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00:00:05:24 - 00:00:48:11

So. Good afternoon. It's now 3:00. Time to resume this open floor hearing. This is the fourth and final session of open floor hearing one. Of those who weren't here at the start, I'll just say a few words about the purpose of the hearing. Its purpose is to hear the representations of interested parties who've registered to make oral 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 and to raise anything directly to us that is important and relevant, and that you think we should know about and consider.

00:00:49:04 - 00:01:18:08

We are familiar with your relevant representations. So when speaking or answering a 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 to understand the issues, to make best use of the time. While not wishing to limit contributions, it would be of great assistance if points were not repeated. You can be sure that the examining authority will have understood the point made the first time.

00:01:20:21 - 00:01:26:12

I'll now hand over to Doctor Brewer, who will manage items three and four on the agenda. Thank you.

00:01:28:09 - 00:01:36:14

Thank you. So it's our intention to hear from interested parties have pre-registered to speak and are listed in the agenda for the for the hearing.

00:01:38:06 - 00:01:47:14

After which time permit we will hear from any interested party who has not pre-registered, but who wishes to speak and any other persons or non interested party.

00:01:49:15 - 00:02:08:13

It wishes to speak. However, time is tight and this would be at the discretion of the examining authority. If Tom is not available today, then parties can request a further open floor hearing during our next set of hearings. Be happy to hold further open floor hearing for those people who have not already spoken.

00:02:11:19 - 00:02:16:05

Due to the large number of parties wishing to speak today, we have set a time limit per person.

00:02:17:25 - 00:02:42:12

When you're speaking, you must take account of your time remaining. Shown on the monitor in front of Mr. Humphrey to my left. But those attending virtually. Mr. Humphrey will let you 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 wish to ask you questions.

00:02:45:00 - 00:02:50:24

So moving on to item four on the agenda to explain how we will, uh, fund this session.

00:02:52:18 - 00:03:26:26

The order in which you'll be invited to speak will follow the agenda, and we will ask people to come forward to the table at up to five at a time. Some speakers in each group of 5th May be attending virtually. We will ask each of you to speak in turn based on the time allocated to you and when we have heard from all five of you and ask questions if necessary. You can return to the general seating and we will call the next group of five forward. Once you return to the general seating, please feel free to depart the venue if you wish, but please do so quietly.

00:03:29:15 - 00:03:38:03

For the purposes of the recording and for reference when you speak. Please. Can I ask that you state your name and your interest in the case?

00:03:39:25 - 00:03:44:01

You're also invited to submit a written version of your speaking notes at deadline one.

00:03:45:20 - 00:03:56:26

So I understand there's been a few changes to this final session. So could I invite Richard Cox to come forward to the front table? But.

00:03:58:10 - 00:03:59:22

Um, Kevin.

00:03:59:28 - 00:04:01:14

Walters, please.

00:04:03:20 - 00:04:10:06

And virtually just make yourself, um, available. Kate Hewitt.

00:04:13:14 - 00:04:14:27

Thank you. Thank you very much.

00:04:15:28 - 00:04:16:13

Um.

00:04:16:15 - 00:04:20:05

Also virtually. Olivia. Olivia.

00:04:22:18 - 00:04:23:29

Understand your online.

00:04:25:26 - 00:04:27:25

I can see your name there.

00:04:31:18 - 00:04:39:04

And the last one of the five in this session. Claudia Fisher, please, if you'd like to come to the front table.

00:04:47:26 - 00:04:49:21

I'll just turn back to Mr. Gleason for a moment.

00:04:52:07 - 00:05:16:10

Thank you, doctor. Just to for the record, uh, we have Duran Walters from on behalf of Prospect Union. Speak to us. I should record for the record that Prospects Union is a union which represents some members of the planning Inspectorates. And there are members of, uh, the panel who are members of that union. So just for the record, thank you.

00:05:20:02 - 00:05:27:12

Thank you. So if I could invite Richard Cox to begin the next session with your contribution. Thank you.

00:05:34:13 - 00:06:16:04

Good afternoon everyone. My name is Richard Cox. I'm the CEO of Burgess Hill Business Parks Association. Uh, the BPA and the association is 20 years old, although it does have its origins as the Burgess Hill Industrial Group stretching back to the 1960s. And to give you a brief overview of what lies behind our support for the second runway proposal. Apart from several large business parks totaling over 200 acres in various parts of the town and nearby to Burgess Hill, you also find many very large companies tucked away in the middle of nowhere all around Burgess Hill.

00:06:16:06 - 00:06:52:29

Some are R&D facilities, some are distribution and logistics sites. They all share very fast connections with the adjacent motorway network, leading to major ports and of course, Gatwick Airport. These businesses operate in high tech fields of engineering. Avion mix, life sciences and high tech manufacturing. For nearly three years, we've been the fastest growing business group in Sussex, and this is a reflection of the fact that Burgess Hill is seen as a key growth hub in West Sussex for the development of high value jobs in science and tech.

00:06:53:03 - 00:07:28:04

These companies are attracted by the business parks of the town, and because Mid Sussex itself is a very pleasant part of the world and this aspect helps attract the best talent. It is conveniently located less than an hour from London and about 20 minutes for from the airport. This is extremely useful for many of our members with international operations including Collins Aerospace, Continental Tire, um. Edwards vacuum and many others both, all of which rather have sizeable R&D facilities in Burgess Hill.

00:07:28:14 - 00:08:05:06

Many of our members are directly involved in the supply chains of key airport operations, including continuing airworthiness management organisations. One of our members, Boeing, has a massive spare parts site on the largest of the business parks in Burgess Hill, and another key has one of the largest aircraft simulator halls in the UK, which is based in Burgess Hill. One of our members, Edwards Vacuum I mentioned previously, has over 400 R&D staff based in Burgess Hill, with regular sizeable contingents of overseas engineers arriving on short term six month secondments.

00:08:05:08 - 00:08:40:23

Currently they've got 60 from North South Korea alone. Having an airport nearby is essential for such operations. In the wider context, many of our firms are an intrinsic part of the supply chain of the airport itself, whether that's vehicle wrapping or air compressor equipment supply and maintenance, or one of the finest vineyards in the UK. Review these. I'm just naming a few here. The association has a primary goal in to make Burgess Hill the most sustainable place in the UK to do business, and we have a number of initiatives in hand to that effect.

00:08:40:25 - 00:09:19:25

We need an airport that shares that vision of a sustainable future. Now we polled our members for support for the second runway and they were in overwhelming agreement of this. I'm going to read that short statement that was prepared and agreed by our members, our official endorsement. The airport is a significant driver for the local economy. As the CEO of the business group, Burgess Hill Business Parks Association, I represent the views of our members. These include over 200 businesses across a broad spectrum of sectors including logistics, manufacturing, engineering, aviation and life sciences.

00:09:19:27 - 00:09:57:07

These members include multinationals, SMEs and Micro-businesses. Located around the Burgess Hill area, Burgess Hill is recognised as a development area for focused economic growth in the south east, in part due to its excellent connections to the motorway network, London and Gatwick Airport. Our members recognise the importance of having an international airport less than 20 miles away. It is an important multiplier for the local economy, and provides many jobs in businesses that are part of the supply chain, not only for Gatwick Airport itself, but all the businesses that serve that airport.

