

AUDIO_LUTON_OFH3_SESSION1_27112023

00:12

Good evening everyone. Can I just confirm that everyone can hear me clearly? Can I also confer with Mr. Emile Burnie that the live streaming and recording of this event has commenced? It has. Thank you. So the time is now just past 630. And this open floor hearing for the London Luton Airport Expansion Project is now open. My name is Joe Downing. I'm a planning inspector and a charter town planner and I have been appointed by the Secretary of State to be the lead member of the panel. But to examine this application, I'm now going to ask my fellow panel members who have also been appointed by the Secretary of State to examine this project to introduce himself. So I'm going to go from my left

00:54

leaning, excuse me, my name is Dr. Richard Hunt. I'm a planning inspector and a chartered environmentalist.

01:03

Good evening, my name is Andrew Robinson, and I am a planning inspector and a chartered town planner. Good evening, my name is Sarah Holmes. I'm applying inspector and a charter civil engineer.

01:16

Together with Beth Davies, we constitute the examining authority. This evening's hearing will be led by myself and Mr. Robinson, with contributions from the rest of the examining authority. For those of you who are present in the room, you may have already spoken to or heard from Mr. Emile Burnie, who is the case office of this project, Mr. Burney is sat at the back of the room and is accompanied by Miss Gina shoreland. For those of you who have joined us virtually then he was spoken to the case officer Jennifer Savage. Together with Sean Evans. They make 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've received from us or on the project page of the national infrastructure website.

02:02

Before we consider the items on this evening's agenda, we need to deal with a few housekeeping matters. I will try to get through these as quickly as possible. Get everyone attending please make sure that your phone is switched off or turn to silent. No fire test is on for this evening. Shouldn't alarm sound it is it is an emergency and we will need to vacate the building. Three emergency exits are located to the left of me and a further emergency exit is the door through which you entered. Please make your way through the carpark to the fire assembly point which is at the front of the hotel. If anyone needs assistance, can you please let the case team know if you have driven here today and parked in the hotel car park you need to register your number plate on the portal system founded the main reception desk. We've been informed that any vehicle not registered with the hotel may be subject to a charge of 100 pounds. So if you haven't registered to ca now now's the time to do that. So toilet facilities,

including disabled facilities can be found in the lobby. As far as I'm aware, we have not received any requests for any special measures or arrangements to enable participation in this evening's meeting, such as needing to take a break for medical reasons or having to leave the event at a certain time. If anyone needs help to participate, then please speak to the case team at the back of the room. If anyone does need a break or extra support later on, then please do let the case team know that can I just check whether anyone has any time constraints that I need to be aware of? Is anyone in the room with any time constraints? No, I'll look Is there anyone online with any time constraints? Okay, I don't see any hands. So thank you very much and we'll move on. This event is being live streamed and recorded. The digital recording will be made available on the project page of the national infrastructure website. Planning Inspectorate publishes and retained recordings for a period of five years for the Secretary of State's decision on the development consent order. So if you participate in this evening's meeting, it's important you understand that you will be recorded and that you consent to the retention and publication of the digital recording. We will only ever ask for information to be placed on the public record that is important and relevant to the planning decision. To avoid the need to edit the digital recordings. What we would ask for is that you try your best not to add any information to the public record that you would normally wish to be kept private or confidential, such as your address financial circumstances or details of 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 anyone have any questions with regards to this matter in the room? I don't see any hands. So has anybody got any queries online? I don't see any hands. Does anyone else intend to film or record this meeting? I have no objection to this if you do, but if it does, if you do and it becomes disruptive, then we'd request that you please make sure that any film is carried out responsibly, and does not interfere with the smooth running of the inquiry. Those attending virtually Can I repeat the request made in the arrangements conference that to minimise background noise, you make sure your phone is switched off, or turn to silent, and then you stay muted with your camera turned off, unless you are speaking. I would also ask that if you want to speak, you switch your camera on and either use the raise a hand function in MS teams or asked to speak at the appropriate time. Can I also remind people that the chat function on teams will not work properly. So please do not try to use this to ask any questions or post any comments. For those people watching the live stream, should we at any point need to adjourn proceedings this evening. And we will be taking breaks at certain points, where we will have to stop the live stream to give us clear recording files. As a result at the point at which we start the meeting and the live stream, you will need to refresh your browser page. I will remind you of this again, should we need to adjourn. Do we have any members of the press in attendance? I don't see any hands up in the room, nor online. Are there any comments or questions regarding any of the points that I've just made in the room? Does anybody have any comments online? Okay, no, I don't see anything there. This meeting will follow the agenda and that was published on the project page of the national infrastructure webpage on the 16th of November 2023. And a copy of this can also be found in the examination Library Reference ev 12 Dash 001. I will now move on to item two on the agenda which is 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 on the examination and on the proposed development. It will also help us to form a view about what we want to discuss in more detail at some of the steps the issue specific hearing scheduled this week. I would like to reassure you that we are familiar with all the documents that have been sent in and to make an efficient use of

time. You do not need to repeat these at length this evening. But what we're seeking here is for you to provide further detail or evidence to help us understand those issues. To allow everyone to have a fair opportunity to be heard this evening, the time limit shown on the agenda will be strictly applied. We will hear from all interested parties who have pre registered to speak and who have not appeared at either of the earlier open floor hearings in August. If there are individuals here this evening, who have not pre registered but who wish to make submissions, then we will do our best to accommodate you should time permit. We do have a challenging schedule tonight and quite a lot of people are registered to speak. And we have to conclude this hearing to vacate the room by 10 o'clock at the latest. We are aware that the applicant is attending this evening, we may ask the applicant to say a few words at the end of the meeting. And in any event to respond to everything that we've heard today in writing. It is not the purpose of these hearings to enable the applicant to make their case. I will now hand it over to Miss darling.

09:19

Thank you. I've now got a list of people who have registered an interest to speak this evening. These are listed in the order that we will hear the speakers priority has been given to those people or groups who have registered to speak and who have not spoken at a previous open floor hearing, followed, requested to speak but have also previously spoken. I will run down a list and if you're in the room, can you raise your hand when I call your name? If you're online please turn on your camera and microphone and let us know that you are there. When you respond to your name, I'll let you know how long you will have to speak on the agenda item. We've agreed a maximum eight minutes for that He's representing membership organisations, clubs and societies. Five minutes for those representing a group of interested parties and three minutes for individual interested parties. So the first person I'm going to call, I believe is online to gentleman called Joe Graziano, who's representing Richard Greene charity group. Are you them? Mr. Graziano

10:27

Good evening. Yes, I am. Okay.

10:29

Thank you. You can I just, you're representing Richard Green charity group, is that correct? Yes, I am. Okay, so you will have eight minutes and you will be our first speaker. So the next person I have who I believe is here in person, is Mr. Carl Wingfield, who's the transport committee member for the Harpenden society. You will be second speaker and you have

10:55

many minutes

10:58

I'll speak slowly, Mr. Bossy about Bartlett. I believe you've got your hand up. You wanting to say something?

11:12

No, sorry. Okay.

11:13

I'll continue then. So Mr. Carbon, fold your second person to speak on the on the meeting this evening and you've got eight minutes. Mr. Blacklock, Chairman of Hardwick parish council. I believe you're attending virtually.

11:30

Yeah. Okay,

11:33

you are the third person to speak on the agenda this evening and you will have eight minutes. The next person I have is Nikki perlane, who's representing Bedfordshire Luton and Milton Keynes integrated care board. And can I just clarify in what capacity you're speaking this evening? Is it on behalf of the Board on yourself? Okay, you are aware that we are intending to discuss health on Wednesday issue specific hearing aid are you? You are okay. That's fine. Okay, you will be fourth person speaking the agenda and you will have three minutes. The next person is Chris Marshall from the University of Bedfordshire. I believe you're here in person. Okay, you're the fifth person to speak and you have three minutes. The next person I have is feronia Bartlett, who's online?

