bearing factory in New Zealand, there are other employments opportunities in Luton that are not necessarily an impact negatively on the people of Luton Town. So you've got to be very careful to over emphasize the economic benefits upon the people. Thank you for the opportunity to talk. Thank you, Mr. Ward. Does anyone have any questions for Mr. Ward? Thank you.

09:35

I'd like to call Mr. Shawn Smith, to the front of the room. Just while he's coming. I'd just like to take this opportunity to remind people that obviously, we will realize that you have a lot of concerns and you'll have a lot of your emotions are riding quite high. But please do remember the advice that we gave you at the beginning of this Meeting with regards to putting personal information that you may not want in the public domain into any of the discussions that you have this evening. And if you do want to put any personal information such as financial information, address information or health information, you may just want to have a word with the case team beforehand to see if you can do that in writing and it will be redacted. So I just want you to bear that in mind. And I just wanted to remind you before we continue with these discussions, so Mr. Smith, if you'd like to introduce yourself, and you have three minutes

10:32

my name is John Smith, I'm a local resident of Harpenden. The proposed expansion of Luton Airport is a self serving and downright selfish scheme that has no consideration for the surrounding areas and the environment. It is hard to see any benefits other than those within Luton, and the Luton area, whereas the detriment to other communities would be manifest. Approval of this proposed expansion would leave those areas to suffer the consequences forever. The proposal is weak on the effects of traffic on the M one and junction 10. They've completely dismissed the B 653 and ignored the traffic through Harpenden Town Center. Also, they seem to think that the impact of the additional passengers on the rail system will be minimal. Have they seen the Thameslink trains from Harpenden on a morning and from St. Pancras in the evening. There's a particular concern for the primary schools in the area, with some directly under the flight paths. What are the worst cases possibilities for the young lungs of those children? And how will the effects be mitigated? How will they protect the local ancient woodlands from the south of Bedford towards Luton Airport, also kidney wood, ancient semi natural woodland on

the south southern edge of Luton, turning to roads, what independent and extensive traffic surveys have been completed on all local roads, including the B 653 and Harpenden High Street, as well as the M one all we read about his traffic and transport modeling, and it is well known that models are prone to incorrect and weak assumptions and can be flawed. They contain mathematics that you need a PhD to understand. We need meaningful traffic surveys that show the results in the simple format than that a lay man can easily understand the planning Inspectorate scheme volume five chapter 18 transport and transportation. It says the B 653 to the south of Luton is only attractive for car travel to and from a limited area, which is confined, confined to Harpenden villages along the B 653. And parts of wheeling Garden City and Hatfield. Where is the evidence for this critical assumption? What about passengers from Hartford, where Hardison and even as far away as Chelmsford in Colchester, the B 653 is no more than a country road and already takes a lot of airport traffic to the detriment of the local population. I strongly urge the members of the examining authority to undertake a site visit and drive along the B 653. From the airport through to Wheathampstead and beyond, and also visit Harpenden Town Center. It states that some form some form of motorway capacity improvement would be helpful in accommodating forecast background growth in the peak periods helpful at stating the obvious. So what's the solution? details please traffic surveys and plans. It also states that hard shoulder running is the most likely scheme to improve motorway capacity. But it stresses also that this does not imply that there is an approved scheme for widening of the M one or that hard shoulder running or any other capacity improvement is programmed to be delivered. So what's the alternative? The government have already lost interest in smart motorways. So without the extra capacity on the one, the whole scheme is a non starter.

13:43

Mr. Smith, I'm afraid you're Three minutes. Three minutes, almost about three seconds. That's okay. Thank you. And I realize I can see that you have quite a lot more. No, I've

13:53

only got one paragraph more. Okay shouldn't fade quickly. Very quickly. Very quickly. One paragraph, he's just transport the rail. Thameslink trains are packed out now and there is limited space for luggage on these trams. The Luton Airport Express starts in Corby and stops at Wellington Bedford before arriving at Luton Airport Parkway and there are only two an hour so they will not be empty. So how will Thameslink cope with the extra passengers? And what are the contingency plans if the rail system is down, which it can be because I've commuted, or there are severe delays with the Luton Airport Express and Thameslink.

14:24

Thank you. I'm just going to see if any of my colleagues have any questions for you. Status,

14:29

it was just one comment for the avoidance of doubt. I think you refer to the documents as the planning inspector was documents and just to be very clear, they're not documents that we've written those the documents that we're examining, the ones I've written, they're not documents that we've written, they're the documents that we're examining, show which documents you're talking about. You referred to some

documents. It was in the planning Inspectorate documents that are there that are in the examination library.

14:56

No, they're in that's what I read. That's where I got that information from I can give you the references if you want. I've got those here. That's fine. I

15:02

just want the avoidance of doubt to clarify that there are documents that are in our library, but they're not documents that we've written their documents that were in the

15:11

library. Yeah, correct. That's it. I've got the references. Should you want that. Okay.

