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00:03

Good morning. Good morning ladies and gentlemen if you just bear with us we've got a slight technical issue at the top table just sorting out

00:20

morning, Liliana. Could I just ask you to switch your camera off please?

01:07

Good morning Ian. Good morning. We're just about to start if you just like to switch camera off and put yourself on mute Thank you

02:13

Good morning and welcome. Can I just confirm that everybody can hear me clearly? Can I also confirm with Miss Evans that the live streaming and recording of this event has commenced? Thank you. It's now 1002 And this open floor hearing in relation to the proposed London Luton Airport Expansion is now open. Thank you all for attending this hearing. My name is Sarah Holmes. I'm a chartered civil engineer employed by the plan Inspectorate. And I've been appointed by the Secretary of State to be a member of the panel to examine this application. I'm now going to ask my fellow panel members who have been appointed by the Secretary of State to examine this project to introduce themselves start at the Ferland.

02:59

Good morning. My name is Andrew Robinson. I'm a planning specter and a charter town planner.

03:07

Good morning. My name is Joe Downing. I'm planning inspector and 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.

03:19

Good morning. My name is Dr. Richard Hunt, and a planning inspector and a chartered environmentalist.

03:34

Good morning everyone. My name is Beth Davis. I'm a planning inspector and a chartered geologist. Thank you. Together we constitute the examining authority or XA for this application. For those who are present in the room, you may have already spoken to or heard from Sharon Evans, who is the case manager for this project. Miss Evans is accompanied by Martin Armand, the inspectors, Operations

Manager for the transport projects. And it's supported today by mail Bernie our case officer for those who have joined us virtually, then you will have spoken to the other case officer Ben Cham. Together they are the case team for this project. And if you have any questions or queries, they should be your first point of contact. Their contact details can be found at the top of any letter you have received from us on the project page of the national infrastructure website. Before considering the items on the agenda this morning, we need to deal with a few housekeeping matters. I'll try and get through this as quickly as possible. Can everyone attending please make sure that your phone is switched off or turn to silent? No fire test is planned for this morning. should alarm sound it is an emergency and we need to vacate the building emergency exits allocating the cause of this room and also through the doors that you entered through. The final assembly point is in the carpark. If anyone needs assistance, please here let the case you know toilet facilities including disabled facilities coming from the lobby. As far as I'm aware, no requests have been made for special measures or arrangements to enable participation in this morning'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, please do let the case team know. I understand that Helen Barnett has prior commitments and needs to be taken early in the agenda. But can I just check if anyone else has any other time constraints that I need to be aware of? No, nothing online. Thank you. This event is being live streamed and recorded. Our letter the 13th of July, which we refer to as the vol six letter explained that because we retain and publish the digital recordings, they form a public record. So it's a general data protection regulation or GDPR applies. The planning Inspectorate publishes and retains recordings for a period of five years from the Secretary of State decision on the development consent order. So if you participate in this morning's meeting, it's important that you understand that you will be recorded, and that you consent the retention and publication of the digital recording. We will only ever ask for information to be placed in the public record that's important and relevant to the planning decision. To avoid the need to edit the digital recordings, we ask that you try your best not to add any information to the public record that you would normally wish to keep public, private or confidential data such as your address details, financial circumstances or details of any medical conditions. If you do feel the need to refer to something that is private or confidential, could you please discuss this with the case team first to explore whether this could be submitted in writing and redacted? Does anybody have any questions regarding this matter? Online? No, thank you. Does anybody else intend to fill my record this meeting? Right. For those attending virtually Can I repeat the request made to you in the arrangements conference, that to minimize background noise, you make sure your phone is switched off or turn to silent? And that you say muted with your camera turned off unless you were speaking. I would also ask that if you want to speak you switch your camera on and either use the raise hand function ms teams or ask the speaker the appropriate time. Can I also remind people online that the chat function on teams will not work. So please do not use this to ask any questions or post any comments. For people watching the live stream should be adjourned. At any point in the proceedings this morning, we will have to stop the live stream in order to give us clear recording files. As a result at the time we start the meeting and the live stream you'll need to refresh your browser page will remind you this again, should we need to adjourn or do we have any members of the press in attendance? If you haven't already, please can you let the case team know and they'll provide you the details of the plan inspectors plus the Tax Department have any comments or questions regarding the points I've just made? Right. 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 can be found in the examination library at reference EV two double O three, and it's now

been displayed on the screens in the room. And now move to item two on the agenda the purpose of the open floor hearing. 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 as an early stage in the examination. It will also help us to form a view about what we want to discuss in more detail the issue specific hearings scheduled for later in the examination, I would like to reassure you all that we are familiar with all the documents that have been sent in and to make efficient use of time you do not need to repeat those at length this morning. But what we're seeking here is for you to provide further detail or evidence to help us understand the issues. To allow everyone to have a fair opportunity to be heard. The time limits shown on the agenda will be strictly applied. We will hear from all interested parties who have pre registered speak. If there are any individuals here this morning who have not pre registered, but wish to make submissions we will do our best to accommodate you should time permit. We have a challenging schedule today, we must conclude the hearing by 1pm. We are aware that the applicant is attending this morning, we may ask the applicant say a few words at the end of the meeting. And in any event to respond to anything we've heard today in writing. It's not the purpose of these hearings to enable the applicant to make their case. Thank you. I will now hand over to Dr. Hunt for item three on the agenda.

09:52

Thank you Miss Ohms I have a list of people who've registered an interest to speak this morning. I'll run down the list and if you're in the room Are you? Can you please 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're here. When you respond to your name, I'll let you know how long you'll have to speak. At the next agenda item we have and we have agreed a maximum of eight minutes for those representing membership organizations, clubs and societies. Five minutes for those representing a group of IPs, and three minutes for an individual IP. The order that I read out the names will be the speaking order. Now, we've had a note from our case team that a few people may not have arrived as yet. So we'll pick that up as we go along. So understand that Claire Bamba hadn't arrived at the start of the meeting. And was due to be attending virtually. I just check whether she's here. No, okay. We'll move on. I'll ask her case to check into that. The next was Helen Barnett from active Luton. You will have eight minutes to speak. And Andrew Lamb born and louder Can you also have eight minutes to speak? Had Justin Richardson from Bedfordshire Chamber of Commerce was due to be here in person. Are you online Mr. Richardson? No. Okay. Stephanie, Simian from systems advice, Luton. I'm online and you'll have eight minutes. Now Carl Wingfield from the Harpenden society was due to speak this morning, but notified us that he'll be making his submission in writing. Next we have Mary Winter Lucien Irish forum. You'll have eight minutes Next is Peter Cup fourth, representing himself and Heartwood woodland working on Working Group volunteers. Excuse me joining us online. Mr. CalHFA

12:17

Yes, I'm here. Can you hear me?