12:32

Yes, I'm here. Thank you.

12:34

You'll be the sixth person to speak and you have three minutes. Thank you. Next person I have is Kathy Gunn from Barnfield college.

12:45

Yes, I'm online. Thank you. Your

12:47

Virtual Thank you. You will be the seventh person to speak and you have three minutes next person I have is attack Hussein on behalf of Luton Sixth Form College.

13:03

Thank you chairs Alto for saying yes we can forward to you've got

13:07

three minutes. Okay. Next person I have is Kevin Paltan. From ABCD Luton. Can I just ask for some clarification? Because it's not clear from your relevant rep. What? If you're representing a group or company or an individual? What is it you represent? A company? Okay, so you've got three minutes and you're the 10th person to speak. The next person speak is a logical Alison Mitchell who I believe is online. Miss Mitchell, can you make yourself just so that we can check the connection? Lovely. You're the 11th person to speak and you will have three minutes. Thank you. The next person to speak is Daisy Cooper. MP. I believe you online. I am online. Yes. Miss Cooper, you have eight minutes you will

be the 12th person to speak. Thankfully. The next person I have down is Robin Porter from Luton Borough Council. Mr. Porter, can I just ask what Asti you're speaking on behalf on? On behalf of today's on behalf of yourself on behalf of the council. Can I just clarify why you're speaking labelling for hearing given that you're an active participant in all of the hearings, including all of the issues specific hearings, where we've discussed need and socio economic issues, etc.

14:33

To clarify some of the impacts on exam,

14:36

okay, that's fine. You will be given. Just bear with me. I just need to clarify. So you're speaking on behalf of the council. That will be eight minutes and you are the 13th person on our agenda. The next one, I believe is Michael Moran, who's now representing Luton Town Football Club You will be given three minutes. Half a day for national same day. Can I just clarify again we've not had any correspondence from you so I'm not sure what national same day is, is it an organisation or company is the company in which case you have three minutes and you'll be the 16th person to speak. The next person is Debbie Kali who's representing AI three stimulation simulation

15:39

not arrived. Okay. Okay. We'll come back and see if you he has arrived. Then we're on to people who've already previously spoken at the earlier open floor hearing so the next person is Councillor Steven Stevens from South ward. Okay, so you will be getting eight minutes and you're 19th on the agenda. Then the next person is Mr. lamborn who's previously spoke at open floor hearing to who's the Chair of ladder cams. lamborn Are you online? I'm Adam, thank you. Okay, you will be given eight minutes and you are 20th on the agenda. Next person is Joe Kelly, who's you previously spoke at open floor hearing too. So I'm afraid you're towards the end of the agenda. So we let people who haven't spoken go first. And you've got three minutes. And then the next person is Jeremy Young, who spoke at open floor hearing one. And again, your 22nd on the agenda and you have three minutes. So can I just firstly check if there's anyone else who has registered who I haven't mentioned? Okay, that's fine. So I'm now going to ask if there's anyone else? Yes.

17:04

Right.

17:11

I'm here in attendance.

17:13

It's an organisation you're representing? Is it a membership organisation? Or is it a company?

17:23

So do people pay a membership fee to attend? The public sector? Can I come back to me, you're

17:32

to force me to entertain if I can come back and clarify that if I can just finish with the speaking arrangements to see if there's anyone else in the room. So I'm just now going to ask if there's anyone else who wishes to speak. I've already been notified that Mr. Peter White and Mr. Jeffrey Morgan on behalf of friends, more friends of Wigmore Valley Park, wish to speak if there's time. Is there anyone else who's in the room? Who would like to speak? Yes, sir.

18:06

And you spoke at open floor hearing wandered into the Hayden. Lovely, okay. And I know Mr. White spoke at open floor hearing wanted Mr. Morgan speak at one of the you haven't spoken for which you might go just in case we run out of time, I'd really like to hear from people who haven't already addressed us. So out of the three of you would, could you go first, if we get to that point in the agenda, just so that we can hear from you. Thank you.

18:37

So is there anyone else in the room who potentially wants to speak? No. Thank you, as Mr. Robinson has already explained, we are time constrained this evening. But we will do everything we can I accommodate everyone who has requested to speak. I'm now just going to hand over to my colleague Mr. Robinson, who's going to set out how the hearing will run this evening and then we will go on to the first speaker. So

19:10

thank you. So we will start by calling those interested parties who have pre registered to speak and in the order that we have just just gone through and to help manage your time this evening. You will be advised when you are nearing the limit. And I asked us that you respect this in the interest of fairness in all boards and in order to enable others to speak but we will probably ask some questions as well to you when you're speaking so don't feel the need to vacate the seat. Yes sir.

19:50

Yeah

19:56

okay, yes, we can we can try and accommodate that we will be timing and we will We'll give

20:04

you is that we've got people

20:10

will try and accommodate that in the room if we can for those who want us to do that.

20:21

If you would, it would assist the fifth written submissions of anything you say tonight are submitted by deadline six, which is on Friday, the sixth of December 2023. These can include any additional points or further detail you may wish to make. But we're unable to do so because of the time constraints this evening or because of something else that you've heard in the hearing that somebody else has said.

Please be reassured that when coming to our recommendation, we give equal weight to both oral and written submissions. And therefore there is no disadvantage by not having presented something or really. So does anyone have any questions on what I've just said? I don't have any questions in the room. And I don't have any questions on line. So I'm not going to invite the interested parties to speak when I give your name. If you are in the room, can you please come up to the stand in front of us here and turn on your microphone but and the button is on the right hand side of the stand? Or if you're speaking online, then please turn on your camera and microphone. Can you start by introducing yourself and if you're representing a group or organisation and stating who that is? Please start as soon as you're ready. And Dr. Hunt will remind you of your allocated time and let you know when you are near your limit. I believe so can we move to the first speaker which is Joe Graziano from the beech wood green charity group, who I believe is online.

21:52

Good evening, members. Can you hear me?

21:54

We can hear you. Yes, sir.

21:55

Good evening. My name is Joe Graziano. I'm the Chief Executive of the breach with green charity group, a local charity that was set up two years ago concerning with environmental concerns. So I'd like to start there are concerns in the village which is in close proximity to the airport and the clearest neighbour to London Luton Airport about extreme obtrusive light pollution on to the village, which is not currently mitigated and has gone under death is it impacts on sleep, mental health, and animal habitat destruction. There are concerns of the current noise contours and the future proposed contours which I disagree with they should include the total village as compensation as minimum noises experienced in all areas of the village in proximity to the runway. There is an unfair distribution. Noises objective obviously, we feel the noise a bit more truthfully than people that live further afield. There is an issue in this village about surface access issue. There are volume of cars, lorries and vans rat running overwhelming rural lanes, impacting the safety of residents, elderly and young children and animals. We had a near death experience two years ago, where a cyclist was not knocked over his bike. The road network from eating Green Road, which is in proximity to the airport runs along into dolly road has not been considered in its entirety about the impact about the rat running and traffic overflow. I believe the consultants do not live in the area. They have no feet on the ground and understand what's happening. I believe the airport should consider as a minimum no through traffic to abate the volumes of rat running and surface access issues through the village on to Stevenage. In Hitchin. There are fumes from the aircraft that waft over onto the village. Again, what are the contingencies? There is no consideration of health implications. I understand there's been some nitro nitro oxide monitoring, but it's still not enough. The airport must involve the community in their design proposals, ie more trees and I know I've communicated there several times to Robin Porter and Graham Oliver, about the current DCO about natural screening, doing more good stuff now. And not later. Not enough engagement leads to resentment and people become obviously resentful. There is another issue that current aircraft design. So current aircraft are not mandated to you quieter engines, it's not a legal requirement. Again, why is this not being mandated as part as the expansion proposals, still too many older

generation cargo planes vibrating the village on landing and takeoff. It's not acceptable. The current structures of the extended car parks and unfortunately, we've had the explosion there and the destruction of a car park. But this car park was built without any consideration about the village and the obtrusive light pollution across the village at night. It's not good enough to say you will consider these in the DCO. What are you doing now to mitigate these issues? Again, there are issues of not informing and involving the local community. Why do we need additional car parks? It's a question I'm asking. And on behalf of villages, when we are all environmentally savvy, we should be leaving cars at home using the dot and public transport. I'm not parking at the airport. Again, in this current and energy climate emergency in the UK, why are we not installing solar panels on the terminal building on the land adjacent to the airport? Instead of building on Greenbelt belt land? Wondering and how green are these credentials? I think is a bit hypocritical. Those are my bullet points on behalf of the breach with green society, which is directly fed in from residents in the village. Thank you.