15:15

Thank you. Anyone else want to ask one question?

15:19

Okay, thanks very much.

15:24

Just want to check it.

15:28

Back again. It's nice. It's

15:32

Mr. Smith, isn't it?

15:35

It's Chris Smith next.

15:39

So if I could ask Mr. Christopher Smith, to come to the front. And again, if you can start by introducing yourself, and then your three minutes, we'll start Mr. Smith.

15:53

Hello, I'm Christopher Smith. I'm a resident in Luton area. I have sort of three questions I want to bring up predominantly has come up quite a few times about noise, what steps were introduced to reduce What steps will you introduce to reduce the noise? That questions come up a few times? I noticed some was gonna say how many jobs will it create? I did hear someone say 11,000? Is that an exact figure? Got an answer for that. But how many jobs you can create? An interesting question is well, will it devalue properties in the area? as well? I know it's something that Councillor Stevens brought up that I found quite interesting this about the parking. I've got that happening where I am. And in regards to,

excuse me, I forgot your name. You said about how you know people have parking there. I see it all the time, someone will literally just get out of their car, bring a taxi and leave his car there for two weeks. I can't control that. And it also affects local residents. Because they can't park outside their own house. That is a real significant problem. That is the biggest problem. I've noticed that in the 20 years I've been in that house that that is now. I can't do anything to stop that. But that is really coming. People literally cannot park outside their house and it causes a major headache. But I did hear someone say about how many jobs would it create? Do you got an answer at all for that? Or is there anything I did hear someone say 11,000 jobs? Is that the actual quota for that? The ideas?

17:36

So Mr. Smith, just to explain this is not a question and answer. Oh, sorry, situation. And again, just to verify something that Miss Davis touched upon, we are not the applicant. Yeah. So sometimes we can't provide you with the answers that you're seeking. But I just wanted to just take this for the benefit of everyone here. So we sometimes can't provide you with the answers because it's the applicant has submitted the information. I believe, just to help you through a couple of the points that you've raised. If you look in the information submitted, and probably the best place to start for anyone is the non technical summary of the environmental statement. And there'll be some very basic information there that will explain in headlines, exactly what is proposed with regards to socio economic, and that is job creation. So in there, the applicant will set out in some detail, I don't want to get it wrong. So there will be some information about the number of jobs that's being they think will be created as a result of this proposal. And then if you want to look at it behind that will sit further question as to how they've calculated that. Okay. With regards to the parking, are you without giving away your address? Are you living in the same area to the area that Councillor Stevens talking about a different area of Luton? No, I'm in that area. Yeah.

18:54

hop skip heard of where he lives. So I've actually noticed that people literally parked their car, they're gonna go my neighbor, Sony, how do we stop? So

19:02

now we are, again, we are aware from the relevant reps that we've received with regards to the application that fly parking, as we call it, or parking for the airport isn't a concern for local residents. And it's just obviously we're trying to establish where those where that's happening. And we are aware that, as I say, the area that was talked about, but Councillor Stevens is one area. And I believe the other area over by Astor is another area where there's free parking. And again, just to let people know, it's not yet up on the website. But we did go and visit that area and have a look at that road network because there is a partial resonance Parking Scheme in that area and place on the upper roads close to the airport, but not in those down towards us too. So again, we noticed that so I just wanted to provide that information so that if anyone needed to bring it up this evening, it's already covered. So thank you for your contribution. Is there anything else that you wanted to say?

19:54

Oh, yes. Will there be any compulsory what they call a government compulsory purchase order when you're going In today's show, we're buying properties to build this. Do you know of this, this is when the government says right, we need your property to buy. So

20:08

if I can just take the opportunity just very quickly explain the process. So compulsory purchase is something done under different legislation, I'm going to try and just keep this as simple as possible. Under the development consent processes something called compulsory acquisition, which is similar to compulsory purchase. So the order that is being sought by the applicant would enable them to purchase land or obtain lands or obtain rights in land or obtain property if they needed it to enable the development to go ahead. And there is various different categories that work in relation to compulsory acquisition. And there is something called a book of reference, which has been submitted by the Applicant which lists all of those people with land his interests where the applicant is seeking either a right in the land to purchase the land, or to obtain rights in perpetuity in the land. So as far as I'm aware, from looking at it, and it's maybe something the applicant, you can maybe approach the applicant and ask about, but as far as I'm aware, they're not proposing to purchase any properties at this point in time with regards to compulsory acquisition, it's merely some land in order to enable the development to go ahead. But again, I'd suggest that you have a look at the information that's been submitted with regard to compulsory acquisition with regards to this. Okay, thank you.

21:40

I noticed that Mr. Lovegrove, you've got your hand up, we'd like to hear from you. But the way that we're going to run this, we're going to hear from all the individuals that are in the list to speak first and then after we've heard from everyone, then we'll open up the floor in case there are any other comments that want to be made. So we'll come back to you at the end. Next, next on the list is Mr. Peter White. Welcome Mr. White, you've got three minutes.