12:20

Sir? I'm afraid you're very faint. Could you speak up or move closer to your microphone?

12:24

I'm here. Can you hear me?

12:26

Yes, that's better. Thank you. Yes, you'll have eight minutes to speak. And David Beatty was choose to be joining us in person. Now okay, I'll ask our case team to check on his whereabouts. Now, I apologize in advance my pronunciation Liliana boo Seok

12:55

with Morning everyone. I'm here.

12:58

Just check that I have your pronounce name pronounced correctly.

13:02

Is Liliana is fine. Doesn't matter too much.

13:06

Okay, thank you. You have three minutes. reclined. Thank you Next and similar apologies. Was I am Mikhail gorgeo.

13:22

And he was pleased to be joining us online. You're on mute.

13:29

Yes. Okay. Yeah, some here. Okay.

13:33

Thank you. You'll also have three minutes.

13:35

Thank you. And Holly Dean.

13:40

Present online.

13:43

You will have three minutes. Thank you. Juliana. You'll have three minutes. Steve Gent. Three minutes. John Hale.

14:03

Yep, I'm here.

14:05

Hello, Miss Hale. You are quite faint. So you may want to move close to your microphone when you speak. And you will have three minutes as well. And Jane spindly three minutes. Then we have Caroline Bo's line. Sorry, I have a note she's actually due to be arriving after 12. So we'll check back with her later. And Simon Bose Lyon. Three minutes. Joseph Kelly. Yes, I'm here. Also three minutes. And then last but not least. Karen Perkins from Bedfordshire and Luton Community Foundation. Yes, I'm here online and you will have eight minutes Now, can I check whether that's everyone who's registered to speak? Or anyone who is not registered speak that wishes to? Is there anyone else in the room? Or online?

15:23

Okay, thank you, everyone. So I'll now set out how the hearing will run today. We'll start with interested parties who've pre registered speak, time permitting, once we've heard from those pre registered, sorry, we don't have any other non pre registered parties. So I'll just move on. And we'll go in the sequence that I've just read out. To help you manage your time, you'll be advised when you're nearing the limit. So if you have eight minutes, we'll give you a reminder of one minutes. And if you have three minutes, we'll give you a reminder at 30 seconds. And I ask that you respect this in order to enable others to have the opportunity to speak during the course of the morning. It would assist us greatly if written summaries of anything that you say, are submitted by deadline one, which at the moment is on the Tuesday 22nd of August 2023. Summaries 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 morning. Please be reassured that when coming to our conclusions, will give equal weight to both oral and written submissions, and that there is no disadvantage to not having presented something orally. So does anyone have any questions on the speaking process? Either in the room? Or online? If not, we can move on to agenda item four. So I'm now going to invite the interested parties to speak when you give your name. If you're in the room, please can you come up to the table at the front and turn on the microphone? And this is the button on the right hand side with the little person speaking. If you're speaking online, please can you turn on your camera and microphone? Can you start by introducing yourself and if relevant, who you're representing, then start as soon as you're ready. We'll remind you of your allocated time and let you know when you're near your time limit. So

17:24

we didn't have Claire Bamber kind of just check whether she's joined us. Now in that case, can I ask Helen Barnett's speak

17:49

good morning. So I'm Helen Barnett. I'm the Chief Executive of active Luton active Luton is a commuter wellbeing trust, operating and delivering leisure, health and wellbeing services, libraries, community facilities, and those types of programs across Luton. Our offices and trustees are happy to learn that Newton rising has submitted its application for the long term sustainable growth of London Luton Airport, and we are fully supportive of proposals. So our mission as a community wellbeing trust is to make a positive impact on the health and wellbeing of Lutens community, inspiring, motivating, and offering opportunities for people of all ages, all abilities and all backgrounds to learn and take action to improve their life chances. As the UK is most socially impactful Airport, London Luton Airport helps us to fulfill this mission. I think we're proof that is operating profits benefits the community through our work

and that of others that it supports. As a UK is first moment town. loosened faces many challenges in the wake of the pandemic, and in the grip of the current cost of living crisis. And active Luton is part of a thriving voluntary community faith and social enterprise sector, working together in a town wide effort to improve the health wellbeing and life chances of its diverse and vibrant community. So our active Luton 2023 to 28 strategy is focused on supporting our community to start well, to live well and to age well aimed at supporting the achievement of the council's 2040 vision of no one living in poverty and or being able to thrive. So active Luton has received a donation each year is 18 years existence from the airport's community funds. This joint generous donation has enabled us to work with and provide opportunities for those most in need, helping to address health inequalities and improving those life. Chances are providing services to those that need them most often sits outside standard services, and is therefore more cost and labor intensive. And this is where we've had the most impact in addressing the balance of inequalities. Whether there's this be an outreach programs, subsidize activities, educational training, or working with children and young people to raise their aspirations. The challenges facing our town have never been more significant. expansion of the airport will potentially mean more funds to plow back into supporting our community exactly when they need it most. We know that Luton arising proposals specifically states amongst objectives, to increase the financial support added provided to voluntary community and charitable organizations through the significantly increased income potential. This is something that we and the whole voluntary and community sector are very excited about. We're also reassured by proposals for green controlled growth, addressing concerns around carbon emission, air quality, noise and traffic, environmental sustainability and carbon reduction is also one of active Luton the six strategic priorities within this 23 to 28 strategy and seen as significant within the council 2040 vision. So active Luton has a long track record of positive impact on the well being of our community. We convinced that the growth and expansion of our airports will bring further opportunities to our town, and welcome the opportunity of working closely with Luton rising. So in conclusion, letter centers and libraries would exist without support from Luton rising. But the demographics of the users would be considerably different and would not have the same positive impact on addressing the health inequalities and social disadvantage. That is significance within Luton.

22:10

Thank you. And I noticed that you both in your presentation state and in your relevant representation mentioned the term Mamata. And I wondered if you could just expand on the implications of that a bit.

22:23

Yes, so Professor Michael Marmot was somebody who he gave, he looked at certain principles which lead to more equitable, equitable outcomes for the population. And across Luton. The council has signed up to those proposals. And it's really very much about trying to address the inequalities, looking at how health how social determinants how having high aspirations and looking into employment. So it's the skills agenda, how all of these things lead to a more equitable community, and bring those from disadvantaged areas and who face those many social disadvantages to the four to help them.

