

File Name: OFH2 28th February 2024.mp3

File Length: 01:09:02

FULL TRANSCRIPT (with timecode)

00:00:05:00 - 00:00:14:01

Okay. Good evening. Um, can all those present hear me clearly? Okay. Great. Thank you. And can I confirm that the live streaming of this event has commenced, please?

00:00:16:03 - 00:00:48:17

Thank you, Mr. Harold. Uh, it's now 6 p.m.. Welcome to this open floor hearing in relation to the application made by Gatwick Airport Limited, who we will refer to as the applicant for an order granting development consent for the Gatwick Airport and Northern runway project. As described in the application form, the application seeks powers to enable dual runway operations at Gatwick Airport through 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.

00:00:49:03 - 00:01:02:21

This includes substantial upgrade works to certain surface access routes which lead to the airport. My name is John Hockley. I am a charter town planner and a member of the Royal Town Planning Institute. If I could ask my colleagues to introduce themselves, please.

00:01:04:24 - 00:01:12:04

Good evening. My name is Philip Brewer. I have a PhD in applied acoustics, and I'm a member of the Institute of Acoustics.

00:01:14:05 - 00:01:20:18

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

00:01:22:10 - 00:01:32:01

Good evening. My name is Kevin Gleason. I'm a town planner, a member of the Royal Town Planning Institute, and I'm the lead member of the panel appointed to examine this application.

00:01:33:12 - 00:01:40:07

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

00:01:41:15 - 00:01:55:08

Thank you. We have all been appointed by the Secretary of State to be members of this panel, and we constitute the examining authority or the Xa for this application. We will be responding to reporting, sorry, to the Secretary of State for transport as to whether the development Consent Order should be made.

00:01:57:00 - 00:02:34:09

For those here in the venue, you may have met Mr. George Harrold, who is a case manager at the Planning Inspectorate for this project here. Sport Today by Mrs. Jennifer Savage and Mr. Stephen Parker from the case team. And for those of you online and who have been present in the Arrangements conference, you will have been introduced to Mr. Elliott Booth. If you have any questions about the examination process or the technology we're using, then the case team should be your first point of contact. Before we consider the items on the agenda. There are just a few housekeeping matters we need to deal with. So firstly, can everyone please set all devices and phones to silent? Um, there are no fire alarms or tests or drills this evening.

00:02:34:11 - 00:02:55:05

So in the event of a fire alarm, um, please exit via the fire exits at either side of this room. And the evacuation assembly point is outside the main entrance on the left hand side. Toilets are located on this floor and the ground floor, and I am informed that car parking charges won't apply to anyone attending this meeting. So if there are any issues, please either speak to reception or to Mr. Harold.

00:02:56:26 - 00:03:27:03

In addition to this in-person event, the hearing is being taking place on the Microsoft Teams platform and is being both live streamed and recorded. For people joining online, you may switch cameras and microphones off if you're not participating specifically in discussion. And please note that the chat function on Microsoft Teams is disabled and can't be used. Um, if we have to adjourn proceedings today, we will stop the live stream. And when we recommence the meeting and restart the live stream, you will then need to refresh your browser page to view the restarted stream.

00:03:29:09 - 00:04:04:16

Because the digital recordings that we make are retained and published. They form a public record that can contain your personal information and to which general data protection regulations GDPR apply. The planning Inspectorate's 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 hearing, it's important that you understand that you'll be live streamed and recorded and that the digital recording will be published. If you don't want your image to be recorded, you can switch off your camera. Um, on that basis, when speaking about your views about the application, um, please don't reveal your address.

00:04:04:23 - 00:04:11:21

Um, a reference to the town or village where you live will suffice for the hearing. And if we need more detail, then, uh, member of the case team will contact you.

00:04:14:14 - 00:04:44:21

We understand that people have very strong feelings about the proposed developments, but it is important to recognise 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. And as such, we want everyone to have an opportunity to speak and answer questions. Talking over anyone or repeated interruptions will not be tolerated. Clapping, cheering or booing will also not be tolerated as we need to be able to hear what people are saying and such behaviour can be intimidating.

00:04:45:17 - 00:05:18:00

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. We understand that. And if you stumble over your words like I do on many occasions, or you need to repeat something, this isn't a problem. 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 you want more clarity on, then please contact Mr. Harold, the case manager in the first instance or a number of the case team.

