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00:00:05:00 - 00:00:40:26

Time is now 1135. Time to resume this hearing. And for those of you who weren't here at the start, I'll just say a few more words about the purpose of the hearing. So it's to hear representations of interested parties who've 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.

00:00:41:22 - 00:01:16:17

We're 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 understand the issues. To make best use of the time. While not wishing to limit your contributions, it would be of great assistance if points were not repeated. You can be sure that the examining authority have already understood a point that you have made. So on that point, I'll hand over to Doctor Brewer, who will manage items three and four on the agenda.

00:01:19:15 - 00:01:36:22

Uh, thank you, Mr. Gleason. Um. So just, um, for the benefit of people who've joined us, um, since, uh, the earliest, since the earliest session started, uh, 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.

00:01:38:08 - 00:01:55:02

After which a time permit we will hear from any interested party who has not pre-registered but wishes to speak, and 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 examining authority.

00:01:56:25 - 00:02:09:00

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

00:02:13:06 - 00:02:48:21

Due to the large number of parties wishing to speak today, we have set a time limit per person. So when you are speaking, you must take account of your time remaining shown on the monitor in front of Mr. Humphrey 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, um, we may wish to ask you questions, but I'll rely on my panel colleagues to, um, make that known at the time.

00:02:53:04 - 00:03:25:09

Onto item four, which just explains how we run the session. Really. The order in which you will be invited to speak will follow the agenda, and we will ask people to come forward to the table at the front, um, in up to five, uh, interested parties at a time. So some speakers in each group of 5th May be attending virtually. And you'll see on the screen who they are. 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.

00:03:25:18 - 00:03:43:00

And if necessary, ask any questions. You can return to the general seating and we will call the next group of five up to the front table. Once you've returned to the general seating, you may, uh, stay and listen to others. Or you may wish to depart. But if you wish to depart, please, could you just do so quietly?

00:03:45:01 - 00:03:53:12

The purpose of the recording and for reference. When you do speak, please can I ask that you state your name and your interest in the case?

00:03:55:16 - 00:04:28:10

You also invited a bit of written version of your speaking notes at deadline. One I just emphasized that should be via email or if you if you absolutely have to do it in hardcopy form, you need to post it to our, um, office. Address. So, if I may ask the next group of five people to, um, uh, move forward to the front table. Uh, they're all here in person, as I understand it. I've got Councillor Malcolm Fillmore.

00:04:30:09 - 00:04:31:08

Uh, Chris Hoyt.

00:04:33:17 - 00:04:34:29

James Watkins.

00:04:37:19 - 00:04:38:18

Dan Osborne.

00:04:41:29 - 00:04:43:07

And Mike Schaller.

00:04:46:00 - 00:04:56:00

Thank you very much. And by the way, if I, if I mispronounce any names, just I apologize for that. Um, I just refer to the name that's given on the agenda.

00:04:58:27 - 00:05:06:14

So I'll now invite Councillor Malcolm Fillmore to. Like his contribution. Thank you. Thank you. Sir.

00:05:06:24 - 00:05:42:09

Uh, my name is Malcolm Fillmore. I'm here as a representative of Russell Parish Council, and I'm also their representative on Gatcombe. Russell Parish is immediately adjacent to Gatwick Airport to the west. Accordingly, every aircraft landing or taking off from Gatwick flies low over the parish.

Prosper is a rural parish with a considerable equestrian presence and with many green fields often used for rearing sheep, etc. it is one of the highest villages in Sussex, significantly higher than Gatwick Airport, which increases the impact of aircraft noise.

00:05:43:19 - 00:06:21:29

We are opposed to the expansion of Gatwick Airport and its northern runway project. For reasons of the likelihood of the inevitable increase in noise and environmental pollution, as well as its adverse impact on our existing infrastructure issues. I have a number of matters to raise, which I would like the inspectors to give full consideration to in determining the outcome of this DCO. I am sure that other opponents of the project will cover many of these better and in more detail than I, and hence I will focus on several issues which may not be the subject of extensive representations elsewhere.

00:06:23:01 - 00:06:56:01

The server is not to be thought of as ignoring the key issues. I would reiterate that aircraft noise. Whilst the overall levels may have improved in recent years with technology and the removal of older generation, jet noise is still causing unacceptable disturbance to residents and in particular during the night period. Gatwick are promoting the northern runway to enable them to significantly increase the number of movements, and hence there will be much, a much more continuous level of noise over our parish.

00:06:57:03 - 00:07:16:03

One is also concerned as to the hidden impact of increased particulate pollution. While Gatwick are also promoting the job creation aspects of the expansion. The local area already has very low unemployment figures. Indeed, there is a shortage of employees in many sectors.

00:07:17:22 - 00:07:28:00

Our area also has major issues in potential housing expansion, particularly because there is a long term critical water shortage in the area.

00:07:29:25 - 00:07:52:16

The resultant increase in activities at Gatwick will inevitably increase the number of vehicles using our often single track rural roads as Rutland's. Despite Gatwick promotion of public transport access, a high percentage of those using Gatwick for travel or for work will continue to use motor vehicles for convenience to get their.

00:07:54:03 - 00:08:29:01

In the event that the inspectors do agree to the project going ahead, I would therefore ask that considerable attention be given to requiring alleviation of the adverse consequences on the local communities. This should include a greater restriction on night period movements in a similar way as has hitherto been agreed in regard to Heathrow. There should also be a requirement to provide funding to facilitate improvements to local infrastructure. For example, measures to deter the use of minor country roads as rat runs.

00:08:30:08 - 00:08:40:00

There should also be a significant expansion of double and triple glazing funding and other noise alleviation measures, and over a much wider area than hitherto.