23:15

Thank you. I'll just turn to my colleagues and see if there are any other questions.

23:24

Thank you, I'd just like to pick up your point about the grant funding. So at the moment, obviously, you say you receive a grant from the airport from their community fund. And there's an aspiration that should that come in and get bigger because the airport gets bigger, you would get more of that? Do you have any actual assurances that that will actually be the case? Or is it just a normal grant application, because maybe the airport might want to choose to fund other charities with the additional money that may come out of this development.

23:56

I'm not in any way saying that active Lewton would receive more. But it's clear that the voluntary community sector would receive more, and we all work very, very closely together to have that impact. So it's not a we want this because we'll get more. It's we want this because the town and the community will benefit from it.

24:22

Thank you for helping to clarify that point.

24:28

One further question. You mentioned that part of the role of active loosen is to look at health and well being of the community. Obviously, a significant number of relevant representations we've raised raised the impacts of the airport on health and well being and do you have any views about that particular issue?

24:49

I see as a positive for the health and well being of Luton, in terms of job creation in terms of raising aspirations and And then for the charitable sector in terms of being able to support those people who need that leg up really who need that extra help to be able to provide opportunities for them to

25:15

Okay, thank you you for the questions Thank you Next ████████ call Mr lamborn?

25:48

Thank you Hello I'm Andrew Lambo and from ladder Ken, I want to provide a top level perspective on behalf of our members, which I hope is fair and balance, and explains why we oppose this application. The timing of the application is very odd, since the airport is only partway through Project curiam to grow capacity to 18 million passengers a year, which itself was at the instigation of the applicant. Therefore, it is quite reasonably arguable that the overall planning balance is best viewed in the context of what curium set out to achieve and did or didn't achieve, and where this application would go next. In terms of its officers recommendation and the decision document, curiam was carefully conditioned to balance benefits and harms. There will be steady growth in passengers and flights, with noise mitigated by steady reduction at source through modernisation of the fleet, to less noisy and more fuel efficient aircraft. The timeframe for delivery of this balanced growth mitigation was 15 years, with a first less noisy aircraft expected to arrive in 2017 and a long term noise reduction target coinciding with reaching his passenger cap in around 2028. Many people who oppose the application felt at least this gave some certainty over impacts. Very Regrettably, the applicant the council and the airport operator

entered into a growth incentive scheme immediately in 2014. In which airlines delivering passenger growth year on year were financially rewarded, paid for out of the concession fee, which of course is public money. Despite its section 106 responsibilities to oversee the growth and performance against conditions. The council somehow lost sight of the connection between numbers of passengers and flights and noise impacts. Its oversight and scrutiny board didn't connect business performance exceeding passenger targets because of funding by Luton rising with performance against noise conditions. The result was a forecast of contour breached in 2016 and actual and steadily worsening breaches in 2017 18 and 19. In which year the passenger cap was also reached nine years too soon. Had COVID not intervene the breach in 2020 would have been even worse, because by this time too many slots have been released, which coupled with larger and noisier aircraft meant the 18 million passenger cap would have been breached as well as the noise come to us again. Since slots once issue two airlines can't be rescinded, the airport operator found itself embarrassed in front of its airline customers. And hence the salami slice 19 million passengers application which was called in largely peers, communities and other affected councils cried foul. The upshot is that we're now faced with a premature application for a near redoubling a gain of capacity. Before the fleet all the airspace has been fully modernized before the physical works for curium are complete, and with communities having experienced unbalanced growth since 2014. Yet industry by which I mean airlines the airport operator and the applicant as an airport owning business receive windfall commercial benefits. Government policy on aviation growth recognizes that airports deliver social goods and social harms and is at pains to emphasize the need for balance benefits with harms noise with mitigation and control. Fundamentally, it expects noise to reduce as airports grow wherever possible, and for industry to share benefits as noise is reduced. Had project curiam initially been proposed, as grow With two 80 million passengers by 2019 with only partial mitigation and partial compensation by noise insulation and noise levels exceeding those carried forward from the saved local plan, it would have been rejected. So in assessing this application, you the panel are assessing a situation in which since 2014, the balance has been wrongly and prematurely tilted in favor of growth and against mitigation, which is why the applicants initial wish to use 2019 baselines is so offensive. The effects of COVID on the whole situation is a further complicating factor. But we respectfully submit it should not be used as justification for permit to further growth, and in particular, draw your attention to the government's COVID support for Luton, which is predicated on the council reducing its exposure to airport revenue. In looking at this in the round, I've sought to understand the applicants position and also the feelings of those who support the application and work charitably within Luton, as well as those who oppose it. What struck me most about yesterday's open floor was the use of the word fearful, which is sad in the context of what an NCO ought to represent. And I sense fear on all sides. charities and community groups in Luton who have received funding over the years from the app applicant are fearful they might lose it, but nobody is suggesting they will. People who struggled to cope with rapid growth in noise and traffic up to 2019 and now fearful for their health and quality of life, as well as the value of their homes. The applicant is no doubt fearful because of the huge amount of public money it has burned not only in creating this application, but in the advance works to facilitate it. And the interest payments it now faces. Fear is also being whipped up that if the application is not granted, airlines will desert Luton, and also that people want to close the airport. Neither is true. The airport's highly respected advisors, York aviation, have produced plausible forecasts for the do minimum or do nothing scenario of continued Fleet Modernization out to 2043. With 18 million passengers continuing to be served per year. The 1603 relevant reps indicate broadly a 90% plus balance opposing the application, which is probably

why a petition is now being whipped up also asking people to support the prospect of more jobs and more money in the economy. Well, people would agree to that when they finally I think it's true to say that everyone is fearful the climate a minute ago, really has now got out of control. And the world's governments don't seem to be rising to the challenge. The chances heroes strategy is still a list of aspirations rather than a list of policies. With all that said, we recognize that you the panel will need the wisdom of Solomon to assess all of this. And we will seek to assist where we can. In summary, impacted communities feel strongly they deserve a better airport rather than a bigger airport, particularly given its physical location. And its recent growth context. There are key mitigations, which still are able to be delivered and could be delivered if the growth was delayed until that had been done. And in town planning terms, as we've consistently said in consultation, Luton would benefit from a more resilient and diversified local economy, which would deliver the aspirations for this project, but with less environmental and social harms. Thank you.

