

TEXT_LONDONLUTON_OFH2_SESSION2_1 1082023

00:08

Good morning again, everyone. Time is now 1145. We'll reconvene the meeting. I hope you've had a chance to get some refreshments. I know a number of people here who have already spoken this morning, there is no need for you to stay. If you don't wish to. You're more than welcome to stay obviously, if you want to hear the rest of the oral submissions. For those of you joining online, please remember to refresh your browser as that will restart the live stream and kind of just check with case team that the live stream is all working. Yep, thank you. So our next speaker is Steve Gent. You have three minutes

00:56

Thank you. I'm a South Luzon residents live in between Coutinho Road and Park Street. Thank you for the opportunity to speak today, my main focus will be on noise issues. When the airport operates westerly departures up to three quarters of the time, we're continually impacted from around 5:30am. My house is more recent construction than many in the area and is fully double glazed, but I can still hear the plains. In the evening when watching TV, it's often necessary to pause the broadcast or planes go over. There's little respite at night, as delayed and permitted departures continue. As an example, I was woken up at 3am last Sunday, by always Air flight departing for Romania delayed significantly from Earlier that evening. This is aside from all of the cargo planes that regularly thunder over the other speakers yesterday mentioned. Even when the airport is operating easterly departures were impacted by arrivals, in particular with aircraft arriving throughout the nights in the summer with the need to have windows open during the night, which is of course infinitely worse. When you're outside you have to pause conversations every few minutes, as planes fly over. And noise monitoring cues and high road records the party in flight regularly in excess of 80 decibels. I've highlighted in my prior representation that it's been impossible to identify which individual properties fall within which noise contour bands. The maps provided at consultation events are so high level and low resolution that the drawn lines themselves cover a large area. I challenge Graham over Bluetooth and rising on this previously, and he promised to make available and look up to on their website prior to the submission of the DCO as they had the data. But this never happens. The noise insulation scheme that is offered is exceptionally limited. You're restricted to one provider and they don't offer triple glazing as an option. I'm aware that the applicant is proposing an expansion to this scheme, but they refuse to comment on whether acceptance of limited funding under the current scheme would depart a resident from claiming further under the new proposed scheme. Regardless of this, nothing can be done to mitigate the effects when you want to spend quality time outside. Are we expected to live our lives in hermetically sealed boxes. Already 18 million passengers a year it's hard to endure to near enough trouble these numbers could be unendurable. I worry about the effects on my health and others as a result of sleep deprivation, depression and pollution. This is the area that I've lived virtually my whole life to go. Why should I be forced to move to somewhere I have no connection to just to try and find a better quality of life. During the conduct of these hearings and your site visits, you will have had some small experience with

numbers of flights and noise. For US residents. This is continue. I've trust that you'll consider seriously how an increase to 32 million would adversely affect the quality of residents lies. As my time has been limited. I'll need to comment on other material issues in writing. Thank you

03:56

very much, Mr. Chen. That was very clear. Just to add we have been to have the memorial park and you know road to experience the overflights there in that location. So we have some understanding of issues always a library. Thank you. Did anyone else have questions? Miss Talley.

04:14

I just wanted to clarify you mentioned that there was some noise monitoring that went on is that official noise monitoring was that noise monitoring in people's gardens? So is it one of the official stations or is it one of the it's

04:24

it's an official station, but it's a mobile station? So it's not a permanent fixture?

04:29

And when you mean it's mobile, does it come and go or it can just expand on that a little bit?

04:33

I believe it's sort of down to the sort of airports as to what duration that they arrange for these things to stay at. It's recently installed, I think at the bottom of Keaton Hill Road.

04:47

Okay. I just wanted to you mentioned that at the moment if you are eligible for some of some compensation works through the compensation scheme. It has to be through it is currently through one provider and that chip replacing is not an option currently. Is there the option that you can take the money and go to another provider? Or is it literally you have to use their provider to do whatever you want?

05:12

No, the airporter only allow one provider to do the work. Okay. And as sort of speakers yesterday mentioned, the offer for residents in my area was around the 3000 pound mark, which I say identified yesterday, is really insufficient to fully insulate the property.

05:36

But you did mention that, in your context, your house is fully double glazed, but you still have problems. Yes,

05:41

it's a it's a modern house built in 2005.

05:45

Thank you.