00:05:18:02 - 00:05:19:07

Another member of the case team.

00:05:21:20 - 00:05:40:04

If any individual or group wishes to use social media, report, film or record during this evening's hearing, then you're 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 misused. Is there anyone here from the press this evening?

00:05:44:05 - 00:06:16:26

Now. Okay, we'll move on then to gender item two. That's the purpose of this hearing. Um, this meeting will follow the agenda, which was published on the project website on the 19th of February. And its purpose is to hear the representations of interested parties who have registered to make all representations, elaborating, elaborating on their written representations to date. It's an opportunity for ourselves, the Tsar, 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.

00:06:17:12 - 00:06:48:00

We are familiar with your relevant representations. So when speaking or answering a question, you don't need to repeat these at length. What we are seeking is for you to provide further detail or evidence to help us understand these issues, to make best use of the time. And whilst not wishing to limit contributions, it would be a great assistance if points were not repeated. You can rest assured that the essay will have understood a point made the first time. We will offer the applicant a right of response with a time limit of five minutes set. Should they wish to respond orally at the end of the hearing.

00:06:48:18 - 00:06:56:07

Alternatively, the applicant may choose to respond in writing by deadline one. Following the response from the applicant, should they choose to make one. The meeting will close.

00:06:58:00 - 00:07:00:07

Are there any questions on anything I've said so far?

00:07:02:21 - 00:07:08:28

Okay. Thank you. I'll now hand over to Miss Cassini, who will manage items three, four and five on the agenda.

00:07:10:09 - 00:07:46:13

Thank you, Mr. Hockley. So we're now moving on to agenda item number three. It's our intention to hear from interested parties who have pre-registered to speak and who are listed in the agenda for this hearing. After which short time permit. We'll hear from any interested party who is not pre-registered but wishes to speak, and any other persons or non interested party who wishes to speak. However, time is tight and this would be at the discretion of the Xa. If time is not available today, then parties can request an open floor hearing during our next set of hearings.

00:07:47:09 - 00:08:09:12

Due to the number of parties wishing to speak over the course of the whole day, we have set a time limit per person. When you're speaking, you must take account of your time remaining. Shown on the monitor in front of Mr. Humphrey. The monitors just to my left. For those attending virtually, Mr. Humphrey will let you know verbally when you have one minute left.

00:08:10:28 - 00:08:27:21

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, we may wish to ask you questions. So before I move on to agenda item number four, is anybody got any questions about what I've just said?

00:08:29:19 - 00:09:00:17

No thank you. So moving on to agenda item number four. The order in which you'll be invited to speak will follow the agenda. We will ask people to come forward up to this table at the front. Up to five people at a time, although some speakers in each group of 5th May be attending virtually. We'll ask each of you to speak in turn based on the time allocated to you. When we've heard from all five of you and asked any questions. If any questions.

00:09:00:19 - 00:09:32:10

If we feel they're necessary, you can return to the general seating area and we'll call the next group of five forward. Once you've returned to the general seating area, please feel free to depart the venue if you wish, but please do so quietly. For the purposes of recording and for reference. When you do speak, please can I ask that you state your name and your interest in the case? You are also invited to submit a written version of your speaking notes at deadline one, which is Tuesday the 12th of March.

00:09:32:21 - 00:09:51:11

So I'm going to now invite the first five people on the list to make themselves available, and those people are in Girling Paul Rolfe, Richard Plant, Adrian Heath and Councillor Catherine Bart and Richard Plant and Adrian Heath are joining us virtually.

00:09:56:25 - 00:09:57:27

Thank you, Mr. Plant.

00:09:59:27 - 00:10:06:25

Could I just check? Is Adrian Heath here? I think he's virtual case team. No.

00:10:11:02 - 00:10:17:07

We'll start with Mr. Girling anyway. So, Mr. Girling, would you like to introduce yourself, please. And commence.

00:10:21:21 - 00:10:26:00

Sorry. Can you put your microphone on, please? Is that working? Very much. Yes.