33:49

Thank you, Miss lamborn. And just an observation I think we're well aware of the 2019 baseline issue and is likely to be a subject of some of the discussions in issues specific hearings. Can I just ask, Are you intending to attend future issues specific hearings if they are a noise?

34:06

If they're relevant to the areas that we're exploiting them? Yes, of course.

34:11

Okay. Thank you. Does anyone else have questions? Okay, thank you very much. Thank

34:18

you very much.

34:22

I've just been advised that Mr. Richardson from Bedfordshire Chamber of Commerce is not attending stay. So can we move on to Stephanie Simeon from Citizens Advice Luton?

34:37

Morning I'm Stephanie Simeon chief executive at Citizens Advice Luton. I would like to take this opportunity to acknowledge the benefit we received from Newton rising and express support for Luton risings objectives and application for development consent. Systems advice Luton has been providing free confidential and impartial advice and support to the rest of Since a gluten for over 30 years, our goal is to help everyone find a way forward whatever problem they face. We empower local people and ensure they get the advice they need for the issues they face. We also look to improve the local policies and practices that affect their lives through active research and campaigning. With recent cuts in funding, we have less resources to deliver our service and have had to make difficult difficult decisions over the past two years. With redundancies and having to agree a deficit budget, it has been a worrying time for staff and the board of trustees. bits we remain extremely grateful to Luton rising who have continued to provide funding to us even at the height of the pandemic. Without this funding, we would not have been able to open our front doors during the pandemic to deliver a much needed service.

Many of our clients have been detrimentally impacted by the pandemic and we've seen a marked increase in the number of clients suffering with a mental health disability, visiting Citizens Advice for enhanced support. We've also seen the impact of the cost of living crisis. There has been a huge increase in clients visit visiting us for for fuel and food voucher support. It is vital that we are able to continue providing our service to support the local community. The funding from Luton rising Community Investment Fund has enabled us to provide a multi channel service, including dropping advice sessions, email and free phone telephone Advice Service, allowing more Luton residents to reach our service. Systems advice Luton could not have opened its doors in 1992 Without the support of Luton Borough Council, who provided our core funding for our general advice service for many years. Due to changes in the funding structure. We then received funding direct from London Luton Airport limited now Luton rising and more recently, but cheer and Luton community funds have distributed the community investment funds on behalf of Luton rising. Without this funding, we would not be able to provide a general advice service. If the funding is withdrawn, withdrawn or reduced any further citizens of Islington would have to make some very difficult decisions and possibly close our front doors. This would be detrimental for the 1000s of clients we advise each year from April 22 to march 23 17,106 people benefited from the work funded by Luton rising. These clients presented with a massive 42,808 issues and demand for our help continues to rise. Nine in 10 of our clients said their problems affected their lives, including causing anxiety, with mental health being the number one health issue for our clients. Resolve resolving practical issues can play an important part in supporting people with mental health problems to build resilience and improve outcomes in 20 to 23, with the support from loot and rising Sif, Sif fund, we helped our clients to increase the income by a staggering 6.3 million pounds. money that's going into our local economy. Our debt team helped nearly 1300 families deal with 6.8 million pounds worth of arrears of which 2.6 million for priority debts. And we issued hundreds of families in desperate need of food and fuel vouchers. For every pound of that money invested in our service, we generated five pounds 59 in savings to government and public services totaling 3.5 million 42 pounds 62 in wider economic and social benefits, a total of 27 point 1,000,015 pounds 73 and financial value outcomes to the people we help totaling 12 point 5 million Citizens Advice Luton is the lead partner for Luton Access Initiative and applies to the Community Investment Fund. On behalf of three other organizations and ourselves. Luton, Irish forum, Luton Law Center and Luton rights are our partners. The support from Luton rising enables us to work together providing a streamlined advice service to our clients relieving poverty and disadvantage. We fully support the airport expansion as this will increase employment opportunities for Luton residents and also increase the Community Investment Fund pot by an additional 30 million pounds per year by the mid 2040s. additional capacity within the SIF fund will allow us to apply for increased funding to expand our service which is much needed We are a member of Luton borough Council's inclusive economy board and have committed to their loot in 2040 initiative with our pledge to include increasing our volunteer numbers and providing comprehensive training and support, giving volunteers the knowledge and experience they need to gain local employment and working with national Citizens Advice on their net zero strategy, providing impactful local research data to affect policy change. Our pledge mirrors the work that Luton rising is doing as part of their plans expansion, skills and training for local people, and green controlled sustainable growth. As a fellow member of Luton's fairness Task Force, we are working together with a number of organizations including Luton rising on ensuring these commitments are achieved. Our Board of Trustees fully supports the airport expansion, and I'll pledge a commitment to the shared

objectives remain extremely grateful to loot and rising for their support. And we'll continue to work with them to build better lives and Luton and make Luton a place to thrive.

41:07

Thank you. Thank you very much. That was very close to mission. Can I just ask you mentioned significant number of mental health issues? Do you have any data on what the sort of common cause of mental health issues are affecting systems or looting?

41:26

Yeah, so our biggest inquiry areas of debt, welfare benefits in housing, and of course, the the cost of living. And the implication of these issues for a client impacts their mental health and national Citizens Advice has done some excellent research on the impact our advice and support has on these clients. So, you know, we've definitely seen a marked improvement in mental health disabilities of two people of being Citizens Advice for help and support.

41:56

And is that a report that would be available that you could submit him to the examination? County?

42:02

Yes, yeah.

42:03

Thank you. Can we take that some action point? You very much. Okay. Sorry. Were there any other questions?

42:16

Any other question asked was just, we are encouraging written submissions, but your submission contained a lot of technical information in detail and numbers. And I think I've gotten more down but I will be really appreciative if you could submit what you've just said in writing, just to make sure that I've got all the figures so that we can then explore what the benefits that you've put forward today are for to Citizens Advice more fully. That's okay. Thank you. Thank you.