00:08:41:19 - 00:09:16:17

I'm a retired chartered accountant previously involved in the Financial Reconstruction centre sector, and hence I'm all too aware that the predominant demand of the managers of Gatwick Airport is for them to generate profits for the ultimate shareholders. In July 2023, Dabiq published its five year capital investment programme, suggesting a spend of £2.18 billion over that forthcoming period. Included in this psalm is a budget of £590 million in respect of the Northern Runway project.

00:09:16:22 - 00:09:56:07

But while the document gives copious details on the rest of the proposed spend, there is no detail on the makeup of this 590 million. So it is not possible from that document to see what they are actually proposing to spend on alleviating the consequences of the proposed expansion. As perhaps a somewhat cynical accountant. I have also not seen how Gatwick actually proposed funding the Adventurous Capital programme. It is perhaps important to bear in mind that the last published accounts show that the net shareholder equity value of Gatwick, as per its accounts at December 22nd, was only £65 million.

00:09:56:26 - 00:10:27:11

And that that date had borrowings of over £3 billion. In accounting terms, this gearing is already extremely high, and it must be considered relevant to question the ability of Gatwick to raise the additional funding necessary to pay for the Northern Runway project. My reason for raising this is that it is also perhaps a given that most major development projects end up costing far more than originally envisaged. While it might be said that this is not our concern, what does concern me is this.

00:10:27:22 - 00:11:10:03

When there are cost overruns, the project managers then look for peripheral savings and these are commonly items considered nice to have or to offer, but in essential for the principal operations. This would inevitably include matters offered by way of concessions to local communities. On the basis that the inspectors do allow the northern runway project to go ahead. Then this must be with a requirement that Gatwick funds a range of measures to be agreed to alleviate the problems thereby caused to local communities, and further, that these commitments must not be capable of being subsequently avoided or reduced if and when there are cost overruns on the whole project.

00:11:11:02 - 00:11:11:17

Thank you.

00:11:14:07 - 00:11:26:11

Thank you, Councillor Phil Fillmore. Um, I understand we have a question from, uh, Mr. Hockley on the on the panel. Thank you. Thank you, Councillor Fillmore. Just one question. Um, obviously you mentioned.

00:11:26:13 - 00:11:53:09

Uh, Russell at the start there, and you may or may not be aware that we're undertaking a series of, uh, unaccompanied site inspections, um, where we visit the communities around the airport. Um, so if there is anywhere particular in within Russell or the parish that you would like us to visit, um, as part of those inspections, a publicly accessible place, then if you could submit that, you could tell me now

or if you like. I don't want to push to put you on the spot, but also you could submit that a deadline. Have you.

00:11:53:11 - 00:11:53:26

Been to.

00:11:53:29 - 00:11:56:14

Jasper? We've not been to Russell yet. No. This is why I said.

00:11:56:26 - 00:12:02:19

I'd like to invite you to. Come on. Come to there. And perhaps at one of the parish council meetings.

00:12:02:27 - 00:12:24:20

Okay. We wouldn't be visiting the meeting so much. What we'd do is we we've been visiting, um, various different locations to that. People have, you know, suggested to us or we're doing that in the future. And we have been as well, um, to to gauge the impact or to have a look at the impact that people have said that, you know, the airport is having upon themselves. So, um, if there's anywhere particular within the settlement. Well.

00:12:25:09 - 00:12:26:17

We'd be delighted to see you.

00:12:26:21 - 00:12:27:07

Okay.

00:12:27:09 - 00:12:29:03

Thank you. Pick something up after this meeting.

00:12:29:05 - 00:12:32:21

Well, if you'd like to submit something to deadline one, that'd be useful. Thank you, thank you.

00:12:35:15 - 00:12:41:22

Thank you very much. Um, thank you, Councilor Fillmore. So we'll move on now to, uh, Chris. Hide, please.

00:12:42:18 - 00:13:14:11

Thank you. I'm Chris Heide. I'm a director of the Surrey Climate Commission. Um, we oppose the expansion of Gatwick Airport. The Surrey Climate Commission is a partnership which brings together civic groups, the public sector, academic institutions and businesses from across Surrey to work collaboratively to reach a carbon neutral future as soon as possible. The commission's members comprised over 100 community groups in Surrey. Also, we are part of a network of climate commissions across the country. Across the southeast.

00:13:14:13 - 00:13:47:11

There are many businesses, public sector organizations and community groups, and thousands of individuals giving vast amounts of time and effort to live more sustainably and in balance with our

planet. Many of them volunteer their time and effort for free. Yet the results of all their efforts will be overwhelmed by the environmental impacts of this project. We are all well aware that environmental limits are being exceeded. With accelerating increases in global temperatures and a breakdown of our climate and ecosystems.

00:13:47:16 - 00:14:03:04

We know this. Because too much carbon dioxide and other pollutants are being released into our atmosphere. We know that the use of fossil fuels is the prime contributor. It's not only the world's scientists that agree on that, but governments across the globe.

00:14:05:03 - 00:14:40:04

This project to expand Gatwick will significantly increase greenhouse gas emissions. This will have a negative impact on the ability of the UK government to deliver its net zero strategy, stay within its legally binding carbon budget and meet its international climate commitments. The government's own advisers on emissions. Emissions targets are clear on airport expansion. The UK Climate Change Committee recommended no net expansion of UK airports to ensure aviation can achieve the required pathway for UK aviation emissions.

00:14:40:15 - 00:14:58:14

It further noted that no airport expansion should proceed until a UK wide capacity management framework is in place to annually assess and, if required, control CO2 emissions and non CO2 effects. Why is that advice being ignored?