00:09:57:09 - 00:10:12:19

For example, the many companies servicing the needs of the airlines using the airport, such as aircraft parts suppliers and pilot training. We carried out a membership poll of support for the second runway proposal, and that poll showed overwhelming support for its expansion.

00:10:13:27 - 00:10:14:15

Thank you.

00:10:16:12 - 00:10:16:27

Thank you.

00:10:18:15 - 00:10:22:15

So now I'd like to invite Kevin Waters. Please.

00:10:24:03 - 00:11:02:09

Um, Kieran Walters, speaking on behalf of Prospect Union. Um, I'm speaking in support of this application on behalf of the members of prospect. Um, we're a trade union representing over 150,000 members across both private and public sectors of the economy. Um, and this includes representing thousands of members in the aviation sector, working in a diverse range of roles, including air traffic control, aircraft and airport engineering and regulation, amongst many other areas. Members in the sector were amongst the most hard hit by the Covid pandemic and have been central to delivering the economic recovery since the pandemic finished.

00:11:02:20 - 00:11:38:17

Prospect has long highlighted that our airports and airspace in the south east of England are full, um, thanks to a political failure to match the levels of demand for air travel with the delivery of the necessary infrastructure. At these proposals, we believe can play a part in relieving some of these pressures. I would like to highlight two issues particularly relevant to our members. Firstly, capacity and resilience, and secondly, the skills and workforce, uh issues. Um, firstly, on capacity, there's a direct relationship between capacity of both physical and workforce infrastructure and the resilience of our airports and airspace.

00:11:38:19 - 00:12:12:03

But more simply, we're trying to operate too many flights with too little infrastructure. This means as soon as there's a disruption, the consequences quickly become difficult to manage. For example, certain weather conditions may mean increased spacing is needed between aircraft landings. This reduces the number of aircraft that can use a runway in any given period of time in the UK, unlike many other places abroad. This then, uh, quite quickly leads to flight cancellations because so many flights are scheduled to use a runway in that period of time, and there's little margin for disruption.

00:12:13:03 - 00:12:48:16

Only by planning more infrastructure, you believe, like further runways, can we deliver greater resilience and in turn, reliability for passengers using our airports. Secondly, moving to skills and workforce investment in aviation projects is an investment in our science, technology, engineering and maths workforce. Gatwick estimates that 50% of the jobs created on airport from this project will be skilled or semi-skilled. But crucially, unlike in other sectors, even those unskilled jobs can open the eyes of workers to the opportunities in aviation and put them on a path to upskilling and better paid work in future.

00:12:49:14 - 00:13:25:15

As a union, we've repeatedly warned that failure to redress to address an ageing workforce across many engineering disciplines and sectors present serious challenges for the future of the UK. Gatwick is playing a role in inspiring workers and young people to enter the industry, and thus addressing this through its Stem centre. The industry also provides jobs for those coming through vocational routes as well as the academic ones, which is an important consideration for our members. It also needs to be recognised that aviation is a highly productive sector of the economy, the average worker's GVA being 6% higher than the average across the whole economy.

00:13:25:17 - 00:13:43:06

Part of this is because, unlike many other areas, aviation workers often have a voice at work through collective representation. This means aviation work is an important net contributor to the Exchequer and to wider society as well. Um, for these principal reasons, we hope this project succeeds. Thank you.

00:13:44:21 - 00:13:45:06

Thank you.

00:13:48:07 - 00:13:54:08

Next. I think we have Kate Hewitt, who is joining, joining us virtually.

00:13:56:02 - 00:13:56:17

Yes.

00:13:56:19 - 00:14:33:23

Thank you sir. Yes. Good afternoon. So my name is Kate Hewitt. I'm the policy director at the Aviation Environment Federation or RAAF. And we've registered to give our views specifically on the greenhouse gas emissions and climate change impacts of the proposal. AEF is a long standing, not for profit organisation representing community groups and individuals affected by, or concerned about the environmental aspects of airport operations. We sit on the government's Jet Zero Council and on the advisory board to the industry coalition, Sustainable Aviation, and we represent a global coalition of environmental NGOs at the UN aviation body, ICAO.

00:14:34:15 - 00:15:14:00

We have eight member groups local to Gatwick Airport and all are opposed to its expansion. I'm here today to say three things. First, while noting what was said yesterday about the importance of written representations that the climate change impacts of the proposal are serious enough and contentious enough to warrant their own issue specific hearing. Second, that the expansion should be rejected given the high risk of it causing significant emissions increases. And third, and without prejudice to my last comment that if the DCO is in fact approved, it should come with a condition that the future level of CO2 emissions from flights using the airport will be capped.

00:15:15:13 - 00:15:50:21

We're concerned that the proposed schedule for this examination does not include an issue specific hearing on climate change, although we noted the panel's comments yesterday. This is under consideration. This proposal would generate a larger increase in both passengers and emissions than all airport expansion decisions combined, since the passing of net zero legislation in the UK. We're of course aware that the current government does not consider limits on airport expansion to be required for the achievement of climate objectives, if a so-called high ambition approach to emissions mitigation is delivered.

00:15:51:12 - 00:16:29:04

We also recognize that it's not the role of the examining authority to consider the merits or otherwise, of government policy, but the panel has both the right and, we would argue, the duty to make its own assessment of the likely compatibility of this proposal with the UK's legal commitments on climate change. No part of government policy states that climate considerations should be excluded from the

planning process for airport expansion, or that they should be given no weight and the airport capacity. Assumptions included in the government's Jet Zero model do not, it is made clear, prejudge the outcome of any future planning applications.

00:16:30:17 - 00:17:04:21

Current trends and available evidence suggest that emissions reductions in aviation will be difficult to deliver on time and at scale. Further, airport expansion is not aligned with the recommendations of the Climate Change Committee, which advises that increases in airport capacity could compromise the achievement of climate legislation, and which describes the government's strategy and modelling as excessively reliant on nascent technologies. As view is that the applicant is wrong to rely on current policy measures alone to reduce emissions to net zero by 2050.

00:17:05:00 - 00:17:36:06

The Jet Zero strategy, published in 2022, introduced few meaningful policy innovations, and yet its modeling assumptions have allowed the applicant to halve its projection of additional CO2 emissions from this proposal compared to initial estimates. Many of the measures that would be required to achieve the government's ambition for aviation are, in fact uncertain. The future effectiveness of carbon pricing, the uptake alternative aviation fuels, and the rapid deployment of greenhouse gas removal technologies.

00:17:36:08 - 00:18:03:21

For example. Others, such as the rate of commercialization of more efficient aircraft, are beyond the government's control. With aviation one of the hardest to decarbonise sectors and solutions still decades away, and expansion on this scale should, in our view, be refused. If, however, permission is granted, we would argue that this should include a condition that emissions from flights using the airport do not exceed a specified level. If the airport fails.