42:45

Thank you. Next, if I can call Mary winter from Luton Irish forum

42:55

and you have eight minutes

43:02

my name is Mary winter and I'm speaking on behalf of Luton, Irish forums, members and trustees. Luton Irish forum exists to promote Irish identity, culture and heritage and to improve the quality of life of the Irish community mainly, but not exclusively. Luton Irish Forum is a charitable company limited by guarantee we are in favor of the airport's long term sustainable growth. Luton Irish form have a fully accessible community center castling Connolly house and from there are welfare cultural, social and

volunteering services are coordinated and many take place. Luton rising has supported us for over 10 years. And we are they are considered a key partner. We have benefited from support to our welfare service of approximately 30,000 pounds annually, which funds the cost of a welfare officer who works with over 200 clients a year. Without this funding, we would be unable to provide support to these predominantly older vulnerable people. We also receive funding for St. Patrick's festival of 12,000 pounds. The first festival was in the year 2000. And the parade day and fringe events have become one of the leading attractions in the Luton cultural calendar. In 2022. It was listed in the top 20 Things to Do in Bedfordshire. We are aware that Luton risings objective is to increase the financial support provided to voluntary community and charitable organizations in Luton. We hosted a presentation on Luton risings proposals with our members in March 2021. Our members asked questions after the presentation. And also they were all it attendees agreed with the expansion plan. We are satisfied that the views of our members were considered and taken on board by Luton rising. We know we note that the Luton Airport is serious about growing in a green sustainable way, and that the green control growth proposals will be sustained. We also note that under these proposals, Lewton rising intends to set limits for carbon emissions, air quality, noise and traffic and that these will be legally binding and independently monitored. We wish to conclude that the airport expansion is exactly the kind of boosts Lutz needs in terms of skills development, in partnership with the University of Bedfordshire and local colleges, and will inevitably create job opportunities to Luton stretches residents. Thank you.

45:54

Thank you very much, I think believe we do have one question.

45:58

Thank you very much. I just like to take the opportunity to learn a little bit more about the Irish community in Luton, you said that you represent the Irish community, just how big is the Irish community? And I think also if you could just touch upon sort of the demographic by without mean that sort of the age makeup because you seem to infer you had quite a lot of older and vulnerable clients. So just so I understand a bit more about your community.

46:22

Well, the community historically has has been quite large with a lot of immigration, to Luton, for Vauxhall plant, skiff, CO, and other large employers. Over the years, they've got older, so what we tend to say is very young, so young mothers who have a baby and toddler group, the middle aged people, not so much. And then as they get older, they need more help and they become isolated and so they come to lots of our social events.

47:08

Thank you very much. That's helpful to provide context thank you

47:18

thanks very much

47:26

so next we have Mr. Cut forth.

47:33

Hello, yes. Can you hear me?

47:36

You are a bit faint. But yes, we can hear you. Thank you.

47:45

My name is Peter. I wish to comment on not carbon wishing this impacts and online. I comment as a 30 year resident of St. Albans and also as a founding member of the volunteer working group that manages the heartwood forest Woodland Trust site, located six miles south of the airport between Harpenden and St. Albans. In my written submission, I commented that there should be no airport expansion. Based certainly based on the harms from the carbon impacts, I generally support the views of ladder can that have been put forward? I said in my written submission that airport expansion is fundamentally incompatible with the net zero requirement. And I wanted to expand on that to say the the Committee on climate change the government's own advisors have come out with a statement that there should be no net airport expansion in the UK. And no individual airport should be allowed to expand until the UK has a UK wide capacity framework or airports. So that backs backs up the carbon point on it on a general point, there isn't really any proper justification for this expansion based on demand predictions for demand for flying from the UK have have not been met in the last few years. So there isn't any overriding need for this expansion. If the reasons for it, see used to be for the town of Luton wanting to generate income. And to put it bluntly, no other town or city generating by expanding an airport, this is has to be considered one of the dirtiest ways of making money

50:30

on the to expand a little bit more on the carbon seven submission that I put in in writing the the airline industry generally tries to portray that it can become cleaner in the future, but it relies on substitute jet fuels and carbon offsetting primarily. And both of those are simply not credible. Now, the other thing I mentioned in the written submission that I wanted to expand a little bit on was the non co2 impacts of flying. Now, it's widely acknowledged that the non co2 impacts are at least as great as the co2 impacts on climate. And yet, the modeling seems to ignore the non co2 impacts, which is a quite extraordinary lapse or lack and really casts doubt on the credibility of of any of the modeling if they ignore half of the climate impacts. I want to come on to the noise. The noise disturbance I represent the volunteers at Heartwood forest. And this is one of the places where noise will be felt when people want to find some quiet space in nature, for relaxation, and it's where people will be particularly sensitive to noise and the noise numbers. In terms of model noise numbers will really under represent the harm that is felt in in locations like that Heartwood forest has something like something over 100,000 visitors a year, there's very few places of similar size and peacefulness away from major roads where people can find a quiet space to walk. And so it deserves protection. The noise numbers will not will simply not represent the harm felt in locations like that. I've had a number of people come to me supporting what I'm doing in representing these objections to you. So I urge you to take account of the fact that the noise numbers will under represent the harm. That's that's all I'm going to say. Thank you very much for giving me the opportunity.

53:58

Thank you, Mr. Kufu. Thanks very clear. Just to note that I attended well, as part of the unaccompanied site inspection on Tuesday, I went to hardwood forest to visit the site and to listen to the overflight noise. I have to say I didn't stray far beyond the carpark due to the weather and the rain but yes, thank you. Does anyone else have any questions? Thank you very much. Thank you

54:37

Next we have Karen Perkins from Bedfordshire and Luton Community Foundation.

54:44

Thank you very much for giving me an opportunity to speak. I hope my sounds okay. Please let me know if not. My name is Karen Perkins. I'm the CEO of Bedfordshire Luton Community Foundation. We are a community foundation that works to support grassroots, voluntary and charity organizations across the whole of Bedfordshire. Over the last eight years, we've worked with Luton rising and supported them in delivery of their grant making ambitions and their program to support the communities, not only in Luton, but across the wider area including Central Baptist church, St. Albans, Stevenage, North Hartfordshire, and Aylesbury, Vale, decorum and other areas of North Hartfordshire. Our work is as a grantmaker. We manage the grant making process. But we're also there as an infrastructure organization to support the voluntary and charity sector to be robust, to strive to deliver their work better, to ensure good governance, good financial systems and their sustainability through strong partnerships. Our own strategic ambition is to be locally focused and provide lasting change through our priorities of eradicating poverty, creating a healthy Bedfordshire and developing stronger communities. And we do this through three golden threads that run through all of our work, addressing, addressing inequality, addressing the climate crisis, and listen, learn, adapt and change, which is how we respond to need by working with our community groups to understand the needs at a grassroots level through partners such as those who've already heard speak today to really understand the need and take that knowledge and take it back to our donors, our funders and partners such as Luton rising, so they fully understand what's going on on the ground, and work of course alliance to lose 2040 vision, and also Luton risings own strategic priorities, the connection between those priorities is really important. So the reason that Lewton rising work with us is because what we do is we bring transparency and independence. Our due diligence processes and our systems means that we have a robust mechanism for managing grantmaking across the whole of the geography covered by the Luton rising work. We do this because we're one of 47 UK wide community foundations. And we work together sharing best practice and sharing our ultimate priority, which is to help grassroots organizations deliver their work to have a robust charity sector. We report all our work transparently on 360 giving. And we're also aligned to initiatives such as the Bayer Babs Foundation, which is a commitment to ensure equity and funding across groups that are minoritized. We report all our data to Freer which is the funders for race equalities Alliance, which also demonstrates a commitment to addressing inequality, and breaking down barriers to accessing funding for those communities who are also minoritized, or with lived experience of racial inequality, and to either and the open interest of grant making program, which is once again about breaking down barriers. These are the tools and the expertise that we bring to support loot and rising to make sure that the funds that they make available for community benefit, really do reach into the heart of the community and support many of the groups you've already heard from. And we'll hear from today. Just to give an idea of what that looks like over