22:16

Peter White, lifelong resident of Lakeland. Ladies and gentlemen of the panel, thank you for the opportunity to speak this evening. The case nine of the expansion plans for Luton rising Bloomberg Council, is the concept of green controlled growth being a legally binding structure to prevent increased noise and air pollution from airport operations. The volume seven document documents refer to this strategy. From my reading of these documents, I would challenge the case that JCG is legally binding as it will be in fact, a commercial agreement between Luton rising and the airport operate operator to maximize airport growth with the minimum intervention and the maximum support of the local planning authority the airport owner Luke Borough Council. Firstly GCG does not formally exist within the context of this application is just a selection of potential scenarios that could form part of any binding controls. Lewton rising clearly state that GCG will only become real if this application is granted and then it would be the airport operator who will draw up what will be included as Luton rising intends to pass control of the GCG regulation to that operator. Luton Airport is of course a commercial enterprise income is the sole interest of the airport operator and therefore why should it hamstring itself with the with that objective, with regulations to stunt his growth. There are four categories which fall under GCG controls, aircraft noise air quality greenhouse gas emission surface access, but only when these fall under the control of the airport operator airport operations emissions. Airport operator. airport operators and

missions under the control of the operator are listed as generation of grid electricity consumed at the airport by the airport operator emissions from the combustion of natural gas consumed at the airport by the airport operator emissions from the combustion to the liquid fuel consumed at the airport by the airport operator emissions from the combustion of fuel used in the internal combustion engines of airport vehicles. Emissions from the generation of electricity used to charge electric electrically powered airport vehicles on airport fugitive registry refrigeration emissions emission from airport usage de ICER. This clearly shows to me that the GC G framework is just another use of politically acceptable rhetoric to give the illusion that this expansion will put environmental issues in the public quality of life first, when it clearly has no intention of allowing these key issues to hold commercial growth. aircraft noise will not be covered by GCG controls as it falls outside the definitions of what the airport operator controls. It is however directly controlled by the airport operator as it is they who will be who will be seconds whereby commercial agreements expand the flights at the airport. It will be the airport operator who allows airlines to use noisy aircraft as posted quite other times, I ran out of time you got two more pages off center in three minutes is not enough.

25:05

Sorry. But there you go.

25:07

Yeah, I can understand that. But we do try to try and hear from as many people as possible. The main thing is that you've sent those in and your written representation representations carry just as much weight as your representation. So we'll take it all into consideration

25:24

with respect when you when when you write something to speak it you you can influence the things that you're trying to prove no disrespect to anybody. But reading something does not give the same thing. But those are the rules. So that's fine. Thank you.

25:38

Well, we're very grateful for your contribution. Thank you, Mr. White. Did anybody have anything that they wanted to ask? And thank you for your time.

25:54

Just before I call the next person who's Helen Radcliffe, Redcliff sorry, representing Deborah cast Carstensen, if she'd like to be just coming up just one I deal with a matter I think I alluded to the fact that no property was being a compulsory acquired. The nursery up near the airport is the only property that I'm aware of that has been proposed to be acquired as part of the proposed development under compulsory acquisition. But well, it's something that we'll be considering at any compulsory acquisition hearing. So is Helen Redcliff here.

26:35

So if you'd like to introduce yourself, and then you've got three minutes,

26:38

my name is Helen Radcliffe, and I'm here present today to represent my friend Debbie Carson. So Debbie owns an apartment on the REDACTED she bought the property on the understanding that the development would include a hotel, retail, gym, and Conference Center. In the literature that was provided about the development, it stated, making this development, an ideal location for first time buyers. She would like to know if plans for this development will be completed by strawberry homes limited, as outlined in their promotional literature. That's it.

27:33

Thank you very much. Can I just ask, I understand the concern on behalf of your friends and I understand that she wants to potentially in answer to a question, but how does that link to the proposed development at the airport?

27:46

I understand that looking at the plans on site that that it's now going to be used for car parking. Okay, so that's the linkage. So ever. The linkage, sorry, the linkages? Yes, additional staff car parking, looking at the plans on the website, and the building of the Hotel Conference Center and so on has not started.

28:07

Okay, thank you. I'm afraid that's a question that would have to defer to the applicant and hopefully they'll have yes into your concern and it will provide a response in tonight and in response to tonight's concern. Okay. Thank you. Anyone else have any questions? Sorry.

28:24

Can we next hear from Miss Caroline sizer? Who is online, please.