00:18:04:04 - 00:18:05:15

You have one minute left.

00:18:06:04 - 00:18:29:23

Thank you. If the airport feels confident in the government's climate change approach, then it should agree to a binding set of annual emissions caps in line, at least with the CO2 trajectory that it has modelled. This may be a novel approach in planning terms, but one that we understand to be deliverable, and that mirrors the way that noise from aircraft is often capped with reference to maximum exposure thresholds. Thank you.

00:18:32:08 - 00:18:32:25

Thank you.

00:18:35:13 - 00:18:47:05

So next we have, um, virtually. Um. Polybius. Olivia. Uh, I apologize if I've. If I've mispronounced your name. Um, are you with us, please?

00:18:56:03 - 00:18:57:14

Good. Yes, I can see you.

00:18:58:06 - 00:19:00:14

Hello. Hi. Um, I can.

00:19:00:16 - 00:19:01:24

Hear you. Thank you. Go ahead. Yeah.

00:19:02:06 - 00:19:56:06

Brilliant. Thank you. Good afternoon. And thank you for the opportunity to contribute to this, uh, hearing. Uh, and Bolivia's Bolivia transport program director, uh, business London. Uh, business London speaks for over 170 leading businesses in London, uh, spanning a wide range of economic sectors. We strive to make London the best city in the world in which to do business, working with and for the whole UK business. London was set up in the 90s, uh, to create pragmatic solutions to London's challenges, and we have helped create some key changes over the years, such as successfully campaigning for the creation of the office of the Mayor of London and Transport for London, Crossrail, now Elizabeth Line, the Night Tube and more recently for funding for TfL.

00:19:56:08 - 00:20:21:11

London's airports play a vital role in enhancing international connectivity. Investments from the private sector, such as this one for Gatwick Airport, bringing the existing second runway into routine use, should be seized with both hands. As a response to the original 2021 consultation, we're supportive of the northern runway plans.

00:20:23:01 - 00:20:54:20

Aligning with international regulations and safety standards to unlock new capacity would be a boost for the capitals connectivity for jobs, trade and economic growth. As an island in a globalised economy, the UK requires a thriving aviation sector. Not flying cannot be a strategy for growth or economic prosperity. London and the southeast remains the UK's main gateway to and from the rest of the world.

00:20:55:09 - 00:21:31:02

Sustainable aviation expansion in London and South East is beneficial for the UK as a whole. In 2019, for example, airports in the region accounted for 78% of all outbound airfreight. Airfreight. Which is a substantial proportion of trade to the UK, and 60% of international tourists arrive in the UK via London. So we are pleased to see that most construction for Northern Line runway will be taking place within the current airport boundary.

00:21:31:29 - 00:21:49:15

Uh, and the plans would also futureproof the airport for future demand, saving around 75 million passengers a year by the late 2030s. And that will also mean improve facilities and passenger experience, translating to jobs and business opportunities.

00:21:51:01 - 00:22:06:13

We should be encouraging and enabling new private investment, and we need to continue to develop new surface access and onward connection options for visitors to UK airports, as well as continuing the programme to modernize the UK's airspace.



00:22:08:16 - 00:22:39:18

Strengthening public transport links and road access enhancements will help integrate London's airports into the wider public transport network, enabling passengers and staff to make better use of them. So, in conclusion, it is vital for the UK's economy that London re-establishes its place as the leading European hub for international travel and that the city is on a clear path to being a global leader in sustainable international travel, and we are supportive of the plans.

00:22:39:29 - 00:22:40:27

Thank you very much.

00:22:42:24 - 00:22:50:25

Thank you. So finally in this, um, uh, in this first group, um, could I invite Claudia Fisher, please?

00:22:53:16 - 00:23:26:18

Thank you. My name is Claudia Fisher. I'm a green Horsham district councillor, but today I'm speaking in an individual capacity on behalf of the people of this world and those to come. I strongly oppose this Gatwick application for a northern runway. Firstly, it's a new runway. It's an application for a new runway which does not comply with government's aviation strategy policy. Gatwick does not have two runways existing that it can operate currently today concurrently. As such, this is a new runway that's being constructed. I'd like to counter the submissions of the various businesses and tourism groups lined up to speak today.

00:23:26:20 - 00:24:04:28

There is no economy on a burning planet. The idea of endless growth from a planet with finite resources is short term multidimensional view, which ignores the suicidal path. This expansion would take us all down. I'd also like to say exposing opposing expansion doesn't mean our area can't benefit from Gatwick. It's big enough already, and the sustainable solution is to keep it as it is. There are. Here are some brief but significant list of reasons. Reasons for refusal. Increase in aircraft noise, further, a decline in air quality, lack of affordable housing and an offer of insecure, low skilled jobs.

00:24:05:00 - 00:24:38:06

Increased road congestion and overloading of the limited rail infrastructure. Here is a quote from Caroline Lucas, who's the Brighton Pavilion Green MP. She's unable to come today, but said this morning as the planetary emergency grows ever more rapidly, it's ridiculous. We're still even having this conversation about expanding runways, whether at Gatwick or anywhere else. The government's own independent climate advisers have been crystal clear. Building any new runways at all would be fundamentally incompatible with meeting the UK's climate change commitments.

00:24:39:01 - 00:25:22:01

In a climate emergency, air new runway would inevitably add a significant amount of carbon and greenhouse gases. Expansion would also include the increase the risk of flooding and excess sewage entering the river. Systems, and the risk of further water stress in an already water stressed area. Horsham district and much of Crawley is supplied with water by Southern Water from its southern Sorry Sussex North Water Resource Zone, which is sourced from abstraction points in the Arun Valley

locations, includes several triple C sites and a Ramsar site, all of which are protected internationally, and they are all experiencing serious stress due to water shortage.

00:25:22:09 - 00:25:51:15

I understand that Gatwick does not currently draw water from the Sussex North Water Resource Zone, but where it's going to get its water from is unclear, and it sits next to the edge of this zone. Water knows no boundaries. Water taken from one area will inevitably impact the water from its neighbouring area. This is a major reason, amongst many others, which I've already listed for refusing this highly inappropriate, unsustainable and damaging application. Thank you.

00:25:52:27 - 00:26:06:17

Thank you and thank you for that. That group of, um, interested parties contributions. So if I could ask you to vacate the the chairs at the front table, and I'll go on, I'll invite, um.

00:26:08:04 - 00:26:11:14

The next group I have here, Jackie Macy.

00:26:16:02 - 00:26:17:06

And Paul Chandler.

00:26:21:09 - 00:26:25:24

Virtually. I think we have Nigel Deane. Yes, I can see him there.

00:26:28:29 - 00:26:32:16

Uh, in, uh, in person, Paul Burr.

00:26:35:14 - 00:26:39:23

And in person. Ben Bennett. Please.

00:26:51:25 - 00:26:59:16

Good. So if we, um. If I could ask, um, Jackie Macey to to to begin her contribution. Thank you.