05:48

I would just add, the applicant has submitted updated compensation maps in their additional submissions, I don't have the numbers to hand, but we perhaps I can confirm by the end of the meeting, what the numbers those documents are, which are slightly more detailed maps, based on OS based mapping. You mentioned lookup tool, perhaps the outcome might wish to comment on that in either their written submissions or in their response at the end of this meeting attend tend to make one and similarly might be able to say something about new claims. If I

06:26

could just say that in relation to the contour bands that she's just sort of mentioned that they are so tightly packed within that immediate area of the airport that there's potential for them to run through gardens. It's it's very hard to identify just an individual property level but I was told by loot and rising that they do have the data at an individual level but just haven't made it available. Okay, thank you

07:01

if we can move on to John Hale.

07:08

Thank you can you

07:12

can you have three minutes? Your other quiet Mr. Howell. So perhaps if you can be close to the microphone

07:18

by and get close to the microphone. Hopefully that's better. Yes. My name is John Hale. I'm a parish councillor for scientific parish in north of St. Albans. I live in the markets we carry on scientist parish. I'm also the county councillor for that area, and have been since 2017. Prior to that, I've also been involved with St. Albans quieter skies, which was formed following the introduction of the our nav flight system, and the previous expansion of the airport. When that happened in 2013, communities were told that the implementation of armor would mitigate the impact of the growth in passenger numbers. This proved to be incorrect. With our nav intensifying the impact of increase in flights. This application is premature, as the airport has not yet delivered on any plans to not modify the use of airspace to reduce the impact of the airport, from the neighboring communities following the introduction of Arnab. And the increase in flights. Back in 20 1314, we were told, Oh, we can get the flights, we'll be able to get the flight paths higher in the air, we'll be able to spread them out more we'll be able to do this, we'll be able to do that. None of that has happened. And maybe we were naive at the time. But we thought that the airport as they run an airport would know what was and what was achievable. And it's become quite apparent that all their promises as to how they could mitigate the impact of noise on this area were false. There's been quite a bit of chat chats from it's been quite a lot made this morning about the economic benefit of the airport to Luton, and how that benefits the local communities might have in the past, as suggested to local organizations that they apply to the near neighbours scheme. Regrettably, as far as I'm aware,

every organization that I've suggested apply to it has not been successful with their application. I will take this up again with the organization that manages it. But I do feel that this is a smokescreen, and that it's very rare that organizations in St Albans received any direct financial backing from the airport's funding, if anything, the economic benefit, so that finally, we're talking about the economic benefit of the airport. But increasingly, Luton is putting all of their economic eggs into this one basket where they've recently seen the closure of various factories and other things and they should be looking to diversify their their economy rather than just putting more 30 seconds Most of the points I've made have been made by the other speakers. So I'll wrap up there. Thank you very much for giving me this opportunity.

10:08

Thank you, Mr. Hal. Do we have any questions? We have one question from his daily.

10:17

It may be something needs to come back to me on. Mr. Hill. Just a quick question. You mentioned that there was an organization that you're aware of in St. Albans who've been unsuccessful in grant applications, if you're happy to provide that name that would be helpful to the organizer to the examining authority. I thank you.

10:40

Thank you. Next we have Jane spindly.

11:03

Yes, sorry, it's not quite on yet. Thank you. You have three minutes. Okay. Thank

11:08

you for giving me the opportunity to speak this morning. I have spoken at many of these sessions. And unfortunately, everything is always the same story that we are deafened by the noise, have pollution over our however, our property, our property is fairly new, and it has reasonable insulation, double glazing. And even so we can still hear the noise. Same as Steve Jenny's has just mentioned, the craft come over our property we live right up against Memorial Park comes over our property at about 2000 feet approximately. That is outbound and inbound. We get them all come in over our property, we're actually directly under the freight path. The noise is dreadful. The night noise has been phenomenal this last few weeks. We recently traveled via the airport. And when we went into the departure lounge, it was absolutely heaving, how they can expect to have twice as many passengers as they had that day. I cannot understand. When we landed coming home, we were getting off the plane as there was a queue in the departure side of the delivery to the airport at print apron. So our plane has obviously been out to pick us up take us back it was now going out again to wherever they were going. I do not think this is safe practice. We have two or three major airports around here. And the flight paths have all of those come over our heads. Pollution is really noticeable. And well, the passenger figures I just think that are ridiculous Luton Airport do not manage their passenger arrangements. They've already exceeded their agreed limit from what they were supposed to be doing in 2027. They're at that already. There's recently been lots of wildfires and accessibility in the European area. What are they going to be doing, there's no trees left, or the climate, the ozone or whatever it is they absorb. As we're going at the moment, there'll be nothing left and our co2 emissions will not meet the requirement of the National

Climate Committee. They they apparently recommend that all airport expansion to be ceased. And there's a report in our local paper. That's the three minutes to two weeks ago. I'll let that out to let people read it.