28:31

Hello. Hello. Thank you for this opportunity to speak. I live in Luton. I'm a resident in Luton and basically I've done a statement but I think I'm repeating a few of the points that have been mentioned this evening but here goes I just want to say that I personally I feel Luton Borough Council have put all their eggs in one boss basket. I want to look at value for money regarding the airport expansion. I want to ask and I know you might not be able to help. How many jobs will the expanded airport create? What quality of employment will there be as currently the vacancies on LBC Luton Baris Council site are poorly paid. What will be the career opportunities job security? Because generally it's zero hours or contract summer jobs etc. decent wages and pensions. Will there be apprenticeships for Luton residents since the town is funding the bills so to make sure that the Lutron residents have a crack at the carrot so to speak, will be pulled become benefit free and have a good standard of living by getting these jobs. And I've I've also said as a tax payer, I want to be as secure as assured that there will be value for money, the town that has plowed a horrendous amount of money into the airport so far. Also, I'd like to see transparency over where the additional money will be spent. I feel there could be a lack of proper monitoring. And I feel I will be convenient inconvenience because of the misery of being exposed to noise pollution day and night. congestion on roads, passengers passengers parking outside my house to avoid parking fees. I feel there's a total disregard on locals feelings, I will probably have to buy a parking permit to park on my road, I will see and experience further cuts to local services affecting the most vulnerable because the airports become a bit of a money pit. So I want to be assured

that the sacrifice to me and others misery of of it Oh, the misery will cause the money sunk into the airport and probably never recovered will be a real benefit positive and life changing for everyone in this crowded town. I hope importantly, it will, the airport will strike a balance taking into account the environmental impact, and also the quality of light life of Luton residents living near the airport. Thank you.

31:47

Thank you, Miss sighs So there were some very helpful points there for us to consider. And I'm sure that the applicant will be responding to some of your questions in writing. Does anyone have any questions? Messiah. Thank you besides,

32:03

thank you.

32:06

If I could now ask to ask Mr. Jeremy Young who believe his inherent persons come up and speak. As I've said before, it's three if you could introduce yourself and then you have three minutes.

32:22

Yeah, good evening,

32:23

Madam Chairman. My name is Jeremy Young. I'm a local resident. I've lived here over 50 years. And I have to declare my interest in there. I'm against the expansion. By way of an introduction I like to draw attention to the meeting are the following. Number one heatwave and forest fires in southern Europe, including now Portugal. Number two flooding in China. Number three, ocean surface temperatures reach highest level ever recorded. All these are linked to climate change, in turn co2 emissions. And as I understand it, LBC intend to expand the airport increased co2 emissions, and therefore further climatic disasters to the world. I'd like to refer you to the climate change committee report, which is dated the 28th of June 2023. In particular section are 2023 slash oh three seven, which and I'll paraphrase this now, he says which recommends that no airport expansion should proceed and still Pacific criteria are met? Certainly not before 2025. If at all does so my question is does LBC know something that the committee is overlooking? Also we'd like to bring into introduced under an organization called a new economic foundation is independent organization. It's recently received a report entitled Losing at altitude was issued on the 17th of July 2023. Not only does it highlight the environmental damage caused by aviation and associated traffic movement report also brings into question the uncertain and declining benefits to both a national and local economy. This report is a complete This report provides a complete review into the aviation industry, which was last carried out in 2011 and and unsafe and recommends that until this is complete no further airport expansion should be considered. The report highlights the uncertainty uncertain and declining benefits when airport to the local community. This is borne out in Luton, the airport expansion expansion started in 2013. And yet the town has suffered or suffered steady economic and social decline. To clear no benefits from airport expansion. Recently, the town was voted the worst town in Britain to live in, and 50% of the restaurants will not use the town. So we're used to a second three seconds, five seconds. Okay, so we're used to our slogans get Brexit

done, stop the boats. Well, I've got one now for everybody, airport expands Luton declines. The Finally, I will suggest that the in this sort of expanding the airport and putting all their eggs in one basket, producing a white elephant for the future and possibly bankrupt in the town. LBC would be better as a sport the green economy and promote promote well paid and highly skilled employment in the town, not low paid low skill work associated with an airport expansion.

36:09

Thanks very much, Mr. Yang. And I can see also you put in quite a detailed, relevant rep as well. One of the things I just wanted to let you know, she might not be aware is that we actually have also a relevant representation from the New Economics Foundation. We've submitted some comments into the examination. So obviously, we will be taking those into account when we consider the proposal. I'm just going to check with my colleagues if there's anything else anyone wants to raise. Thank you very much. Thank you so much for your patience this evening.

36:44

So we've got to the end of the list of the people who we have registered speak, but I'm just going to check obviously, a couple of people when we call the names earlier, weren't here. So I just want to see if they maybe have turned up in the interim. So if I can just check have we heard or is Ms. Liana busy? Ock? Here. Online? No. And also, can I just clarify, I think I asked. I may have misheard this. We obviously had a Mr. Bo's line and a miss Bo's line down to speak and somebody indicated that they were speaking tomorrow is one of them speaking today. Are they speaking tomorrow or today, both tomorrow, I just wanted to clarify that that's all I just thought I maybe miss her and I just didn't want to lose them to lose the opportunity. And then the other person who should have been here this evening, who had registered to speak and who wasn't present was Julie Bell from the wheats, Hampstead, and district Preservation Society. Now, just in case they listen to this recording afterwards, we would more than welcome any comments that they would have made at this meeting to be submitted in writing by deadline one, so we don't want to lose the opportunity to make any comments. So that gets us to the end of the people who requested to speak, who made a register to speak on my blog and see if we can deal with those people who have requested to speak during the course of the evening. So if you just bear with me one moment, I'm just going to make sure I've got a list of everyone who we think has asked.