26:28

Thank you, Mr. Graziano just before you go, could you just expand a little bit more on the light pollution that is affected? Is that from overflying aircraft or buildings? Or is it both? I mean, we have actually in our site inspections visited breach with green in the evening back in August. And we are intending to do that again during the winter months. But could you just is it from the residential properties that you're experiencing? Or is it from people as well who are walking around the village that are? Could you just expand a little bit more on that for me, please?

27:01

I will do indeed. So the current airport blares out lights from the carpark structures and mastering for the runway and the safety of the aircraft's. I believe I've had numerous on numerous occasions in my previous role as a parish councillor, trying to get this rectified. But it's not the aircraft that's causing the problem. It's the it's the structures, and they've been built without any kind of mitigation or communication to the village. So the lights blare out like a Las Vegas effect. And I believe I've sent in pictures and evidence to demonstrate that it just lights up the village and we should be protecting the dark sky. So it's not so much the aircraft. It's the actual current structures, and the airport lights and the mask and the mask lights in the airport.

27:54

Thank you for that. And in terms of your comments about not being involved in the design was that of the recent more recent planning application I suppose from eight years ago the the project curium application that was saying was that is that term, the development that you're referring to when you see haven't been involved in the design or you don't feel that you have been anytime

28:13

in the past with my parish hat on. And I was a parish councillor for years. parish was not involved or consulted. I then communicated with the airport we had numerous meetings with the director there there is a responsible for for for that. And there was numerous conversations about what they would do to turn lights on and off. It doesn't help. What they should do is mask the current lights with with with landfill or maybe some banks, you know, vegetation, and what have you. I believe in the current DCO

Graeme and Oliver did address some concerns would be addressed in the current DCO. But they should be doing something now and not in the future. That is a responsible operator.

29:04

Thank you very much. I don't have any further questions for users, any of my other panel members. Okay, thank you very much for your time this evening, Mr. Casiano. Thank you.

29:14

Thank you.

29:18

If I could now ask Mr. Wingfield, who represents the transport committee for the Harpenden society to come forward?

29:40

Hear me again, my name is Carl Wingfield and the transport committee member for the carpenter society, which is a town probably five six kilometres south of Luton Airport. and Sr. I'd like to talk do firstly about a technical point on the draft development consent order. That's clause eight for B. I know I'm standing. You've mentioned this before, but we haven't had come up with a satisfactory solution from Luton rising. The simple point is that Luton rising up proposing to exclude the need for the Secretary of State to consent to the appointment of an airport operator other than the current operator. Under this clause, we're concerned that Luton rising does not have sufficient experience to appoint a new airport operator and could appoint itself. It's referred to in his funding statement as an option. We think this has a potentially catastrophic effect on the airport safety and security. Igniting said in their latest response to us that the provisions of Section 17 of the Airports Act 1986 will be retained and Secretary of State consent to the appointment of a new operator other than the current one will still be required. What we asked the examining authority to do is to verify the truth of that statement. We can ask we're not lawyers, we don't know the interaction. But we're concerned that in the Gatwick DCO, Secretary of State Authority for a transfer is required. I'd like to move on to funding. I can't attend the compulsory acquisition hearing, inviting required to show that the land is subject to compulsory purchase and the project as a whole can be funded. And there's a reasonable prospect of those funds becoming available. Clearly, it's your decision as to how much is required. Luton arises original funding statement was considered inadequate by Miss Dowling. And she referred them to a Lea Portishead DCR as an example. luteinising In our second funding statement, as far as we're concerned, are still saying it's all functional cash flows, which of course completely unknown and subject to the assumptions underlying them. It's clear from Portishead that the examining authority considered that funding meant the availability of the finance to underwrite the project's capital costs. linearizing said that theirs is privately funded, project and force that is not necessarily entirely relevant. We've looked at seven recently private funded DCIS and Manston, which is not an airport project, also privately funded, and examining authorities in all those cases, satisfied themselves that finance was available to defray the project's capital costs. No one paid much attention to cash flows. Notwithstanding that we have looked at what luteinising have said in relation to compulsory purchase. They say and argue that they can fund these from the concession fee they earn from the airport operator, amounting in 2022 23 252 Point 9 million. What they don't mention is the fact that most of that concession fee is then expensed as

loan interest, childhood donations, property and staff costs and other expenses. We estimate on the 60 million that they say is available for 2324. That the free cash flow to fund any compulsory purchases could be as little as 3 million after tax. And over the next 10 years, that does not amount to a huge amount when you're looking at phase twos compulsory acquisition costs. Looking at the project's capital costs, phase one utilising in negotiations with the airport operator to fund the capital costs. At the moment, as far as I understand, there's nonbinding heads of terms circulating. But today's date there is no funding we appreciate it may become available. The Phase Two petition is quite bleak. Eric claimed to have spoken to potential lenders and received what might colloquially be called positive lives are up themselves, of course, are positive. However, to date, Luton rising has not produced anyone paid advance over 3 billion a considerable sum to underline the capital costs of the project. This is not surprising at all Phase two will not start for 10 years. Lenders will be investing in today's opportunities, lenders fundraising for infrastructure investments 10 years hence when to start it My wife works in private equity. So I'm well aware what they do. As positivity is coveted where markets and economic conditions are consistent with those we observe today. Market conditions economic conditions will be very different in 10 years time and they cannot be relied upon for any conversation taking place today. I'd like to just briefly mentioned the need case and in particular point that neutralising consultants in responding to your questions, our questions other questions have been consistently they sieve and fail to present any evidence to support the proposition that growth at Luton Airport is either vital or central to business growth and if it doesn't happen would cause businesses located elsewhere. The southeast England and London have been growing considerably over a long period of time, when Luton Airport was merely a conduit for leisure travellers. And that is in fact the source of most of his growth recently, we don't think there is any need for the airport to grow to support business growth, and its relevance is marginal. Things noise noise at Luton Airport impacts a far larger number of people that are impacted after London airports Do you see airports proximity to the south of town and underlying the outlying villages. Aviation policy status airport should minimise the number of people affected by airport noise, their loot and rising pose on minimal in that respect. And we feel they should try much harder to reduce numbers. All other airports, bigger airports have consistently much smaller numbers of people affected. They only look at the impacts on those affected not the total number. We do not believe there's any sharing of benefits. They are pretty small from the numbers we've circulated previously. But what I did want to point out to you is the fact that any benefits shared by the community are those benefits that would have arisen on the 2014 planning permission anyway, they're nothing new. On the 2014 limits luteinising fame, they're not important. But these demos were agreed as part of a planning balance at the time. And if they ignore it, I think it leads to a planning fast a developer develops and promises environmental benefits, takes them profits under development doesn't deliver the environmental benefits. And then puts in another application same the baseline is the current mi also limits. And as you can see, you keep going through that cycle, the community gets nothing that is what is facing the community with Luton airports growth, they really need to try harder on the environmental benefits. I should point out that Gatwick DCO includes a reduction in noise limits. So it's this second. Thank you very much. And if Gatwick which is a similar Airport, in many respects can do it, why can't lose? That's all I have to say. Thank you very much.