00:10:26:14 - 00:11:07:21

Thank you. Good evening. I'd like to be the guinea pig in these things. My name is Ian Girling. I'm here representing Ward and parish council. We are a parish council made up of nine residents from within the parish. We have a mandate to oppose expansion at Gatwick Airport due to the impact it will have on our parish and its residents wellbeing and housing values. We are a parish situated to the north east of Horsham, um, and sandwiched between two major roads, the A24 and the 29, with all the ramifications that come with cut through traffic, avoiding congested routes, school runs not feasible by bus or train, and aircraft noise.

00:11:08:06 - 00:11:44:06

Our main concerns are aircraft noise increase and new flight paths from two runway airspace. Waste management localised decline in air quality due to increase in traffic. Shortage of affordable housing stock. Healthcare provision. School places and amenities generally, as Horsham will face the fallout of a new runway. Climate change due to the increase in flight movements desired. Born in Palmerston North, received 70% of departures in the form of three departure routes due to the predominantly westerly wind and the remainder of the time arrivals at approximately the low height of 1500 foot.

00:11:44:26 - 00:12:18:24

The three departure routes from one of the three departure routes form one route, until they pass our parish as vector onto direct headings routes seven, eight and one. If flown, our parish becomes sandwich with an additional route Wizard, which is not generally flown due to it being over Horsham. The noise is not limited to a straight line rave route, as the noisy noise shadow falls 3 to 5 nautical miles either side of the departing aircraft, subject to the fleet, is very low as heavy from freight, luggage and passengers.

00:12:19:01 - 00:12:54:07

It subsequently vectors north, forming two routes, and continues west. In 2014, Gatwick flew a concentrated departure flight path PB nav trial over our parish, over new communities, which caused extreme anger. It then appeared as three optimal routes for airspace. Then called Lamp, the Fuzzy's predecessor, as well as a new flight path that off a new runway in 2015, now called the third runway. In the Gatwick Masterplan of 2018, Walden Parish Council would not be included in the noise envelope offered for this new runway warning.

00:12:54:15 - 00:13:05:23

Parish council would not be in the insulation or compensation area, and yet our parish will be significantly impacted by continuous aircraft noise and night, day and night, with little if any, letter.

00:13:07:09 - 00:13:53:24

The noise envelope does not accommodate faces or take on board the growth. Gatwick is progressing currently through phases stage three having produced a very poor consultation process with undecidable maps. Fuzzies should be included in this process, as at present this is kept a secret from residents to the full scale of Gatwick of Growth. Gatwick seeks the masterplan of 2018. Detailed main runway through modernisation of airspace will increase aircraft movements by 55,000 flights a year, going from 285,000 flights a year pre-COVID to 340,000 by 2033, adding approximately 61 million extra passengers to the 46 million pre-COVID, with a new second runway seeking to add 101,000 flights each year.

00:13:54:27 - 00:14:27:07

The maps are said have been poor, but we include a map having written the word runway in to help this clearly show our parish will be hit the hardest under much of the green departure routes designed to fit in other airport growth plans for airspace. Obviously, I'll be willing to share this document. When we finished, the Gatwick Noise Management Board has been dominated by noise groups that seek to move arrivals over those closer to the runway. But present arrivals have the minimum joint of eight nautical miles by day and ten nautical miles by night.

00:14:27:09 - 00:14:58:04

If this was moved closer to the runway as the results of the NB study provided, it would fly over our parish frequently at less than 1500 foot, using flaps, wheels down and gears to take off speed quickly due to lack of distance to landing, plus turning sharply, which also increases aircraft frame noise. No research has been evident from the Gatwick submission to the impact two runway increase will have on our parish. No evidence is provided to how this will be mitigated with 1 or 2 runway expansion.

00:14:58:14 - 00:15:01:06

As such, we strongly oppose the new runway.

00:15:03:13 - 00:15:33:26

Moving on to waste. As a parish we had three waste sites as neighbours. As such, we're very concerned by the potential increase in waste from a two runway airport as Gatwick proposed to change the incinerator to a waste sorting site. The consultation leaflet, which we have now acquired, did not provide any detail to the volume of waste expected from a two runway operation with 365,000 planes and 80 million passengers, plus 14,000 workers. It did not provide any breakdowns of the type of waste or where it will be transported to.

00:15:34:19 - 00:16:06:08

It did not detail increase in lorry movements. However, we have now obtained details from reading the Gatcombe Steering Group report that states Gatwick has detailed 5 to 8 extra lorries a day by 2025 and 15 by 2049. No detail of the size of the lorry or data that the traffic modelling and conducted by the airport to reach these figures is provided. As such, we would ask that waste be a subject included in the hearings as well as air quality, as we believe our parish will suffer due to the increase in traffic on the roads.

