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00:00:05:03 - 00:00:11:23

Good afternoon. It's now 130. If you could take your seats, please. We'll resume this hearing.

00:00:14:07 - 00:00:48:21

I'm just going to say a few things about the purpose of the hearing. For those of you who weren't here this morning. Its purpose is to hear the representations of interested parties who registered to make all the representations, elaborating on their written representations to date. It's an opportunity for the examining authority to hear first hand your thoughts about the application and your opportunity to raise anything directly to us that is important and relevant, and that you think we should know about and consider. We're familiar with your relevant representations.

00:00:48:23 - 00:01:23:19

So when speaking or answering your question, you don't need to repeat these at length. What we are seeking is for you to provide further detail or evidence, to help us understand the issues, to make best use of the time. And while not wishing to limit your contributions, it would be of great assistance if points were not repeated. You can be sure that the examining authority will have understood the points made the first time. So on that basis, I'm now going to ask Doctor Brewer to take us through items three and four on the agenda.

00:01:24:14 - 00:01:24:29

Okay.

00:01:25:29 - 00:01:59:25

Thank you. So again, for the benefit of those who might not been following proceedings, uh, this morning, it's our intention to hear from interested parties who have pre-registered to speak and who are listed in the agenda for this hearing. After. After which, should time permit, we will hear from any interested party who has not pre-registered, but who wishes to speak, and then any other persons or non interested party who wishes to speak. However, time is tight and this would be at the discretion of the examining authority.

00:02:00:09 - 00:02:14:03

If time is not available today, then parties can request a further open floor hearing during our next set of hearings. We are happy to hold a further open floor hearing for those people who have not already spoken.

00:02:20:00 - 00:02:33:01

I mean to a large number of parties wishing to speak. Today we have set a time limit per person. When you are speaking. You must take account of your time remaining shown on the monitor in front of Mr. Humphrey. My left.

00:02:34:19 - 00:02:58:03

For those attending virtually. Mr. Humphrey will let you know. Know verbally when you have one minute left. Please try to finish in your allotted time, as we want to ensure everyone has the opportunity to be heard today. Once you've spoken, we may. We may wish to ask you questions. And I'm sure my panel members will or will. We'll make we'll make we'll let me know if that is the case.

00:03:03:00 - 00:03:21:11

Moving on to item four, just to explain how we will, um, manage the, the, uh, the process in the session that follows. The order in which you were invited to speak will follow the agenda, and we will ask people to come forward to the table at the front. At up to five at a time.

00:03:23:20 - 00:03:29:09

Sometimes this would be less because speakers, um in that group may be attending virtually.

00:03:31:05 - 00:03:52:14

We will ask each of you to speak in turn based on the time allocated to you. When we have heard from all five of you and asked any questions. If necessary, you can return to the general seating and we will call the next group of five forward. Once you've returned to the general seating, please feel free to depart the venue if you wish. But please, um, please do so quietly.

00:03:54:18 - 00:04:04:29

For the purposes of the recording and for reference. When you do speak, please can I ask you to state your name and your interest in the case?

00:04:06:16 - 00:04:29:29

You're also invited to submit a written version of your speaking notes at deadline one. So I'll now invite the first five people on the list to make themselves available. So to begin with. I have I Anthony Cox attending virtually if. Via online.

00:04:35:00 - 00:04:36:09

You make yourself known to us.

00:04:38:16 - 00:04:41:05

I'm here. I don't think my camera's working, though.

00:04:41:07 - 00:04:52:28

Okay, okay. Thank you, thank you. And the remaining four at this first five I think of in the room. So I thought I'd invite more. I wanna

00:04:54:20 - 00:04:59:00

come forward. Thank you. Yes. Um, Jeremy Taylor, please.

00:05:01:06 - 00:05:02:04

Wendy Bell.

00:05:08:03 - 00:05:10:22

And Michelle Augustine.

00:05:15:13 - 00:05:29:16

That looks like we have five people. That's good. So if you're. If you're ready. Anthony Cox, could I ask you to begin proceedings this afternoon? Thank you.

00:05:30:19 - 00:06:07:09

Thank you very much. Um. Good afternoon. Uh, my name is Anthony Cox, and I'm here to represent the views of Buckland Parish Council. I have lived in Brockton for 45 years, and I've been a parish councilor since 2018, when I retired from full time work. Between the mid 1960s and the mid 1980s, nearly 20 years of my working career was spent at Gatwick Airport, during which time I shared in its historic growth and development. Consequently, I'd like to think I speak with some experience of aviation and a fondness of Gatwick.

00:06:07:18 - 00:06:38:29

I have previously supported the economic growth of Gatwick. However, the recent application by Gat to virtually double the size of the airport does not have my personal support and I seriously doubt the benefits of such a development. I currently now sit on the committee of the Gatwick Area Conservation Campaign as well. The background. Buckland is a small village and valley of about 250 houses, situated between Reigate and Dorking and bisected by the A25

00:06:40:17 - 00:07:14:02

Greenbelt and an Area of Outstanding Natural Beauty boasting indigenous wildlife, flora and fauna. It is approximately 14 miles from Gatwick Airport. While local people accept the benefits of having an airport in the area and have grown used to aircraft noise and busy roads. Any further increase to the current levels of traffic, both in the air and on the surface, are not acceptable to the majority of the village. The A25 is already a busy road as an artery between the east and west.

00:07:14:04 - 00:07:50:20

The M25 is situated a short distance from Buckland, above the village over the North Downs. Noise from the M25 is distinct when there are northerly winds. The M25 is subject to frequent closures or problems, and the A25 is an approved diversionary route which increases traffic through the village to a very high level. The A25 is frequently slow due to normal traffic volumes, and many motorists can get very frustrated by the frequent delays, and they will take shortcuts along the country lanes through the rural areas of the villages of Light and Charnwood to the airport.

00:07:51:09 - 00:08:28:00

The infrastructure in this area and current state of the roads cannot sustain further increases in traffic. Most recently, there have been serious gas leaks on the A25 and the B2032, involving days of delays and diversions. Buckland villagers also suffer from road traffic noise at night. There is a fair amount of public documentation on this subject, as it is believed to have a detrimental effect on health and welfare. Gatwick night flights have been steadily increasing since 2014 and while diminished during the pandemic, they are now back at 2019 levels.