00:15:00:29 - 00:15:26:29

Apart from the impact of increased climate change, we have a number of other concerns. I won't go into that in detail today, and other people are making those points very well in terms of their representations. Um, but our concerns include the questions around the need for expansion, the economic assessment and its impact on jobs, the impact of noise and night flights, the impact on water ecology and air quality, and the impacts of construction.

00:15:28:20 - 00:16:02:08

As a qualified transport plan. I have a particular interest in surface access proposals, and I will dwell in a few detail points on that. Now, though, I do look forward to coming back to issue specific hearing for the impact of the additional surface transport journeys is significant and should be assessed against national transport targets and policies, and host local authority transport plans and climate strategies. In Surrey, about 45% of greenhouse gas emissions are created by ground based transport, and two thirds of that comes from cars.

00:16:03:11 - 00:16:43:03

Gatwick mode share targets fail to prevent a growth in car use for surface access. If the project were to proceed, then we would seek the adoption of higher targets for public transport and active travel. We would also like more clarity on the parking strategy and how increased off airport parking will be prevented, and we would like to see more detail on the active travel proposals on active travel. We support the points raised by Mill Valley Cycle Forum and Charnwood Parish Council. Modelling of the increased traffic volumes shows increases in local journey times, which will impose inconvenience and disruption to people in the local area.

00:16:44:00 - 00:17:18:26

In contrast to its planned investment in road infrastructure, Gatwick is proposing only limited investment in public transport. Our view is that the surface transport investment priorities should focus on sustainable transport. The project will increase demand pressure on London Brighton mainline trains beyond planned additional capacity. Improvements to accommodate rail demand growth are planned by the rail industry to 2029, but not beyond. No increased rail capacity is planned or funded by Gatwick. Modelling for this project shows increases in the numbers of people standing on London Brighton mainline trains.

00:17:19:01 - 00:17:48:27

Gatwick reports waive this aside as insignificant, and I would ask each extra passenger force to stand on these trains whether they think it's insignificant. Just one final point. As I used to run a transport team in a major public planning authority. Um, I was not impressed with the quality of information presented and how accessible that was. There were many reports, but it was very confusing to actually find consistent data. We'll come back to that point.

00:17:49:26 - 00:17:50:14

Thank you.

00:17:52:00 - 00:17:52:15

Thank you.

00:17:55:27 - 00:18:01:06

So next. We have James Watkins, please.

00:18:03:25 - 00:18:37:26

Thank you very much and thank you for this opportunity to speak. So I represent the London Chamber of Commerce and Industry and we strongly support the application. The London Chamber of Commerce and Industry is the capital's largest independent business representative organisation, with a network of over 8000 companies. Our members cover everybody for micro-businesses medium sized businesses to large multinationals supporting thousands of jobs and ensuring that London continues to be the engine of the UK economy.

00:18:38:09 - 00:19:28:29

This application is particularly critical for London because London is unlike many global cities around the world, highly reliant on aviation. And if it wasn't for the aviation sector, London would not be able to deliver at least 20% towards UK GDP. And as we know from the Department for transport, if there is no action, then from with Gatwick and other key airports, then demand will outstrip supply in a very small number of years and polling by the London Chamber of Commerce and Industry and Savanta has shown that 83% of London businesses agree that air connectivity is critical to ensuring that London is competitive on the world stage.

00:19:29:12 - 00:20:08:15

So aviation is therefore critical not just to the UK and world economies, but also to London and Gatwick. Airport plays a critical role not just here in the local economy with Crawley and Sussex, but

for London regionally and nationally, both to direct job creation and by supporting business activity. The airport has been a major contributor to the local employment, with around 80% of the workforce in the borough of Crawley, but at the same time it is also critical to jobs and supply chain opportunities in Greater London as well.

00:20:09:07 - 00:20:47:27

Now we would as a London chamber would not support this application if it wasn't that Gatwick are already committed to addressing net zero ambitions. Gatwick has already brought forward its net zero target from 2014 to 2013 and is seeking to source 50% of its electricity and 50% of its heat network from domestic renewable sources. In addition, Gatwick has given the commitment that they are seeking to enhance biodiversity and habitats on the airport estate and commit to zero use of herbicides by 2030.

00:20:48:25 - 00:21:29:26

Consequently, therefore, that this balance we see is a well balanced approach because it's using the best use of existing infrastructure for the best use of the area, and also for the best use of the national economy and the London economy. By connecting the UK with the world. London Gatwick Airport plays a critical role in supporting local businesses and London businesses through its supply chains. It allows firms from around the UK to access opportunities internationally, and it enables London's world class culture and tourism sectors to thrive.

00:21:30:20 - 00:22:22:29

Given the aviation's importance fundamental importance to the national economy, the aviation sector must be allowed to continue to grow while also moving towards a greener future as businesses transition towards net zero. That is why we are pleased that Gatwick back to the London Chamber's position in its recent Green Skies report that was launched last year. We asked Gatwick to agree to a series of commitments to ensure that they move to sustainable aviation fuels and other targets to meet net zero, and we were gratified that Gatwick met that that request by the London Chamber, because we don't just represent airports, we represent all businesses, large and small, in every single borough across London.

00:22:23:18 - 00:22:59:11

So consequently, London's aviation landscape is critical to move in to moving jobs and growth forwards. It provides an insight into the efforts that were being made to decarbonise the sector, and steps are needed to further accelerate the transition to net zero. Are we recognise that this is happening now? London is the gateway for investment into the UK, and this proposal will ensure that we will have better connectivity across the country, which in turn will spread growth and opportunity to all corners of our United Kingdom.