00:16:08:08 - 00:16:38:21

Climate change, air quality and sustainability. Surface transport. Our parish is very environmentally aware with active climate change initiatives such as Wild About Warning. We are therefore concerned

that climate change is not included in the hearings nor decline. Decline in air quality. Due to the lack of sustainable transport and public services available to reach the airport for flyers and workers. Many in our parish must drive to reach shops, bus stops and trains. As such, we cannot reach Gatwick Airport by public transport.

00:16:39:11 - 00:17:12:02

We believe this can only lead to a decline in air quality for our parish. Along with the proposed planning already agreed incinerator, if indeed this is to process the airport's waste, as with the Biffa and Britannia Crest recycling sites for residential and commercial, as well as the Biffa biomechanical digester. These potentially all lead to lorries on rural lines, part roadside due to driving rest periods and waste roadside from the passing lorries. As Gatwick has significant food waste. We're concerned about the smell and vermin, flies, birds and rats.

00:17:12:16 - 00:17:42:21

We detail this is this as no detail were offered in the project change consultation operates over the Christmas period. I said. Our parish is a cut through area for vehicles, including lorries, to avoid congestion on the eight, 24 and 29. As such, perhaps not immediate consequences of a two runway airport, but consequently we are concerned the added traffic that the Horsham area will have to withstand with no investment will lead to more cut through traffic, passing homes and children walking to school with no pavements.

00:17:44:00 - 00:18:17:11

On them, I would point out here is a semi-rural to rural parish, and a lot of our, um, outlying road network has no footpath and pedestrians have to walk on the side of the roads. And I nearly got run over this morning doing exactly that. Red Hill Hospital is our main hospital. As such, residents ambulances drive by the M23, an unsafe smart road and a roads past Gatwick Airport through residential roads of Crawley. There are no buses from our parish to the hospital or direct trains.

00:18:18:02 - 00:18:33:01

With the increase in flyers, workers, fuel lorries and freight on these roads, we're concerned our residents will be impacted by the increased congestion on the hospital's single access road, the A23. Gatwick is only funding the new road outside its terminals.

00:18:34:22 - 00:18:36:05

Moving on to the housing shortage.

00:18:36:27 - 00:18:44:25

I'm afraid your time is up. Could I suggest if you want to submit that document, you speak to the case team and they'll tell you how it was submitted. Deadline one, I.

00:18:44:27 - 00:18:46:05

Certainly will, thank you very much.

00:18:49:08 - 00:18:54:03

Thank you, Mr. Girling. Mr. Rolf. Would you like to make your representation, please?

00:18:54:17 - 00:19:30:03

Thank you. Good evening. My name is Paul Rolfe. I'm the associate principal for employers and stakeholders for the Chichester College Group. Our college group is in the top five largest in the country, and we provide education and training opportunities across Sussex and beyond. We have seven colleges in our group, including Crawley College, which is located only a few miles from the airport. We have an annual turnover exceeding 110 million, and we deliver training to over 25,000 learners across the region.

00:19:30:19 - 00:19:38:13

We are off set outstanding and we hold high quality standards in TEF silver and we're also British Council accredited.

00:19:40:15 - 00:20:16:21

Our group is proud to have a long and sustained partnership with Gatwick Airport. We have worked collaboratively to ensure skills are delivered not only aligned to the current and future needs of the airport, but for many businesses in their supply chain as well. Specifically, the airport has supported careers and recruitment fairs. Airport visits for students. Expert masterclasses and student work experience opportunities. The airport has also recruited a significant number of our alumni into a range of careers.

00:20:18:10 - 00:20:31:27

We are proud to have Gatwick Airport as one of our first employer partners for our Sussex and Surrey Institute of Technology, which is a partnership between further education, higher education and business.

00:20:34:00 - 00:20:44:04

The institute aims to increase the number of learners taking and completing higher level Stem based subjects to support economic growth and increases in productivity.

00:20:46:08 - 00:21:19:14

It is our belief that the expansion of the airport through the second runway will not only create job opportunities, but also enhance connectivity, opening doors to other education related opportunities which include educational exchanges, research collaborations and culture experiences on a global scale. For example, the group already takes advantage of the Turing scheme, enabling students to travel and take advantage of cultural exchanges.