14:23

Thank you very much. Clear submission Thank you. As I said earlier, we have been to Memorial Park and student observe the planes passing overhead. So we do have an appreciation of the the issues probably took you about the quiet time knows and accompany to site inspections. So we have chosen locations that we wish to visit at the time today that we wish to visit so it was in the in the morning period.

14:53

I live on the first floor so I'm even higher.

14:57

Thank you. Were there any other questions? Sir, do you have one?

15:01

No, it's just to advise you very kindly provide an article from the paper that you'd like us to take into consideration. And you either need to submit that online or if you have a problem with that if you have a word with our case team at the back of the room and see if they can accept that in for you on your behalf and get it uploaded onto the system so everyone else can have a look at it. Thank

15:20

you. It's about the council's feelings at the moment which surprised me. Thank you, but thank you for your time.

15:29

Thank you. Next we have Caroline Buddhist line. Simon baseline.

15:47

And you have three minutes.

15:50

I'm Simon Burgess. And I've lived with my family very close what is now the flight paths to the east of Luton Airport. I'd like to remind the panel of the aesthetic factors and remind them and emphasize the intimate landscape quality which attracts many visitors, walkers, bicyclists, or other recreations from the surrounding towns and isn't like a lung to these communities. The area between Luton and Stevenage at most five miles is very carefully preserved following government policies with grants on Woods hedgerows and permissive path. Our center piece is the grade one listed early 18th century landscape gardens of St. Paul's Walden Berry and adjacent stagno Park through which there are never less than five rights of way stagno Park mistake no now being a hospitalist directly below the flight paths. And so, airport expansion will not destroy this, it will just degraded removing the interest and motivation for its preservation and development. And it will of course, become a much less desirable area to visit and

and to live in. And so, overall a considerable loss of public money damage to a cultural site decline of property values, the damage to local businesses near the flight path has to be set off against the speculative gain from a development which seems to me to compete and take air travel from other airports. We do not cause 30 seconds to go. We do not benefit from the support of Luton Airport in any way. And the flight cars from the airport go to East and West over Hertfordshire not over Bedfordshire. So that is the three minute long. Thank you very much.

19:10

Thank you. Are there any questions from the panel?

19:14

It's not really a question. It's just something to pick up on. As you said, we're aware of the landscape to the east and we've done a number of unaccompanied site visits and recognized a number of the footpaths within that area, but also it's not been published yet, but I did do an unaccompanied site inspection to St. Paul's Walden berry the other day to try and gain an appreciation particularly of the grade one registered park and garden unfortunately, wasn't open to the public. So I couldn't go any further but we do intend to do some more business into the area surrounding the examination. So we are aware of that of the qualities of that particular area.

20:00

Thank you.

20:04

Thank you. Our next speaker is Joseph Kelly.

20:16

Oh, yes, good morning. Three minutes.

20:19

Okay. Yeah, I'm a local resident living approximately two miles from the airport and close to the eastern flight path and I oppose, I oppose expansion plans. Leaving aside the absurdity of expanding already compact airport located on a hill, the wider global warming issues, I'm raising the issue of the noise and air pollution impact and the lighting of homes and villages at both ends of the runway. And the fact that the I know, there had to be no proposals for compensation for these residents. As a resident close the flight path, and even with our windows closed, we are frequently working at night and early morning with aircraft taking off, and there is often an acrid smell of kerosene from these flights. The airport's proposals for noise mitigation or the expansion of their current noise installation scheme, which is entirely discretionary and currently up to 3000 pounds increasing to 20,000 pounds. Our garden our garden is within the noise contours that count scheme but the house is deemed to be outside that does not qualify for support and the noise contours were not met. And even if we did qualify for the scheme, the amounts are derisory and rough and purely lawful purely the discretion of the airport. The practical proposals don't work for listed buildings and don't mitigate the impact of air pollution. And the airport clearly offer these plans not to proceed if plans were to go ahead and the airport has to award financial compensation for the residents directly impacted. The proposals though