00:27:00:15 - 00:27:37:21

Thank you. Good afternoon and thank you for the opportunity to speak. However, I don't know why I'm here and perhaps I can explain why I say that. In 2019, the government declared a climate emergency. They'd listened to the science and understood that our increasing emissions were causing planetary harm. Wildfires, droughts, flooding, crop failures, endless social problems and human suffering were inevitable without strong action. Because I thought our emergency has been recognised and it will now be taken seriously at the highest level.

00:27:38:02 - 00:28:11:17

Urgent action will follow. Changes will be made and future and the future of ourselves and generations to follow will have some protection. Five years on, and as scientists have far more evidence and are warning and are warning of how close we are to tipping points, and the their voices are louder, their demands more urgent, and the evidence staggeringly obvious. United Nations have declared code red for humanity and say we are on the highway.

00:28:11:19 - 00:29:05:03

To hell with our foot on the accelerator. So now is the time for even more action. And the government has reckoned that the government recognized some five years ago. So where does the aviation industry feature in this? Emissions from the UK's international and domestic aviation activity amount to around 8% of total UK emissions, and this is staggering. However, the government's Environmental Audit Committee states that while the contributions of aviation to levels of atmospheric CO2 and other greenhouse gases is quantifiable and substantial, the climate impact of other emissions from aviation is currently not well understood and difficult to quantify, so the actual impact of our flying is in fact in excess of 8%.

00:29:07:27 - 00:29:44:26

The Climate Change Committee reported to Parliament in June 2023 and reported on the progress in reducing emissions, and was highly critical of the lack of urgency on climate action. It's identified a change of course on airport expansion as a priority recommendation. I therefore say again, I don't know why I'm here. Every single day we can read of people being affected by climate breakdown, by floods, by fires, and these events have become so common that most don't make mainstream news.

00:29:44:28 - 00:30:10:07

But they will continue. Personally, I haven't flown for years, but if I had a close family member living on a different continent, then possibly I would decide to fly to see them maybe once every year or two and I could do this. There are endless flights available and no shortfall to suggest any need for expansion. Most flights are taken.

00:30:10:09 - 00:30:16:21

May see your time is up, I'm afraid. Okay, if you have anything else to add, please put it in writing for deadline one. Okay.

00:30:16:24 - 00:30:17:13

Thank you.

00:30:21:00 - 00:30:21:15

Thank you.

00:30:24:03 - 00:30:25:25

Next we have Paul Chandler, please.

00:30:31:05 - 00:31:12:06

Good afternoon. I am Paul Chandler. I am a resident and ward councillor in Reigate and Banstead borough. Gatwick expansion is a fabulous idea. If you are a Gatwick Airport Limited and you are driven by the profit motive, why would a sovereign author not invest in airport expansion so more fossil fuel is burned? It makes perfect business sense. If I'm supplying aeroplane fuel, how can I increase demand for my products that exist to generate profits and not to take account of the externalities, unless legislation or regulation forces them to do this, it does not take account of the local impacts in relation to noise and air pollution, traffic congestion, water resources, river pollution.

00:31:12:08 - 00:31:44:27

It does not take account of the carbon emissions produced by those flights. Don't worry, there's going to be new technologies to enable low carbon flying. We're going to make aeroplanes more efficient, but those efficiency improvements get smaller and smaller. It is not a linear relationship and we are talking about a huge increase in the number of flights, making any small increments in efficiency irrelevant. This proposal is enabling a large increase in carbon emissions. Today, we heard from the Climate Change Committee that the government met its 2022 carbon budget target.

00:31:44:29 - 00:32:16:25

Let's have a round of applause for all those foreign countries now producing the goods we consume. The government is not on track for the next carbon budget targets. So let's get the country moving on, reducing carbon emissions. Let's encourage them to buy electric vehicles. Let's encourage them to buy solar panels. Let's encourage them to install insulation and heat pumps. Let's get individuals to spend money to solve the problem so we can support business and put money in people's pockets. Well, some people's pockets anyway. So individuals have to do something and spend their money.

00:32:16:27 - 00:32:49:20

But government can hand out oil and gas extraction licences and allow airport expansion to sustain growth, even though it's affecting the climate. What about demand management? That doesn't look too good? Does it take something away? Let's make sure cheap flights to holiday destinations keep our travel industry on track and profitable. The future demand for polite flights has been questioned, and I think we can add to that. The emerging picture of climate change. Greek holiday resorts consumed by forest fire, damaging homes and endangering life.

00:32:49:22 - 00:33:28:05

Extreme temperatures in European city tourist destinations causing the shutting down of attractions. Tourist hotspots you might call them ski resorts creating snow to maintain a white lounge. White line down a green mountain. Some areas are beset by war and conflict and unlikely to attract visitors. Other than intrepid journalists, is there really going to be the predicted demand for flights, even without demand management? Why is this important? Global surface temperature has been at the highest recorded level every day since starting in April 2023, and climate scientists are not exactly sure why this step change is occurring.

00:33:28:07 - 00:33:45:22

Is it El Nino? Is it the drop in sulfur aerosols from marine traffic? Is this just a small upward fluctuation in a lower progressive upward trend? Should we wait to find out? Or shall we put our minds and our minds towards reducing carbon emissions because this is the underlying cause? Thank you. Close, but no, no thank you.

00:33:46:07 - 00:33:50:11

If you have anything else to add, please put it in deadline one written submissions.

00:33:50:13 - 00:33:51:12

Thank you, I have written.

00:33:53:07 - 00:34:00:22

Button. Thank you. I think next we have, um, contributing virtually. Nigel Dean.

00:34:05:18 - 00:34:06:13

Good afternoon.

00:34:09:00 - 00:34:47:03

Good afternoon. My name is Nigel Dean. I am the operations director of Roffey Park Management Institute, located just ten miles to the south of here, uh, between Crawley and Horsham. Uh, the institute was founded in 1946 and provides leadership, management programs, research, and also welcomes over 30,000 uh visitors, international and UK conference business clients. Every year. Uh, we employ about 85 staff in this area, and we work with clients from across the UK, Europe and Asia Pacific region.

00:34:47:23 - 00:35:24:07

We also have a European office in Dublin and our staff fly into Gatwick regularly. We see this developments having a positive impact on the local vicinity and across the south southeast. Uh, specifically, we benefit hugely from our close location to the airport, attracting many overseas clients to our world renowned education and learning facilities and from the businesses that serve the airport. Our current five year plan includes expanding our international reach across Europe and the Middle East, and this development would help assist in those goals.

00:35:25:00 - 00:35:37:21

Uh, following the Covid pandemic, which, uh, was devastating for our business, we've now managed to rebuild our face to face engagement with clients across the UK and rebuild our jobs and investment.

00:35:39:09 - 00:35:55:16

Um, we welcome the plans being put into place to mitigate the negative impacts. Uh, I am the chairman of the Roffey Park Environmental Group, and we have looked at this process in detail and. Um, we feel that.

00:35:58:05 - 00:36:03:00

We are impressed with the environmental impact reduction plans put forward in this proposal.

00:36:04:21 - 00:36:14:11

The increased capacity created by the use of the northern runway will bring bring greater service to new and existing destinations and provide greater access to the markets.

