

I would like to respond to a number of issues that were submitted by parties during the Open Floor Hearings -

a) Community Funding -

A number of organisations expressed their concern of the impact upon themselves if this application were unsuccessful. I have seen no suggestion at all that if the application were unsuccessful that the community organisations couldn't continue accessing funding at their current levels.

At least one organisation referred to their ability to improve the health of Luton residents as a result of funding that they receive. However they ignored the health impacts on residents as a result of the volume of additional flights.

b) Flight Path -

I support comments that have been made by others that there has been a change in recent years in the direction of outbound flights in particular. Previously flights veered off over the back of Cutenhoe Road in the direction of Capability Green (office park) and Luton Hoo. It may be coincidental but since the establishment of the 5 star Luton Hoo hotel, flights now seem to be veering over the residential areas of South Luton and heading up to Stockwood Park before turning north or south.

It may be that pilots are given a wide band of flexibility in which they can operate, but the observations of many residents is that there has been a significant adverse change to the actual path on which the majority of flights now operate.

Residential areas are suffering whereas previously commercial and leisure areas bore the impact.

c) Town Planning and Urban Density -

A number of parties commented on these issues.

Regard should be had to the history of the airport, its location, and the development that has occurred since it was first constructed. If you were to build an international airport for up to 32 mppa from scratch now, the current location would be far from ideal, with topographical and geographical restrictions.

In South Luton the airport sits directly adjacent to an exceptionally high residential density area, with a mixture of poor quality terraced housing, high rise tower blocks, and larger family homes. Four schools are also packed into the area - Chiltern Academy, Linden Academy, Surrey Street Primary (on Cutenhoe Road) and Oakwood Primary School (an Islamic school on Westhill Road and Tennyson Road). The area has one of the highest rates of houses in multiple occupation within the town.

It can easily be seen that the expansion of the airport would adversely impact a very high population area.

To the East, Wigmore Valley Park was established to act as a buffer between the airport and the residential areas that were developed in the 1970's and 1980's. It had a clear purpose to allow the residential development to take place. But now for financial expediency the Council and applicant seem to be of the view that the buffer is no longer needed.

In terms of town planning the Council seem to want to concentrate solely on what they can gain from the airport at the expense of the impact on its residents, and ignore the opportunities which exist to develop a far more diversified economy - the need for which has been impressed on them by Central Government when it has allowed them to take out further loans.