00:21:20:07 - 00:21:45:01

This year alone, students would have visited Spain, the Caribbean and Africa. The potential for new routes, facilitates new international partnerships and collaborations, which will enable us to further enrich the learning experiences for all our students. Broaden their horizons and equip them with the skills and perspectives needed to thrive in an interconnected world.

00:21:46:23 - 00:21:57:25

CCG also has extensive international education businesses, and each year over 500 learners travel overseas to study in one of our colleges in the group.



00:21:59:29 - 00:22:08:09

CCG has strong links with Japan, China and also runs an international exam board for English and foreign language students.

00:22:09:24 - 00:22:35:08

We benefit from the airport as a major employer and economic driver, providing countless job opportunities for our learners and residents, ultimately contributing to the sustainability of our local economy. By expanding its capacity, Gatwick can continue to play a pivotal role in driving economic growth, creating jobs and fostering prosperity for our communities.

00:22:37:22 - 00:22:57:19

Additionally, we believe the expansion of the airport will strengthen our region's position as a gateway in the UK, attracting tourists, businesses and investors from around the world. This will not only provide much needed boost for our local economy, but also enhance the region's reputation as a vibrant and dynamic place to live, work and visit.

00:22:59:11 - 00:23:32:25

We fully appreciate and understand the expansion of the airport comes with its challenges. We acknowledge the concerns raised regarding the environmental impacts and sustainability. These are key challenges and must not be ignored. However, we believe Gatwick Airport has committed to mitigating these concerns through responsible planning, innovative solutions such as investment in alternative and sustainable fuels. The airport has a track record of investing in environmental friendly initiatives such as carbon offsetting projects.

00:23:33:14 - 00:23:56:06

Some of these have involved our students. In summary, the construction of the northern runway at Gatwick Airport will not only benefit our college community economically, but also academically by enriching the learning experiences of our students, broadening their horizons, and equipping them with the skills and perspectives needed to thrive in an internet connected world. Thank you.

00:23:57:26 - 00:24:04:23

Thank you, Mr. Rolf. Mr. plank, could I ask you to turn on your camera and microphone, please?

00:24:06:21 - 00:24:07:07

There we go.

00:24:07:22 - 00:24:08:07

Thank you.

00:24:09:03 - 00:24:40:10

Uh. Good evening. My name is Richard Plant. Um, I'm a partner at S.W. property, but I'm also chairman of the Develop Croydon Forum. Developed Croydon is a not for profit social enterprise which works across the public and private sector to support the economic regeneration of Croydon for the benefit of its residents. We're an independent organisation. The forum is supported by the vast majority of the town's leading investors, and delivers a range of services to support the borough's economic future.

00:24:40:27 - 00:25:14:25

The key part of its mission is to promote Croydon to foreign direct investment and to support the creation of jobs, as well as improved housing and living conditions in a borough where a third of householders show at least one form of deprivation. In an increasing global world where trade is key and growth needed to stimulate economies. Leading to greater employment opportunities as well as improving standards of living. Major developments such as the northern runway are essential.

00:25:15:16 - 00:25:49:00

It's well known that air transport is a catalyst for economic development. Better connectivity facilitates the movement of goods and services and attracts foreign investment and boosts tourism, all of which contribute to the economic development. London Gatwick is a treat. A key driver of Croydon's economy, as well as that of the wider region, providing easy access to key European global and domestic markets such as the North of England, Scotland, Ireland, um as well as North America.

00:25:49:02 - 00:26:24:06

While we recognise the need for carbon reductions as we transition to net zero, London Gatwick has close proximity. Just 15 minutes by train provides Croydon's businesses with vital routes to growth, opening up markets and enabling competitive advantages through shorter supply chains and faster delivery times. While the facility for occasional business travel enables the essential personal contact between buyers and sellers, contributing to the companies making new sales.

00:26:24:21 - 00:26:57:00

Many of our members are commercial agents and developers, and we know that businesses from both the UK and globally consider the accessibility and connectivity of an area when making investment decisions. Since airports play such a crucial role in providing easy access to market suppliers and skilled labour, airports also often stimulate real estate development in their surrounding areas, including commercial, residential and industrial projects.