00:08:28:19 - 00:09:02:20

It is understood that a further increase of 70% is proposed by Google. This also applies to freight flights, and my understanding is that the present passenger flights are set to continue for a further three years. All this extra activity drives additional traffic onto our local roads during an otherwise quiet period. The North Downs Railway runs through the north side of the A25 through Buckland, with connections to Gatwick. Currently there are frequent holdups at the railway crossings on the B 232 Station Road, Beechworth, leading from Pebble Hill.

00:09:03:04 - 00:09:25:07

Recently there have been significant roadworks in this area, causing huge delays and increased rail traffic. To support Gatwick would cause further railway crossing closures and would have a marked effect again on the local traffic. Additionally, any increase in rail traffic would be detrimental in terms of noise and the impact on the environment.

00:09:27:03 - 00:10:00:12

Buckland already experiences and has accepted aircraft noise and pollution from flight departures and arrivals from both Gatwick and Heathrow, and from helicopter and light aircraft traffic flying east the east west corridor over Buckland. Departing aircraft from Heathrow frequently overfly Buckland at below 7000ft. The proposed airspace changes for arrivals and departures from Gatwick and the South East also further threaten the Buckland area. Well, people may be able to insulate their houses from the noise effects.

00:10:00:14 - 00:10:31:08

It's impossible to apply this notion to the enjoyment of their gardens and outside space during the daylight hours, and that can also require windows to be shut, whatever the overnight temperature. Any night flights are particularly intrusive in this otherwise quiet area. Buckland can also experience the effects of flooding at the Beechworth Bridge, which is the principal north south rural corridor. Serious flooding and locally increased level of road traffic diverting through the village on the A25.

00:10:32:21 - 00:11:02:27

But Kim Parish Council endeavors to encourage the village to adopt green policies to avert the effects of climate change. We are also aware that the river moral is subject to pollution, and any further pollution would endanger these policies and the wildlife. This area is stated as one of outstanding natural beauty, as I've said, and a further expansion on the airport, encouraging road and air traffic will potentially push CO2 emissions and pollutions to an unacceptable environmental level.

00:11:03:04 - 00:11:10:27

This would also apply to the construction period of the airport facilities, when increased traffic with no doubt be passing through the area.

00:11:12:14 - 00:11:44:21

Back to the parish council is also where the economic forecasts, and while questioning the veracity of these forecasts about the future of air travel, we're only commenting that while JL have class them as beneficial, it appears to be principally commercially driven and no account is being taken of the social and environmental costs to this area and to those of the outlying villages around Gatwick. Buckland

Parish Council strongly opposes the plans of JL to expand the airport through the commercial use of the emergency northern runway.

00:11:45:11 - 00:11:56:27

The question has to be asked is this development being done, being done purely for profit at the expense of the local environment and for the people who live here? Thank you very much for letting us have our say.

00:11:59:00 - 00:12:08:16

I thank you for your contribution. Um, next, please. Could I ask, uh, or invite Morag Womack to make their contribution? Thank you.

00:12:14:16 - 00:12:24:18

Oh, dear. The notorious post-lunch slot. My name is Morag Warwick. I am chair of Horsham Trafalgar Neighbourhood Council. Good afternoon.

00:12:26:03 - 00:12:58:10

The cumulative effect nationally and globally of flying is massive. And while I'm here to speak locally, the impact of what we're deciding here today is global. So we need joined up thinking. We passed 1.5 degrees of global warming last year, so clearly we are far from hitting the UK's legally binding government targets. The government are not listening to their own advisers who consistently say not to airport expansion in the UK. We've reached the tipping point. We are fast descending into global chaos.

00:12:58:27 - 00:13:41:22

We are the fortunate few, but we must have the compassion and foresight as good leaders to consider the impact of today's decisions on our children, on everyone's children, and what the impact of our carefully chosen, debated priorities today will be at the end of our short lifetimes. The world, the UK and this area which we live in and love has become vastly depleted of life in my innocence and my ignorance. Now, armed with knowledge and understanding, I've been charged to represent Horsham residents who do not want more noise, more dirt, less wildlife, more traffic overhead and all around them to the detriment of quiet, contented, healthy community living.

00:13:43:16 - 00:14:15:21

Problems have been obfuscated and benefits exaggerated and deeply unwelcome outcomes are brushed lightly aside. For example, the waste produced by the millions of extra people coming into the area. The proposed Gatwick incinerator would at least have dealt with some waste on site, and maybe heat generated could have been used at the airport, but merely sorting it out and sending it away is not a satisfactory system. There is no way anymore. We are all connected. We can see this from our changing weather patterns.

00:14:15:23 - 00:14:43:11

We are causing the floods, fires, droughts, storms and landslips which make growing food very, very, very difficult everywhere. Biofuel is a mere distraction. One way or another, all our fuel life energy ultimately comes from the sun, and already we can't convert it fast enough for use at the rates we currently do, especially for so many things which are not essential.

00:14:45:00 - 00:15:14:21

Horsham. Trafalgar Neighbourhood Council hosted an open meeting for residents. We heard many concerns, not least worries, about our air quality locally, which exceeds three World Health Organisation limits already. Large groups such as friends of the Earth share our concerns. The expansion of UK airports is the opposite of what we need to survive in a really happy, healthy, long term way. And it's the opposite of the government's own advice from the SEC.

00:15:16:16 - 00:15:53:28

Those of us who live under the new hyper concentrated flight paths or air roads would suffer greatly from noise, as well as the invisible killer air pollution. And one might be forgiven for thinking the maps showing these new preferred routes are designed to hide their real impact on the communities, on the communities as they fly over. The fact that respite routes need to be designed in speaks volumes. The short term benefits of expansion or sorry, this short term benefits expansion offers to a privileged few are not worth the long term detriment to the many.