00:36:14:22 - 00:36:17:15

Mr. Dean, you have one minute left. Thank you, thank you.

00:36:18:03 - 00:36:25:21

Uh, businesses across the southeast and an expansion of this sort would, would be a huge benefit to this area and the country as a whole.

00:36:27:14 - 00:36:29:22

We support the application. Thank you.

00:36:31:25 - 00:36:32:11

Thank you.

00:36:35:02 - 00:36:36:12

Next. I think we have Paul Burr.

00:36:40:13 - 00:36:54:03

But. Afternoon, everybody. My name is Paul Burr. I'm the MD of Quick Shift UK. We're a freight and logistics company based in Gatwick for the last 4040 odd years. We provide, uh, transport services.

00:36:54:05 - 00:36:54:25

Uh, for the.

00:36:54:27 - 00:37:31:16

Businesses around the Gatwick area and throughout Sussex, uh, moving their, their goods that they manufacture or they produce, uh, to wherever they're going. The airport has been always been an important part of what of of what we're doing. I think it influences businesses when they set their business up in an area that has good infrastructure for airfreight to move their goods abroad, or even around the UK. Uh, since Brexit, we seem to have lost, uh, a few companies who find it now better to operate outside of the UK.

00:37:32:05 - 00:38:05:16

Um, having a much improved airport I think will do a lot to mitigate that. We'll mitigate that because companies, if they think they can move their goods around the world easier, quicker. But, uh, by using Heathrow Airport, um, we call it the black hole of Heathrow. Once it goes in, it doesn't come out. So Gatwick Airport always was an important, um, hub for long haul flights, uh, for, uh, airfreight coming in and out of the out of out of the out of the country.

00:38:06:25 - 00:38:39:24

This area, Crawley and Hawley and surrounding areas has, uh. Many people have built their lives around that airport and the jobs that it gives, the training that it gives and the future that that they can give to their families in this area. Um, it's up to the it's up to the, um, the, um, gal to find the ways to limit any, any environmental impact on the area which that which I agree that they have to do.

00:38:39:26 - 00:39:09:16

But that airport you cannot stop progress. Um, with any type of progress, there is going to be some sort of impact somewhere, but it's up to up to those forcing forward the progress to make sure that that is minimal. But we cannot stand still. We cannot stand still in this country. And, uh, we we need to move forward with everything we're doing with industry business. And that includes having a viable airport. Um.

00:39:11:06 - 00:39:25:02

I support this application wholeheartedly. My, uh, um, my industry supports this application. Um, and, um. Um. Uh, thank you for listening to me. Thank you very much. Thank you.

00:39:27:02 - 00:39:31:17

If I can then move on to then please.

00:39:38:04 - 00:40:11:24

Good afternoon. My name is Ben Bernhardt. I'm a chartered environmental scientist and member of the Chartered Institute of Ecology and Environmental Management. So I have over 30 years of professional experience in Sussex, in the southeast, working with biodiversity. I'm connected with lots of, uh, local conservation organizations and part of a community of scientists evaluating the latest climate science. But I'm actually here representing myself and wish to speak in opposition to this proposal.

00:40:11:28 - 00:40:44:06

So I'm not I'm not, um, choosing to focus today on biodiversity. I've made separate written submissions on that for me. Uh, the issue of, um, climate impacts, it's not just one issue among a load of others. This this is the big issue that needs to be considered. Um. And so, as people have said today, this is code red for humanity. We are going over a cliff. The science could not be any clearer.

00:40:45:05 - 00:41:11:06

And however this application is dressed up. We shouldn't be fooled. This. This is huge. What it's implying both directly and also all of the associated and knock on issues are absolutely huge. You cannot have 10,000 extra flights a year. You cannot have a virtual doubling in numbers in 25 years and not have massive impacts.

00:41:12:26 - 00:41:44:05

Unfortunately, the EIA and DCO process, I would contend, is not fit for purpose in that it overlooks and fails to evaluate properly many of the aspects the impacts on climate, such as contrails, for example. And um, I'm concerned that in the first round of issues, specific hearings, the climate impacts were not up there. They've not been prioritized. We don't have an issue specific hearing within this first round, and I feel that's a real failure.

00:41:44:07 - 00:42:30:08

So the the flights that are going to happen at Gatwick, if this goes ahead, are as close as you can probably possibly have to a definition of luxury. One flight to New York, uh, emits more carbon than, uh, one year's uh, emissions from 56 countries on Earth. So if we in the UK, a rich country can't do anything about this with regard to a luxury like flying, then how can we expect anybody, anywhere to make any serious inroads into the climate crisis? So I've been quite saddened to hear the, the, the simplistic view presented by all of the tourism and business groups about, um, generating more profit and more growth.

00:42:30:10 - 00:42:43:12

I feel that there can be a brighter future out there, but this proposal does not represent that brighter future. There can be a more sustainable future. There can be more sustainable jobs. But this is not it.

00:42:46:26 - 00:43:12:15

Thank you. And thank you to everybody who's contributed in that session. Um, if I can ask the people at the front, at the front table to vacate their seats. Um. We have, um, uh, we have some flexibility in the agenda. So we we'd like to invite, um, Anna Hughes, who was in the originally on the evening session, to come forward and make her contribution now. Thank you.

00:43:26:18 - 00:43:58:12

Thank you for hearing my submission. I'm Anna Hughes, the director of the charity Flight Free UK, which seeks to reduce emissions from aviation by reducing the amount of people fly. We've heard that the Gatwick Northern runway project will boost the regional economy and provide jobs, and there's no doubt that it will do that. There is doubt over whether that is the best course of action. We need to be investing in the jobs of the future, the ones that will help us move away from fossil fuels and climate charity.

00:43:58:14 - 00:44:38:17

Possible projects that there would be three times as many jobs in a low carbon transport system than there are in aviation. The employment vulnerability we saw during Covid will only worsen as the climate crisis progresses. Our focus needs to be on green jobs, not on jobs provided by Gatwick expansion. We've heard about an increase in revenue through tourism. But airports take more from the region than they bring. In 2019, overseas visitors to the UK spent £28.4 billion, while UK residents spent £62.3 billion abroad.

00:44:38:19 - 00:44:41:03

That's 55% more.

00:44:42:18 - 00:45:13:02

Air pollution is barely mentioned in the consultation documents but must be considered. A study published just yesterday by the think tank environment, Transport and Environment Surrey shows that planes from London's six airports expose people in the city to the equivalent of 3.23 million cars worth of nitrogen oxides and particulate matter every year. It's all very well using electric vehicles on site and encouraging the use of public transport to and from the airport.

00:45:13:04 - 00:45:49:19

But an increase in the number of planes taking off will contribute significantly to local air pollution. The measures Gatwick is taking to reduce emissions only applies to ground operations, the terminal building and travel to and from the airport, not to the flights themselves. Gatwick makes extensive reference to the government's Jet Zero plans as the means by which flight emissions will be addressed. There is no reference to other policies in or recommendations from other bodies, just unquestionable belief in the government's ability to deliver on Jet Zero.

