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FULL TRANSCRIPT (with timecode)

00:00:06:13 - 00:00:15:15

Good morning. Can all of those presents hear me clearly? Thank you. And can I confirm that the live streaming of this event has commenced?

00:00:17:27 - 00:01:00:15

This he has. Thank you very much. It is now 10:00. Welcome to this open floor hearing in relation to the application made by Gatwick Airport Limited. We refer to as the applicant for an order granting development consent. For the Gatwick Airport northern runway project, as described in the application form. The application seeks powers to enable dual runway operations at Gatwick Airport to altering the existing northern runway, lifting restrictions on the northern runways use and delivering the upgrades or additional facilities and infrastructure required to increase the passenger throughput capacity of the airport.

00:01:01:17 - 00:01:07:15

This includes substantial upgrade works to certain surface access routes which lead to the airport.

00:01:09:05 - 00:01:22:16

My name is Kevin Gleason. I'm a town planner. A member of the Rural Town Planning Institute and the lead member of the panel appointed to examine this application. I'm now going to ask my colleagues to introduce themselves.

00:01:25:07 - 00:01:36:24

Um. Thank you. Uh, Mr. Gleason, good morning, everyone. My name is Doctor Philip Brewer. I have a PhD in applied acoustics and am a member of the Institute of Acoustics.

00:01:38:14 - 00:01:44:08

Good morning. My name is Helen Cassini. I'm a chartered town planner and member of the Royal Town Planning Institute.

00:01:45:27 - 00:01:51:21

Good morning everybody. My name is John Hockley. I'm a charter town planner as well and also a member of the Royal Town Planning Institute.

00:01:53:10 - 00:01:59:11

Good morning everyone. My name is Neil Humphrey. I'm a chartered civil engineer and a fellow of the Institution of Civil Engineers.

00:02:00:19 - 00:02:18:08

Thank you. We've all been appointed by the Secretary of State to be members of this panel, and we constitute the examining authority, or EXR, for this application. We will be reporting to the Secretary of State for transport as to whether the development consent order should be made.

00:02:20:09 - 00:02:40:08

For those here in the venue. You may have met Mr. George Harold, who's the case manager at the Planning Inspectorate for this project. He is supported today by Mrs. Jennifer Savage and Mr. Stephen Parker from the case team. For those of you who have joined online and have been in the Arrangements Conference, you will have been introduced to Mr. Elliott's booth.

00:02:41:24 - 00:02:49:16

If you have any questions about the examination process or the technology we are using, the case team should be your first point of contact.

00:02:51:21 - 00:03:17:00

Before we consider the items on the agenda, there are a few housekeeping matters we need to deal with. Firstly, can everyone please set all devices and phones to silent? There are no fire alarms, tests or drills today. So in the event of a fire alarm, please exit via the fire exits. It's either side of this room. The fire evacuation assembly point is just outside the main entrance on the left hand side.

00:03:18:15 - 00:03:21:17

Toilets are located on this floor and on the ground floor.

00:03:23:04 - 00:03:56:22

I'm informed the car parking charges will not apply to those attending this meeting. Any issues? Please speak to reception or to Mr. Harold, please. So in addition to this in-person event, this hearing is taking place on the Microsoft Teams platform and is being both live streamed and recorded. For people joining online. You may you may switch cameras and microphones off if you are not participating specifically in the discussion. Please note that the chat function on Microsoft Teams is disabled and cannot be used.

00:03:58:01 - 00:04:14:15

If we have to adjourn proceedings today, including for brakes, we will have to stop the live stream. When we we recommence the meeting and restart the live stream, you will need to refresh. Refresh your browser page to view the restarted stream.

00:04:16:24 - 00:04:51:22

Because the digital recordings that we make are retained and published. They form a public records that can contain your personal information, and to which the General Data Protection Regulations, or GDPR, apply. The planning inspector is practice is to retain and publish recordings for a period of five years from the Secretary of State's decision. Consequently, if you participate in today's hearings, it's important that you understand that you will be live streamed and recorded, that the digital recording will be published.

00:04:52:07 - 00:04:55:29

If you don't want your image to be recorded, can you please switch off your camera?

00:04:58:29 - 00:05:15:07

On that basis. When speaking about your views about the application, please do not reveal your full address. The reference to the town or village where you live will suffice for this hearing. If we need more detail, a member of the case team will contact you.

00:05:19:10 - 00:05:52:16

We understand that people have strong feelings about the proposed developments, but it's important to recognize that we have a process to follow. In order to get the most out of the examination, we expect good manners and respect to be shown to each other throughout. As such, we want everyone to have an equal opportunity to speak and answer questions. Talking over anyone or repeated interruptions will not be tolerated. Clapping, cheering or booing would also not be tolerated as you need to be able to hear from people what they're saying.

00:05:52:18 - 00:06:15:05

And such behavior can be intimidating. So please be polite to each other as everyone deserves the same level of respect, even if you don't share the same views. We also understand that people feel nervous when having to speak in public. Please be reassured that we understand that if you stumble over your words or need to repeat something, this isn't a problem.

00:06:16:21 - 00:06:33:26

We wish to ensure that those not familiar with the examination process aren't intimidated by it. And as such, if there are any points about the process you don't understand or want more clarity on, please contact our case manager in the first instance or another member of the case team.

00:06:35:16 - 00:06:46:18

Additionally, we'll ensure that those interested parties who do not have legal representation during the rest of the examination have the same opportunities as those who do have legal support.

00:06:50:23 - 00:07:10:10

If any individual or group wishes to use social media reports, film or record during today's hearing than they are free to do so. But please do so responsibly and with proper consideration for other parties. This must not be disruptive and the material must not be. This must not be misused.

00:07:14:02 - 00:07:29:26

I gather that the press are here. I can see cameras, um, around the audience. I understand that those present have spoken with our case team and agreed a way forward in terms of recording and as a panel. We are happy with that. Thank you.

00:07:31:18 - 00:07:36:24

So that concludes item one on the agenda. Are there any questions about the procedural matters.

00:07:40:02 - 00:07:47:05

Thank you very much. I'll then move on to item two, which is the purpose of this open floor hearing.