the last three years, we've delivered 13 million pounds worth of grant funding into our local communities. And when I mean local communities, I don't just mean Luton, this is across the wider geography of the airport that has been delivered through 392 applications for funding of which we've awarded 296 grants throughout that period. That's a great success rate of over 60%. But also it recognizes again, our role on behalf of Luton rising, which is to work with the charity partners to make sure they understand how to access resources and funding so that they can deliver their great community benefit. And that benefit over the last three years has impacted on 964,000 people. So we do this through four funds that we run to Luton rising. One is the Community Investment Fund, which is the fund that's there to support larger charities across that geography with core support to make sure they deliver their vital services. And you've heard from some of those already today. Because without I think we'll all agree that without a strong and robust charity sector, especially over the last few years, we could have all been in a much worse place. We also run the small grants fund for them, which is a pilot program, a program where new groups can come forward and run projects and initiatives that are short term that allow us to respond to Urgent Need also respond to opportunities and empower, again grassroots groups to really step up and understand how to access funding to deliver the work they want to do We run the Luton Youth Fund which is, as it says on the tin is about young people. And we know that young people are a real priority that work is everything from crime prevention, and combating exploitation all the way through to young people and their mental health. And it's linked directly and strategically back into Luton Council's strategic priorities and health needs assessments. We also run a near neighbors program, which is exactly as it sounds, it's for the near neighbors to Luton because Luton rising isn't just for Luton, and that covers central Bedfordshire, St. Albans, dacorum, Stevenage, and the other geographies I've mentioned. But we don't just do that active, loot and rising are an active partner in the town. And they work with us to respond quickly to needs and opportunities that come up where they want to lend their support. It is not just about having these four strands, it is about being responsive and listening to the community. They do that directly with their own community engagement, but also through the work we do. For example, last year, when we were all impacted by the cost of living crisis, Lewton, rising with the first partners to sign up and supporters with a Lewton hardship Fund, which directly supported community partners, getting money to families in the most dire need. And this year, they were the first partner to step forward to offer money into the community to support community initiatives to mark the 25th anniversary 75th Forgive me anniversary of Windrush, which again, is an important moment in our history, but also a really important moment for our communities to make sure they have a voice. I think we could all honestly say that without the work that charities do, the pandemic would have been a much more severe moment in our history for all of us as individuals, as families, as charities as organizations. And the way that Lewton rising does can clearly be demonstrated in just some of those numbers. And the few words I've said today, has made an enormous impact. I for one, I'm fully supportive. Thank you, I'm fully supportive of this application. There is always challenges around an airport. But there's a wonderful opportunity here, they've done so much good work already. And I think the potential for the, for the expansion to see greater resources coming to the communities and to the charities that support those communities cannot be underestimated. Therefore, myself, my board of trustees, and all of the team at Bedfordshire Luton Community Foundation are fully supportive of this application. Thank you.

1:02:47

Thank you very much. Miss Perkins. Can I just ask? There are a lot of numbers there. And just to make sure I've got the facts Correct. You mentioned the number of grants that you have made last year is typically how many grants per year do you make?

1:03:03

It's hard to say because each year it varies but through, you know, probably in the region of 100 each year just from the loot and rising funds. But it can be a lot more than that. In the pandemic year looting rising helped with additional funds towards the responding to the crisis, which the charity sector had to do very rapidly. And in that year, I think it was over 150 we did just through their funding programs.

1:03:33

And typically, what size are the grant?

1:03:35

Again, there is no such thing as typical, our small grants fund can offer awards of as little as 5000 pounds for a one off project. We also offer programs within these four strands, where we have what we call a micro grant, which is 1500 pounds. And that is for groups wanting to test and pilot looking rising are very supportive of groups coming forward and kind of, we do a lot of work to help those groups that access that funding, support them to be robust enough and understand how to write a funding application and be successful. But equally, we fund some of our core, what we call safe, which is Community Investment Fund partners have grants of up to 100,000 pounds because of the large scale core infrastructure work that they're doing within communities.

1:04:24

Okay, thank you. And it anticipated that you would continue to administer the community first proposals that are set out in the application.

1:04:33

Yes, so Well, at the moment, we have just entered into a new five year contract or four and a half year contract with Luton rising, which has started this month initially. Now, obviously, we are contracted to do that. So we will very much hope to be looking forward to working with them. And then new foundation model going forward.

1:04:53

Okay, thank you very much. Are there any other questions?

1:04:59

Thank you. I I just want to seek one quick clarification. You. I just wanted to say clarify was 30 million or 13,000,013?

1:05:12

Yeah. 13 million. Yeah, one, three, just I mean, it's more than 13. It's 13, four, six can't quite remember the exact number. But that's just in the last three years, we've been working in a contracted way for

about eight years now. And historically with the airport in a more ad hoc way prior to that, so 13 million in just the last three years.

1:05:35

Okay, the other point, I'd just like to ask for some clarification. It's just a sort of, to try for my own benefit to get a bit more of an understanding about your organization. So you manage the Community Investment Fund on behalf of Luton rising, what other pots of money do you manage management other organizations or is it only the funding from the airport that you managed to make available to charities within the area?