00:45:49:29 - 00:46:22:26

I won't talk about how politicians have never, ever lied, but there might be a vested interest in politicians saying what people want to hear, that we can address the climate crisis without changing the way we live. Jet zero is flawed in many ways. It relies on so-called sustainable aviation fuel, which ICAO itself acknowledges doesn't reduce emissions when burned, but only during the production stage, which may or may not achieve the 80% emission reduction claimed.



00:46:23:11 - 00:46:54:03

Then there's new technology. But zero emission planes are still 30 years away from being in commercial use, by the industry's own admission. More efficient planes can help, but in the 15 years since designs began for the Boeing 777X, which will reduce fuel burn by 15%, demand has increased by 61%. We don't have time to wait for these measures to come into effect. We need to reduce emissions now.

00:46:54:28 - 00:47:40:08

The last part of the Jet Zero strategy is off setting, but studies repeatedly show offset schemes to be ineffective, including one just last year revealing that 90% of offsets were worthless. In contrast with what the Northern Runway consultation states, aviation cannot continue to grow in response to demand while remaining consistent with climate change policy. We urge Gatwick to pay attention to the government's own independent advisers, the Climate Change Committee, who recommend that demand management must form part of any strategy to reduce aviation emissions, and that there should be no net airport expansion across the UK if we are to reach our legally binding emissions reductions targets.

00:47:41:13 - 00:48:21:21

20 years ago, aviation campaigner Leo Murray spoke against the Heathrow third runway. The arguments, then in favour of expansion, were exactly the same as they are now that we can address rising emissions with technology offsetting and efficiency. 20 years on, we are a long way off seeing genuinely sustainable fuels or better technology or reliable carbon capture. We cannot assume the effectiveness of any of the suggested measures. The only way to reliably constrain emissions growth of aviation is to fly less, and that means saying no to this airport expansion and rejecting the northern runway project.

00:48:22:09 - 00:48:37:08

Our remaining carbon budget should be spent for the benefit of all, not for an industry that serves a small percentage of the population, yet harms local communities through noise and air pollution and ultimately harms us all through increased climate change effects. Thank you.

00:48:39:12 - 00:48:55:23

Thank you. Um, can I just invite you to return to the audience? Thank you. Yeah. Um, before we move on to item five. Um, can I just ask, as you said some time ago, is there anyone else here today who wishes to speak that we have not heard from so far?

00:48:59:15 - 00:49:01:04

And all I do.

00:49:05:00 - 00:49:09:01

Would you like to? Would you like to speak now? Oh, well.

00:49:10:04 - 00:49:11:18

I assume I would have.

00:49:13:20 - 00:49:15:17

Just two seconds. Just two seconds. Then there's two seconds.

00:49:25:12 - 00:49:33:25

I think the view here is if there's anybody else who was scheduled for later on who would like to speak now, um, please, will you come forward to the, um, the table?

00:50:06:14 - 00:50:13:14

Uh, thank you very much. Um, I'm just going to suggest we go from left to right. Um, unless you want to.

00:50:15:11 - 00:50:16:12

So well. Yeah.

00:50:16:20 - 00:50:19:05

Yeah. I'm looking at you. Yeah. So, um.

00:50:21:06 - 00:50:30:13

Yeah, exactly. Um, could you, um, obviously give us a name and say if you're representing just yourself or business or an organization? Yeah.

00:50:30:15 - 00:50:31:07

And this is on.

00:50:31:09 - 00:50:31:24

Okay.

00:50:32:02 - 00:50:33:00

So my name.

00:50:33:02 - 00:50:35:09

Is Finley Ascher. I'm an aerospace engineer.

00:50:35:11 - 00:50:36:27

Um, and I'm part.

00:50:36:29 - 00:50:39:07

Of a community group called Safe Landing.

00:50:39:09 - 00:50:47:19

We're a group for aviation workers that are concerned about climate, and we're concerned about the growth plans of our industry. We've got pilots.

00:50:47:21 - 00:50:48:06

Cabin.

00:50:48:08 - 00:50:55:23

Crew, air traffic controllers. I'm an aircraft engineer, uh, with lots of experience designing future technology. Um.

00:50:56:01 - 00:50:56:28

What I really want.

00:50:57:00 - 00:50:58:09

To address here is just I've been.

00:50:58:11 - 00:51:02:03

Listening to a lot of the different representations that were given today.

00:51:02:05 - 00:51:02:25

There's a bit of a.

00:51:02:27 - 00:51:03:12

Divide.

00:51:03:14 - 00:51:05:27

Between a lot of people that are really concerned.

00:51:05:29 - 00:51:06:14

About the.

00:51:06:16 - 00:51:08:06

Environment and others that.

00:51:08:08 - 00:51:09:26

See the economic benefit.

00:51:09:28 - 00:51:10:13

Of.

00:51:10:15 - 00:51:12:02

Growth. Um, there's this kind of.

00:51:12:04 - 00:51:12:29

Assumption.

00:51:13:01 - 00:51:15:03

That bigger airports, more.

00:51:15:05 - 00:51:21:06

Flights equals more jobs, and that's good for aviation workers. I'm here to kind of present a bit of a middle.

00:51:21:08 - 00:51:22:13

Ground view on that.

00:51:22:15 - 00:51:26:06

Um, obviously, I think this assumption.

00:51:26:08 - 00:51:29:06

Um, that more growth is good for workers.

00:51:29:08 - 00:51:35:21

Is true in the short term. But what we're really concerned about is a climate crash, similar to what we saw.

00:51:35:23 - 00:51:38:19

During Covid that was caused by a pandemic. Many people have.

00:51:38:21 - 00:52:08:05

Talked about the impacts on the region, um, during that period of time when there was a sudden and forced limits on how much we could fly, we're really concerned that we're heading towards another crash, a climate crash where we expand out with our means, we increase the capacity of airports and airlines, and then we're left with an overcapacity where we realize the science says we need to fly less, um, not stop flying completely, but moderate how much we fly. Now, if we've spent.

00:52:08:10 - 00:52:09:17

This decade.

00:52:09:27 - 00:52:41:25

Spending lots of money and all of our time and resource on business as usual expansion, we could be left with a big overcapacity. That will then mean we can't get that return on investment that we were expecting. This massive projected demand of flying cannot materialize. That will be a really bad investment decision for investment investors. We won't get the return we were expecting, and it'll be workers that bear the brunt of that. We've seen the way aviation companies operate, the way that they're willing to put workers on the scrapheap immediately.

00:52:43:04 - 00:53:14:03

Basically bury our heads in the sand. And then as soon as disaster strikes there, there's nothing we can do. We need to let go of thousands of workers and they can fend for themselves. So that's really what what we're worried about. Now, I wanted to kind of talk about I think a lot of people don't see this crash coming. And I kind of want to illustrate two examples, kind of physics and economics of why that's going to happen. Now we know that we have a carbon budget. Um, this is, um, a certain amount of carbon we can put into the atmosphere before we've got dangerous runaway global warming.