38:36

So we've got two additional people that we'd like to hear from that expressed interest in talking to us. The first is Jonathan vas. So if you'd like to make your way forward, and you can have three minutes to talk to us and then after that Matthew Frey.

38:55

Thank you very much. My name is Jonathan vas.

38:57

So just bear with me. One moment is Lovegrove. We've got somebody who's raised a hand online. Mr. Lovegrove, you've already had the opportunity to speak. So what I want to do is enable all those who

haven't yet had the opportunity to speak and I will come back to you at the end of the meeting if we have time. So if I can just let Mr. VAZ have his moment. Thank you.

39:18

Thank you very much. My name is Joseph. So I'm resilience athlete. And when you're talking about the fly parking, and it goes right across to Farley Hill, right across from the other side, which is some distance. A few other points. One thing that came up was about the Parking slip and the parking 5000 units and slip end. There is a problem with that because the road that runs from Well, I would call the a six and to the slip end is quite narrow. At the moment. Sometimes he struggles to get past the buses, vehicles coming out of the way. So that might be something you might need to consider. Okay, because it's not it's not a particularly narrow line but Some places is difficult to pass. Okay. I've submitted some information before. The other thing is Luton Airport light to change the game. I'll give an example. I complain somewhat about noise of aircraft. And I got an email back saying, we've changed our policy. Now. You've complained too much. Basically, we've changed our policy now we will reply to you. Okay. And then I said on the other day about, airplane come across my garden. I understand it was a safety reason was one of them, because he was trying to avoid the oncoming storm. And yet the plane that took off 30 seconds later went towards the storm. They just seem to want to change the rules when they like. There's also I think, the the we now get a east, well, is North suddenly really another aircraft coming to low across there, which cuts across the end? So I presume they've changed the flight path of those as well. Because now they come across there. I understand that the poor people slip in because it keeps us awake in our house all the time. Especially at night. Yeah. They just it just, they just seem to want to deal with the like. Yeah. And I agree. I mean, thank you for the opportunity to speak. I've also submitted some information. I don't want to go through that again. But sitting here listening to what the people are saying. It's, there's a lot of emotion here. And thought this gentleman says it's written in black and white, you don't get the emotion. Yeah, my mother law uses Twitter. But she doesn't understand it's blank words. You can say what you like, but it's blank words. He doesn't convey the emotion that Luton, South especially and East need to get over to the inspectorate today. Thank you very much.

42:10

Thank you, Mr. Fan, we did notice that we've got a relevant rep from us. Thank you for your contributions. And yeah, your point about understanding the emotion of the way people think that's one of the reasons it's so useful that people have come along today, so that we can hear firsthand from people what their experiences are.

42:25

I mean, a bit of paper black and white. These gentleman's read those out, but any was submitted something I'll see that 6012, or wherever it was, how many of lot of those you don't get the emotion through on a blank paper.

42:40

Thank you, Mr. Fast. Did anyone have any questions for Mr. Bass?

42:45

Thank you very much. Thank you. Just very quickly, the question for you. I just wanted to check. Because what I'm trying to get greater understanding of how the compensation scheme works for houses in and around Luton, and we heard from Mrs. Eek earlier that saying that in Harpenden, she wasn't eligible for any double glazing, you've mentioned that you are disturbed by noise, can I just check whether or not you have anything that's provided by the airports in terms of compensation with regards to noise?

43:14

Not that I know, but the one of the one of the ways you're looking at it, if you're indoors, I mean, we sit in here now, we've heard the airplanes come across the top. Okay, that's fair. Okay. But you're in the back garden, and I have to I wouldn't be able to talk to you. Because the noise I think, I think there was topography. There, down here, they take off, we're up here. They're talking about heights. So you're gaining but you're not going English around the grounds coming up, and you'll go so the, the noise gets worse. It's a hot night. So you've got sleep at the window shop. Really, there's not it's affecting people's lives. It's affecting their, their, their well being. And as far as oxy is going to get worse. If this goes through, it's gonna get worse. These P these poor people who live in this does not just mean my family, the rest of the people who live in South London, or even brighter green net way. They're all going to get this extra noise. I went to a meeting slip end. And I walked in there and there was 10 different tables, okay. I'm not one of them would agree that noise would get worse or the pollution get worse.