00:15:55:01 - 00:16:25:05

So many considerations need to be balanced today. What does it take before priorities are shifted away from infinite growth of money for the few, while continuing to remove life sustaining nature? Have we learned nothing from King Midas? From the collapse of empires? Where will the water come from to service these extra millions of people who are mostly traveling for fun? Already sewage is being poured legally and illegally into our rivers.

00:16:25:07 - 00:17:05:16

Already here in West Sussex, we have a declared dangerously low water table and there is already confusion over the house building rules. We are required to build homes for thousands of new workers and others, but the water each home is allowed is impossibly low as both our MP and District Council agree. Homes, transport, schools and hospitals for extra thousands of people, it's a huge ask for local communities to absorb when already there are schools promised to not built children commuting on long bus journeys to schools away from their own towns, and a hospital has been demanded, promised and not built for almost half a century.

00:17:06:04 - 00:17:43:06

Meanwhile, building goes on. Expansion of concrete is not growing. We are choosing to build it. It's not losing species. We are killing them. We need insects to survive. Every third mouthful we eat depends on them. Rather than the almost obsessive single focus on financial wealth. Creating jobs which support wellbeing. Richness in people's lives is what will make for a happier world. Indeed, the government's own Dasgupta report concluded that protecting ecology creates a massive boost to the economy.

00:17:46:28 - 00:18:18:16

We are not asking people to stop flying. We are merely saying, let's keep the status quo. Gatwick is a valuable local asset. It serves as well in many ways. But bigger is not always better. Balance is best. We want to choose a win win for as many people as possible, for as long as possible, without melting this iceberg we're all standing on. A usable second runway does not yet exist at Gatwick, so this plan does not comply with government policy.

00:18:19:08 - 00:18:28:03

Almost £600 million is set to be invested and to make a sound decision. Surely we all need more clarity of how it would be spent.

00:18:29:21 - 00:19:03:24

I'm speaking for the large percentage of people who rarely, if ever, fly, but who will bear the brunt of the impact of others decisions. Today is an opportunity to do good things for the majority of people here and worldwide. In the face of pressure now from the minority who hold the purse strings. We are all hypocrites one way or another. We all do some good things and some bad things. But what a wonderful opportunity we have today to create a legacy of a healthier, happier, cleaner, fairer future.

00:19:04:02 - 00:19:05:28

We need to use it wisely.

00:19:06:06 - 00:19:06:25

Thank you.

00:19:09:12 - 00:19:09:27

Thank you.

00:19:12:03 - 00:19:26:02

Could I now invite Jeremy Taylor, please? Thank you. Um, my name is Jeremy Taylor, and I'm here on behalf of the growing Gatwick Facebook group. The Facebook group has 4400 followers.

00:19:26:04 - 00:20:04:22

And whilst not an exact science by any stretch, their involvement reflects the views of those, I believe, who are the quiet majority who support the use of the existing northern runway in scheduled operations. We do have followers who are against the proposals and we encourage their contribution in the debate. The group was formed ten years ago to provide residents with a forum to show their support, to contribute to the debate around increased capacity to find out about new routes and destinations, employment opportunities, investment in infrastructure, as well as share and discuss any other news on Gatwick and aviation.

00:20:05:25 - 00:20:39:08

Personally, Gatwick has played a very significant part in my life. You could say I'm a child of Gatwick because I first flew at five weeks old when my dad flew the plane that took the family to a new life in Jersey and the Channel Islands. He even flew out of the beehive before the existence of the Queens building, which we now know is the South Terminal. I've lived and worked in Crawley since the early 1980s, and Gatwick has often been a feature of my career, starting with working in the airside bar in that very same building. And today Gatwick is one of the clients of my business.

00:20:40:15 - 00:21:13:05

Many of those who were involved in the group were directly and negatively affected by recent downturns at the airport, not least during Covid. That recovery that we've seen in the local economy has greatly, greatly helped by the recovery in aviation and at Gatwick. The primary reasons for

support expressed by followers of the group include. Economic growth for the region and the country. Direct and indirect employment opportunities for residents in the area.

00:21:13:17 - 00:21:49:02

New routes to new destinations and greater frequencies to existing destinations for leisure and business travel, including domestic destinations where rail isn't an option, such as Jersey. This brings greater competition and so will be of benefit to consumers. Inbound tourism to the local area along with inward investment, bringing opportunities for employment and business growth in other industries. An increase in investment in infrastructure and transport benefiting both residents and businesses.

00:21:49:22 - 00:22:24:06

A wider operational resilience for the London airport network and matching increasing demand for air travel across the region. As I've said before, there are concerns expressed about the impact of the increase in flights and passenger numbers, but the view is widely held that these are addressed by investment in the local road network. The investment in the rail station and then, as one example, just yesterday we read that Gatwick airside fleet will be entirely fuelled by hydrogen hydrogenated vegetable oil.

00:22:25:07 - 00:22:55:25

Removing the need for diesel to be burnt airside. Um, in terms of the environment, it's also felt that aviation is constantly evolving, and many of the contributors to the group comment on the difference in noise from the old back 111 and DC ten aircraft operating in the 1980s compared to the very modern aircraft that we have operating today. As one commentator posted, slightly tongue in cheek obviously airlines don't burn fuel for fun.

00:22:56:11 - 00:23:40:00

The industry is highly motivated to minimise fuel burn and is exploring alternatives and more green fuels such as sustainable aviation fuel. And eventually, um, we need to see whether hydrogen is a viable alternative for flight. We're also seeing trials and experimentation with solar as well. When we see that come into commercial use is a little way off, but it's being looked at as we speak. So in conclusion, the group feels that the plan is a simple one, makes the most of existing airfield infrastructure, and we would ask, where else are we going to find someone willing and able to invest over £2 billion of private money in our economy? Thank you.

00:23:42:14 - 00:23:43:03

Thank you very much.

00:23:45:16 - 00:23:48:15

So now invites Wendy Bell. Please.

00:23:50:12 - 00:24:20:18

Good afternoon, everybody. My name is Wendy Bell and I'm the CEO of Crawley town centre business improvement district. Crawley town centre business Improvement district represents 472 businesses of Crawley town centre. Crawley, also known as near Gatwick um. We're firmly in favour

of a northern runway. And the reason for this is, um, we believe it will bring greater prosperity to the town centre by job creation, not just at the airport.