1:05:58

No, we work we work across the whole of Bedfordshire because Community Foundation's are county based across Bedfordshire at the moment, we are working with up to I think 16 or 17 current donors who are working donors, local authority partners, NHS central government money. So we're working with many partners. We are a charity in our right as well, which I should have said. And in Luton, it's not just Luton rising, we also have a number of other small funds that are being delivered in Luton, including projects we've done with Arts Council, England, Whitbread, the steel trust. And part of our role is to make sure that we're maximizing the value of those grants into community by getting those funders to understand what each other's doing, and how Luton rising can be best positioned to add value. They are the largest funder, obviously, because the numbers that I've talked about, but they do recognize the role that they play in a wider funding landscape as well.

1:06:58

Thank you. And then just the last question, there's been several references in documentation that we've received, obviously to the council, or the government rather, awarding some money for leveling up. Would any of that money be coming to you to help with the work that you do?

1:07:14

No, we're independently involved in some of the leveling up initiatives, because we are, we're known as a vcse sector, infrastructure organization. So we have a role to a certain degree to represent the charity sector. So we sit on many of the strategic boards that might, that various colleagues on this on this panel have talked about, such as the health inequalities board, the inclusive economy board, and also the town center and development. So because we sit strategically as those partners, we're often involved in many of those conversations about leveling up as yet. We are not contracted to deliver any of the leveling up money, but we're there to represent the voluntary charity sector.

1:08:00

Sorry. And just one final question. Do you use any of the money from Luton rising to enable match funding so to enable you to get funding from other organizations?

1:08:11

We have done recently, the Windrush Fund, which was called the Bedfordshire cultural Support Fund was a fund that came from Arts Council England. And so to secure that money, we approached each of

the three universities across Bedfordshire and said, Can you provide us with some match funding and Luton rising, straightaway provided the match funding so that Luton was able to receive that money.

1:08:38

Thank you very much.

1:08:46

I know that Mr. Kelly has his hand up. Sorry, Miss Perkins. Thank you very much. Thank you, Mr. Kenny.

1:08:55

Yeah, thank you. Just a quick question, if I may. I was interested to hear about the grants provided to residents outside of Bedfordshire and Luton and specifically for North Hartfordshire. Do you know how many grants were provided to charities in North Hartfordshire?

1:09:15

Hello, Mr. Kelly, I don't have those details with me at the moment and I'm very happy to share those with the panel or to share those with anyone on the call after the

1:09:25

Okay. Thank you everyone. I should just note, this isn't a question and answer session. So this is a session for us to hear evidence but thank you for confirming that spearguns Can we move on to David Beatty if he's now arrived to BC?

1:09:52

Then Lilianna shock is next

1:10:16

Okay

1:10:23

sorry, we're getting a lot of you might have. Okay, can you hear me now? Yes, we can. Thank you. Yeah.

1:10:35

I'm afraid my husband younger boy. And we will speak together about the situation. We are living in caddington, which is a small community around Luton Airport, and we like to express our opposition against the future expansion of written report,

1:10:51

as just can I just pause you one moment, I should have said before we started, I note there was some redacted information in your submissions. Can you just make sure that you don't say anything that we might need to redact from the record and in relation? Thank you.

1:11:10

Thank you very much. And right. So the reason of the supposition is the fact that our house is located under the Landing Road, we can see each aircraft from our garden. And if the wind is not allowing the landing under this roof, we can see and hear the air plants using you know, the takeoff route, which is also passing over cutting from village. When we take into consideration the opposition reason, we'd like to express our concerns for two point of view, air quality and noise pollution. Both of those will affect the well being of the people living in these small communities located around the airport and seated under the landing or takeoff roots. Why we both of us understand the financial economic impact for the communities. We also want to raise our concern about these other aspects such as, you know, effect for citizens well being to the noise pollution, and our quality as well. And how this will be addressed. There needs to be some life balance measures. Because you know, increasing arid crafts, you know, traffic will affect people live and people well being, as you mentioned already, I will note some of the people have already some medical condition. This is it for me. It's very short, and it's something that I need to raise with you guys as consumers.

1:12:38

Okay, thank you very much. Were there any questions? Yes, we just mentioned that we have been to caddington to February road and to the church and caddington to experience the overflight noise that was on both on a previous uncompleted site inspections, which the notes have published on the Planning Specialist website. And the notes from this week will be going up on the website. probably sometime next week.

1:13:12

Thank you very much.

1:13:22

Sorry, Mr. Koshi.

1:13:24

Yes. I'm gonna speak on on my wife's laptop. Because I had shut down my we're sitting next to each other. I did, I'm against, and I'm opposing the expansion. We live as my wife mentioned, we live exactly your own meal on Millfield way where the planes are landing. If I have a sling, I can actually hit them with the rock. So the noises the noise is very, very, very loud as it is. If we were to expand, I know sometimes they flying to up to three o'clock in the morning and I can hit them up. I do have medical condition, which I'm not going to talk about it here in public but you guys should should have access to it. It's very hard for me to cope with with the noise as it is in a moment. And expanding the airport will mean more more noise for us more noise pollution for us. Also, I am aware of and I do want to ask the people that spoke before me. There were for the expansion, especially the volunteer entities. How military airport is planning to reduce the carbon emissions. Were they increasing the flights and the airplanes on fossil fuel cars? There is no obviously the air pollution will be get worse than it is now. for us.

1:15:05

Okay, thank you, the applicant may wish to come back on that point at the end of the session. Was there anything else that you wish to add? No, thank you. Okay, thank you very much. The submission was clear. There any questions? We have one question. Yep.

1:15:22

Hello. And we've heard over the course of the last few days that various people who do fall within the areas where the airport will provide some financial support for soundproofing of houses, because of their proximity to flight path. I'm just wondering to find out if you were one of those people who are eligible for that. And if you were Have you taken them up on that offer and what have you got installed and has it resolved the problem? Are you aware of it haven't been approached by anyone. Okay, thank you. Yep.

1:16:06

Okay, thank you very much. Next, if we can move to Excuse me, Mr. Hartley, Dean.

1:16:24

Hello. Hello. Good morning.