44:31

So can I just clarify that the meeting with the applicant, was it? I believe so? Okay, no, it's just on my benefit. I just said a meeting could have been

44:40

and not one of them would meet that it would get worse because they can't see the concept of you've got one car makes the noise. Only makes 10 decibel. So but you've got two cars. So now you've got 10 decibels twice. But then you get three cars and you get forecast and you get five cars. So a case only two conditionals, please constant.

45:02

Thank you. Just to reassure you, Mr. VAZ, I don't know if you've seen but we have been out and about in the Luton area both in May, and then notices aren't up, one of the things that we have been visiting is the areas where people have complained about noise, so that we can experience that firsthand. Now, I realize that's not necessarily overnight noise. But we are aware, for example, about the ability to maybe hold conversations when planes are going overhead or the frequency of planes going overhead. So there is we are going and doing getting our own experiences. So I just wanted to reassure you that we are looking at that as an issue. Thank you.

45:37

I mean, I don't know. I mean, there is one particular there's a Mr. Mas. There are other much time
Yeah,

45:43

I do want everyone right. So this one, thank you.

45:49

Next, I'd like to call Mr. Matthew fry, please.

45:57

He switched on the microphone and the write better. And that's it. Before you start Mr. Frey? Can I just check? Have you already submitted something in writing to us? No, I have not. So perhaps after this, it will be really useful. If you do have something you'd like to submit in writing, if you can get it to us by deadline, one that I'd be most appreciated. Line One is one well, at the moment, 22nd of August, but we've got to finalize the timetable. And that will come out as soon as possible after this probably next week in our relayed letter and you'll be able to find that on the website. Okay. And then yeah, if you could submit it, that'd be great. Thank you.

46:31

Okay. My name is Matthew fry. I'm a resident of Luton, I live about a mile and a half mile half a mile away from the airport. We are subjects consistently to noise pollution. We also notice a lot of other pollution pollutants in the air you can see it in the dust and things like that. But my main concern is around the economic benefits from the airport. published numbers estimate for passenger global passenger numbers won't go up by 17% To by 2030. But I noticed that capacity within the two major local airports. So Stan says as has got permission to go up to 42 million. Heathrow has got permission to go up I believe to get Gatwick has got permission to go up to 70 million and possibly 90 million. We've increased increased capacity in loosened, will we actually as these are slightly bigger airports will Luton achieve those economic benefits. The figure of 1.5 billion comes in a document, but I don't see how the benefit statements calculated into to deliver those, that 1.5 billion. How it's been calculated, is on very generous in some of their assumptions. So I believe that the whilst there are some benefits of the expansion, noise is a big concern. We'll also the area for those who live in or live most of Luton subjects to fly parking. And we get a lot of that, especially in the summer. Most of the local roads have congested anyway, just because of the nature of the population within this area. So I would like you to look at the wider economic situation as well as the micro economics situation move in the loading area. That's all I got to say.

49:00

Well, thank you. So far, that's been really helpful. Does anyone have any questions for Mr. Bae? Thank you. That completes the list of everyone that we've got who's either registered to speak or show interest in speaking. Before we move towards closing, I am conscious that Mr. Lovegrove has had his hands up on a couple of occasions and would like to make a comment. And I think Councillor Stevens is now putting his hand up for the room as well. I do want to hear from you. But I would appreciate it if you keep it brief, because we don't want to start a discussion now. It's just to hear a short statement. But I will have to take this love grofers Because he's had his hand up for quite a while now. Mr. Lovegrove?

49:48

I'll be very brief. It's just a comment on the parking problem. Surely it's not illegal or or to be discouraged that you have a website telling people where they come from out for free. What is wrong is

the extortionate fees that the carpark charges that the airport charges for parking and drop off, which just illustrates the fact that the whole concept of a Luton Airport is in the wrong place. Luton Airport. It shouldn't be a looting.

50:19

Thing. Thank you, Mr. Lovegrove. And thank you for your patience. Cantor Stevens.

50:32

I just want to clarify something. It has to do with the issue that I think chair that you asked of one of the residents. And it was with regard to the support given or double glazing of Windows. And I don't know whether the inspectorate are aware, that I think amounts to approximately 3200 pounds at the moment, which I think is enough to do to double glazed perhaps to Windows, or maybe if you're lucky, three.

51:18

Gentleman whilst I appreciate this, this isn't a discussion. Okay. So the the point that you're trying to make is it's 3000 entrepreneurs. So really,

51:25

it's enough for and so going forward? Well, let me just say that it's insufficient now, to actually double glazed the whole house. So you might do a couple of windows at the front of you windows at the front. But what happens at the back of the house, and what's coming through the roof. So we are going up to a major expansion, we will need to be talking not about just the whole house being double glazed, but looking at also rooted in noise insulation, to stop the noise coming through that part as well.

52:03

Thank you very much, Councillor Stevens, I think it may be that we stopped this conversation now. And maybe you might want to come along to issue specific hearings that we have on noise where those matters may well be discussed, I'm

52:14

happy to write in the comments that I've made today, if that would help.