00:07:49:00 - 00:08:22:02

So this meeting will follow the agenda which was published on the project websites on the 19th of February. Its purpose is to hear the representations of interested parties who have registered to make all 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.

00:08:23:18 - 00:08:53:22

We are familiar with your relevant representations. So when speaking or answering your question, you do not 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 contributions, it would be a great of great assistance if points were not repeated. You can rest assured that the examining authority will have understood a point the first time it is made.

00:08:55:22 - 00:09:13:12

We will offer the applicants a right of response with a time limit of five minute sets, should they wish to respond orally. Alternatively, the applicant may choose to respond in writing by deadline one. Following the response from the applicant. Should they choose to make one meeting with close.

00:09:15:03 - 00:09:22:25

So at this point, I'm now going to hand over to Doctor Brewer, who will manage items three and four on the agenda. Thank you.

00:09:27:09 - 00:09:30:16

Thank you, mister. Mister Gleason. Um.

00:09:32:06 - 00:09:41:17

So, um, 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.

00:09:44:21 - 00:10:20:14

After which should time permit, we will hear from any interested party who is not pre-registered but who wishes to speak. Then any other persons or non interested party who wishes to speak. However, time is quite tight and this would be at the discretion of the Xa. If time is not available today, then parties can request a further open floor hearing during our next set of hearings. But we are happy to hold a further open floor hearing for those people who have not already spoken.

00:10:26:23 - 00:10:57:20

Because of the 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 colleague. To my to my left. For 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 have spoken.

00:10:58:16 - 00:11:01:06

We may. We may wish to ask you questions.

00:11:04:05 - 00:11:05:25

So I'm moving on to item four.

00:11:07:12 - 00:11:39:12

Um. 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. Although 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. 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.

00:11:39:27 - 00:11:47:13

Once you've returned to the general seating, please feel free to depart the venue if you wish. But if you wish to leave, please do so quietly.

00:11:49:15 - 00:11:59:20

For the purposes of the recording and for reference. When you do speak, please. Can you, uh, state your name and your interest in the case?

00:12:02:00 - 00:12:25:11

Um, are you also invited to submit a written version of your speaking notes at deadline one? So I think you've heard enough mass. Um, at this point, I'd like to invite the first five people on the agenda list to make themselves available. And. The first one we have is Marie Kellett, who I think is virtual.

00:12:28:03 - 00:12:36:00

Yes. So thank you. And then the other four are in person today. So Sally Pavey.

00:12:37:24 - 00:12:42:24

Thank you very much. Uh, Mike Gregory. Thank you,

00:12:44:09 - 00:12:45:06

Anna Christie.

00:12:50:15 - 00:12:53:06

And that's that's the first five.

00:12:54:23 - 00:12:58:04

Numbers. Now for how? One more. Sorry. One. Two. Three.

00:13:00:14 - 00:13:05:03

And Christie. Did I say Christie? Yes. One, two. Oh, Richard M lavender.

00:13:09:03 - 00:13:26:12

Sorry, I think. I think one person, um, withdrew. So that's probably what what tripped me up there?
Um. Thank you very much. By the way, I would I will use the name as it's on the agenda. Um, and if I mispronounce any names, I apologize for that in advance.

00:13:28:27 - 00:13:37:17

Thank you. So, um, if you're all ready, I'll invite, um, movieclip, um, starters. Thank you.

00:13:39:17 - 00:14:15:18

Thank you, sir, and thank you to the examining panel for allowing me to speak. My name is Marie Killip, and I'm a principal planning officer representing Moore Valley District Council, where I host authority to the DCO process and located on the southern edge of our administrative border, runs along the northern and north western edge of the airport and application site. While the council will be utilizing the more issue specific sessions to present its case, we wanted to take the opportunity of this open floor session to provide overarching context and the council's position on the Northern Runway project, which won't so easily fit into the other sessions.

00:14:15:21 - 00:14:52:12

As such, I should avoid as much detail as possible as this will be discussed elsewhere. We will principally be representing ourselves. Um, in hearing sessions via myself, other council officers, specialist consultants and other local authorities with whom we've worked closely, where there are shared concerns for the matters relating to section 106 Mole Valley as part of the joint legal partnership as referred to by Michael Bedford Casey at yesterday's preliminary meeting. Throughout the NRP process, Mole Valley has been constantly engaged in the pre and post application opportunities where they have arisen.

00:14:52:14 - 00:15:03:09

However, as set out in both its individual and joint adequacy of consultation statements. These opportunities have resulted in little change or response to the concerns the Council has raised.

00:15:05:25 - 00:15:46:02

While it is accepted that the examining authority has found the legislative requirements for pre-application consultation to have been met, the legislation is technical and to comply with the requirements, says nothing about the efficacy of consultation and whether it has been meaningful and successful. The council don't believe the applicant's efforts achieved this, and the process and quality of the scheme has been impacted as a result. The council does not feel that the applicant has approached consultation in a way which recognises the concerns and uncertainty of a project of this scale and that which it has caused within the community, and the steps merely taken have been to meet the basic requirements of consultation and not to gain an action.

00:15:46:04 - 00:16:19:00

Valid feedback. In terms of the proposals, the council's main concerns can be summarised as insufficient economic case for the expansion. Insufficient consideration of noise impacts. Management and mitigation, insufficient consideration of air quality impacts management or mitigation, and an overreliance on the benefits of untested future technology. Insufficient consideration and provision of additional public transport or initiatives that will encourage and secure modal shift, including bus and rail concerns over the cumulative impacts of wider airspace change.

00:16:19:03 - 00:16:58:00

Concerns regarding the tranquillity assessments for landscape, including the Surry Hills National Landscape, which is currently undergoing a boundary review and if the Secretary of State agrees, will be notably expanded, and concerns regarding the quality and deliverability of the economic skills and business strategy. It's argued by the applicant through its planning statement that there will be a national and local economic benefit to the expansion, and these assertions are being questioned by the Council and others through this examination. Like many other authority areas, Mo Valley is just one local authority where communities and the environment will be impacted by a multitude of adverse impacts.