00:24:20:20 - 00:24:52:12

Lots of local residents that shop in the town centre also work at the airport, um, surrounding businesses as well. So there's a royal business district which is just in the area as well, which recruit which um, has lots of industries that support the airport too. Um, the knock on effect also to town centre roles as well. So and to employees of the town centre. The reason for that is because, um, lots of aircrew that use the airport stay in the town centre and that has a really big impact on our hospitality sector.

00:24:53:19 - 00:25:01:14

Local residents can attract higher salaries by working in the town centre, and that include improves the spend locally as well.

00:25:03:02 - 00:25:40:17

Our visitor economy in 2023, over 60% of the spend in Crawley town centre was by people from outside of the area. So it's vital, um, for us to improve that and continue to attract people into our town centre. Um, as we all know, lots of high streets and town centres are dying. Um, and Crawley is very resilient in its approach, and that is mainly due to the airport. So we would very strongly, um, hope that the northern runway is approved. There's further opportunities locally as well, with the local college investing heavily in a new Stem centre.

00:25:40:19 - 00:26:13:23

So that will give young residents an opportunity to learn and train for airline specific industries and technologies. We know how important the airport is to the town centre as the pandemic, um, recently showed. To the degree that the government actually included Crowley in the Town Deal Fund, which awarded them over £20 million to help the the town bounce back from the pandemic. We really hope that, um.

00:26:14:06 - 00:26:18:01

The panel give this due consideration. So thank you very much.

00:26:20:03 - 00:26:20:18

Thank you.

00:26:23:04 - 00:26:30:19

So lastly, in this first, first session, um, uh, Michelle Gusty.

00:26:31:25 - 00:26:32:10

Thank you.

00:26:32:16 - 00:27:07:26

Good afternoon. Michel Gusti, chair of the Institute of Directors, Sussex. Ladies and gentlemen, today I sit before you on behalf of the IOD Sussex, a membership organisation of 500 business leaders. Part of over 18,000 across the country to where our views on a pivotal topic that only not only impacts the

economy of our region, but also holds the potential to reshape our future for the better. The implementation of the existing north runway at Gatwick Airport into scheduled operations.

00:27:08:16 - 00:27:47:11

Gatwick Airport stands as a beacon of connectivity, serving as a vital hub for both domestic and international travel. However, the addition of the north runway heralds a new era of economic prosperity, which benefits us with benefits that extend far beyond the confines of the airport itself. First and foremost, the north runway represents a significant boost to our local economy. The expansion of Gatwick will create thousands of new jobs, ranging from construction workers to airport staff, bolstering employment opportunities and driving down unemployment rates in our communities.

00:27:48:01 - 00:28:19:14

These jobs not only provide individuals with stable income, but also stimulate spending, thereby supporting local businesses and fostering a thriving economic ecosystem. Moreover, the increased capacity afforded by the north runway translates into a surge in tourism and business travel. With more flights and destinations available, Gatwick becomes an even more attractive gateway for travellers, both leisure and corporate alike.

00:28:20:05 - 00:29:04:19

This influx of visitors translates into higher revenue streams for local businesses, from hotels and restaurants to retail establishments, amplifying economic activity throughout the region. Furthermore, the expansion of Gatwick Airport amplifies the global competitiveness. As a nation, we must remain at the forefront of the global economy and a world class airport infrastructure is paramount to achieving this goal. With the owner's investment in the north runway, we position ourselves as a key player in the international aviation industry, attracting more foreign and local investment into the area and fostering partnerships that drive innovation and economic growth.

00:29:05:20 - 00:29:55:18

Additionally, the development of North Runway aligns with our sustainability objectives. Modern airports are not just hubs of transportation, they are catalysts for environmental stewardship. Gatwick's commitment to sustainability through initiatives such as carbon offsetting and renewable energy integration ensures that economic progress goes hand in hand with environmental responsibility, paving the way for a greener future. In conclusion, the economic benefits of the north runway at Gatwick Airport are undeniable from job creation and local prosperity to enhanced global connectivity and sustainability, the expansion of Gatwick represents a monumental opportunity to propel our region into a prosperous and sustainable future.

00:29:56:05 - 00:30:06:08

As we embark on this journey, let's embrace this transformative initiative and seize the economic opportunities that lie ahead. Thank you for listening.

00:30:07:21 - 00:30:30:14

I thank you very much. So, um, thank you for those contributions. Um, if I could ask those sitting at the, the, uh, front table to vacate their seats, and I will invite the next, uh, the next group of interested parties to the front table, or I will invite them online as appropriate. So I've got, um, Fran Downton.

00:30:32:20 - 00:30:39:16

Thank you. Online. We've got an accord. That's correct.

00:30:39:18 - 00:30:41:10

Yes yes yes. That's right.

00:30:42:21 - 00:30:49:05

Um, in the room we have counselor Jonathan Essex. I think.

00:30:54:22 - 00:30:57:00

Also in them Michael Jefford.

00:31:00:05 - 00:31:11:18

And then. Finally, in this group. Chu Ming Ling is online. Thank you. Yes. Good.

00:31:13:03 - 00:31:19:06

So if I could ask, uh, Fran Downton to start us off, then, please.

00:31:27:24 - 00:31:30:27

Sorry. Could you put your microphone on, please? We had button.

00:31:33:11 - 00:31:36:13

That's it. That's it. Better start again, please.

00:31:36:15 - 00:31:57:11

Sorry. Fran Downton from Tourism Southeast, the regional tourist board and non-for-profit organisation that promotes and supports the tourism industry across the South East. We represent a wide geography of nine counties, from Kent to Hampshire and up as far as Buckinghamshire.

00:31:58:27 - 00:32:35:08

Um, I sit today to, um, reinforce Tourism South's commitment to support Gatwick Airport and the northern runway development at the heart of the southeast. Gatwick Airport represents not just the tourism sector, but is a fundamental contributor towards the economic stability, employment and community cohesiveness within the region. The southeast visitor economy was worth £12 billion in 2019.