37:29

Thank you very much. Mr. Beanfield. As you point out, we have a compulsory acquisition hearing tomorrow, and I'm sure you've seen from the agenda funding is one of the items that we are going to be

discussing there. So I'm aware that the applicant is in the room and whilst you unfortunately, obviously can't attend tomorrow's meeting from what you're saying. Maybe we can come back to it. And I can ask an action point from this evening's meeting, ask that maybe they can come back on some of the points that you made either at that meeting or in writing subsequent to that meeting. But we will be looking at various of the elements that you've raised with regards to funding in need. And again, with regard to noise. We do have another issue specific hearing later in the week where we will be discussing that in a lot of detail. So thank you very much for the comment. I don't actually have any specific questions for you. But I just wanted to give you those reassurances that we are proposing to delve a bit deeper into those issues in the coming week. I'm just gonna check with them, my colleagues to see if anyone wants to raise anything. Thank you very much. Mr. Newfield. Thank you. Before I call the next person up to speak, can I just come back to Bedfordshire Luton and Milton Keynes integrated care board just so they can prepare themselves because the next person after this one. So having had a conversation with my colleague, we've decided to give you eight minutes this evening so you can pay us off for that. So in the interim, I'm going to pass back to Miss Robinson, who's going to deal with the next person.

38:56

Thank you. Could we have Mr. Blacklock, who's chairman of Hardwick parish council, please. You should be online. You have eight minutes, Mr. Block.

39:09

Thank you. Good evening. I would start by saying there is a lack of awareness to the proposed Luton Airport Expansion in the Vale of Aylesbury and at least anecdotally, no idea of the scale and expansion of it and its potential impacts. This is concerning, because, as the inquirer will not be aware of the true public opinion to these proposals. Hardwick is a small a small, only 100 homes. But we are directly under the existing flight path and are impacted daily by the current plane movements. The local environment in mental impacts are pollution for the plane engines which will greatly increase pollution in political pollution rate in the immediate area of errors prevail, including Hardwick and it's now well known serious impact with breathing difficulties and lung disease as well as polluting the soil where the particulate land noise intrusion from the increased flight especially as the plane engines change pitch over the whilst overfly the village are hugely detract from the quality of life enjoyed by our residents. This problem will be made much worse at night with a large number of oppose proposed increase night flights. Increased demand for homes in Buncombe Sher from the large increase of staff employed at the expanded airport will put greater pressure on the housing stock and result in pushing house prices even higher and make houses less affordable for the local young people to buy in the area where they were growing up. Greater housing demand will also result in more greenfield development depleting the local environment further. Also, there will be a greater amount of traffic passing through bucket shear to and from the airport, which will have two effects, an increase in air pollution and be an increase in road congestion and carriageway damage. I would just briefly mentioned the global effect of the proposed expansion on climate change. It will put it will encourage greater use of air transport and so greater pollution by jet skiing left high in the atmosphere where it does the most damage includes increasing climate change, and it's disastrous consequences. Finally, Hardwick residents do not want to live under a flight path which carried a similar number of passengers to Gatwick Airport last year. Thank you.

42:03

Thank you, Mr. Black, like just a very just very simple question, really on the housing. So are you concerned that the expansion of the proposed expansion of the airport could lead to quite a substantial increase in demand for housing in the area? And which would put pressure on on that particular area? Is that what you're saying?

42:22

Absolutely. The existing housing plan policy actually has to take take account of accounts from Luton and Dunstable.

42:37

Thank you for that. That's really useful clarification. Thank you. I don't have any further questions for you. I'll just check that in my other panel.

42:46

Members, we have any questions for you just. No, thank you very much for your time this evening. Thank you.

42:58

Dave. I can call Nikki plane from Bedfordshire Luton and Milton Keynes integrated care board.

43:09

Thank you very much. So the Bedfordshire Luton and Milton Keynes integrated care board has a duty to protect and improve the health and well being of the population within the integrated care system. As such, this is the ICBS chief concern with regards to any development including the expansion of the airport. health and well being is dependent on a wide complex multifaceted set of determinants and the ICB must consider the balance of these impacts to each of these to obtain the best outcomes possible for the raddest residents in this area. This airport expansion proposal is particularly pertinent to a number of different wider determinants of health. The ICB recognises the significant benefit to the airport to local services in Luton. Due to the role it plays in encouraging businesses to the local area with the employment opportunities it brings, and also the support offered through the airports Community Fund, which brings direct social and economic development to a part of the UK with very high deprivation. In January of this year, 23 the ICB Board reviewed a request for the board to support loot and rising in submitting the development consent order for the expansion of the airport. This support was signalled by the ICB board following discussion of the following points. The environmental impact assessment work undertaken to that point by Luton risings concluded that the economic benefits of the airport expansion would be substantial and would bring health and wellbeing benefits overall. The impact assessments also set out the likely negative impacts to local carbon equivalent emissions, noise pollution, air pollution, and green space, while proposing that these would be mitigated sufficiently such that they would not be an overall material impact on the population Well, health and well being. And the impact assessments also refer to the carbon emissions from the additional flights as not having a materially significant impact on the UK government's ambition to reach the net zero by 2050. The board noted that and as recorded in their minutes, the expansion proposal is expected to have an overall positive health and community benefits direct to do to direct and indirect economic growth, employment and skill opportunities for local residents and improved access to green space. And that the proposal

sets out initiatives and mitigations against legally supported but supported by legally enforceable limits. To ensure air pollution, noise and any other potential negative community impacts are prevented or minimised. It was on consideration of these assumptions that the board signalled its support for loot and rising to submit to the DCO. The position of the board will remain unchanged unless materially different circumstances or assumptions about impact come to light throughout the planning process and supporting documentation. The ICB also notes the intent to work to the green controlled growth communities such that as the development develops key impacts are kept within intended thresholds. So finally, the ICP recognises the need to consider a balance of benefits and risks to individuals, communities and the population as a whole. No development can ever be entirely risk free. But the ICB seeks to ensure that benefits are maximised and risks are minimised or mitigated. So unbalanced there is a net improvement to the health and well being for the population.

47:25

Thank you very much. I'm going to pass you now to Dr. Hunt, who I think has a couple of questions for you.

47:32

Now, thank you for that. I just wanted to ask him central chair and the Hartfordshire host local authorities have suggested that the environmental statement should include local health inequality datasets from the joint strategic needs assessment, and at the moment the applicant suggests that's not required. And the reason that it's proposed is so that the assessment, receptor selection and mitigation is representative of likely effects and provides representative Mitch mitigation with the community do the IC B have a view on that position?

48:12

So the ICB is made up of members so we have the members of the for local authorities. So Milton Keynes, Bedford, Central, Bedfordshire, Bedford, Luton, so in the fall, so really that will be a question to them. So this is the consensus of the health and well being of the integrated care board. So I wouldn't like to take it on that particular issue on your specific question.

48:39

Okay. And the UK health security agency has suggested that health monitoring should be undertaken for the project again with the ICB have a view on that.

48:53

So we are we would work? Absolutely the ICB is made up of its members. So the health of the public health teams are absolutely integral. That's the whole point. It's an integrated, it's a systems working. So we would be we would be looking at that in the system context, because this is that wider overall health benefit, health and wellbeing benefit. And I think what what came the hopefully across is that economic growth, employment. Those are the issues that will actually make a big impact to our populations health and well being.