00:16:58:21 - 00:17:39:13

Through this examination, the panel will receive information on how the assessment of and mitigation for areas of concern will result in detrimental outcomes for Mole Valley communities, their health, wellbeing and quality of life if the scheme is consented in its current form. Simply put, it is the Council's position that the proposals before the examination as presented are not good enough and that the efforts of the scheme simply represent a bare minimum approach to the provision of nationally significant infrastructure. It is very much hope that through this examination, the applicant will be held more keenly to the high standards that should be expected of a scheme of such a significant scale, of which it is consistently fall and short.

00:17:39:23 - 00:18:13:29

The Council welcomes the opportunity of the hearing sessions to raise our concerns in more technical detail on the proposals, and supports the involvement of Mole Valley Parishes, the community and residents who have registered as interested parties to ensure that they have their say in this process. If the application is to be reviewed in any other way than negatively, this application must be justified and the negative impacts mitigated. If this cannot be achieved, then the application should not be supported and Gatwick should remain a single runway to terminal operation.

00:18:14:01 - 00:18:14:19

Thank you.

00:18:19:25 - 00:18:20:12

So much.

00:18:22:26 - 00:18:23:11

Um.

00:18:24:26 - 00:18:34:29

All right. Well, I think, um, our next invite, and there's so many questions and I'll know, um, I'll invite Sally Pavey. Um, thank you very much.

00:18:35:23 - 00:19:08:07

Good morning sir. Thank you. Panel. Um, I'm Sally Pavey. I'm chair of, uh, Cagney. Communities against Gatwick. Noise and omissions on behalf of residents of Sussex, Surrey and Kent. The negatives of this new runway application are insurmountable. The true sorry, the lack of true,

transparent consultation has been a feature of this application and the approach to this planning process for a new runway, which which has suggest a cavalier attitude to the serious ramifications of this expansion on communities and the planet.

00:19:08:18 - 00:19:38:23

The applicant is only busy in the summer. As such, maximum impact on residents, not just those close to the runway, a 30 mile radius, communities that seek tranquillity from their home garden and to sleep at night. No evidence has been provided that planes can be quieter than today. The noise envelope offered is based on the worst year for noise impacts 2019. It offers no assurances other than noise will increase or any true compensation.

00:19:38:25 - 00:19:44:09

The impact of the modernisation of airspace that the applicant is not included in the noise envelope.

00:19:49:10 - 00:20:22:03

I see. Have I finished? Sorry. And the. And the impact. Um. Over new areas is not being addressed by design. Any suggested economic benefits must be questioned as the applicant is a major exporter of UK residents to overseas. The applicant's business model used seems totally reliant upon cheap flights, which could disappear as aviation passes on the cost of greener fuel. Nothing has changed since the Airport Commission report found against this new runway. It found the applicant has a lack of workforce to fulfil job vacancies.

00:20:22:05 - 00:20:57:06

Crawley council declared a housing emergency last week. So where will the 14,000 workers afford to live? The expensive bus and rail fare. Lack of rural services. Means that people drive to the airport and decline in air quality. Lack of health care, school provision and no forthcoming investment. The transport. The lack of surface transport has always been the Achilles heel. The airport is only reliant upon one railway line that can't be expanded, and the main road to the M23 is a small road and dangerous.

00:20:57:21 - 00:21:39:04

14 years of construction removes nature from the land used, and water provision seems to have been brushed aside by the applicant. Exporting a few bottles of wine would not suggest the applicant has a sound freight forwarding operation planned. Today, the applicant does not provide enough financial support for local authorities to meet the negatives created by this airport. The project changes consulted over the Christmas period presents some serious ramifications. Where will the waste be transported to? Where is the new sewage site and how much water will these rivers have to deal with? All these questions are fundamental and there are many more unanswered by this applicant and its documentation for a new runway.

00:21:39:11 - 00:21:47:10

It is therefore unsustainable proposal. As such, we ask the Planning Inspectorate to refuse this application. Thank you very much.

00:21:50:00 - 00:21:53:05

Thank you. Questions from the panel.

00:21:55:19 - 00:22:03:25

Thank you again. Um, if I can then ask Michael to, uh, make his representations. Thank you. Hey. Good morning. My name is Mike Gregory.

00:22:03:27 - 00:22:42:07

I am the representative from the Chamber of Commerce for Mill Valley. Um, and as the duly elected representative of the Mill Valley Chamber of Commerce, I will give a report of our findings. Uh, as to the response to the request for the local business, feelings of the northern runway move and the subsequent increase in air traffic. I can inform the inspectorate that the majority of our members and other local businesses that I represent in favor of the proposed plan and the subjects plan to alter the northern runway for the purpose of allowing increased aircraft movements.

00:22:44:03 - 00:23:19:03

There are three main reasons that the local business feel that this would be good for the local area. An increase in footfall to the local area would be a benefit to both the shops and amenities, which also encourages people to stay in the area. It will increase, uh, an increase in people using the hotels and hospitality places. Which the trade needs to post as the revenues are lower and major losses have been made over the last few years because of the poor footfall and the pandemic.

00:23:20:26 - 00:23:29:18

Local businesses being able to travel from Gatwick to greater number of countries, allowing them to trade, so increasing their revenue.

00:23:31:09 - 00:23:46:02

The local area has many places of interest, including National Trust and English Heritage sites for several historic interest of historic interest. For travellers to visit while they're here on holiday or in business. Downtimes.

00:23:47:21 - 00:24:18:01

Talking to the local businesses, I found that the majority of them do not find the movement of aircraft an issue, nor do they feel that the noise levels are any greater than that of the local roads and main roads. Therefore, as a chamber, we support the plan to allow the relocation of the northern runway and the increase in traffic movements, and in the understanding that eventually the increased support to the local economy and the wellbeing of the area. That's my report.

00:24:19:09 - 00:24:23:20

Thank very much. Um. Distance from Alex.

00:24:25:19 - 00:24:29:25

So I then like to invite. Um, Anna Christie, please.

00:24:31:03 - 00:24:31:24

Thank you.