00:32:36:06 - 00:32:59:24

The latest tourism results for this last quarter three shows 5 million trips were conducted in the southeast and with a spend of 1.1 billion. And although these are big hitting numbers, we are still down 21% on those 2019 figures.

00:33:02:01 - 00:33:30:27

Therefore, the tourism sector, and indeed the southeast region has not fully recovered from the pandemic and we must build towards a long term, sustainable future. It is vital as we build back better post-Covid. That the visitor economy is resilient and thriving, with Gatwick Airport contributing and playing a fundamental role. We've just seen.

00:33:32:17 - 00:34:03:23

36 million of government spend to be reinvested. Um, interconnectivity due to the S2 cancellation. And this, of course is anticipated will have vast economic benefits to those areas. The southeast will not see anything like this investment. It is therefore important that we fully support the development and nurture these commercial, sustainable growth opportunities within our own area.

00:34:04:14 - 00:34:42:17

With Gatwick. Performing at its greatest potential. The region will will welcome a greater number of visitors. They will use our facilities. They will spend more. With regard to the key agenda items in the tourism landscape. Gatwick can lead the way. And as we continue to tackle these long term um issues, employment skills and retention issues, the post-Covid staff and skill shortage in the sector continue to hamper long term growth.

00:34:43:11 - 00:35:23:06

Gatwick Airport is predicted to create more than 28,000 jobs within the sector over the fifth, over the current 15 years for the development. Tourism and environmental and sustainable impacts are, of course, a top topic. The sector this sector, more than most, is continually working and seeking to find new ways in which to manage and mitigate the impacts of tourism. Gatwick is currently taking a leading sustainable policy view and the development of tech alongside the development of their runway.

00:35:23:13 - 00:35:31:13

It will lead the way by by example and many of the regional businesses will therefore follow.

00:35:32:28 - 00:36:06:17

The proposed developments also ensure that Gatwick can also lead the way on accessibility and inclusivity within tourism. And has the ambitions, uh, to be the most accessible airport within the UK. The development of the northern one way infrastructure, the increased capacity, the employment opportunities, the economic ripple effect to the wider region and the airport's leading stance on environmental and accessibility.

00:36:07:03 - 00:36:18:14

Um issues can only bring local and regional economic prosperity a robust and sustainable future for the southeast tourism economy.

00:36:20:04 - 00:36:20:26

Thank you.

00:36:22:09 - 00:36:22:24

Thank you.

00:36:24:08 - 00:36:30:26

I think we can move on now to an accord. Who is, um, online, I think.

00:36:31:17 - 00:36:34:09

Yes, yes. Can you hear me?

00:36:34:23 - 00:36:36:11

Yes, we can hear you. I can hear you. Okay.

00:36:36:28 - 00:36:37:17

Okay.

00:36:38:05 - 00:36:39:01

You can't see you.

00:36:40:07 - 00:36:41:21

Blah blah blah. Is that better?

00:36:42:04 - 00:36:42:20

That's fine.

00:36:42:22 - 00:37:18:13

That's good. Okay. Good afternoon everybody. My name is Anna and I represent the Brighton and Hove Tourism Alliance, which is a group of 50 or so tourism hospitality businesses in Brighton and Hove. Members include large attractions like my own business, Brighton Palace Pier, hotels from the smaller boutique businesses to the larger The Grand, the Hilton and numerous restaurants, many of which have a reputation that spreads far outside of Brighton. Similarly to the impact from Covid on the aviation sector, where passenger numbers dropped by 78%.

00:37:18:18 - 00:37:57:20

Many hospitality businesses were equally affected and some even more closing permanently. Continued closures post-Covid continued, combined with the effect of the cost of living crisis, these adversely impact the whole industry to a huge degree. The tourism aligned commitment is therefore to the regeneration of the businesses in the city of Brighton and Hove and importantly also, we all share environmental concerns and each have our own individual company targets in terms of emissions and all other aspects of our ESG responsibilities.

00:37:58:14 - 00:38:16:12

I support for the Gatwick Northern runway proposal is tempered by our desire to see Brighton and Hove promoted. London Gatwick tells its own story and we fully understand the London link. But we have felt in the past that south of Gatwick is often neglected.

00:38:18:27 - 00:38:46:21

Accepting, of course, that I know there is a very large graphic of my own business in the arrivals hall, but we do feel as a group that more should be done in the future to promote our region. Likewise, we are pleased to see that the environmental effect has been recognised in the proposal and we are conscious of the wider environmental net social benefit estimated in the report between 13 and £24 billion, but more can always be done.

00:38:48:07 - 00:39:19:10

In simple terms, if the passenger number projections are accurate and we have no way of knowing if they are, then we know that a percentage of visitors will most certainly visit Brighton and Hove, and we very much welcome this. 45% of visitors in the key months of July and August are international visitors. So any increase will be of significant benefit to the city and the surrounding region. This is especially welcome given that the report notes that Brighton and Hove is an area of higher deprivation.

00:39:19:26 - 00:39:28:04

On balance, therefore, we can see the project as one that will benefit us and an opportunity that should be embraced. Thank you.

00:39:29:28 - 00:39:30:15

Thank you.

00:39:32:29 - 00:39:38:06

So we can now move on to Councillor Jonathan Essex, please.

00:39:40:04 - 00:40:14:02

Thank you. I'm speaking as a green councillor in Redhill and as a and I'm a chartered civil engineer and environmentalist opposing this application. This DCO application glosses over the true scale of impacts of Gatwick planned growth. 100,000 extra flights a year will increase noise, but there are no plans to limit noise or meet the government's requirements to ban night flights. The air pollution modelling has a poor fit to the monitoring data. The ridiculously short runway design life means the plans underplay the climate impacts of flooding.

00:40:14:04 - 00:40:49:06

We don't know where Gatwick plans to get its extra water supply from, or the impact of increasing sewage and surface water from the airport being pumped into Horley and Crawley sewage works. Gatwick air pollution, flooding and traffic models haven't been shared, so the Environment Agency and National Highways have refused to comment on them. Now the DCO has started, they should be made public. Did you know that Gatwick plans would increase its road traffic by a third? Hence, the huge highway works increase rail congestion, but no funds for any more rail capacity.