00:22:59:21 - 00:23:16:03

These are well balanced proposals which will. Mean that the northern one way can be utilized for business growth and be sensitive to the needs of the local area. Fundamentally, these plans mean that gateway can develop and also meet the climate emergency. Thank you.

00:23:17:28 - 00:23:19:09

Thank you for your contribution.



00:23:20:24 - 00:23:24:08

Can I ask? And Osborne, please.

00:23:26:08 - 00:23:57:20

Thank you. Jack. Good morning. Uh, I'm Dan Osborne. I'm chair of CPR Sussex. Um, CPR Sussex is the countryside charity, and we have over 2000 members and active supporters and volunteers and supporting our work for a greener future for Sussex. Our interests cover things like landscape planning and green space in cities. We're interested in people's interaction with their environment and their health and wellbeing, etc..

00:23:58:27 - 00:24:02:09

Um, I'd like to make quite a high level point. Um.

00:24:03:26 - 00:24:35:04

As in agreeing, I think with, uh, Cagney's comments, more values, comments, and the Surrey Climate Commission's remarks that you've just heard. Um. When considering the sustainability of a project, it seems to me that the economic argument is not the only one that needs to be weighed in the balance. I think it's really important that people understand that, um, the social and environmental considerations carry equal weight.

00:24:36:08 - 00:25:04:05

And I think very often that isn't necessarily the case, uh, that those things are balanced. And I think the nature of, of the proposal that you're considering, um, is one that, uh, is not making best use of current facilities. It's a rebuild, uh, of the airport and the construction of an entirely new runway. And that's very different from making best use of.

00:25:05:21 - 00:25:41:19

They their consequences, um, of this are very widespread. Um. It's not just an impact on the local area. It's not just impacts in Sussex, but that is my main area of interest. Um. One of the most important elements of this is whether or not it's possible to deliver at scale in a timely fashion. The net zero aims through the net zero approach, and I would say that the evidence for um.

00:25:43:00 - 00:26:21:19

The aviation sector to deliver on those alternative fuels is not very substantial. Um, the technologies involved are in their infancy. There have been only trial flights to date, and there are real doubts about whether basing, uh, a fuel strategy on, uh, fuels that are merely recycling greenhouse gases in the atmosphere and not actually helping to lower them as quickly as required. Um, whether that is a really sustainable approach, and we will provide some more information on that in due course.

00:26:22:17 - 00:26:39:01

Um, we're very concerned about the climate change impacts, and that's why we've asked for a special, uh, hearing on climate change. Um, residents of Sussex are already experiencing the impacts of climate change. Um.

00:26:40:17 - 00:27:13:27

The UK has experienced summer temperatures of 40 degrees already. They have arrived 20 or 30 years earlier than expected. And all the the other impacts that go with a changing climate, such as overheating in people's houses, etc. um, flooding extra. Extreme weather events of various kinds. These are things that are happening already. Um, and it is a matter of great public concern.

00:27:14:06 - 00:27:19:09

Um, and, uh, it is not something that can easily be pushed aside.

00:27:20:29 - 00:27:51:01

The airport has taken steps to make its operations on the airport itself more climate friendly. But the flights themselves, um, are not controlled in the same way. There aren't schemes that cover the emissions of the flights and take them fully into account in estimating the impacts on climate change, which is why the Climate Change Committee have come to the views they have on aviation in the UK.

00:27:53:12 - 00:27:53:27

Um.

00:27:56:07 - 00:28:28:01

I've already said that we're in support of Cagney, uh, in terms of noise, uh, emissions. But they, uh, within the the planning that's going on for Gatwick in the future, it's quite clear that Gatwick is tending to attract some of the older aircraft. And so not only have we got some fuel issues with those aircraft, but we also have, uh, problems with the noise levels that those older and larger aircraft, um, uh, will bring to the area.

00:28:28:03 - 00:28:45:12

And it's already very difficult for people in certain parts of, uh, the flight path patterns to get a good sleep at night and to live a life where they do not hear aircraft noise above normal conversation, etc.. I'll stop there. Thank you very much.

00:28:47:00 - 00:28:51:16

Anything additional. Mr. Osborne, if you had more, please submit it in writing at deadline. Will.

00:28:54:25 - 00:28:55:10

Thank you.

00:28:57:06 - 00:29:06:09

So. That's the last person in this in this group of interested parties I have got. Mike Schaller, please. Thank you. Good morning.

00:29:06:22 - 00:29:52:16

I'm president of the Chamber of Commerce in New Haven. I'm presenting this statement on behalf of New Haven Enterprise Zone. The New Haven Enterprise Zone is a collaboration between South East Local Enterprise Partnership and Lewes District Council. As part of a major transport interchange. We fully understand the importance of connectivity for our business and resident community. Formed in 2017, we create opportunities for businesses looking to thrive in this growing economy. We are

supportive of the plans to bring the northern runway into operational use at Gatwick Airport, as this will have positive impacts for the subregion, including New Haven, but particularly keen to see an increased resilience around air traffic, bringing visitors and business footfall to the region.

00:29:52:18 - 00:30:25:22

The creation of jobs for the region during the construction phase, alongside wider opportunities for businesses and their employees once the runway is in use, we recognize the importance of local supply chains and look forward to the businesses of New Haven being able to access and benefit from the opportunities the project will bring, as well as increased opportunities for trade in the region and beyond. Our key objective is good growth, so we are supportive of environmental mitigation factors Gatwick are proposing in this development application.

00:30:26:00 - 00:30:26:18

Thank you.

00:30:29:00 - 00:30:29:15

Okay.

00:30:31:11 - 00:30:53:25

So, um. That's. That's the first, um, five hours from the session. So if you if you'd like to return to the to your seats, that would be that would be great. Um, and if I could invite the next, uh, group of five interested parties to come to the front table. Uh, Sally Brown, I think.