00:24:32:16 - 00:25:04:10

Anna Christie, chief executive of the Sussex Chamber, also representing Surrey Chamber. Chambers were established more than 200 years ago to represent business in the communities. We have been representing business in Sussex for nearly 80 years. We represent over 2000 business members and a further reach of over 35,000 members who work and live in the area, majority of which are supportive of the Growth and Expansion plan, which is a low impact plan maximising the use of the existing runway.

00:25:05:17 - 00:25:36:26

The airport is a major employer and secures local business procurement for work within the airport and surrounding businesses, supplying goods, materials and services. The recent airport train station upgrade allowed construction companies to procure and secure work locally. This was key to growth after the pandemic to support economic recovery and provide the speed, accessibility and train links needed. Future development will continue to support local growth and jobs.

00:25:38:07 - 00:26:11:24

This development focused on carbon management and the protection of fauna and flora. Recently awarded the prestigious Large Airport of the year award by Centre of Aviation demonstrates leadership in environmental sustainability. We act as a critical friend to ensure that environmental concerns are reviewed and spending is local. There is a huge reliance on aviation during the Icelandic volcano. Local businesses such as Varian and Electa, specialists in oncology and radiation therapy, could not fly spares.

00:26:11:26 - 00:26:46:02

As a result, cancer treatment seized in global markets. An example of large manufacturers locally providing essential goods worldwide. During the pandemic, the airport facilitated the supply of essential PPE for healthcare. Evidence of maintaining and enhancing global connectivity for goods and supplies. The impact from Covid, Brexit and conflicts overseas has been significant. Future investment would have a very positive result on UK plc, removing some of the perceived barriers of exporting.

00:26:46:25 - 00:27:21:28

And easing business links as an accredited chamber, one of 53 in the UK and also part of 80 Global British Chambers. We understand the strengths in different markets to facilitate global transactions. We are licensed to provide businesses with the documents needed to export or import goods. UK chambers helped businesses export over £690 billion worth of goods and services in 2023. Last year, Sussex businesses exported goods worth over 175 million through US and a further 90 million of goods through Surrey Chamber.

00:27:22:24 - 00:27:53:22

We work closely with the airport to provide key market information, which was crucial in discussions with potential airlines. This led to the introduction of routes to Qatar, with Saudia, a key market for local businesses, which has eased. Negotiations, attracted inward investment and allowed cargo movements, reducing reliance on transport of goods to other ports and reducing costs and carbon footprint. Gatwick, Crawley and Brighton, a key net importers of workers, many of which commute between these towns and cities.

00:27:53:28 - 00:28:33:14

Direct links provide quick and essential connectivity. An increase in routes will increase tourism. Local businesses can send engineers or technicians to set up and maintain equipment. They can attend global exhibitions to attract foreign investment in British products. Sussex are also leaders in the wine industry exporting around the world. Chambers are leading on the Local Skills Improvement Plan, collaborating with business to improve and promote the importance of lifelong skills. The airport is a key partner of the Institute of Technology in Crawley, to ensure students are provided with the best possible education to prepare them for the jobs of tomorrow, whilst gaining valuable skills.

00:28:33:16 - 00:29:06:04

Experience. The airport works closely with us on skills i.e. careers fairs and the launch of their Stem centre, which allows those looking for opportunities to work with or within the airport. The increased operational development would create 14,000 job opportunities in construction and infrastructure projects, increased hospitality, tourism, retail, increased manufacturing and aviation requirements, injecting £1 billion into the region's economy every year. Workers live across the South East.

00:29:07:01 - 00:29:37:02

The airport's employment, skills and business strategy goes beyond the usual DCO employment skills strategies and would be very positive for businesses with themes around local procurement, innovation and regional promotion. As the UK's largest airport, second largest airports, a vital piece of UK's national infrastructure and a major driver for regional and national economies, the plan helps boost productivity leading to growth, offers greater global connections, supports the supply chain, increases business resilience and job prosperity.

00:29:38:02 - 00:29:38:17

Okay.

00:29:40:03 - 00:29:40:27

I very much.

00:29:42:13 - 00:29:43:13

Any questions from?

00:29:48:00 - 00:29:53:29

But. So, uh, next person, Mr. Richard Lavender, please. Thank you.

00:29:54:01 - 00:30:38:23

Okay. Good morning. My name is Richard Lavender, and, um, I'm the president of Kenton Victor Chamber of Commerce. The Victor Chamber of Commerce has been is an accredited chamber and represents the businesses of Kent, Medway, um, for many, many years, this has been an exciting. Excuse me. This has been an exciting journey for me over the past years and for me personally, as apart from being the chamber president, I've held the transport and infrastructure portfolio for many years. Being a stakeholder with Gatwick Airport has meant that some very in-depth two way meetings to ensure that we are not we not only understand plans presented to us, but we have the knowledge to deliver those plans and progress reports back to the business community of Kent of Medway.

00:30:39:01 - 00:31:13:07

Then likewise, we would respond by reporting support and concerns for those we represented back to the airport group. Kent to Victor Chamber of Commerce fully support the development of the emergency runway into an operational runway. This project will improve the resilience of the air traffic in the southeast of England, plus give security to the existing workforce and those required for the future development of the infrastructure. This development will also give employment opportunities to many more staff that will be required to redevelop when the development is completed.

00:31:13:12 - 00:31:37:14

Modern technology has enabled aircraft industry and engine manufacturers to produce quieter and more efficient and greener aircraft, and this will be improved on as time passes. Gatwick Airport has faced and improved many environmental issues over recent years and reduce their carbon footprint considerably, and we fully support this current development. Thank you.

00:31:40:24 - 00:31:58:20

Thank you very much. So thank you to those contributions. Thank you very much for that. Um, and could I ask the next, um, five to make themselves known? Um, so I have Gavin Stewart. I think he's virtual.

00:32:00:27 - 00:32:10:14

Thank you. Thank you, Mr. Stewart. And then, uh, the next four in the Sally Pavey. Okay.

00:32:12:09 - 00:32:24:15

On my list. On behalf of the appeal. Yeah. So the different with a different hat on if I can put it like that. Yeah. Um, the Willows Lake. Cypress street. Yeah. Um.

00:32:26:11 - 00:32:32:06

Jane. Jane shuffled bosom. Thank you. Edward Richards.