00:40:49:15 - 00:41:50:15

Increased local road congestion, but without any bus infrastructure. And where is the joined up landscape wide ecological assessment needed missing, I think, and the economic case for sea presents Gatwick as a business. Airport hypes the jobs benefit and excludes the economic impact of extracting tourism from the UK economy. Underestimating all these negative impacts will make the proposed mitigation measures completely inadequate. Gatwick plans have a huge material climate impact too, but this has been belittled by discounting future emissions in line with the UK's Net Zero strategy, by offsetting by omitting the impact of contrails, which the UK Climate Change Committee say will triple global warming, overlooking flights that arrive, not just flights that leave the airport, which will be created at the time of Gatwick growth, and ignoring how aviation locks in economy wide carbon emissions.

00:41:50:28 - 00:42:27:06

This would mean over a quarter of the UK's carbon budget for all these things together by 2038. To discount, omit, overlook and ignore and pretend it is insignificant. This is climate denial to deny this process. This decision making process has agency in averting climate breakdown is literally flying in the face of climate change. Gatwick is competing with Heathrow to be the UK's biggest climate polluter, whilst claiming its climate impacts are insignificant.

00:42:27:18 - 00:42:48:09

This is greenwash of the highest order. Instead, the UK must limit the demand for flying, as called for by the UK's official climate change advisers. The Gatwick that must start by accepting it is big enough already. I trust the examination panel recognise the seriousness of the impacts outlined above. Thank you.

00:42:49:24 - 00:42:50:16

Thank you very much.

00:42:53:14 - 00:42:56:15

So I can move on now to Michael Jefford. Please.

00:43:00:09 - 00:43:44:12

Good afternoon. My name is Michael Jefford and I'm a resident of Brighton, 25 miles due south of Gatwick. Unlike many here, I don't have to live with the incessant noise, traffic and air pollution the airport generates for local residents. However, on clear days I see the many contrails left by planes within Gatwick Air Corridor. Every time it happens, I'm left wondering why are we still flying in a climate emergency? And consequently, why on earth literally is this planning application for a second runway at Gatwick even being considered? So I want to speak briefly to that second point and answer my own question.

00:43:44:26 - 00:44:20:18

This planning application is being considered because the entire air travel business is predicated on deception and fraud. It's what puts the line into flying. Let's consider three examples. First and foremost, there's airfares, or rather UN fares. The reason people pay a pittance to fly is because there's no tax on aviation fuel. So the fastest growing, most polluting form of travel is effectively subsidised by the UK taxpayer to the tune of some £10 billion each year.

00:44:21:09 - 00:44:54:17

If kerosene was taxed at the same rate as fuel for vehicle transport around 50%, the business case for this planning application would disappear overnight. The second deception concerns aircraft emissions. The likes of Easyjet would have you believe that if you offset your flight, it's job done on the environment you set off and we offset, as their slogan boasts. If only it was so simple. There are two seismic flaws in their reasoning.

00:44:54:26 - 00:45:27:13

Firstly, the contrails left by planes are in fact more damaging to the climate than the tailpipe emissions. Something like something carriers like them choose, not to mention. The second thing they failed to tell us is that the vast majority of flights taken are offset free. So maximum hype, negligible

benefit. The third and most topical deception is so-called green aviation. You'd be hard pushed to find something quite so oxymoronic.

00:45:27:24 - 00:45:59:16

Despite what people like grants guiltily flying, Shapps says we are decades away from scalable fuel alternatives to kerosene. The techno fix solutions, widely touted at the moment are just magical thinking. Worse still, they're a massive distraction from the urgent problem at hand, which is to address the current climate emergency. We have five years to make this happen, and pie in the sky jet zero targets a generation away are a criminal distraction.

00:45:59:18 - 00:46:00:13

Thank you.

00:46:02:15 - 00:46:03:03

Thank you.

00:46:05:02 - 00:46:12:27

So finally in this group, um, attending virtually. Can I ask to mingling to, um.

00:46:14:17 - 00:46:16:18

Make a contribution. Thank you. Yes.

00:46:18:25 - 00:46:37:09

This is good afternoon. And this is tuning in from my associates in Malaysia. So we'll present approximately 2000 owners from Asia to all lands, which is very near to the airport. It's in between Balcombe. Highway and England lanes.

00:46:38:29 - 00:46:56:20

So because we are so far away. So my clients actually felt that information is that not so available. And it's not clear. And they are concerned for the air pollution and possible noise pollution, the traffic and others that are affecting their lands, which is so near.

00:46:58:26 - 00:47:06:13

And we are not sure how can we actually get more information that can satisfy the doubts? That's all for me.

00:47:15:11 - 00:47:16:16

Is that? Have you finished?

00:47:17:17 - 00:47:18:23

Yes, that's all for me.

00:47:18:25 - 00:47:22:11

Thank you, thank you. I didn't quite I didn't quite catch the last bit. Okay. Thank you.

00:47:35:18 - 00:47:36:09

Are you still there?

00:47:40:18 - 00:47:47:15

Yes. Yes. Can you just clarify that last question, please? Did you ask. Yes. Repeat your last question.

00:47:48:21 - 00:48:07:12

Right now, my client is not actually a person. They can't they cannot get more information, clear information regarding all the environmental issues, the environment, the congestion, the traffic, everything about the project in a more clear manner. The procedure, the planning process.

00:48:09:28 - 00:48:11:05

Okay. Thank you. Thank you.

00:48:13:02 - 00:48:15:23

I'll just hand over to Mr. Gleason on this.

00:48:17:17 - 00:48:54:23

If I can say that all the information that is available to every party is available on the planning inspector websites. Um, so that should be accessible to your clients as well as anyone else anywhere in the world. Um, again, on our website, more generally is information about how the process proceeds. And if you have any specific questions, then I'd suggest that you use the email address which is available on the website.

00:48:55:16 - 00:48:59:21

Um, it is Gatwick at Gatwick.