49:28

Okay, so that's what suppose just going going back to the question in terms of actually doing additional monitoring over and above what is currently proposed with the is there something that the health board would support?

49:43

We would we would be supportive of that work? Yes. Okay, thank you

49:57

Thank you Next we have Chris Marshall from the University of Bedfordshire. Oh, just hold on a second. Sorry.

50:10

Sorry. It's just an action point for. As Pauline. You mentioned a couple of times that it was a minuted meeting where these decisions were making. Would it be possible to get a copy of those minutes submitted in? That'd be brilliant. Thank you. We'll take that as an action point. Thank you.

50:28

Mr. Marshall, if you'd like to come to the stand, please.

50:40

If you have three minutes, starting over you, you're ready.

50:44

Thank you very much. My name is Chris Marshall. I'm the Executive Dean of the Business School. I'm delighted to have the opportunity to outline some of the benefits. We believe that the expansion of the Luton Airport will bring not only to the university, but to Luton, Barra and the region. I think, in summation, I would say that from the university perspective, we see a vibrant Airport has been a source of economic wellbeing. We see it as a source of bringing in inward investment. We also see it as providing the basis of high quality jobs. We also see that as a major trickle down effect in terms of the social and community aspects of the of the town. Our existing benefits I can identify is that our accessibility that the airport brings the university as enablers to lead on a number of international research and development projects, and particularly the development of our continuing professional development courses, of which we've launched a number in recent years as the airport has grown. And I would cite the wide range of two to 10 day short courses around supply chains and generating over 1.5 million pounds to the economy. A Lean Six Sigma black belt for service sector alone has been so popular it now attracts national and European cohorts. The also we're very conscious that an airport also enables us to support and grow graduate startup businesses, and we are forced in the UK for the success of our graduate startup businesses. We've also jointly worked with the airport in attending us 700 delegate recruitment event in the town, attracting many international businesses. And we believe that this sort of event enables Luton in the top 10 for sustainable well paid private sector jobs. I think I've mentioned the impact upon the community. The airport generates substantial funding for charities and community interest organisations distributed by the Bedfordshire and Luton Community Foundation. And we are working with a three step development programme startups stand up and step up for the local community interest companies to improve their sustainable and increase their impact,

which will effectively double the value of the Corporate Social Responsibility spending in Bedfordshire. Looking ahead, we've been working in business consultations, and the joint programme with the Borough Council with recruit retain and development that's exposed new opportunities to bring new apprenticeships into the region are you particularly sight the view 30 seconds, we believe that the green horizons Park will benefit from an active airport and the work we're doing on data visualisation and joint r&d provision has the potential to bring in talent in business increasingly data driven economy and in finality. We would cite some of the short course training work we've done on the British School of Aviation to get more women to aviation engineering, we believe that this project, the airport expansion will enable us to be able to accelerate these things. We're mindful also in finality, that of the environmental mitigations for plant expansion, which are important locally and nationally to us, as a member of the UK universities Climate Network. With the top three placing people on planet we hope to work on the mitigation side of this, but we do commend the expansion plans to this panel. Thank you.

54:06

Thank you for your submission there. Just one question I have is you've mentioned the Lean Six Sigma black belt for the service sector course. Could you just explain a little bit more about what that is, please? Because it's on your popular

54:20

course one of our most popular so it's a national internationally recognised award for improving productivity, growth, and it's a tool that's used across many businesses to improve productivity growth and reduce costs. And that has been a national and international programme that we've been able to sell widely, and it's assisted by having the airport.

54:42

Thank you for that. Does anybody have any questions? Thank you for your time. Thank you very much.

54:53

The next person I'm going to call is for Rosa Bartlett, who I believe is online.

55:00

Yes Hello.

55:00

You've got two minutes.

55:02

Thank you. My name is frozen Bartlett and I live in breach with green one mile east of the runway and have for the last 60 years. I strongly up close as follows noise undisturbed night and day and my sleep is affected 630 In the morning flights regularly wake me. Air price noise prevents me hearing. At peak times planes pass every few minutes. Doubling passengers will double the disturbance. My areas not covered by the insulation scheme. Air pollution, Luton is one of the most polluted towns in England due to the airport the M one and traffic you can at times smell dumped fuel that the airport denies this half to check and cancel recently stated air pollution is one of the biggest health risks in the UK. There's no

safe exposure. It can cause respiratory infections, heart disease, lung cancer, and premature death and thus affected and growth will exacerbate this light pollution. Breach with green is lit up by the airport lights at night, damaging peace Sleep and affecting local wildlife. Mental Health. My peace and state of mind are already affected by the airport. Global warming. Doubling flight numbers will double emissions. Wildly catastrophic weather events are already affecting people. It's our children and grandchildren's future. Luton cancelled declared a climate emergency. The UK committed for climate change states aviation growth must be hard to meet net zero by 2050 environmental destruction week more parts recently won an award for the world's most wildlife rich park in the UK. It's a haven for wildlife and endangered Flora with mature trees. A new park won't replace a green space developed over decades. Risk week more Park and the airport's perimeter lie built on the former Luton GM bearing bearing buried with hazardous materials causing methane moving tonnes of materials is hazardous. Luton topography makes it unsuitable for an airport second traffic were all 10 railroad lanes and not geared up for additional traffic. The M one a 505 and Luton roads frequently suffered traffic jams 13 million more passengers a year will make this and pollution significantly worse. Economic Benefits Luton Council is promoting the economic benefits of the airport, predicting massive numbers of new jobs locally to encourage support. This is disingenuous. Most jobs are specialists not available to locals. Conflict of Interest local council owns and finances. Time.

58:19

Thank you very much. Suppose Yeah. Miss Bartlett, sorry, looking at your relevant rep. I think a lot of the points that you've raised this evening, you've also raised in quite a lot of detail in your relevant rep when you wrote into us back in August. And I just like to pick up on one point that you also mentioned this evening was that you refer to Wigmore Park, winning an award for the park with most wildlife in the UK. Can you tell me a bit more about that award? Do you know what that who awarded it what it was about?

58:48

I'm sorry, I don't. I went to a meeting about the park which one of the people who I think is representing was saying about Wigmore having won that award. So I personally have not been involved with that. But I know that's the case.

59:07

Thank you very much. Maybe hopefully, they'll be able to clarify that at the end of the evening. Or if you're writing you could

59:17

I could try and find out where the data

59:20

with your submission. Okay, sorry. I was just reading a note that was being passed to me. Okay, then thank you very much for your contributions even. I'm just gonna check with my closest for whether anyone else wants to ask any questions. Thank you very much. I'm gonna pass back. Mr. Mr. Robinson.

59:38

Thank you. Could we have cuff gun please from Barnfield College.

59:47

Hello, there you go. Got to three minutes from whenever you're ready.