00:32:34:20 - 00:32:36:22

Thank you very much. And.

00:32:38:08 - 00:32:45:29

Patricia Routledge. Thank you. Would you. Are you happy to come up to the table or. Yeah. But.

00:32:49:01 - 00:32:57:25

I should have said. We understand you. Perhaps. Nervous? And we'll try to put you at ease. But it's a it's quite a formal setting, so I appreciate that.

00:33:00:03 - 00:33:08:03

If we were ready, then I will. Host Kevin Stewart. To make their representation. Thank you.

00:33:08:19 - 00:33:44:07

Thank you very much. Good morning, and thank you for giving me the opportunity to present today. My name is Gavin Stewart, and I am the executive director of the Brighton and Hove Economic

Partnership. The Brighton and Hove Economic Partnership, or BEP, is a group of over 60 individuals drawn from the private, public and voluntary sectors who come together to support the economic prosperity of the city and wider city region. The base of the Brighton Hove economy is worth an estimated £9.1 billion, and the membership of the Economic Partnership aims to reflect that via job creators and wealth creators in the city.

00:33:44:12 - 00:34:21:05

The BHF works with the City Council to create the economic strategy for Brighton and Hove, acting as a critical friend and supporting the strategic direction the city has taken over the last 23 years. The work of the partnership is overseen by a board of directors, elected from the wider group and given devolved responsibility to carry forward its work. The articles and members of the BCP are clear, and that the group exists to support sustainable economic growth. In that regard, the BCP is only interested in the empirical outcomes of any development, such as economic impact, job growth and skills development.

00:34:21:07 - 00:34:51:21

The partnership does not take a view on architectural merit or wider social impact. For example, this is particularly important in terms of the Brighton and Hove tourism context, with an estimated increase of 30 million passengers at the end of the forecast period of the northern runway development, which is equivalent to around about a 20% uplift over the baseline, we foresee a significant uptick in visitor spend supporting our tourism and heritage assets, as well as the hotel, restaurant and retail sectors in the city.

00:34:52:17 - 00:35:32:10

VisitBritain estimates the average spend of inbound visitors to the UK as £848 per person, which equates to an economic boost to Brighton and Hove of over 110 million. If just 1% of this uplift was realised to visit the city. The BCP, along with tourism leaders, would be keen to work with Gatwick to capitalise on this uplift via joint marketing and PR initiatives, focusing on original place of booking campaigns in high value added international markets in order to facilitate the increased visits southbound to Brighton and Hove, as well as throughout East and West Sussex, as opposed to purely London bound visits.

00:35:33:03 - 00:36:07:23

The Northern Runway Impact Economic Impact Assessment report asserts that the airport will meet future passenger demand by serving around 75 million passengers a year by the late 2030s. The same metric as observed above would mean that if just 1% of their passengers came to Brighton and Hove, the city would see a total of £630 million of local spend, providing job stability in an increasingly volatile hospitality sector and allowing business owners to upskill and recruit more staff. Helping Brighton and Hove to become a regional beacon of excellence within the tourism industry.

00:36:08:22 - 00:36:45:10

The BCP acknowledges and supports the wider regional economic benefits, namely the economic footprint of 889 million in gross value added, creating 10,900 additional jobs in 2030 38 outlined in the development papers. The BCP is also focused on supporting foreign direct investment FDI, both within the city and wider, greater and brighter city region. We support the added value impact or in FDI, worth 4.7 billion to 6.6 billion to the UK over the 60 year assessment period.

00:36:45:21 - 00:37:11:03

To conclude, the BCP supports sustainable growth at Gatwick Airport, which will in turn have a significant impact on skills development in the region, as well as supporting supply chains, employment, importing and exporting, as well as foreign direct investment and BT. Chep supports the mitigations outlined in the development documents, such as the Jet Zero consultation that aim to deliver that sustainable growth. Thank you.

00:37:13:27 - 00:37:16:21

Thank you. Are there any questions from?

00:37:19:28 - 00:37:20:24

Thank you very much.

00:37:22:15 - 00:37:28:16

So now I'll ask, um, Sally Pavey to contribute again. Thank you.

00:37:29:22 - 00:38:03:29

Thank you, sir. Thank you. Panel. Uh, on behalf of Nikko Pearl, who, unfortunately, um, can't be with us today and appreciates you allowing this to be read. Three years ago, I set up Willow's Lakeside Retreat, a glamping site for people wishing to escape the town and city and spend time with nature. We are opposite Pilbara RSPB reserve, bordering the South Downs National Park in the summer. Sadly, it is rare to see blue skies without aeroplane trails. It is rare not to hear the sound of aircraft overhead at times.

00:38:04:01 - 00:38:35:04

For our mental health and wellbeing. We need to escape and spend some time in peace with nature. Surely that is what national parks are for. I wish for the day like it was in Covid, that the skies remained blue and the song of the birds was not disturbed by the constant overhead drone of aircraft. I write this as a business owner, offering tranquillity in a beautiful nature reserve, and dread the thought of an increase in air traffic which already disturbs my life, my family and my business.

00:38:35:09 - 00:39:09:06

I'm also concerned about air pollution, climate breakdown and carrying on like normal, as if all is okay. We can't keep blinkers on. Continue to poison the atmosphere and not think of the repercussions. The air industry is one of the elephants in the room. We all know deep down there is a major issue with cheap travel. The aviation fuel is tax exempt. One day when we have a carbon tax, there will be no such thing as cheap flights like there has been for the last couple of generations.

00:39:09:09 - 00:39:45:10

If we build an infrastructure based on continual growth, what happens when prices go up and there's no more cheap flights? I have also spent many years flying overseas, working in Ecuador, where none of my friends will ever afford to get on a plane. Another injustice in the UK. It is cheaper and faster to fly than it is to get on a train, so why use public transport? It seems only those who truly, deeply care about our environment and the future make the sacrifice to pay more and to take longer to travel from A to B by public transport.