00:30:54:25 - 00:30:55:24

Picking on the bum.

00:30:57:26 - 00:31:01:18

Good. Um, Matt Saunders.

00:31:04:26 - 00:31:06:25

Francis Whitaker.

00:31:09:02 - 00:31:12:01

Close enough. Thank you very much. Thank you very much.

00:31:13:16 - 00:31:15:17

Um. Tracy Pearson.

00:31:18:09 - 00:31:21:01

And. And David Gill, please.

00:31:31:15 - 00:31:37:27

So if you're sitting comfortably. Um. I lost. I'll invite Sally Brown to start us off.

00:31:40:27 - 00:32:14:07

Good afternoon. My name is Sally Brown. I'm a wife, mother and grandmother and local resident of Crawley. I have lived and worked in close proximity to Gatwick Airport all of my life, and I've brought my family up here. Back in the 1980s, I worked for Dan Air in their Horley office, and then for five years I was based at the airport working for Alders International before me. My father in law was an aircraft engineer for British Caledonian and then British Airways. My son currently works for the Civil Aviation Authority and my daughter in law works for Gatwick Airport Limited. My family and many of my friends and their families have benefited and continue to benefit from the employment opportunities.

00:32:14:09 - 00:32:45:03

Having a thriving airport in the heart of our community brings. As well as being a local resident. I'm a director and the general manager of Gatwick Diamond Business, and I have been with the organisation for 13 years, with just over 350 member companies employing around 40,000 local people and growing Gatwick diamond business has been at the very centre of the Gatwick diamond business community, supporting and working with businesses in the South East for 70 years. We are proud of our independence and our not for profit status, owned and governed by our members, for our members.

00:32:45:12 - 00:33:24:07

We support our membership and the wider business community to make connections, explore new opportunities, access learning, training and knowledge sharing, and champion the needs and interests of GDP businesses across and beyond the Gatwick Diamond region. We are proud to highlight the region's business achievements, promoting business opportunities for GB members, and we work closely with partner organisations and key stakeholders to encourage collaboration, growth and inward investment. London Gatwick has been a proactive member of Gatwick diamond business for many years, engaging at our top level of membership diamond champion with Stuart Wingate joining fellow champions to have high level discussions around key issues affecting the Gatwick diamond economy.

00:33:24:18 - 00:33:57:12

They also support, through their engagement with our various media channels, including our business magazine with articles and updates, keeping local business people informed on the latest airport news. Also through our educational seminar programme, providing speakers to cover presentations around procurement processes and opportunities, and through their headline sponsorship of the Gatwick Diamond Business Awards, helping us to acknowledge and celebrate business excellence and achievement across the region. Over the past 13 years, I have seen and welcomed a huge improvement in Gatwick Airports efforts to engage with the local business community.

00:33:57:24 - 00:34:37:18

Initiatives like the new Stem centre to inspire local children and students to consider airport related careers, and open to engaging and collaborating with innovative companies outside of the airport. Engagement with the Sussex and Surrey Institute of Technology, working alongside other employer partners to shape the design and delivery of the curriculum to ensure it meets and anticipates local employer needs. And the London Economic Summit. Um Gatwick Economic Summit um delivered by the airport to bring together stakeholders from across the region to discuss long term sustainable economic growth and future inward investment, and driving the creation of an airport economic zone identity to benefit the airport and the regional economy.

00:34:38:05 - 00:35:20:25

I meet on a regular basis with London Gatwick External Engagement and Economic Partnerships teams to share current news and discuss potential opportunities. These meetings are very much driven by Gatwick and enable us to keep our members and the wider business community up to date with airport news and feedback, comments and opinion from our business members. Additionally, one of my fellow directors represents GDP on the Gatwick Consultative Committee. And as a result of these conversations, we have received some valuable introductions. For example, JetBlue, Delta Airlines, and Air India all promoting new routes out of Gatwick, and with these routes providing opportunities to further expand business relations, explore new opportunities and help attract inward investment back into the area leading to economic growth.

00:35:21:18 - 00:35:57:25

If approval is received for the use of the existing northern runway in scheduled operations, it will enable long term sustainable growth and resilience at London Gatwick and will deliver a £1 billion boost to the regional economy, including 14,000 additional jobs. In July 2023, we carried out a survey of Gatwick diamond business members companies asking if they were in support of Gatwick plans to bring it standby runway into routine use. 80% of respondents said yes. Mindful to reflect the views of the 8% of our responding members who voted no. We acknowledge concerns of congestion and changes to infrastructure, noise and air pollution and the environmental impact.

00:35:58:04 - 00:36:29:26

We will continue to press the airport on these issues on behalf of our members and the local community, and hold them to account on minimising these impacts. We will also continue to encourage focus on increasing local spend. In closing, I'd like to say it's a privilege to be able to work closely with the proactive and forward thinking team at London Gatwick Airport. We are proud of our positive relationship and consider ourselves a critical friend, and in a fairly unique position to have honest and frank conversations on behalf of our members. London Gatwick provides an exceptional gateway into our beautiful country.

00:36:29:28 - 00:36:44:00

It is not just an airport, it's the pillar of our local economy providing jobs, opportunities and driving investment across and beyond the Gatwick diamond region. Along with our members, we understand the important role the airport plays, ensuring we all thrive. Thank you.

00:36:45:04 - 00:36:48:28

Thank you for your contribution. Can I invite. Um.

00:36:50:22 - 00:36:53:16

That's all of us then, please. Thank you very much.

00:36:54:01 - 00:36:55:11

Um, my name.