00:49:02:05 - 00:49:33:23

I've checked. I don't use it myself. Someone reminds me in the chat. Through the email, you can make requests to our case team and they will help you understand. Uh, anything you need further about the process itself and can direct you to where the further information is held. Yes. So the email address is Gatwick Airport. All one word at Planning inspectorate.gov UK. So hopefully that provides some reassurance about sourcing information.

00:49:35:10 - 00:49:35:25

Thank you.

00:49:39:24 - 00:49:57:01

Thank you for those contributions. Um, could I ask that the people at the front table, uh, vacate their seats, and I will invite the. The next group forward. And I have Nick Grimm. Please.

00:50:00:26 - 00:50:03:13

Roy. Or not.

00:50:05:17 - 00:50:11:15

Thank you. Um, attending virtually. Serena. Catania.

00:50:13:25 - 00:50:16:01

I can see. Yes. Thank you.

00:50:18:00 - 00:50:21:16

And councillor Victoria Chester.

00:50:32:28 - 00:50:39:01

Good. So if I can, then I'll invite, uh, Nick Grimm to start. Start us off again. Thank you.

00:50:40:22 - 00:51:11:22

Thank you. Thank you. My name is Nick Broome. I am the CEO and owner of PVL and preview with businesses, both businesses that I founded in this area some 25 years ago. I live and work locally, and I currently employ 54 staff who are also local to the area. At our factory in Burgess Hill. Today we manufacture a wide range of branding, signage, wayfinding and related materials. We supply and vehicle safety markings and brand livery to emergency services, fleets and commercial businesses domestically and abroad.

00:51:12:00 - 00:51:47:16

We're a market leader in vehicle safety markings. We have a factory based in Europe and a very strong presence in the Middle East, in Europe, where we continue to expand, having exported to 27 countries to date. And the Neom Saudi project is a key focus for us moving forward. We've recently invested significantly for future growth, spending almost £1 million this year alone, and we regularly send up to 100 parcels a day all over the UK and internationally. Gatwick Airport gives us the ability to connect and service our clients and partners internationally, and this expansion will improve capacity to ensure that more of our flights and air freight can be serviced locally and with better frequency.

00:51:47:21 - 00:52:23:03

This, in turn, will help us reduce our carbon footprint by being able to route our packages more directly. That also will help support the growth of my businesses and lead us to greatest local, skilled employment opportunities alongside increased local spending subsequently from our business to others around us. I naturally have some concerns over increased traffic, and I look forward to hearing solutions being proposed to alleviate the traffic to and around the airport moving forward. But if we don't support Gatwick expansion, then what if Heathrow is to proceed? It will have significantly more negative impact on every single aspect that I can think of.

00:52:23:19 - 00:52:41:27

Finally, Gatwick have also made a very a key, crucial promise for us in terms of local procurement, and I'm very keen to see that being delivered and reported openly, to really demonstrate the importance of such a large organisation to the local and wider economy. Thank you for the opportunity to expand on our support for the airport expansion.

00:52:44:19 - 00:52:45:06

Thank you.

00:52:46:25 - 00:52:54:29

I invite then my Barnard, please. Afternoon. Uh, my name is Ryan Bernhardt, and I'm a, uh, local small business owner.

00:52:56:10 - 00:53:26:13

Ladies and gentlemen. As someone who's worked in Gatwick in the past 20 years, I stand before you today to advocate for the second runway expansion at Gatwick Airport. Throughout my career, I experienced diverse sectors of this bustling hub, from retail, transportation, security and now running my own guesthouse. With this comprehensive perspective, I firmly believe that the expansion of Gatwick runway is not only crucial for the airport's growth, but also for the livelihoods of the people and the community it serves, particularly here in the southeast of England.

00:53:27:00 - 00:54:04:18

The impact of the Covid 19 pandemic has been devastating, causing significant job losses and economic uncertainty. Gatwick, being one of the largest employers of this region, has not been immune to this hardship. The expansion of the runway presents a uniquely sorry, unique opportunity to revitalise the local economy, creating a multitude of new jobs and fostering a renewed sense of hope and prosperity for the people in our community. The construction of the second runway were not only create employment opportunities during the development phase, but we're also generate vast number of jobs once operational, from engineers to construction workers to airline staff and hospitality personnel.

00:54:04:29 - 00:54:39:00

Expansion will provide a wide range of employment options for individuals with diverse skill sets and backgrounds. This means that the people have been adversely affected by the pandemic, will have a chance to rebuild their lives and secure, stable income to support themselves and their families. Furthermore, the expansion of Gatwick runway will have a ripple effect on the surrounding areas. Local businesses, including my own guest house, have experienced severe downturn due to decline. Tourism and travel. A thriving airport will attract more visitors, boosting demand for accommodation, restaurants and other services in the region.

00:54:39:13 - 00:55:15:00

This, in turn will create a positive domino effect, benefitting other sectors of the economy and revitalising the local community. Beyond economic considerations, Gatwick expansion will have broader social environmental impacts. The growth of the airport will facilitate improved connectivity, allowing our community to connect to the world, fostering cultural exchange, business partnerships and tourism. In conclusion, the second runway expansion at Gatwick Airport is not about bricks and concrete. It's about rebuilding lives, restoring economic stability, and fostering a thriving community.

00:55:15:22 - 00:55:35:08

As someone who has witnessed the challenges faced by a region firsthand, I implore you to consider the long term benefits that this expansion will bring to the people of Sussex, Surrey, Kent and London. Let us seize the opportunity to create a brighter future for our community and ensure that Gatwick remains at the forefront of aviation excellence. Thank you.

00:55:37:03 - 00:55:43:27

Thank you for your contribution. Next we have, um, attending virtually. Uh, Serena. Badia.

00:55:45:06 - 00:55:48:15

I am here. Um, but my camera's been disabled.

00:55:49:07 - 00:55:53:09

That's okay. If you if you just want to go ahead. I think that will be fine.

00:55:57:09 - 00:55:58:27

So my name is Srini now.

00:55:59:02 - 00:56:00:21

It's fine. Yeah. Carry on. Yeah.