00:39:45:12 - 00:40:30:03

So is it really okay? Cheap flights pumping CO2 into the atmosphere so that humans can have a nice time? Is it fair that the 1% who fly the most and who contribute most CO2, whilst the majority of humans who have the smallest carbon footprint never get on an aeroplane? I talk about justice for those who will never fly, for the animals and the birds who have been affected by air quality and the constant sound of aircraft. For my own family, myself, and my clients who wish to spend quiet time in nature but cannot because we already under Gatwick flightpath, an expansion and increase in air traffic will cause more stress, more mentally, physically and planetary.

00:40:30:07 - 00:40:44:25

When we. When will we think about the future and ask when enough is enough? Continued growth is one of the sickness of modern humanity, and we need to seriously consider the way we live our lives. Thank you very.

00:40:46:00 - 00:40:49:06

Thank you. Um, any questions from.

00:40:51:03 - 00:40:57:23

Um. Okay, so I'll move on. Um, please, to Jane. Shuffle bottom. Thank you.

00:40:58:18 - 00:41:43:10

Well said. Thank you very much for allowing me to speak today. Um, my name is Jane Shuffle Bottom, and I'm here as a local resident. Um, a mother and a representative of my local residents association. I really wanted to be here today to ensure that I'm addressing this pressing issue that affects not just us, but the whole of the UK and the very planet we inhabit. The proposal to build a new airport runway at Gatwick by repositioning the current emergency 1st May seem like economic progress, but let me share why I, along with many others, are passionately and wholeheartedly against this plan and frankly shocked and distressed that it is even being given consideration.

00:41:43:22 - 00:42:27:04

It is clearly profoundly damaging to the environment, to wildlife and nature, and will only exacerbate global warming at a time when the resources of the planet are being stretched to the max. We should be doing all we can to protect it, not creating more harmful air traffic. The environmental impact is absolutely huge. Once operational, you're saying that the new runway will support 100,000 more flights a year, which will increase noise pollution, pollution exponentially disrupting all of the nearby communities and the wildlife habitats? In addition, birds in particular are vulnerable to collision with aircraft, leading to numerous fatalities a year.

00:42:28:00 - 00:42:52:02

Moreover, obviously the increased air traffic associated with a new runway means more fuel consumption, more emissions and more strain on our already overburdened atmosphere. I have seen first hand in my work in international development, the impact of climate change and the pillaging of resources is having on communities and nature across the world.

00:42:53:21 - 00:43:06:12

Additionally, you have neglected to acknowledge the massive need for expansion of the terminals to support this huge increase in capacity, and I assume this will also have to include roads, car parks, and commercial facilities.

00:43:08:17 - 00:43:41:01

In conclusion. The construction of a new airport runway is not just a bad idea, it's an environmental catastrophe in the making. We must prioritize and invest sustainable alternatives that minimize harm to the environment, such as investing in public transport, improving existing infrastructure, and promoting telecommuting and remote working options. We are all painfully aware that Gatwick is owned by Vinci and Global Infrastructure Partners, which is a fund manager and investment company.

00:43:41:04 - 00:44:09:12

And this decision is based on pure greed. We should be putting the responsible stewardship of our planet first. Our actions today will determine the world we leave for the future. It's to. Let's choose wisely and protect the precious ecosystems that sustain life. I urge you to reconsider these plans, to look into your hearts and be honest with yourselves, and know that this is the wrong thing to do. I really hope my words have made an impact.

00:44:11:18 - 00:44:13:26

Thank you very much. Questions from.

00:44:15:24 - 00:44:19:25

Thank you. So next, Edward Richards, please.

00:44:22:28 - 00:44:44:13

Hello. Good morning, and thank you for the opportunity. Um, I'm Edward Richards, and I represent, um, I'm coming at this from the small local guy, um, who's lived in the area for some years. I'm a retired CEO, and I run a farm and animal sanctuary locally. Um.

00:44:46:11 - 00:45:27:04

I'm really just going very basic. Um, we have a small farm, 35 acres. We do everything organically. Um, and we've rescued just over 100, um, animals that we look after, including things like the oldest breed of sheep in the country and basically things like that. Um, we've spent about £2 million on the setup after I retired, and we've now had to put everything on hold, really? Um, including projects like off grid water for um, boreholes, new barns, new lambing sheds, etc.

00:45:27:22 - 00:46:00:03

um, which was really about a half £1 million project. So I know that small fry compared to a lot of people who are here. But for us it's very, very important because what we are is we are looking to maintain our ancient woodland that we we have we're looking to do things in environmentally, soundly, and more importantly, we're supporting endangered species and wildlife. And I don't think any of the projects really, in truth, been coming from everybody.

00:46:00:05 - 00:46:15:09

I've heard that's pro project is really coming from it from a business standpoint, and I really want it to get my point across as just a small local chap who's got, um, a few hundred animals. Thank you.

00:46:17:25 - 00:46:18:17

Uh. Thank you.

00:46:23:01 - 00:46:26:14

Thank you. So, next. Um, Patricia, about this, please.

00:46:29:03 - 00:46:29:26

Hello.

00:46:30:06 - 00:46:30:21

Um.

00:46:30:26 - 00:46:31:21

Using the.

00:46:31:23 - 00:46:36:11

Emergency runway is a cheap, inadequate fix for Gatwick.

00:46:36:13 - 00:46:38:07

Airport who seek to move.

00:46:38:09 - 00:46:49:26

Smaller aircraft off the main runway. Easyjet and Ryanair are the bulk of Gatwick current business. It's just the start of their plot.

00:46:49:28 - 00:47:23:12

See The Sunday Times latest edition. No consideration is being given to those living beneath the flight path. All, I repeat, all additional aircraft from this proposal will land on the main runway, including Gatwick sought after larger aircraft, as well as those so-called smaller aircraft who are to take off from the emergency runway. The noise and sheer number of low flying arriving aircraft is ignored three minutes apart.

00:47:24:04 - 00:47:55:08

Where is the protection from this hell we already experience? If Gatwick has its way this hell will increase. Adding all, I repeat all of the landing additional aircraft to the existing main runway. How is this feasible or allowable? This is just the first part of Gatwick airports overall plan. Do not let them fool you. They don't fool us. Look at the arrivals board scheduled aircraft landing all through the night.