00:26:57:07 - 00:27:42:11

They also drive innovation and technology adoption in areas such as aviation, security, logistics and passenger experience, which form a key part of our regional economy. Investments in airport infrastructure and operations often lead to development of new technologies and solutions to enhance efficiency, safety and sustainability. We believe that London Gatwick ability to drive growth thanks to its expanding global reach, in particular its routes to China and North America, will be the catalyst not just of the much needed economic regeneration of Croydon, but for the region's entire business and development ecosystem.

00:27:43:16 - 00:28:19:12

It's estimated that the northern runway could bring an additional economic value of 63.5 million and 906 jobs, just to Croydon in less than a decade. While the benefit to the wider regional economy could be as much as £1 billion a year for major infrastructure, opportunities to boost local economies and kickstart regeneration come once in a lifetime, and the developed Croydon Forum is hoping that the Planning Inspectorate will approve the plan to bring Gatwick northern runway.

00:28:19:14 - 00:28:21:12

Mr. blunt, one minute left.

00:28:21:27 - 00:28:24:06

That's fine. I've finished. Thank you very much.

00:28:25:29 - 00:28:28:17

Um. Thank you, Mr. Plant.

00:28:28:27 - 00:28:29:12

Thank you.

00:28:29:19 - 00:28:30:09

Thank you.

00:28:31:24 - 00:28:40:07

I understand that Adrian Heath isn't joining us this evening. So, Councillor Bart, would you like to make your representations, please?

00:28:41:02 - 00:29:20:06

Thank you. Good evening. I'm a green county councillor for Surrey and my division includes the major routes to the airport. Gatwick Airport Limited is a private company which wants to be allowed to expand in order to make money. And there's nothing wrong in that, as long as it takes responsibility for mitigating the impacts of its expansion. But in my opinion, Gatwick Airport Limited is not taking that responsibility seriously. And here are some examples. The area in which the airport is situated is already water stressed, and the water companies tell us it will become even more stressed due to climate change and existing housing.

00:29:20:08 - 00:29:53:01

And yet Gatwick proposes nothing about water neutrality or reducing water demand. An expanded Gatwick will generate more sewage for Horley and Crawley treatment works. And yet capacity at the Horley Works is already so far exceeded that recently the sewage simply overwhelmed the works, flooded the public footpath and just flowed into the River mole. Gatwick has not engaged with Thames Water sufficiently on how to avoid further sewage pollution.

00:29:54:14 - 00:30:30:11

And Gatwick Airport is built on the floodplain, its expansion plans to tarmac over more of the floodplain. And yet it does not know what the flooding impact downstream will be. And I would also say that there are flooding, uh, defences that it has been asked to build and has agreed to build it. I field which have not been built yet. So the existing house is not in order and expanded. Gatwick will generate more traffic on already congested local roads, but it seems to content to leave that problem to the local councils to sort out with their limited resources.

00:30:30:28 - 00:31:01:28

And of course, a bigger Gatwick will take up more than its current share of the national carbon budget, making it so much harder for the UK to meet its legally binding carbon targets to limit catastrophic climate disruption. We've been told that an expanded Gatwick will benefit the economy

in some way by bringing more overseas tourists to the area, but I suggest that tourists are not going to want to visit an area which is polluted, congested and flooded with ruined national natural habitats.

00:31:03:06 - 00:31:36:06

The modelling provided by Gatwick to describe the impacts of its expansion is not fit for purpose. We hear that the Environment Agency, Natural England, National Highways, Thames Water and local councils have all requested better data and modelling from Gatwick, but to no avail. So Gatwick Airport Limited is not taking enough responsibility for the impacts its expansion will have on the surrounding area and the planet. It appears to want to get its planning permission and realise its investment gain, and leave everyone else to cope with the consequences.

00:31:36:08 - 00:31:36:24

Thank you.

00:31:39:09 - 00:32:00:20

Thank you all for your submissions. If I could ask you to make your way back to your seats, please. Um, the next five people we have on the list are Martin Hoffman, John Blewett, Tim North, Jacqueline Phillips, and Brett North. I believe Mr. Hoffman, Mr. North and.

00:32:03:02 - 00:32:15:18

The other Mr. North are all joining us virtually. Um, I'll just wait for lady and gentleman to sit down. Okay. Um, could I ask Mr. Hoffman to turn on his camera, please?