00:56:01:23 - 00:56:31:26

My name is Sheena Katariya and I'm representing Dynamic Beauty. It's a salon and skin clinic on the Gatwick Road in Montreuil. On the third generation of my family to live, work and own my own business here in the Crawley area. Without Gatwick Airport, my family wouldn't have settled in this area and be able to build up their lives here. I think something that's not often mentioned is due to Gatwick. We've created a really multicultural and diverse society here in Crawley.

00:56:31:28 - 00:57:09:15

I, as a brown woman, do not feel unsafe being in the area and neither do my children or any other members of my family. What's really, um, clear from my clientele is we have a massive diversity, and that's down to the jobs and the economic growth provided by Gatwick Airport. The impact of Gatwick Airport has a huge change and makes big difference to my business. Directly over 70% of my clients are either pilots, they work at Gatwick, they're cabin crew, they work in hospitality, retail or for businesses or industries that service Gatwick.

00:57:10:06 - 00:57:44:02

The pandemic made this really evident when it affected my business, because most people lost their jobs or were unclear if they were going to have a job to go back to. With the increase in flights and jobs back at Gatwick Airport and the surrounding businesses, I've seen a huge influx in business for my. Or by salon and clinic. It's also allowed extra opportunities, as we have now got an amazing opportunity to become a training hub for the South for a major aesthetics brand which provides products and devices.

00:57:44:04 - 00:58:06:03

I've also had the opportunity to become a UK flagship and I've been informed this is because of Gatwick Airport. The brands from Athens, Barcelona and even Edinburgh can jump on a flight, get here easily and the infrastructure is here for them to stay, eat and use the services. This opportunity means more people coming to the area using.

00:58:06:05 - 00:58:07:20

You have one minute left.

00:58:08:04 - 00:58:40:02

Thank you. Using all the facilities in the local area and helping the local economy. I was concerned about the parking spaces on Gatwick Road and how the impact of the northern runway project will affect this. However, I've been informed that there are incentives for more bus use for those and this is actually a positive for my business as it's right outside the uh Gatwick North uh Gatwick Road North bus stop. So anyone who looks left will see my business and all its signage.

00:58:40:04 - 00:59:02:09

So it's extra, um, incentive for myself. The busier my business is, the more people I can employ in the local area, and the more money is spent in the local economy. This can only be a positive if it affects my small business so much, it can only affect other businesses and the local area even better and provide us better jobs, better economy for the future generations.

00:59:05:28 - 00:59:07:15

Thank you very much. Thank you.

00:59:09:04 - 00:59:16:15

So now. Now move on to the last person in this, um, session before the break. Um, please. Um, counselor. Victoria. Chester.

00:59:27:02 - 00:59:59:10

Oh, sorry. As a Green Party councillor for Horley, my home of 20 years and the town most impacted by this project, I feel my responsibility is to assess objectively what's best for our local residents. This sits alongside my own personal concerns about the climate impacts of Gatwick plans. Local people have been sold a story about all of new jobs and economic growth at a time of financial struggle. This story has seemed very compelling. And tell me about the thousands of jobs that have been led to believe the project will bring. But in reality, jobs earmarked for the borough only number in the hundreds.

00:59:59:24 - 01:00:30:13

Airports are increasingly automated now, with lower end wages falling by quarter in recent decades, and most of these new jobs will provide incomes nowhere near enough to afford the average house in Horley. We already have a shortage of affordable housing here, and do we really want any more houses built on floodplains? Unemployment rates in our borough are low and Gatwick can't fill the vacancies it already has. Since being dumped during the pandemic, people haven't flocked back to the airline industry. The future there is uncertain and Horley residents need a better foundation on which to build their lives.

01:00:30:15 - 01:01:01:20

So what will we get? Loads more traffic congestion, noise pollution, roads damage. Can you imagine the potholes even worse and nuisance parking already a huge problem in this area. Increased risk of flooding, water shortages, sewage overflows. Horley Works are at capacity now, frequently spilling raw sewage onto public land, plus all the many other impacts of an airport trying to double its size to that of Heathrow. And what really upsets me is that people have been given an unclear picture and don't truly understand the impact this is going to have.

01:01:01:22 - 01:01:37:28

The impact of a 15 year construction period minimum that's nearly a generation's worth of disruption. A third lane to the London Road with a widened bridge and a major roundabout extension, land acquisition, construction, vehicle access, roads through residential areas, lack of adequate protection against increased noise and air pollution from more aircraft, more traffic and a massive construction project. No formal assessment of the harm caused to residents living by the two big building sites loss of green space, mature woodland and crucial tree line buffers that will take 30 years to replenish highly used active travel routes to the airport through Riverside.

01:01:38:00 - 01:02:13:20

Blocked are beloved parks chopped up and left unusable during construction. South Horley has little amenity space and this will be lost for years. The list goes on. People don't realise because quite frankly, I didn't really tell them. Most residents didn't even know there was a consultation, let alone understand the crucial details and the reasons for needing to expand. Just don't stack up. Passenger numbers aren't back to where they were pre-pandemic, and most of the increase is in holiday travel, not the business flights. Gale Sayers will bring in all the money. So why is it even doing this? Who is this project really for? Not local residents, not airport workers.

01:02:13:22 - 01:02:30:07

Only a tiny minority will truly benefit those right at the top, the highest earners and the shareholders. If I really thought this project would, on balance benefit Horley, I would concede so. But it doesn't. We don't need the expansion. We shouldn't even be considering it and we shouldn't be allowing residents to be misled into supporting it.

01:02:30:14 - 01:02:30:29

Sorry.

01:02:32:02 - 01:02:34:00

Thank you, I object. Thank you, thank you.

01:02:35:01 - 01:02:39:27

Well, thank you for those contributions. Um, I'll just turn back to Mr. Gleason at this point.

01:02:42:14 - 01:03:01:27

Thank you very much. As doctor says, thank you for all the contributions. It's afternoon in this first session of the afternoon. Uh, the time is now just up to 230. We will adjourn this session until 3:00. Then we'll have the final session of the afternoon. So thank you again. See you in about half an hour. Thank you.