00:47:55:19 - 00:48:35:22

Airport run for the convenience of the airlines. Can't get to sleep then. 5:30 a.m.. Wakey wakey is the transatlantic flights come in summer, 30°C. Can't open the windows, can't enjoy our gardens. Sheer number of aircraft and continuous noise. This is now. Endless propaganda by a large commercial concern. Who have the resources to employ people to force this through? As evidenced by the greed of the commercial companies represented here today.

00:48:36:20 - 00:49:07:21

Large number of holidaymakers are bypassing local airports. East Midlands, Birmingham, Stansted, even Heathrow taking advantage of cheap flights. Easyjet pulled out of Southend Airport because it was cheaper and more convenient for Easyjet to fly from Gatwick. Ryanair proud to base no one in the UK. M25 and trunk roads clogged.

00:49:07:23 - 00:49:36:23

All local roads congested and used as rat runs, particularly from Kent. Poor infrastructure subject to flooding and drainage problems. Further reduction in air quality. Vinci, French company backed by sovereign oil. Wealth sought after airlines. Emirates. Qatar. Norwegian. It's good for the UK. Time's up.

00:49:36:26 - 00:49:37:11

I'm afraid.

00:49:38:09 - 00:49:54:12

I'm sorry. One sentence. Is this good for the UK? No. Good for at Gatwick. Owners and management. Yes. Please do not be taken in. Thank you. Sorry, I went over a bit.

00:49:55:01 - 00:49:55:17

Thank you.

00:49:57:21 - 00:50:00:02

Well, thank you for those contributions. Um,

00:50:01:18 - 00:50:12:00

we'll now move in. Move on to the next group. Um, I have Kevin O'Reilly, who is here with us. I think he'd like to come forward.

00:50:14:23 - 00:50:22:06

I understand Robert Alfred Routledge won't be was not with us today. Thank you.

00:50:26:19 - 00:50:32:01

Okay, I understand, yeah, I understand. Um, it's Kevin O'Reilly here. Oh, okay.

00:50:33:29 - 00:50:47:07

Uh. Charlie Cooper. If you'd like to come to the top table, that would be helpful. And. Doctor Roger hood. Thank you. I'll just wait for you to.

00:50:47:25 - 00:50:48:10

Um,

00:50:49:23 - 00:50:50:11

join us.

00:50:55:20 - 00:50:59:15

Oh, sorry. Yes, there was a substitution, Andrew Cadman.

00:51:03:05 - 00:51:04:23

Is is is he in them?

00:51:11:04 - 00:51:27:10

I'm not having any. It would appear not. So. Um, if he joins us later, where we'll we'll accommodate that later on. So just to confirm in this, in this final group before the break, we have Kevin Riley. Thank you. Charlie Cooper.

00:51:28:26 - 00:51:29:21

And doctor Roger hood.

00:51:31:12 - 00:51:34:03

And then we'll have a break after these three.

00:51:35:27 - 00:51:37:00

Thank you very much. If you go ahead.

00:51:38:06 - 00:51:39:09

Good morning everyone.

00:51:39:11 - 00:51:40:18

May I take this opportunity.

00:51:40:20 - 00:51:41:13

To introduce.

00:51:41:15 - 00:51:42:07

Myself?

00:51:42:09 - 00:52:14:15

I'm Kevin O'Reilly, the managing director of One Resourcing Limited. One Resourcing Limited is the recruitment partner for London Gatwick Airport. One was also limited. We are committed to connecting talented individuals with rewarding employment opportunities. Our mission is to support both job seekers and employers, facilitating mutually beneficial partnerships that drive growth and prosperity within the aviation community. Now, let's turn our attention to the significant development on the horizon. The potential opening of a northern runway at Gatwick Airport.

00:52:15:15 - 00:52:46:03

The expansion project holds immense promise for the local community and the job market alike. In addition of a northern runway at Gatwick Airport has the potential to bring about transformative changes that extend far beyond the airport grounds. Firstly, let's explore the impact on the local

community. The expansion of Gatwick Airport will serve as a catalyst for economic growth, stimulating business activity and creating new opportunities for residents and entrepreneurs alike.

00:52:46:14 - 00:53:18:19

With increased airport traffic comes increased demand for goods and services, driving business expansion and job creation across various sectors. Moreover, the expansion will likely spur infrastructure improvements in the surrounding areas, enhancing transportation networks and accessibility for both travelers and residents. These enhancements will not only improve the overall quality of life, but also create additional job opportunities in construction and many other sectors. Now let's consider the implications of job creation.

00:53:18:28 - 00:53:53:27

The opening of a northern runway at Gatwick Airport has the potential to generate thousands of new jobs, spanning a diverse range of industries, from aviation related roles within the airport to positions in retail, hospitality and construction. The expansion will create a wealth of employment opportunities for individuals at all skill levels. Furthermore, the aviation industry offers a mutually sorry a multitude of career pathways, from entry level position to specialized roles requires advanced training and expertise.

00:53:53:29 - 00:54:24:16

This presents an exciting opportunity for members of the community to pursue fulfilling careers within opportunities for growth and advancement. In conclusion, the opening of a northern runway at Gatwick Airport represents a pivotal moment in our community's development journey. It's not just about expanding infrastructure, it's about building a brighter future for all. Together, let's embrace this opportunity and work towards creating a thriving, prosperous community for generations to come. Thank you for your attention.

00:54:28:09 - 00:54:29:29

Thank you. Any question?

00:54:31:20 - 00:54:34:26

Um, I've just, uh, at this point, I've just had a message that, um.

00:54:36:28 - 00:54:53:20

Uh, anyone who's arrived late and not registered. Um, please. Could they make themselves known to the case team during the break at the end of this session? So I'll just leave that with you. Um, and and move on.

00:54:56:19 - 00:55:03:24

To, um, to the next person who is, um, Charlie Cooper.

00:55:06:10 - 00:55:39:19

Good morning. Thank you. My name is Charlie Cooper. Um, I'm the operations manager of a local building company based at Gatwick. And I speak on behalf of our team and other contractors at the airport. And I've been fortunate that for the last 23 years, Gatwick has been my place of work, not as a directly employed person, but a local building contractor who has been on the construction framework

at the airport during that time. My team and I firmly believe that the second runway and the relevant building works associated with the project is a fantastic opportunity for Gatwick to further enhance the local workforce who rely on Gatwick for valuable income and support.