59:52

Thank you. Thank you. Good evening, and thank you for the opportunity to address the examination. So I'm Kafka and principal of Banfield college were further education college and have circa 15 150 16 to 18 year old students on roll with a further 550 adults. The college offers a broad range of courses aligned to local and regional skills needs, including in demand job sectors such as engineering, construction and digital. With linking with airport we've recently introduced an aeronautical engineering pathway. This will see young people trained and qualified to successfully successfully secure employment and contribute to the local economy in an area that has a shortage of skills. As chair of the employment and Skills Partnership board, I've seen firsthand how partnership working between local Borough Council, local training providers and employers working towards the shared vision has created a strong collaborative focus on improving opportunities for all and this is already having a measurable impact. So last year, for example, 870 Barnfield, college students benefited from meaningful work experience with local employers, including Luton Airport, where they developed technical and professional skills relevant to their chosen career pathway of the students that left college to enter employment 78% of those secured work locally, and the remaining 22% secured employment in surrounding areas such as Hartfordshire, and Luton. These types of opportunities wouldn't be possible without partnership working with employers. And in a town such as Luton that has high levels of deprivation, it's essential that there's a continued focus on economic growth and inward investment, leading to better career prospects that provide aspiration. We already know that local people contribute significantly to the workforce of the airport and its supply chain. There remains the issue, however, that too many of these are at the lower skilled and lower paid and of the jobs market. So the challenge is to find ways for local people to access higher skilled higher paid jobs, and the proposed airport expansion will bring much needed increased job opportunities across a whole range of employment sectors, providing greater access second, to career prospects and earning potential. Barnfield College has committed 68 million pounds of investment into supporting opportunities for local people. That will only work if there are opportunities for those young people and adults to go to, such as the airport expansion. Young people adults need modern skills. They need it now and they need it in the future. So Armfield college fully supports the London Luton Airport Expansion. More than that, for so many partners working across so many sectors to secure better prospects and outcomes for local people and families. So it goes so far as times. Okay, thank you. Thank you.

1:03:10

Thank you, Miss God, you said that there's 870 college students have gained work experience, including at the airport, do you know how many in terms of numbers how many students have gained work experience at the airport, just a rough figure just to give us a some sort of idea.

1:03:31

We work with the airport quite closely. So there's a variety of different opportunities that they provide there. They come in to deliver massive classes and workshops to students at the college. So in that respect, they probably impact three to 400 students. They provide supported internships at the airport, and for some of our high needs students. And that's opportunities that not a lot of employers are prepared or have the skills to offer. Some of that has led to, to actual paid employment. One of those students is still in employment there now that has high needs. They study with us for two years, developing very, very basic skills. They went onto an internship at the airport. They're now employed there with paid employment and very happy in work, and gaining all those benefits that employment offers.

1:04:28

Thank you for that.

1:04:29

Okay.

1:04:31

Anybody else have any questions?

1:04:34

If I could just ask there was a lot of facts and figures in what you just said to us. We are asking everyone if possible to submit their comments in writing at the next deadline, which is deadline six, which is I think, on the eighth of December, it'd be really helpful if you could submit that information to us because as I said, there was a lot of information that you gave us there with regards to that information. Thank you. Okay, well, David Thank you.

1:05:03

Thank you Misko Okay, could we now move on to Altaf Hussain from Luton sick Form College please who I believe is online.

1:05:13

So can I start? Yes, you can. Whenever

1:05:17

you're ready, you have three minutes.

1:05:19

Thank you. And thank you panel members for this opportunity. I know it's been a long day, so I really appreciate your time. I'm here as an educational leader at Corinne Kathgodam. As principal and CO leading sector and college. We're really proud to be the first established tech firm college over the last 57 years. And we've educated 1000s of young professionals who have contributed towards the economic health of our great town. We now support over 3100 teams many funded private schools that come to us with below average income in GCSEs. And yet our students go on to graduate and achieve above the national average in terms of degree classifications, and acting on the top quartile for value

added to higher education, or young people are looting not fiercely ambitious and aspirational. That's why I want to highlight the profound and positive impact I believe that the expansion stands have on the lives of students, Aleut and sectoral College, and other colleges and schools and the broader community and are hardworking families. The expansion represents more than just infrastructural development. I believe it's similar symbolises a gateway to countless opportunities for our students. As we contemplate the transformational journey that lies ahead, it's crucial that we recognise the many benefits that this expansion will bring to our educational institution and the students that we serve. Firstly, the increased connectivity facilitated by larger and more efficient airport, it will definitely open up a world of educational opportunities for our students, and for students of Barnfield and other providers as well. It will foster international collaborations has already occurred by the university that we work very closely with. It'll benefit academic exchanges cultural interactions, enrich the academic experience and broaden the horizons are many of those have walked through the doors of Lukasik from college. Furthermore, I believe the expansion aligns with a spirit of progress and economic growth. It has the potential to create new job opportunities both directly and indirectly, providing our young people with a more vibrant and diverse employment landscape upon graduation. This, in turn contribute towards the development of a skilled and competitive workforce that will not only benefit Luton put the entire region. In addition to the economic advantages, the airport expansion can serve as a catalyst for community development. The improve into infrastructure will attract investment and contribute to the overall enhancement of the quality of life for our students and residents alike. So I use the truth scrutiny panel to consider the long term holistic benefits that the expansion of Luton Airport brings to our great community with a particular emphasis on the positive transformation of per second, unions of Luton, St. Paul and college. I believe it will give purpose for our young people, many of whom already work or wish to work at the airport. And I also believe now is not the time for us to stand till a standstill. Now's the time for us to step forward. Together. Let's embrace this opportunity for growth, development and prosperity. Thank for your time, consideration and dedication and shaping a future that I believe holds immense promise for the young people of Louisville. Thank you.

1:08:24

Thank you, Mr. Hussain. And this is just a really sort of general question just to help me to to understand what's what's your experience been of the recent expansion of the airport over the last eight years and the effect that it's had on on the community and loosing could you just from your own personal opinion, what what? How would you sort of describe that effect that it's hard?

1:08:52

I believe it's been incredibly inspirational. I think we are at a moment where there's a real feelgood factor for our town. And the young people that we serve are a key part for this. What we need to do is give hope to our young people. And I believe this expansion gives them that hope and gives them the opportunity for to be the very best that they can be. They want to contribute back to our community. They are incredibly fiercely loyal about Luton, and I believe this will give our young people a chance to give something back to the community that they wish to do.

1:09:27

Thank you for that. That's really useful. Thank you. I just checked whether my fellow panel members have anything to add. Okay, well, thank you for your time this evening.

1:09:39

Just while the next speaker is coming up, Mr. Paulson from ABCD in Luton. Miss Bartlett, you've got your hand up I don't know if you want him to say something with that said legacy hand.

1:09:52

Hello, I just looked up the awards for the park. It was the fields in trust award It was won in 1919, again in 2022, for best national and regional park, and it loosens best sight for all kids.

1:10:13

Thank you very much. That's very helpful. Thank you at all.

1:10:21

Okay, Mr. Bolton, when you're ready,

1:10:23

I'm representing ABCD, and Luton, which is a Community Interest Company, which promotes community development and community action. I'm here to support the expansion of Luton Airport, because of the amount of money they put back into community efforts. Give you some examples, as active Luton, it wouldn't be able to run one of his swimming pools, it wouldn't be able to keep the golf course open. It supports lots and lots of community events that support our diverse community, such as pollution, Mela, each festivals, overall, the airport and its growth is vital to this town, stepping forward keeping going in the progress it's making, and given our community that funds to do the work in CSR in business. And that's all I've got to say. Thank you.

1:11:17

Thank you. You touched on that you your organisation worked with community trust you time to spend on that a little bit. Yep.

1:11:24

So ABCD and Lutens rcic. We just people action. But I also work with a trust, which is actually Luton, which are a big supporter of ours, which is funded 20% of his income is from the airport.

1:11:40

Thank you that's really helped clarify that. Does any of my colleagues have any questions? No, thank you very much for your time this evening. Okay, I'm going to pass it back to my colleague, Mr. Robinson.

1:11:52

Thank you. Could we have Allison Mitchell, please?

1:12:00

Good evening, Miss Mitchell, you have three minutes from whenever you're ready.