00:36:55:13 - 00:36:57:01

Is Matt Saunders, and I.

00:36:57:03 - 00:36:57:21

Am managing.

00:36:57:23 - 00:36:59:13

Director and founder of a local.

00:36:59:15 - 00:37:00:24

Company called storm.

00:37:00:26 - 00:37:32:29

12. Uh, in Hand Cross, which is about five miles away. And I'm also wearing another hat. I'm a resident. I live in Balcombe, which is about six miles away. I've lived in Crawley for most of my life until about 15 years ago, moving, uh, over into Balcombe. So storm 12 are a marketing agency and we recruit around 15 people. As I said, we established in 99 with a turnover now reaching, uh, close to 1.5 million. We're also a supplier of Gatwick Airport.

00:37:33:01 - 00:38:03:23

So we provide Gatwick with all sorts of marketing services. We are very much in support, uh, as a business of the expansion at Gatwick Airport, as we can understand the positive impact it can deliver for our business. Um, it provides us with revenue, which in turn allows us to provide more job opportunities in the local area. It allows us to support local businesses within our local economy. Um, you know, our 15 staff members support the high street wherever we can.

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

Working with Gatwick Airport gives us credibility as a company. It allows us to to win additional clients based on on the gravitas of working with the airport. It also means we can attract the local talent to the business having such a kudos client like Gatwick Airport. Connectivity is also crucial to us. We have a number of European clients, and we've had recent instances where we need to use the airport urgently, uh, to go to Schiphol Airport, for example, where we're delivering urgent marketing materials for our customers.

00:38:42:23 - 00:39:13:14

And then personally, um, my wife is half Spanish, and we've got a lot of family over in Spain, in the Canary Islands. Um, and recent events where family, family bereavements have taken place. We've used Gatwick Airport positively to make sure we get to certain events over in, in Spain, wherever, wherever possible. So I hope that gives you an idea of the importance of Gatwick Airport in supporting us as a local business and supporting us as a local family.

00:39:13:24 - 00:39:15:19

Thank you. Yes. Thank you.

00:39:18:06 - 00:39:26:24

The next. Can I invite? Apologies if I pronounce this again. Um. Francis. Whatever Guidara is guidara. Thank you.

00:39:33:26 - 00:40:11:04

Okay. Fantastic. Thank you. Um, I am a very recent former mayor and borough councillor of Crawley and former member of Crawley's planning committee. I was born in Crawley, raised my family in Crawley, have worked in various service and logistics roles at Gatwick over the years, and I choose to live here still, I wholeheartedly support. I wholeheartedly support the plan of Gatwick that Gatwick Airport has submitted, as do thousands of Crawley residents, providing a very sensible solution to an existential problem the need for greater aircraft capacity in the South east. A plan to enable Gatwick to grow its business, which is crucial for this area and its economic stability and which will provide increased employment opportunities for generations to come.

00:40:11:09 - 00:41:05:26

Gatwick must get its second runway. The demand will continue to increase, those flights will still happen and they still need to take off and land somewhere. Plans for a second runway at Stansted were abandoned in 2010 over the environmental concerns. The increase in footprint it would have that would have involved building on neighbouring green fields, but that could be reversed. We have here the opportunity to provide a second runway within the footprint of Gatwick Airport. It is the perfect solution. Boeing recently built its European Maintenance Centre at Gatwick, specifically for its newest aircraft, completed in 2019 with a £100 million investment, and in 2022 they launched a converted freighter line there, turning 737 800 commercial aircraft into freighters to support the strong, increasing demand for air cargo skilled jobs at their Gatwick training campus, as well 100 Boeing employees and nine full flight simulators are based, making it the company's largest combined training centre outside the USA.

00:41:05:28 - 00:41:38:08

An example of one of of one company throwing countless millions into the future of Gatwick Airport. Gatwick Airport's future looks fantastic and the second runway has always been a part of the plan. It is shown on the original plans in 1952. A promise was made by BA in 1979 not to build the second runway for 40 years. That was 45 years ago. The second runway is now overdue. Gatwick is very much a part of Crawley success and our growth, and as we grow so much to Gatwick, there are 120,000 residents in Crawley. Have you heard much, if any, opposition from them? It's a symbiotic relationship.

00:41:38:10 - 00:42:09:02

Crawley needs Gatwick to be successful going into the future. Jobs, training opportunities, economic stability for this area. Because Gatwick is successful, the manor or business district across the street from this hotel is also extremely successful. Another employment powerhouse for our town on the transport infrastructure. Over the decades, our local road network has improved to handle greater traffic volume and Gatwick train station has reopened officially last November, having spent 250 million on expansion and upgrades. They are doing what they need to do to keep pace with the increasing demand.

00:42:09:05 - 00:42:36:15

I will end by saying this the people who will benefit locally from this expansion aren't here to speak. They are in classes in Crawley schools. They're at college or uni in. In a few years, the benefits of a second runway will begin to be felt and they will be the local people who will have increased job opportunities thanks to the sensible, forward thinking decision makers who could see why a second

runway at Gatwick was always going to be the best solution for the southeast growing air transport industry and Crawley's growing population. Thank you.

00:42:38:11 - 00:42:39:04

Thank you very much.

00:42:41:11 - 00:42:46:02

I forgotten. Move on to Tracy Pearson, please.

00:42:47:10 - 00:42:51:17

Hi. Um, I'm Tracy, I'm, uh, from Red Sky Group.

00:42:51:19 - 00:43:23:26

We're a recruitment and vetting business with a focus on construction, transport and logistics and aviation. We were established in 2020, and we employ around 250 people locally. We work closely with our clients to connecting the right candidates with the right job opportunities for lasting careers. Gatwick has an immense potential to have a hugely positive impact on job creation within the local community. The northern runway has the power to amplify this impact, especially for recruitment companies such as ours located in the Crawley area.