compensation are very tightly drawn. And basically you got to be very close to the runway to qualify. And the airport's effectively dealing with that no compensation is payable. If the true impact on residents of this and previous expansions were to be included in the proposals, I suspect the expansion would not be economically viable. There is a precedent of compensation being paid to residents impacted by other airport expansions. And so I don't see how the airport can effectively do that and then as necessary. The airport references sharing the benefits of local residents and it's interesting to hear from the local charities and loosen. I myself am Lutonians. And I don't doubt that they have significant needs. But I cannot say whether they are speaking at their own behest, nor in fear of that funding being withdrawn. But I am not aware of any significant sharing of benefits for those in the outside of Luton, particularly the villages directly impacting Hartford chip market and Bennington. I also find it surprising that charities generally oppose global warming, but due to their significant funding, funding needs or having to take funding from from the airport. So finally, to summarize, as a resident outside to go, we can only foresee that living here will be intolerable, and the villages and curbside will be permanently blighted and I therefore oppose the expansion. Thank you.

23:14

Thank you. Apologies just to pin catching up with the statement. Do we have any questions from any of the panel members? Thank you very much.

23:38

So we've got through everyone who originally had been here and able to speak Can I just double check? We had Claire Bamber from ivinghoe parish council down to speak.

23:54

Is she with us now? Now we also had David Beatty now, and we also had Caroline Bo's lion as well speaking

24:26

yes, if you'd like to come up in lieu of suppose line

24:40

before you start, would you mind just explaining your relationship to her Caroline baseline.

24:47

I'm about to talk about my wife's business, organizing conferences, wedding venues and filming at some Paul's Walden Berry. And the point that she would have made is this has been curtailed so far by the aircraft movements with even the present situation. And if we had an increase up to the 32 million or some such figure, that business would really decrease it just wouldn't be possible in the same way that we no longer are able to have outdoor concerts, which we always used to have. It's when people come to make a booking for their wedding, when we do quite a few weddings, and then an aeroplane passes over. You've lost the business. So that is very important. We do manage to have a certain amount of income from this. And in this year, there was extensive filming. But they were very clever about timing, the helming between aircraft movements, I think that they will, they found out when the busy times were at Luton, and they did were very much constricted by the congestion in Whitwell High

Street, trying to get vehicles through, because at the moment, the access to Luton Airport, from the east, through Whitwell High Street is extremely arduous and difficult, particularly as seven or eight in the morning. So that's that congestion point, I don't think has been mentioned before. That's a summary of what she would have said, I think. Okay, thank

27:35

you very much. Just Can I just ask you in terms of the filming, what type of filming activity do you do?

27:43

This year, it was the fifth and sixth parts of a television series, which will be filmed in the early part of 2024, called horse face to do with Deke Turpin. And it's worth my cold, very light. So but but very important source of income for us, for business.

28:16

Thank you. And you can of course, submit comments in writing. So it'd be helpful if you were able to submit the actual statements that Miss suppose line would have made in writing after this two, deadline one, which is currently the 22nd of August.

28:33

Yes. Well, by the 22nd of August, we'll put in the site's she'll put in a submission. Okay, thank you. It's separate from anything I say. Thank you very much.

28:55

And so I did we have David Beatty. Now, in that case, as everyone who had requested to speak this morning, and who has attended, can I? So, first of all, can I thank you all for your contributions this morning. Can I ask if there's anyone who didn't pre register or indicate at the start of the meeting that they wanted to speak but would now like to do so. And anyone online.

29:39

And then in that case? Can I just check with the applicant whether given the numerous points we've heard this morning, you were in, I can see that they are intending to provide a statement

30:00

Yeah. So just to just to note that I will be closing the meeting after the Applicants spoken. So this means that there will be no further opportunities to speak tonight to this morning. So, before I invite the applicant to speak, can I just check there's absolutely no one else who wants to make any further statements? Because we will close after this point. Now, okay. You have 10 minutes.