1:12:07

Oh, would like to take the opportunity to reflect on the equality impact assessment that has taken place. I wish to speak on behalf of the young, the old and the ethnic groups who will be adversely affected by noise for the short and the long term over a wide geographical area. The published equality impact assessment identifies the adverse impact of noise on health groups recognised under the Equality Act. And also children under 16 older people, babies, pregnant women, foetuses, and particular ethnic groups. However, that support provides no mitigating actions. The documents simply stated there will be impacts and nothing more. The absence of recommended mitigations is very troubling in terms of that legislation. I do not consider that the information fulfils the expectation and I quote, the effects of the proposed development in relation to human rights and equality duties and matters that will be taken into account as overarching or integral components of the initial assessment of principles issues by the examining authority when they consider the application. So I am pleased the examination authority has asked for more details, but I do request that the full details are made public and open for further consultation as the assessment is not comprehensive enough to map out meaningful specific impact mitigations for these groups, more evidence needs to be provided. It was not clear who was consulted including demographics geographical area and numbers involved. It was not clear whether the analysis considered both the construction in the local area in the relatively short term and or for the longer term along the flight path as capacity increases. Increased air traffic noise will adversely affect people in these protected groups with resultant long term and mental physical and mental distress. This health problem will not go away with time I have seen children classical theatre run indoors from aircraft noise, there needs to be consideration of noise impact in relation to rural low ambient noise and the shock factor that it involves a wide geographical view of the affected population under the flight paths you'd be undertaken for full 24 hour periods. The impact of this expansion will have a much wider geographical impact on the population than in the local vicinity. Second, thank you there is no blanket mitigation, and such a large scale development needs to consider a matrix of mitigating circumstances. I request full disclosure of the scale method analysis and recommendations be made public for further debate. Thank you

1:15:02

Thank you, Miss Mitchell, we I've noted your request for us to consider health protected groups. And we're obviously aware of the equality impact assessment that's been submitted and we will be looking at the information and obviously the measures, as we have been doing through the examination. But what I can advise is that we will be discussing health in more detail at the compulsory acquisition hearing, which is tomorrow morning. And in particular, it's items seven and eight, which will focus on human rights and equalities. I'm sorry, sorry, we'll just focus on human rights inequalities, not health. I got a bit ahead of myself, because actually, where we will be discussing health will be at the issue specific hearing on Wednesday, which is item three on the agenda. So yeah, so human rights inequalities in the compulsory acquisition tomorrow, and health item three of the agenda on Wednesday. Has anybody got any questions? Okay, well, thank you for your time this evening.

1:16:09

Thank you for yours. Thank you.

1:16:12

Thank you very much. I could see a flash of panic from the applicant at the back of the room. And I thought we're discussing health tomorrow morning. So if I can now ask Daisy Cooper, MP who is online, to come on and speak, you have eight minutes.

1:16:26

Thank you very much. It's good to join you this evening. Let me start with the climate emergency. The 2019 advice from the climate change Committee to the government is crystal clear. Aviation is most likely to be the single largest producer of carbon emissions by 2050. And even if aviation capacity remains static, fuel efficiency measures alone in the same time scale could only result in a 20% reduction in emissions. At best. The recommendation to government is clear. To meet the legally binding 2050 Net Zero target, there should be no net expansion of capacity. To be clear, that means if air transport capacity at one end airport is increased, then reductions of equal or greater capacity should be made at other airports. As I set out in my written submission. In the London region alone, Heathrow is already planning for an increase of capacity by 60 million passengers. Gatwick plans an increase of up to 30 million passengers and Stansted by 10 million. Without any moves in the pipeline. To reduce capacity elsewhere. It is clear that Lutens expansion would be contrary to expert advice and in direct conflict with the government's legal obligations to reach net zero. We also know that poor households in the UK are far more vulnerable to the impacts of climate change. More recently, in June of this year, the committee made a further more specific recommendation to government which I will quote in full. They said no airport expansion should proceed until a UK wide capacity management framework is in place to annually assess and if required control sector greenhouse gas emissions and non co2 effects. A framework should be developed by the DFT in cooperation with the Welsh Scottish and Northern Irish government's over the next 12 months and should be operational by the end of 2024. After a framework is developed, there should be no net airport expansion, unless the carbon intensity of aviation is outperforming the government's emissions reduction pathway and can accommodate the additional demand. At the very least, this recommendation should bring a pause to this inquiries work pending the implementation of a capacity management framework across the UK. And any future proposal to expand at Luton should be measured against the government's up to date emissions reduction pathway. Let's turn to the claims on economic impact and job creation. In my written submission, I quoted from a New Economics Foundation report published in July of this year, which says and I quote, There is no strong evidence that increased in UK air travel results in any increase in productivity or GDP growth. It also noted that air transport real wages have been the biggest post financial crisis decline of any sector in the country. And it's a recent presentation to members of parliament in Parliament. The New Economics Foundation further revealed that Luton airports application document in 2012 overestimated the number of jobs that the airport would sustain by 2019 and they overestimated that by a huge 2450 jobs. The reports from the NEF also confirmed that these reductions largely due to productivity gains did not result in any increase in pay for those employees remaining reliant on airports for their income. In fact, the reality is quite the reverse pay in the sector saw the largest sort of second largest pre pandemic decline of any sector. In the UK, it is clear that any savings that are being made are going into the pockets of shareholders and not into the pay packets of employees. The comparison by the New Economics Foundation helpfully discounts the obvious impact of the pandemic on air travel and tourism and the impact of the accelerated adoption by Commerce and Industry of digital solutions over business travel. And when all of this is taken into account, again, the evidence is clear. Luton Airport has not delivered the jobs that it promised and the

sector has had one of the largest falls in wages in the country. Frankly, the applicant's claims about potential economic benefits and job creation are not supported by the evidence and should be disregarded. Next aircraft, aircraft noise and surface access any further expansion at Luton Airport would have a huge impact for my constituents in St. Albans, and in the neighbouring villages of SandRidge red blue we Hampstead Harpenden, Flamsteed market and other areas right across hop the chair and parts of Bedfordshire and even parts of South Cambridgeshire. The expansion will almost double capacity, with a significant increase in overall aircraft movements and a similar impact on already congested roads across the region. Changes to airspace management in the region mean the aircraft are now more concentrated over the communities most blighted by noise, including my constituents in the north of St. Albans. The health and well being of hundreds of people living under the neath those flight paths will be even more negatively impacted, with no discernible improvements seen since the promised introduction of newer aircraft. In fact, the airport has repeatedly breached their legal noise and passenger limits since 2019. with impunity, at no point has the airport being required to take remedial action. They simply produced a noise action plan and made a retrospective application that has since been approved by conservative government ministers. And let's look at the failure of enforcement by the airport's owner, Luton Council. In 2019, Luton Borough Council relied on the airport's revenue for more than 15% or 20 million pounds of its budget. More recently, Liberal Democrats on the council revealed that loans from the council to the airport now exceed half a billion pounds, highlighting again the degree of financial independence interdependence between the two organisations. It continues to beg the question, how on earth can Luton Council be expected to discharge their statutory duties to take enforcement action against the airport when they are so financially reliant upon it? Even the environmental scrutiny group tasked with producing a so called independent scrutiny and review of the airport's green controlled growth plan still has losing counsel retaining the final say, on enforcement action. As has been set out many times before, the track record of such enforcement activity can at best be described as reluctant. As a bare minimum, I formally request that this be inspected pause this inquiry until the government creates a capacity management framework for the UK. And at best for the sake of our climate and our local environment and for people's health. I implore the inspectors to refuse this application outright. Thank you.

1:23:51

Thank you very much. Mrs. Cooper. I just want to come back to you on a couple of points. One, I think to sort of reassure you that Economics Foundation has participated in quite a lot of our hearings, and submitted quite a lot of information into the examination. So we are aware of the concerns that have been raised on those points. The question I wanted to ask was you the applicant has said that the advice of the climate change committee is just that it's advice, and as a result, it can be given only very negligible weight in considering the proposal. And obviously the government have also published a response to the climate change committee's papers earlier in the year in October of this year. Is there anything you'd like to comment on either of those points?