00:53:14:11 - 00:53:45:18

The government is committed to carbon budgets every five years. Now, at the moment, international aviation emissions are not included, but they're committed to be included by the mid 2030s. When that happens, there will be no wiggle room. We're behind on progress in every other sector. There won't be additional for aviation. We will have to limit how much we fly. Um, the second is economic. Currently, the sector is greatly underpriced. All of the solutions put forward by government and by industry are massively expensive.

00:53:45:21 - 00:54:17:04

At the moment, we're kind of fooling ourselves about how expensive it's going to get. Um, fundamentally alternative fuels, negative emissions. They're massively expensive at the moment. We carbon offset and it's a few dollars per tonne of CO2. In the future it's going to be multiple hundreds of dollars. That's going to mean a massive increase in the cost of flying. And it's going to massively increase these demand projections, um, as well. So we've got limits from a carbon budget, but we've also got a massively changing economic situation as well. Now, I was working on this technology.

00:54:17:06 - 00:54:49:27

I was working on more efficient aircraft. They are getting much more difficult to improve. Um, while I worked for Rolls-Royce, I asked lots of questions about alternative fuels as well. They are just simply not going to be ready on the scale required and the time's required. And the next ten years we might have 5% of this alternative fuel. It's mostly animal fat, waste oil, um, and it doesn't provide a big emissions reduction. So we're going to have to be focused on on flying less. Now there is part of the strategy. We talk about zero emissions aircraft, electric and hydrogen aircraft.

00:54:49:29 - 00:55:23:29

This is the way to flying in a way that's cleaner, greener and genuine sustainable future of air travel. But these aircraft are very different. They're going to be fundamentally a different size shape, different range, different number of passengers. Just for example, probably more like 50 passengers compared to the 200 passengers in an aircraft that Gatwick is currently planning for. Now, if we genuinely planned for a future of zero emissions aircraft, we'd be planning a completely different, uh, runway and and infrastructure terminal and gate layout in the airport.

00:55:24:02 - 00:55:37:29

If those plans were presented by Gatwick, we would be in favour of expansion, and that's what we'd like to see. But at the moment we oppose it on the grounds of business as usual expansion, um, and the potential crash and impact to aviation workers. Thank you.

00:55:40:09 - 00:55:55:17

Thank you very much. So again, if I could, um, move on to the next, uh, contributor, if you could, um. Write your name. And, uh, either, you know, if you represent a body, if you could say that is. That would be very helpful. Thank you. Right.

00:55:55:19 - 00:56:34:23

Good afternoon. My name is Peter Barclay, and I am the chairman of the Gatwick Area Conservation Campaign best known as Gat. Uh, we are the principal environmental body concerned with Gatwick, founded in 1965. We have, uh, as members, um, individual members, parish councils, residents associations, local amenity and environmental groups covering an area in excess of 20 miles radius

from Gatwick. Our committee is elected annually and represents all those areas because we rely on rational arguments and put forward constructive solutions.

00:56:34:25 - 00:57:27:14

We've had strong support in Parliament and at every level of government in the past. We work closely with the environment and NGOs and at local and national level, and we're actively engaged with the Environment and Environment Federation in the UK, with the European groups such as Joanna and Jack is appointed as the environmental group on Gatcombe, the Gatwick Consultative Committee. Aims are to protect and improve the environment in the area affected by Gatwick Airport's operations, with particular regard to noise congestion, air quality, light pollution and to seek to diminish any wider environmental impact of the operations of the airport and the activities it facilitates, including climate change impacts.

00:57:28:11 - 00:58:04:27

We do not oppose the economic success of the airport, provided that is not achieved at the expense of the environment and people impacted by its operations. Over the years, we have supported successful challenges against the construction of new additional runways at Gatwick. Uh. I think this is the sixth occasion that we've been challenging a runway development, and we were consultation partners in the 1979, um, section 52 legal agreement not to build a second runway for a period of 40 years.

00:58:04:29 - 00:58:21:12

We were engaged with the authorities at that stage. We object in principle to this application from Gatwick. In this case, we are not alone. There are 4813 representations made.

00:58:21:14 - 00:58:22:02

For this.

00:58:22:04 - 00:58:54:21

DCO application. 83% of those opposed the application. And you will have seen today from a comments from a huge number of people, there are significant number of reasons why people are objecting. We intend throughout this examination, on behalf of our members, to present well-supported arguments that demonstrate the significant harm from the project and will bring to both. This project will bring to both local communities and to the wider world population.

00:58:54:29 - 00:59:17:24

Our arguments will cover challenges on climate change, carbon and other emissions, economic and employment claims, noise, air pollution, local transport, roads, housing, water and sewage impacts, and many others. We will provide as much evidence as we possibly can for the panel to conclude that Gatwick is big enough. Thank you very much for your time.

00:59:19:14 - 00:59:19:29

Thank you.

00:59:21:15 - 00:59:27:26

So can we move on? And again if you could just state your name and. You're representing. Thank you.

00:59:28:14 - 00:59:29:12

Good afternoon.

00:59:29:14 - 01:00:00:11

My name is Jill Sutcliffe. I'm a doctor in environmental science who worked for Natural England, chairs the local keep Kofod and Whisperer green Group, co-chairs the office for Nuclear Regulation NGO forum and have lived in Sussex for 40 years. I want to address three issues, but some of the earlier contributions of cover the same grounds. So I was trying to just what I'm saying as I go along. So forgive my hesitation. Write three issues.

01:00:00:13 - 01:00:08:20

My experience climate change I think has been very well covered and, uh, general commitments. So I.

01:00:10:15 - 01:00:41:25

Of my experience, I live under the flight path. A positive contribution made by the pandemic with a quiet, unmarked skies when we could hear nightingales, observe mammals, insects and birds in flight. And this quiet, tranquil time also enable the range of people to become interested in their local wildlife on their constitutional walks. I last flew long haul in 2020, visiting family, working in Nepal where they were restoring the part decimated by the 215 earthquake.

01:00:41:27 - 01:01:12:20

I worked out what the whole trip might have contributed in the way of climate emergency. Gases, used the reparation site Greenly and donated the resulting full cost. I should have been charged to solar aid. Concern over impact of greenhouse gases. Uh, matter. And I would like to support earlier. Suggestions that we needed a special information session on climate change with those who are experts in the issue.

01:01:13:21 - 01:01:44:24

Currently, the answer to these issues is to fly less frequently, less far, and not to build any extra capacity in this way. Time can then be used for creating appropriate solutions. Those are currently being worked on as we just heard, but they will take more time than we've currently got. And it's urgent, as some six of the nine climate tipping points which have been identified are currently being breached. Current levels of greenhouse gas emissions. Risk triggering.

01:01:45:28 - 01:02:17:22

Sorry, triggering these climate tipping points. And there are shifts in the climate system that caused irresistible changes such as sea level rise. The government's airport commission was clear that Gatwick Airport was not the chosen one for a new one way in the south east. Nothing's changed. If anything, the situation's got worse, as we now know how damaging flying is for the planet. Remember Gatwick see an extra 1100 extra flights a year? Lord Deben spoke on climate series hosted by Amazon in the new year.