30:24

Thank you, sir. My name is Tom Anderson. I'm a partner and solicitor in the law firm BDB Pitmans. We are legal advisors to Luton rising the applicant. On behalf of Luton rising, we want to thank all participants for their contributions this morning. We've been listening carefully, and we will welcome the opportunity to respond to these points through the course of the examination. We had two points that we particularly wanted to respond to this stage. Firstly, as mentioned yesterday, evening's open floor

hearing. The applicant is preparing a relevant representations response for deadline one, which will be a very substantial document, and we think it will address the vast majority of the points raised today. Some of those will be direct responses to the relevant rep such as those from ladder cam, and some of that will be thematic responses to issues such as noise and greenhouse gas emissions. We're still formulating precisely how we will respond to any new points that we've heard both this morning and yesterday evening. And that will depend on the finalized timetable. And any procedural decisions and request to the examining authority makes within that and noting that participants have been asked for in their written submissions that deadline one wished we would obviously then respond to at the following deadline. So that's the procedural point. Secondly, a number of contributors this morning, have raised concerns or comments about greenhouse gas emissions and the climate change committee. And we wanted to just make some brief remarks of that which we recognize will be obviously the subject of more detailed examination later in the process. In terms of the location of assessments, which I think was raised by one of the earlier contributors. We would direct them to two documents. Firstly, the environmental statement chapter 12, which is referenced a pp 038. That's a concrete Comprehensive Assessment technical assessment of greenhouse gas emissions. Now, we recognize that's not the most accessible document to all participants. So we would also direct them to the environmental statement, non technical summary, which is a PP 165 and a pages 35 to 37 of that document. So three page summary. There's information that that summarizes the applicants assessments and conclusions on greenhouse gas emissions. So we hope that will be useful for people who are looking for more information. And then finally on the climate change committee, just some comments in response to what we've heard this morning. The climate change committee is statutory advisor to government, and clearly carries weight and influence in shaping government policy on climate change. However, we think it's important to note that their reports do not represent government policy, government policy for the determination of this planning process is set out in the jet zero strategy document. Now on the subject of the climate change committee is June 2023. Report, advising government to consider putting in place a capacity management framework. Clearly the government will need to respond to that. But it's worth noting that in the climate change committee's 2022 progress report, they recommended their development of a demand management framework that should be considered by government. And in March 2023 of this year, the government responded to that report, confirming that its policy position is that the aviation sector can achieve net zero carbon emissions without the need for intervention directly to limit aviation growth. So we'll summarize these points in our submission of oral evidence to the next deadline, but we thought it would be helpful to raise those points at this stage. Thank you.

34:22

That's helpful. Thank you. Mr. Hansen. Can just as there were the couple of points on the compensation proposals, I don't know if you had any responses at this point in time around the Look Up tool.

34:40

Thank you, sir. Tom Henderson for the applicant will put something in writing about this. I think that's probably the easiest way to deal with it. We do obviously have a compensation policy included with the application which will which will refer to and, and also the additional submissions that we've made in terms of plans. In response to Your procedure requests in the last two or three months. So we'll we'll put something in writing about that.

35:05

Again. Thank you. Thank you. Are there any other questions from the panel? No. Okay. Thank you very much. Before I hand back to my colleague, Ernest Holmes to close the meeting, we had a conversation earlier about compensation policies and maps, and I referenced some additional submissions. So the additional submission numbers are as one to eight, and as one to six to one to seven, which cover both the updated compensation policies and updated compensation policy maps. Oh, sorry. And we have a further question for Mr. Kelly.

35:53

Yes, thank you. I appreciate it's not a q&a session, but I think doesn't make a difference drawn between funding for noise abatement, which is a very small amount of money, which is I think we're currently talking about as being compensation. But that's not compensation, compensation in the context of impact to houses of residence. And blight is not really addressed in the proposals. I think they are two different things. So funding for noise abatement is one issue. And funding for compensation is another issue. Okay.

36:27

Okay. Thank you.

36:33

So unless we have anything further, I'll pass back to Miss Holmes closes, Harry.

36:40

Thank you, Dr. Hunt. And thank you all for contributing so fully and usefully to this meeting, we found extremely helpful, and we're going to consider all submissions made carefully. Can I just remind you to submit your post hearing submissions, including written submissions and our cases by deadline one, which is currently set for the 22nd of August 2023. We've had a number of action points arising out of this meeting, which we will publish on our webpage as soon as possible after the meeting. And we'd ask that those who have attended today to have a look at those points and submit a response as necessary. Okay, the time is now 1222 and the open floor hearing for the London Luton Airport Expansion Project is now closed. Thank you.