00:55:39:28 - 00:56:10:22

As a company, we employed local labour to deliver construction at Gatwick. These plans are very exciting and can give us as a company the confidence to invest and develop and grow in line with the work that the airport can offer. Gatwick plays a huge part in the local community, and these plans will ensure that, as a local business and many others who rely on the work that Gatwick provides, can invest in more people. Our company is 40 p.a. strong, of which 36 live within a five mile radius at Gatwick. We also at any one time can of up to 30 local subcontractors working for us as well.

00:56:10:24 - 00:56:46:06

That work. The work that we do forget, which means that there's also a local supply chain of electrical wholesalers, builders, merchant, paint suppliers, etc. who rely on who we rely on to support us and whom rely on us for the business. These businesses businesses can also grow organically with the plans that Gatwick have in place, and they will also have the confidence that the supply and demand will be there. The digital realm will be a massive boost for the local economy. We've struggled more than most of the country when Covid hit due to the airport in effect shutting down and lots of businesses still in that recovery process. The overall development will help generate a number of employment opportunities for local people and wider within the south southeast.

00:56:46:08 - 00:57:18:15

The new buildings that will be necessary to support additional flights to the second runway will generate. We'll need facilities to support additional passenger numbers expected. There will be new coffee shops, new retail outlets, new restaurants, new garages, new hotels. All of these will require staff to run. And as I stated above, these facilities will all need to be supplied by local distributors. The line of businesses that are going to benefit is very long. We also believe that new infrastructure will um, the infrastructure which will put in place, such as roads and rail, would be a huge benefit to local communities. I've been fortunate to call Gatwick my place of work.

00:57:18:17 - 00:57:50:28

I've seen over the years the determination by the Gatwick Board and construction teams to improve on its carbon emissions. Sustainability. We're currently working in partnership with Gatwick and looking at ways to improve the existing infrastructure so that it becomes more inviting and environmentally friendly. We've recently worked with putting in vehicle charging points across the campus. We've been working with them in improving how the airport is powered and looking at ways to change our boilers, etc. that are more environmentally friendly. I'm absolutely sure that any new building builds that take place will be the most efficient buildings built anywhere, and the impact on the environment will be kept to a minimum.

00:57:51:24 - 00:58:03:27

In summary, we believe that the second runway is simply a no brainer. The benefits of what it will bring to the local area far outweigh any negatives that it brings. It will firmly put this area back on the map as having one of the lowest employment areas in the country. Thank you.

00:58:05:18 - 00:58:07:07

Thank you very much. Any questions?

00:58:09:29 - 00:58:17:25

So, uh, I'd say the last, uh, contribution in this session. Um, if I could ask, uh, doctor Roger hood. Please. Thank you.

00:58:18:21 - 00:58:51:20

Thank you. Uh, my name is doctor Roger hood. I live five miles west of Gatwick in the village of Capel, a small village in the Surrey countryside with 900 residents. We are directly under the flight path. I have three points for the inspectors. First, the future air passenger demand is unproven. Secondly, the local congestion will be intolerable. And thirdly, any new runway will cause significant environmental damage. I now speak to these three points the unproven passenger numbers and flight demand.

00:58:51:22 - 00:59:28:19

There's general agreement that air passenger demand increases as GDP grows, but the UK is at best flatlining and is unlikely to grow significantly in the coming decade. Therefore, Gatwick basic assumption on passenger growth must be seriously questioned and examined by the independent experts. Gatwick reported 33 million passengers in 2022 and predicts 75 million by 2038. These seem wildly exaggerated, yet such growth would sound impressive to future private buyers of the business.

00:59:28:21 - 01:00:01:18

Gatwick economic viability is dependent upon these numbers, and it is why they want our permission to build a new runway. London already has five international airports, in fact, more than the capacity that is needed in the southeast. Gatwick is approaching its own capacity and today is broadly in balance with its southern economic ecosystem of employers road traffic, rail capacity, facilities and demand. It only makes sense to build new runways elsewhere in the UK.

01:00:02:14 - 01:00:39:26

I ask the inspectors to evaluate the passenger number forecasts submitted by Gatwick, because these may have been provided wildly, just to create a phantom demand to boost the value of the existing asset. Secondly, congestion and misery for 20 miles around Gatwick for the next 20 years. Gatwick wishes to double the size of the airport, as I've said, and to begin the construction in 2026, the inspector is asked to evaluate the adverse impact on the life of 4 million people who live in Surrey, Sussex and Kent.

01:00:39:28 - 01:01:11:01

This means far busier roads, higher housing demand pushing prices sky high. Fewer school and college places, more crowded hospitals and healthcare facilities. The water system and water treatment system, which is unable to cope now during construction, there will be many extra 30 tonne trucks every day for the next 14 years and then trucks ever more as they support the airport facilities and dispose of the airport waste and sewerage.

01:01:11:03 - 01:01:28:10

Double the volumes of debt today and by Gatwick its own projections. 14 tanker truck loads every day on our roads. The inspectors will know that the burden of all infrastructure costs will be borne by the local residents, which means good.

01:01:28:17 - 01:01:30:27

I'm afraid your time is up. I'm afraid. Okay.

01:01:31:00 - 01:01:31:19

Thank you.

01:01:34:06 - 01:01:37:06

Thank you. Any any questions from.

01:01:39:14 - 01:01:47:00

Thank you. Thank you all for your contributions. Um, we've now reached the, um. So I'll hand back to Mr. Gleason at this point.

01:01:49:03 - 01:02:15:21

Thank you very much for all the contributions that's been made to date. Uh, we will take a short break. Um, reconvening at 1135. Can I just say that, uh, those people who are listed to speak in the next session, can you please move to the front to reserved spots so that you're available more easily to move into the, uh, seats with microphones when requested?

01:02:17:08 - 01:02:17:23

Um.

01:02:26:26 - 01:02:36:04

And on that basis, I think, uh, unless it's anything else with my colleagues, we will adjourn the hearing at this point and come back at 1135. Thank you very much.