00:43:24:06 - 00:43:56:27

Firstly, the increased operational capacity that comes with utilising the northern runway would result in a surge of air traffic, leading to the expansion of airport facilities and services. This expansion in turn would cause a growing demand for a diverse range of skills, from passenger services to maintenance professionals, security officers and baggage handlers, to name just a few. Local recruitment companies would play a vital role in bridging the gap between the increase in job opportunities and the skilled workforce within the community.

00:43:57:07 - 00:44:36:01

Secondly, the development of the northern runway offers an avenue for the creation of ancillary businesses and services around the airport. These could include catering services, ground transportation, hospitality and various other industries. Local recruitment companies such as Red Sky would be instrumental in filling the needs of these emerging businesses. So also to highlight the social impact, local recruitment companies would actively collaborate with Gatwick Airport in implementing inclusive hiring practices, ensuring that job opportunities created by the expansion are accessible to a broad spectrum of the local population.

00:44:36:16 - 00:45:17:21

This not only reduces unemployment, but also contributes to the overall wellbeing and resilience of the community. In conclusion, we feel that the utilisation of the northern runway at Gatwick Airport will create economic opportunities for the local community by actively involving the local recruitment companies in this process. We can create growth, skill development and a prosperous community. We would embrace the positive change, working together to ensure Gatwick Airport's expansion benefits not only the aviation industry but also the immediate areas surrounding Gatwick, which include both East and West Sussex, Surrey and parts of the Greater London area.



00:45:17:23 - 00:45:24:24

We feel that the benefits by far outweigh the risks of utilising runway that's already there. Thank you.

00:45:25:26 - 00:45:33:18

Thank you very much. So the last, um, interested party in this session, I'd invite Simon Matthews, please.

00:45:34:24 - 00:45:36:26

Oh, sorry. David Gill.

00:45:38:25 - 00:46:09:22

So not not a problem at all. Good afternoon, everyone. Uh, my name is David Gill. I'm the head of development for AQ construction, and I'm also a local resident, uh, living just outside Horsham. I've worked at Gatwick Airport for the past 35 years with specialist building contractors, and have seen many changes over the years as part of the growth. In my early days as a decorator at Gatwick Airport. I remember witnessing the Queen officially opening the North Terminal in March 1988.

00:46:10:06 - 00:46:43:10

Sometime later, I was appointed as managing director of the building, Maintenance and Construction Company. One of the key benefits of that is I found great pleasure and reward in issuing apprenticeships to 16 local young people for various trades who successfully attended Crawley and Surrey Colleges. This was based on continuous expansion at Gatwick and allowing me to offer long term employment and security for many people, with the opportunity for them to develop both personally and within this skill set.

00:46:44:21 - 00:47:28:14

As a construction company, the local supply chain is of paramount importance in this, and if this scheme is allowed to proceed, this will only enhance the local economy and employment opportunities in various ways. As a local resident living in Horsham for the last 17 years and with a strong sense of community, I've also experienced the benefits to our local town parallel to the steady growth at Gatwick over the years. With excellent facilities and transport links. The expansion, in my opinion, can only enhance the town and the surrounding areas, which have recently accommodated a new school with 1500 pupils at Beaumont, as well as an ongoing project within a five mile area of 7 to 8000 new homes.

00:47:29:05 - 00:47:43:25

Moreover, in the past five years, much of this infrastructure is primarily in place. I'm not actually supporting this proposal for personal and work developments, because I hope by the time this is well underway, I'll have retired.

00:47:46:08 - 00:48:04:09

I generally believe this is a win win opportunity for everyone, and the business is connected within the local supply chain for Gatwick Airport as a whole, as well as benefiting many families who will have various opportunities for local employment for the long term. Thank you.

00:48:06:02 - 00:48:29:02

Thank you very much. So thank you for all of you, for your contributions. I don't think there's any questions from. The panel. So if you'd like to, uh, return to the audience, uh, that would be helpful. And I'd invite our last two of the pre-lunch session, Steven Clarke and Simon Matthews, to come forward to the the front table if you're here.

00:48:30:20 - 00:48:31:29

I'm actually online.

00:48:34:15 - 00:48:37:25

Oh, sorry. Sorry. Simon Matthews I virtual. My mistake.

00:48:38:17 - 00:48:43:12

Brilliant. Somebody switched my camera off, actually. I don't know, they can put it back on again. Oh. Thank you.

00:48:45:26 - 00:48:49:05

Thank you. Thank you, Mr. Matthews. Thank you. I can see you.

00:48:49:17 - 00:48:50:21

Brilliant. Thank you very much.

00:48:51:26 - 00:48:52:11

Uh.

00:48:53:27 - 00:48:59:13

So if you're ready, uh. Mr. Clark.

00:48:59:27 - 00:49:01:03

I can start. Thank you.

00:49:01:15 - 00:49:06:20

Oh. I'm sorry. Um, Mr. Matthews. Sorry. Mr.. I'll let Mr. Clark go first, just to keep to the order we have.

00:49:06:24 - 00:49:08:23

Oh, fine. No problem. I'll go into my mute.

00:49:08:25 - 00:49:11:08

That's way to wait a few minutes and you'll have your chance.

00:49:18:17 - 00:49:19:18

Thank you very much.

00:49:19:20 - 00:49:20:05

Um.

00:49:20:10 - 00:49:22:20

Thanks for this opportunity. I'm Steve Clarke.

00:49:22:22 - 00:49:23:27

I speak on behalf of a.

00:49:24:02 - 00:49:25:04

National campaign.