01:02:17:26 - 01:02:38:18

When asked what was the one thing he would do regarding climate change, the former UK environment secretary and previous chair of the Independent Climate Change Committee stated all

planning decisions would need to take two issues into account. Those are climate change and sustainability. That needs to be addressed in the specialist session. Thank you.

01:02:39:17 - 01:02:47:13

Thank you. And thank you for those, um, contributions. Um, if you'd like to vacate the front table, that will be helpful.

01:02:55:09 - 01:03:13:16

Can you? Yeah. That's fine. Can you do it via the proper channels? And that's. That's fine. Yes. Yeah. Um, so I think we now we'll move on to item five, and I would invite representatives of the applicant to respond to matters raised today or questions from ourselves. Um.

01:03:15:18 - 01:03:28:27

But just to be just to be clear that, um, this is not the this is not an opportunity for them to, to, um, make it make their case. Um, but they may wish to clarify a comment on what they've heard, uh, and that that's, that's what they've.

01:03:29:17 - 01:03:32:17

Um, to do. Thank you.

01:03:47:15 - 01:03:49:09

Thank you, sir. That's. That's understood.

01:03:50:02 - 01:03:56:06

Mr. Rhodes, just before you start, can I just say, in line with the other timings, it'll be a maximum of five minutes. Thank you.

01:03:58:05 - 01:04:46:08

My name is John Rhodes. I'm speaking on behalf of Gatwick Airport. Um, just in response to what we've heard today. And given the range of issues, obviously not to respond in detail, but to say that we have been listening very carefully to everything that's been said, listening here and listening online. And we wanted to thank those people who had taken the time to come to support the application. That's really appreciated. But also, we do recognise that a number of people have very significant issues with the application, and we know that the function of this examination will be to spend the next six months working very hard looking at those issues, and Gatwick absolutely commits to play its part in that examination and to assist the examination to get to the bottom of those issues.

01:04:47:04 - 01:05:20:19

There are just four things I wanted to say in response to matters that have been raised today, if I may. And the first, in view of a number of things that people have said, is to say that Gatwick really does take its environmental responsibilities very seriously. Gatwick is a sustainable airport. It has an outstanding public transport strategy and mode share. It has a very strong track record and reducing its noise footprint. Gatwick for his own operations, became accredited carbon neutral in 2017.

01:05:21:04 - 01:05:47:03



And Gatwick has its own sustainability strategy, a voluntary strategy which we call Decade of Change. We're now in our second decade of change, but it's a wide ranging strategy to invest in a whole number of sustainability issues, including continued investment in public transport. And the second thing to say is that we, and I hope it's clear that we've carried that approach into this application.

01:05:49:06 - 01:06:22:17

Clearly can't go into the details of the whole range of issues that parties arranged today, but I know that we'll examine them all, and when we do, I hope you'll find that Gatwick has worked very hard to limit and mitigate its environmental effects, and to adopt what we think is leading best practice in a number of areas, including matters raised today such as water, noise, carbon biodiversity, net gain. And also further continued investment in public transport.

01:06:23:27 - 01:06:26:12

And we look forward to the examination of those issues.

01:06:28:20 - 01:07:02:01

Two particular issues raised, especially today, were night flights and climate change. So the third thing I wanted to say was briefly in relation to night flights, which we do understand is a particular issue for people. And that's why the first thing to say is that the northern runway project northern runway, the subject of this application. Is subject to a requirement that we've proposed in the draft DCO, that it wouldn't be used routinely between 2300 hours and 600 hours.

01:07:02:05 - 01:07:36:07

So not at night before 6:00 in the morning, except in emergency as it is at the moment. And the second thing to say is that Gatwick is a designated airport designated by the government because of its strategic importance, and the government takes responsibility for setting a night flight regime after consultation with Gatwick and two other airports. And the current regime has been in place since 2019. It sets limits on night flights and on a noise quota of the noise generated by aircraft at night.

01:07:36:16 - 01:07:55:14

Gatwick lives within that quota and the northern runway project wouldn't change that. It stays within that same perimeter or boundary at night, that the government has considered an appropriate balance between the benefits of night flights and the undoubted impact of night flights.

01:07:57:08 - 01:07:59:13

And then fourthly, in relation to carbon.

01:08:02:06 - 01:08:07:25

I absolutely recognize that it's an important issue for all of our futures, and Gatwick does as well.

01:08:09:10 - 01:08:38:08

And I think it's important to look at this in in two respects. Firstly, firstly those matters within Gatwick, its control what you might call carbon on the ground. So in relation to Gatwick owners state, they say Gatwick achieved carbon neutrality in 2017, but it has put forward a far reaching carbon

action plan as part of this application, which goes beyond the requirements of government policy, for instance to achieve net zero by 2030.

01:08:40:00 - 01:08:51:24

And importantly, Gatwick is committed to that carbon action plan, whether this project goes ahead or not. Gatwick recognises that limiting carbon emissions is critical to us all.

01:08:53:10 - 01:09:06:00

But in relation to aviation. So carbon if you like in the air the industry has to change. The industry is changing. But government takes responsibility for aviation.

01:09:06:27 - 01:09:12:00

I'm afraid that is the five minutes. So that will be enough. Thank you.

01:09:15:01 - 01:09:19:25

Would you allow me to speak for another 30s, or would you prefer me to stop? I have to show.

01:09:19:27 - 01:09:21:07

Exactly the same timing.

01:09:21:09 - 01:09:23:25

I apologize for overrunning my time. Thank you.

01:09:24:27 - 01:09:26:23

Thank you. Um.

01:09:28:10 - 01:09:30:26

At this point, I will hand back to Mr. Gleason.

01:09:38:03 - 01:09:38:21

Thank you.

01:09:44:07 - 01:09:50:03

So we haven't been notified of any other potential speakers. Um.

01:09:52:06 - 01:09:55:13

So we'll move to close this open floor hearing.

01:09:58:13 - 01:10:23:13

Can I first of all thank everyone for their contributions today. We have heard some very wide ranging contributions and all of them will help in our consideration of the application over the next six months. As we said, um, if people want further open floor hearings, there is an opportunity to put in representations by deadline one to request those.

01:10:24:29 - 01:11:01:16

Um, the contributions have all been significant when we welcome the way in which, uh, everyone has participated and has been respectful of one another, given the wide range of views, uh, often very conflicting, so that that's been enormously beneficial to us in trying to manage today's event. So thank you for that. So the timetable for the examination requires that parties provide any posting documents on or before deadline one which is Tuesday the 12th of March.

01:11:02:15 - 01:11:12:15

Uh, if I can also remind you that the recording of this hearing will be placed on the inspectors websites as soon as practicable after this meeting.

01:11:14:03 - 01:11:38:07

Um. The next event is Open Floor Hearing two, which will take place at this venue at 6:00. Uh, it will now be shorter than timetables, given that we have addressed some of the, uh, matters already. But I'd like to thank everyone again and therefore close this open for hearing at 4:10. Thank you very much.