52:20

So if I can just confirm I've, as far as I'm aware, I've heard from everyone who pre registered who has turned up either virtually or in person. I've also heard from all of those people who've made a request to speak. But I'm just going to confirm, before I offer the applicant the opportunity to make a brief response to what has been heard this evening, if there's anyone else here this evening, who wants to say anything. So I'm gonna first of all look in the room. And what I'm not looking at, I can see Mr. Bass twitching his hand there. But I you all in the interest of fairness, really, you've all had the should have the same amount of time. So you've had the opportunity. So if there's anything further that you want to say, I think the seven don't limit that in writing. But for somebody new who hasn't had anything to say, then maybe they want to take the opportunity now. So there's a lady with a hand up behind if you want to just do you want you want him to come forward and speak. Can you just just for the benefit because we've got people online, so they need the reason we need to use the microphones so that the people

who aren't in the room can hear what's going on. So whilst everyone else here can obviously hear you, what we need to do is make sure that everyone who's also joining us virtually can also hear. So if I can just ask what was it? Can you just introduce yourself, and then say what it is you want to say, My name

53:33

is Linda Davis and I live in caddington. I was just interested, you've talked about the site visits you've done. I was just wondering if you've done any site visits to caddington, because the planes come straight over our house when they're coming into land. And as some other people have said, You cannot sit in the garden and talk to people. You have to keep stopping your conversation. I've lived that. It's 1988 wasn't a problem when we first moved in. It's just ridiculous now. So I'd like to know if you're going to visit caddington.

54:04

So just to let you know, we visited caddington in May, in particular the churchyard in caddington. And I think my colleague, Dr. Hunt has also revisited there this week, but I'll just get him to confirm that.

54:16

Yes. Visited fair Green Road. Covington.

54:20

Right. But that's not too close to us. They they do come directly over our property when they come into the land right over there. So it'll be interesting to perhaps find out what you think about that area.

54:35

Then maybe the best way forward just for the interest of GDPR. We don't want to put your personal information out there. But if you would, there is the opportunity to request and accompany site inspection. But equally if there are other places that people think we should go and visit on an unaccompanied basis, then you're able to put that in at deadline one. And so maybe you could put that information in at deadline one, and the case team can redact To protect your personal information, and then we can maybe review the opportunity of having a look in that area. Okay, so where do we that do that on to show you need to submit that in writing. And deadline one is current, as my colleague, Miss Davis says currently timetable for the 22nd of August. But we had a meeting this morning where there was various requests to change that deadline to make it slightly later. So I can confirm it will be no earlier than the 22nd of August. But it might be slightly later, depending on once we take into account all of the views that were raised this morning. Thank you. Thank you. Can I just confirm, is there anyone else in the room who wants to speak now? And can I just confirm if there's anyone else online who wants to speak? No. Okay. You're lucky. So having confirmed all of that, I'm just going to I will be closing the meeting after the applicants spoken. So this means there will be no further opportunities to speak tonight. So as I've just checked, there is no one who does want to speak. So I'm just going to ask if the applicant wants to come up and say anything on what they've heard this evening. Believe it's Mr. Henson from this morning. So just to advise everyone, after Mr. Henderson spoken, we will be closing this meeting. So do you want to introduce yourself? And then any responses you want to make?

56:24

Thank you, madam. Good evening, everyone. My name is Tom Henderson. I'm a partner and solicitor with the law firm BDB Pitmans. We are legal advisors to loosen rising the applicant. Firstly, on behalf of Luton rising, we wanted to thank all the participants for their contributions this evening, we've been listening carefully at the back. And we'll be welcoming the opportunity to respond to these points through the course of the examination. We recognize that it's not your wish panel for us to put our case this evening. But we did wish to raise three relatively short points, two which are substantive, and one, which is procedural. And the first point relates to airspace changes. There's been a number of comments about airspace change this evening, and we thought it would be helpful to emphasize that airspace change is not part of this application. There's no proposal to change airspace as part of this DCA submission. So it's I think it's important to put that on the record. And in passing, I would just say that it's my understanding certainly that there's no, there's been sorry, no change to the flight part in the areas that have been raised this evening. This side of the airport.

57:39

If you would be happy to check, just double check that Yes. And we have funded writing. That'd be real estate. Certainly. Thank you.

57:45

Thank you, madam. The second point, there was reference to parking associated with the application being proposed or being built on commercial development and stymieing that development. And that's not point that we recognize that's not part of our application. So we would encourage the participant, if they could put that in writing, then we can check and respond to that. But we just want to flag that at this stage.

58:12

Thank you for flagging that, and again, if you can put it in their response. And then obviously, they obviously have the opportunity to respond, because I believe the person who raised it's no longer here.