00:49:25:06 - 00:49:28:04

Called No Airport Expansion, which is supported.

00:49:28:06 - 00:49:28:23

By over 20.

00:49:28:25 - 00:50:05:03

Campaign organisations working in this area. Um, I'd like to start by addressing a procedural matter, actually, if I could. This DCO has organised issue specific hearings for the most important major topics. However, amazingly, there is no planned issue specific hearing on the impact of on climate change of the extra emissions from this proposed expansion. We consider that the carbon emissions arising from this expansion are large enough to materially impact the government's ability to meet their, um, their legally binding targets of net zero under the Climate Change Act 2008.

00:50:05:24 - 00:50:36:18

As such, this DCO needs to understand the impact of the additional um, carbon and non CO2 gases that will be released by this proposed expansion. To do that, it needs to put aside enough time to hear evidence on the issue. We therefore ask that there be an issue specific uh morning or day on the impact of the expansion on climate change. Um, now moving on to why I think the these plans to expand should not be allowed.

00:50:37:03 - 00:51:11:25

You will know that the Climate Change Committee is a committed group of government appointed experts who are put in place as part of the Climate Change Act 2008 process. It's a group of the most experienced, expert, experienced experts that could be gathered together. We should and must listen to them. What do they think about aviation decarbonisation? The CC have said quite clearly that no airport expansion should proceed. Quote. Until there is a UK wide capacity management framework in place.

00:51:12:03 - 00:51:43:26

In other words. The airport should not just be allowed to expand ad hoc. The cumulative impact of all the expansion plans needs to be looked at. At the moment it is not. The CDC are also very clear that the ideas suggested by the Jet Zero strategy will not work on their own. Yes, we can increase the efficiency of of engines by 1 or 2% a year. Yes, we can fly a very small percentage of our planes on sustainable aviation fuel.

00:51:44:08 - 00:52:04:17

While noting, of course, that these fuels still produced exactly the same amounts of carbon out of the back of the engine. Yes, we can dream about hydrogen and electric powered planes, but all of the benefits of these will simply be overwhelmed because of an increase in the number of flights that is planned.

00:52:06:23 - 00:52:31:22

The airport is already large enough. We ask that you please look into your hearts. Recognize the overwhelming importance of the climate crisis, and recommend to the Secretary of State that these plans are rejected. I just also like to clarify one point made by the London Chamber of Commerce representative. Net zero airports do not include the carbon from the planes, which is well over 90% of the carbon impact.

00:52:31:24 - 00:52:37:13

Time is up, I'm afraid. Thank you. If you want to submit anything else in writing, please do so at deadline one.

00:52:37:15 - 00:52:38:00

Thank you.

00:52:41:10 - 00:52:52:03

Thank you very much. Um, so finally, uh, this morning. Uh, well, this afternoon, now I know. Um, please, uh, could I ask some in Matthews? Go ahead.

00:52:52:19 - 00:53:28:00

Thank you very much. Thank you. Good afternoon. Uh, my name is Simon Matthews. I'm the owner and director of Matthew's Associates, especially its consultancy, based in Dorking, providing services mainly to the public and the public sector. Since 2011, the Gatwick Northern runway expansion is important to my business in three ways. One is an SME business the ability to travel easily and inexpensively to potential clients, both domestically and internationally is important to me, considerably widening my field of operation. This providing me with additional business opportunities within the UK, but also potential to secure overseas clients.

00:53:28:14 - 00:54:09:24

Secondly, as an economic development consultancy, I 100% appreciate the positive economic benefits of having such an airport within the southeast region, creating prosperity for businesses. Individuals alike. The presence of Gatwick is of undeniable economic benefit to the region. An expanded, more efficient airport can only further enhance these already proven economic factors. The recent Gatwick economic Summits have been invaluable in underpinning the airport's pivotal role as an economic leader. Thirdly, as a consultancy, often working in the visitor economy and tourism field, I absolutely can see the wider benefits of potential increase in inbound tourism to the southeast region as Gatwick destination map continues to grow.

00:54:09:26 - 00:54:46:28

It brings additional inbound tourism potential with every new destination. However, the airport must continue to prioritize inbound as much as outbound use. Its support of the subregional visitor

economy should be permanent requirement post outcome of this application, with the Gateway Gatwick Group being the primary vehicle to deliver this much needed support. Finally, as a resident living just a few miles from the airport, personally, I'll benefit from the enhanced flight offer. The runway expansion will bring hopefully with more customer choice of destinations, enhanced frequency and a competitive environment offering real value for money for passengers.

00:54:47:03 - 00:55:24:08

I am conscious of the many negative environmental issues being, but many are being mitigated by quieter, more efficient aircraft and the efficient management of airspace. However, from an access perspective, I would ask Gatwick consider using its influence and financial strength to improve the east west rail access on the North Downs Line, which at present is infrequent, slow and unreliable. In line with the new northern runway. The north down line needs to be electrification and upgrading to be fit for purpose as a key access route to and from the airport. In summary, I wholeheartedly support the proposed northern runway expansion and hope this planning process can be expedited quickly and efficiently.

00:55:24:10 - 00:55:25:04

Thank you.

00:55:28:00 - 00:55:36:13

Thank you for your contributions and thank you everyone for your contributions. Um, uh, this morning, uh, I'll now hand back to Mr. Gleason.

00:55:38:17 - 00:55:39:22

Thank you very much.

00:55:40:08 - 00:56:05:13

So that brings us to the end of this second session of open floor hearing one. Um, we will now adjourn until 130, uh, where we will invite the next group of interested parties to make their contributions. And then the fourth session will start at 3:00. So login now at one 1231. Thank you very much.