1:24:38

Simply that I think there are people across this country who are crying out for more concerted climate change action. I take your point at the moment there is a government seems to have a probe expansion agenda, and it is frustrating that the advice is only advice, but the government hasn't yet formally responded to a number of questions put to it about what it intends. has to do on these

recommendations. I think it is best that this inquiry pauses. Its work until the government does have this capacity management framework in place. The fact of the matter is that decisions that are being made at this hearing will impact not just current generations, but they will impact future generations as well. There are other airports around the country where they have rejected, like Leeds airport, for example, where they have rejected plans for expansion, in part on climate grounds. And I would urge you really urge you to take those into account as well as all the other reasons that we have given.

1:25:36

Thank you very much. I'm just going to ask if my colleagues have any further questions for you. Thank you very much for your time as keeper.

1:25:44

Thank you.

1:25:44

I'd like to call Mr. Porter on who's representing Luton Borough Council up to speak, you will have eight minutes but I just want to explain I think after Mr. Porter's finish, we'll take a break. We have been going for some time. I'm sure we could all do with a quick comfort break. So, Mr. Porter, you have eight minutes.

1:26:03

Thank you very much. You will have already seen many of the long term strategic and economic economic arguments behind loose and rising spans for airport growth. Today, I want to talk about why these plans are central to achieving our Luton 2040 vision for the town and our 225,000 residents. This in 2014 is a long term vision for the future of loosen, shared by owning the town and being delivered in partnership by our local system of which the airport is a key anchor. The central mission of loosen 2014 is tackling poverty so that our residents can benefit from the strong potential of the town, encapsulated by PwC is projection for Luton to be the second fastest growing city in the UK next year after London. Our mission has five priorities, building an inclusive economy, a strong empower community, child friendly town population wellbeing, and transition, transitioning to becoming netzero town. But poverty is at the heart of our mission, because in Luton, it is too high 39% of my children in the town are living in relative poverty. That's 24,000 Young people living in households where they can't afford the basics. According to our minimum income standard model, we know that 9% of our households are living in destitution. With the firm 12% struggling to afford basic living standards. It's really easy if you're in a wealthy area, or in a high paid job to have an opinion. But please take into account that according to our 2023 School Census, so this year 5000 of my primary school children didn't have anything to eat on the school day on census day 5000 young people. The airport has not only been critical to the town's survival during challenging times, but it's also right at the heart of our ongoing mission, and the future success of Luton and of eradicating poverty. The success has been remarkable given that Luton as a town is seriously underfunded by the government loosened was the second largest gap in the country, between public spending and relative need the second largest and that's in terms of both percentage and cash terms. 278 pounds per resident below the level of need. Many of the factors driving poverty in the country and they are town austerity COVID. The war in Ukraine cost of living are out of our control. But the airport is the largest economic asset and is something absolutely in our control. If we're given

permission to expand, then loosen is in control of its destiny. Over the last decade, the airport has become our key economic driver, following the decline of manufacturing when Vauxhall plant began to withdraw from the sound in 2002. And if you look at the projections from that point, Luton went from outside the top 100 most deprived authorities in the country in 2004, to be in the 59th, most deprived in 2015. But with the investment in the airport and its growth, this trend has been reversed and we climbed to send you in 2019. Since we launched the 2014 mission in 2020. We have cut the level of child poverty from 45% to 39%. That is 3800 children no longer growing up in poverty. reason we were able to achieve so much with less than other places, is London Luton Airport. And there's a clear correlation between the airport growth and improving the life chances of people in the town. And despite what the previous speakers said, in 2017, we were the number one place in the country for private sector job growth, and the number one place in the country for private sector salary growth. Last year, we were seventh. And all this has nothing of the fact that the airport has at the same time contributed 257 million pounds to fund frontline services since 1998. And more than 150 million pounds of funding directly into the community since 2002. It is no exaggeration to say that in times of unprecedented challenge, and local need, the airport has been crucial to the survival of the town. The airport expansion would be a driving force behind our ability to deliver this bold and ambitious 24 strategy. We are in advanced negotiations with the operator to be able to deliver phase one the expansion locking in the benefits and driving the operational improvements are nebulous wants to see if you give loosen rising permission to expand 11,000 additional jobs green control growth an additional 13 million pounds a year for local charities and increase in economic activity of 1.5 billion pounds a year will make a massive and transformative difference to our town. The airport growth proposals are a crucial part of the wider 5 billion pounds of planned transmission across the town. And all these developments are linked and creating a compelling offer for investors to choose loosen up a new brand, a new inward investment brand step forward. Luton will soon be taking this overall proposition to the market to attract further investment. And we know from evidence that we've gathered so far that the presence of the airport is central to our current businesses and interested investors raising reason for choosing Lucent. London Luton Airport is the key factor in our success so far, and its growth will be the key factor in our achieving of our ambitious mission of eradicating poverty. Tonight, you've heard and you will be hearing from system partners. You've heard from the health system. You've heard from the education system. You'll hear from private sector companies. You've heard from the voluntary sector, about how important it is to the whole of Lutens infrastructure and our collective mission in eradicating poverty. Thank you very much for your time.

1:32:48

And thank you, Mr. Porter, obviously you you've addressed some of the comments made from the previous speaker. But I've got his question similar to what I asked the Sixth Form College earlier you've mentioned and given figures on the poverty in Luton, it will be used in your written submission. Obviously, if you can you wrote all of the statistics that you've included, so we can see them. But it since the, from the previous expansion of the airport, can you advise us and just give us a bit more of the whole that the expansion of the airport previously has addressed poverty within the town? Yeah,

1:33:24

absolutely. Don't go back to that. That point that I made about the indices of Multiple Deprivation. And the slide that we saw downwards, the increasing deprivation that we saw, with the demise of Vauxhall

then the hockey stick upward trajectory, and it was a real, it's a real noticeable upward trend. From 2015 to 2019. The difference there, the thing that was happening in our economy was the airport expansion of that time. It is it is absolutely linked to the fact that we were number one place in the country, the private sector job growth in 2017. Seven last year, that is all linked to the airport and the expansion that said been achieved to date.

1:34:17

Because thank you for that. And another question. Obviously, we've heard a lot about how the benefits of the proposal could benefit the residents in Luton water bill the surrounding areas in terms of any sort of benefits. Could you explain how that could be? How other areas could experience that or if they would, in terms of the revenue that come in? Yeah,

1:34:41

quite obviously. The the jobs that we're creating and are above average salary for for the national national position. And a lot of those high paid jobs go to the residents of Hartfordshire, Bedfordshire Buckinghamshire and Daisy's constituents in St. Albans, every man, woman and child, and in St. Albans uses Luton Airport three times a year, on average, three times a year, and not a fact that that was put on the table a little earlier. So the economic benefit of the expansion is critical for Luton, but it's also the airport is the largest economic assets in the region. It is the only international airport in the Oxford to Cambridge, and Ark. And we're uniquely positioned between Oxford, Cambridge, and loosen in the centre of that golden triangle. And this is one of the government's prime growth areas and for for the next generations.

1:35:58

Thank you for that. Has anybody got any further questions? No. Thank you for your time this evening, and I'll hand over to Miss Dolan.

1:36:09

So we're now just going to adjourn. So everyone can take a break from what we're talking about. I'm proposing that we have a 10 minute adjournment. For those people watching the live stream should we have any, you what you'll need to do is you'll need to stop the livestream to give us bill we will be stopped live stream to give us clear recording files and as a result, at the point which we restart the meeting, you'll need to refresh your browser page. For those people who have joined us virtually online. You just need to remain online and keep your camera and your microphone off. So the time is now eight minutes past eight. So I suppose I propose that we come back at 20 per state and just to advise so they can prepare the person who will be speaking after the break is Mr. Moran on behalf of Luton Town Football Club. Thank you