1:16:30

Good morning. Yes. I'm audible. Three minutes, three minutes. Thank you very much. Okay, I'm, I'm speaking as a resident of Flamstead, which is a village in half a cheer close beneath the flight path for westerly departures from Luton Airport. But I'm also speaking as an emeritus professor of social policy at the London School of Economics. If I start as a resident I have been for what 30 years, directly experiencing disturbance from aircraft taking off from Luton. We've had incremental increases in air traffic that have over the years progressively worsened our quality of life. With neighbors we have repeatedly complained and objected to no effect. To spirited by the relentless intransigence for a powerful and well resourced entity too few of us now, I fear have had the energy to engage with this inquiry. Nonetheless, a prospective further doubling of air traffic movements is cause for some despair. Human beings I accept are adaptable, they may learn to endure intrusive noise, but why should they have to tolerate further detriment to the quiet enjoyment of their homes? Now, the right to quiet enjoyment is relevant to my academic interests in rights and needs. I'm the author of a book understanding human need, and would challenge the applicants case that airport expansion is needed. Consumer demand is not the same as a need. Human beings don't need to fly. Air Transport may be an intermediate satisfier of certain needs and has a part to play in sustaining human welfare. I wouldn't dispute that human beings need recreation, a holiday and the sun might reasonably satisfy a need. But does this accord a right that trumps the rights of others to the quiet enjoyment of their homes? Paradoxically, it seems the effects of climate change to which aviation is a major contributor will soon render many popular holiday destinations less appealing the forecast demand for holiday flights may prove to be wrong. But more important is the need of the human species for survival in the face of the existential threat posed by global heating. So I implore the authority to pay close attention to whoever on the evidence the proposals by which the applicant claims they will comply with net zero carbon emission targets are in fact achievable. The climate change committee's recent report to parliament observes that the government jet zero strategy faces what they call considerable deliberate and risks. It concludes there should be no net or border expansion. Similarly, a scientific report from the Royal

Society concludes that for aviation, there is currently no credible alternative to fossil fuel. But I'd finally ask the authority to also scrutinize the applicants analysis of the socio economic impact of their proposals. Airport Expansion applications tend invariably to overestimate the job creation potential of their proposal. And importantly, it's not just a predictor of number of jobs that matters but their socio economic distribution, according to reports by Oxford Economics, upon which the app applies three minutes

1:19:52

sorry, that's your three minutes is now up.

1:19:55

Okay. I allowed another moment or or not, I think I've fective I would also point out however that that that data is shows that there is. It is higher paid staff directly employed by the airport that do not live it within Luton who have the higher incomes from their employment while staff who do live in the Luton and Bedfordshire area have lower earnings. So the question the point made about the leveling up agenda is there is little to suggest it further, will substantially contribute to that leveling up agenda. Thank you for your essential.

1:20:37

Thank you for trusting and apologies referred to as Mr. And the introductions. I had one question in your relevant representations. You noted that you consider the mitigation measures proposed by the applicant to be inadequate. And I wanted to ask if you have any suggestions for what might constitute adequate mitigation in relation to socio economic effects?

1:21:01

Well, I think there's a distinction to be made between that which is adequate and that which is effective or necessary. One of the points that I would like to point to is that more effective and sustainable socio economic development agenda would actually entail in in aviation, until carbon free air transport is is demonstrably possible the there are alternatives we could progress instead towards a localized forms of green growth strategy. Because we know from the sources that I have mentioned, that dependence on fossil fuel will remain. We can mitigate it but we cannot actually resolve that problem at the present time pending such a solution. Should we be looking at things that would deliver better results in terms of higher paid higher quality employment in the Luton and Bedfordshire area. And indeed continue I would hope to be able to support the work of for example, Citizens Advice Bureau and so on.

1:22:21

Thank you very much. Are there any other questions from the panel? Thank you professor.

1:22:45

Next canal skirt Julian Gannon speak

1:23:03

have some three minutes.

1:23:10

My name is Julian Gannon from St Albans. Luton rising implies in their environmental statement that although there will be an increase in co2 emissions as a result of the expansion of Luton Airport, they are so insignificant that they can be ignored, citing the following.

1:23:27

Shall I start again,

1:23:30

rising implies in their environmental statement that although there'll be an increase in co2 emissions as a result of the expansion of Luton Airport, they are so insignificant that they can be ignored. Citing the following any increase in carbon emissions alone is not a reason to refuse developmental consent. Unless the increase in carbon emissions is so significant, that we have a material impact on the ability of the government to meet his carbon reduction targets coaching the ANPS expansions policy, I would argue that any increase in emissions would be considered significant, in view of the fact that the Committee on climate change has stated that the government was at risk of delivering its six carbon budget, and they've recommended that no new airport expansion should be allowed until a strategy for reducing aircraft emissions have been in operation. The environmental statement shows that there will be an increase in emissions by 2050. From one to 2 million tons of co2, I would consider this to be a significant increase in emissions. However, they claim that future strategies will be in operation by 2050 to reduce their co2 emissions by 72%. This is very helpful since the strategy assumes that three scenarios will be in play by 2050. These are sustainable aviation, food, fuel efficiency and fuel use and carbon trading. All three have little evidence that they will have a material impact on co2 emissions. Sustainable aviation, fuel has not been used on a national scale and no factories are in the process. of converting biomass to aviation fuel. And the Royal Society recently calculated that if the UK were to use SAF to fuel their planes, and half of the land used for agriculture would have to be set aside for its production. Should we be using our scarce resources to allow 10% of the population, who accounted for 50% of all flights to fly even more frequently, when 50% of the population did not take a single flight last year. The second scenario they hope will be in play are hypothetical efficiencies in fuel consumption, which they hope will continue at the same rate as previous efficiency savings. And the third and final scenario is carbon trading. This new concept until proven to work shouldn't be used as a guarantee to limit co2 emissions. The CCC also state that offsetting shouldn't be included in any netzero policy. Since the scheme is intended to limit flights rather than reduced emissions to zero. Should we be relying on these scenarios to allow entities attention? Thank you. By 2050, the government estimates that there will be 80 million tonnes of co2 emitted from industries that can't not be decarbonize aviation accounts for a third of that total, the government claimed that this carbon will be captured and stored. But so far, we have not captured any co2, let alone buried it safely underground. In conclusion, I would suggest that the panel should limit the expansion of Luton Airport until it has more every three minutes or so it can reduce its emissions in line with the recommendations put forward by the Committee on climate change.

1:26:38

Thank you. Thank you very much. Miss Scanlon. Do we have any questions from the panel? Thank you very much for your submission. I'm just going to confer with my colleagues second, so if you give me a moment.

1:27:07

So the time is now 1127. We've been going for nearly an hour and a half. I therefore will propose that we take shorter German to allow comfort break and to enable the examining authorities who agree final speaking arrangements. And for those people watching the live stream will have to stop the live stream in order to give us clear recording files. As a result, points of which we recommend the meeting and restart the live stream. You'll need to refresh your browser page to view the restarted stream. The time is limited, indeterminate one hour journey. We'll reconvene in 15 minutes.