58:20

Okay. Well, that comes on to my third point, madam, we just wanted to set some XProtect expectations if we could around how we propose to respond to the various matters that we that we've heard this evening and seek your guidance that you're content with it. The applicants team is working hard at the moment to prepare a response to the relevant representations. That's quite a challenging exercise. As you'll know, there's over 1600 relevant representations. And we've had a relatively short time by DCA standards to undertake that exercise. So we're on track to submit that for deadline one, but we'll be in reality working right up to Deadline one, two, to complete that exercise. And just to explain the the approach that we've taken, it's a combination of some direct responses to to stakeholder relevant representations. And then some thematic responses, which address I think, all of the various themes that we've heard this evening, such as noise, air quality and surface access, and that will be a very substantial document, which we think will go the whole way, or if not certainly a long way to answering the points that being raised this evening. Now, the reason I raised these points is that it will be quite challenging for us to prepare a separate submission by deadline one as it's currently timetabled that responds to the evidence that we've heard this evening, which has been quite extensive, and also the the evidence that we're no doubt here at the overflow hearing tomorrow morning. So what we're

proposing to do was to submit our relevant representations response by deadline one, and then noting that participants from this evening and tomorrow have the opportunity to put written representations of their At Open floor evidence that deadline one that we would then respond to that deadline to sweeping up anything that's not covered by our relevant representation response. So appreciate that's a bit of a mouthful. But I hope you understand the process that we're intending to follow. And I think what that means is that potentially some of the issues that have been raised and we may respond at deadline to rather than deadline one, if it's not already covered by our relevant reps response.

1:00:30

Thank you very much. And I am well aware of the 1600 Plus threatened representations because we've also had to read them. And I do realize that it obviously does present a bit of a challenge just for again, for the benefits of people potentially in the room for these kind of not necessary for national infrastructure projects, we don't, they tend to be hundreds of irrelevant reps. So I think just to give some weight to what Mr. Henderson has raised this evening, we are dealing with quite a lot of information that we need to respond on. We know your request, and we'll take it away and have a think about it. Because obviously, we're also thinking about the timetable in general. And it may be that kind of just ask a question. If for example, and I'm not saying it's going to happen, you made a request this morning, that potentially deadline one could be pushed back. And I think that was something that the local authorities particularly asked for. If that was the case, would that give you more capacity to potentially deal with the concerns that have been raised this evening?

1:01:29

Tom Henderson, the applicant? Yes, madam, I think it would, I think the challenge we have is at the moment, you know, essentially five working days really to turn a document around from this evening and tomorrow morning, given the production process, and you know, the time that we'll need to wait to receive the digital transcripts, etc. So perhaps if there was another week, then that would allow us to do an exercise to check against our relevant reps reports, and the evidence from the open floor hearings and sweep up anything additional that we wanted to submit.

1:01:59

And whilst I understand that, as you have actually also pointed out a lot of the point the points raised have been raised in relevant replicate representations. So hopefully would already have answers available to some of the questions that have been raised this evening.

1:02:12

Yes, I think that's the case, it's more the challenge of cross checking what is raised this evening and tomorrow morning within a within a five working day period while we're still trying to produce the other report. So there's a number of sort of moving parts at the moment, but certainly more time would.

1:02:27

So I think one of the things we will potentially take away from this evening as well try and look at that holistically in relation to the requests that were also submitted this morning. With regards to training and suggested changes to the timetable. I'm just going to check with my close if anyone has any questions for Mr. Henderson.

1:03:01

Mr. Henderson, if we did go with your suggestion of going marginally later, if there were some items that we wanted a quicker response on? Would if we put that into the rule eight letter? Would you potentially be able to have the capacity to deal with those?

1:03:19

Comments Anderson the applicant? To the extent they don't require further assessment, or analysis, if they were clarifications of positions, then I think we would be capable of responding to those by the next deadline. Obviously, if there was a challenge with that, we would we would have to raise it. But in principle, yes.

1:03:35

Thank you. We just wanted to have all of the facts to be able to make a decision on that. I'm just going to check with my colleagues on the other side if they have any questions. Thank you, Mr. Henson. Thanks very much. So I'd like just to take this opportunity to thank you all for contributing so fully and usefully to this meeting, and also persisting with us to what is now 937. Giving a 630 start, we have found it extremely helpful, and we will consider all submissions made carefully. Can I just remind you to submit any post hearing submissions, including written submissions of any oral cases or anything that you didn't get the opportunity to say this evening by deadline one, which as we've mentioned, is currently set for the 22nd of August 2023, but may potentially be later depending on whether we make any changes to the exam timetable. I'd also like to take this opportunity to remind people that there is another open pool hearing scheduled for 10am Tomorrow morning, and it will be in this room. You're more than welcome to also attend that hearing or watch it via the live stream. But please note that if you have spoken at tonight's meeting for fairness, we will not be able to let you speak again at that meeting, because we obviously need to let everyone have the opportunity to speak if they want to. So time is now 938 and the open floor hearing one for the London Luton Airport Expansion Project is now close. Thank you You