00:32:23:26 - 00:32:25:00

Um. I believe it's on.

00:32:25:18 - 00:32:33:26

I can hear you, but I can't see you. Um, are you any better? Oh, I can see you now. Yeah. Thank you. Please proceed.

00:32:34:08 - 00:33:12:05

Thank you. I'm Martin Hoffman. I'm the CEO of Platinum Media Group. We publish the largest circulation business magazines in the UK, between 700 and 20,000 readers each month. We are also the largest live event producer in the southeast. The airport is already one of the largest employers in the region, with the support of over 20,000 local residents economically greatly assisting the region, and that does not include the many thousands of people indirectly employed as suppliers to the airport. Every business in the UK has the right to grow, and indeed this is expected by the UK government in tax receipts and employment contributions are no different.

00:33:12:16 - 00:33:44:01

Not only does it have the right to grow, the businesses of the region demanded to aid in the growth of our businesses. The southeast has always lost out due to our proximity to London in terms of investment, salary offers that pull our most talented professionals out of the region, and so on, and the limited capacity at the airport plays into this scenario. We were all devastated. The second runway was awarded to Heathrow in 2016, who ironically now indicate they are unlikely to go ahead with it, making a mockery of the millions of pounds spent on the inquiry.

00:33:44:27 - 00:34:16:19

Through highly creative planning, came up with the suggestion of using the emergency runway as a fully operational runway, and little work needs to be done to bring this to fruition. It's a stroke of genius that should be applauded. A simple task will create a further 14,000 jobs in the region and inject 2.2 billion into the southeast economy. And the entire plan is privately funded, with not a penny of taxpayers money required. This is the final factor that allows the South East to compete with London, as it means more flights, more routes, more employment and more trade for our region.

00:34:17:12 - 00:34:39:16

Regarding pollution, the airport has gone to extraordinary lengths to mitigate this, and the Second Decade of Change report notes that the airline will be net zero long before the target of 2040. Regarding the airlines who fly into the airport, the advancement of sustainable aviation fuels is remarkable and just around the corner for all airlines and the rapid advance of fully.

00:34:40:00 - 00:34:41:27

Mr. Hoffman, you have one minute left.

00:34:42:10 - 00:34:44:27

Silent aircraft will bring a new dawn for us all.

00:34:46:16 - 00:35:17:28

The southeast deserves better. Every politician of every persuasion states we must decentralize from London. We deserve more employment opportunities to stop our best and brightest travelling to London. Work. The local airport supply network deserves to increase the size of their businesses through more work for the airport and more disposable income in their pockets, all with the ultimate aim of growing the the flailing UK economy. Such growth comes from deeds and not political words. The region's businesses are ready to do their bit, and we urgently need the UK government to agree to this.

00:35:18:00 - 00:35:27:17

12m of tarmac, the most valuable 12m of tarmac in the history of the southeast region of the UK, and I implore you to approve this application. Thank you.

00:35:29:25 - 00:35:31:00

Thank you, Mr. Hoffman.

00:35:33:17 - 00:35:35:12

I could ask you to turn off your camera, please.

00:35:37:15 - 00:35:42:10

Thank you. Mr. John Blewett, would you like to make your representation now, please?

00:35:44:00 - 00:35:49:12

Yes. Hello, my name is John Blewett. Um, I work in the environment and I'm an ecologist. Um, object.

00:35:49:14 - 00:36:23:10

To the second runway. The biggest grounds being the, uh, impact on climate change. Uh, the UK signed up to the UK Paris climate treaty. Um, Heathrow Airport's third runway was rejected on appeal because of, uh, its commitments to the Paris climate treaty. And although that's been overturned, it shows that there's a lot of controversy in the decision. Aviation is responsible for 2 to 3% of carbon emissions. That was close to 3.5 when taking into account its effects on other pollutants in the atmosphere, and it's one of the fastest growing polluters.

00:36:24:12 - 00:36:56:08

Even the short haul flight produces more emissions than the average person in Uganda or Somalia produces in a year, and we know that these are going to be on the front line of climate change. Um, aviation emissions are not included in UK emission budgets. Obviously, this allows Gatwick to say the second runway would have no impact on UK commitment to net zero. Seeing as the, uh, climate change is an existential threat by the UN, I think we need to have a specific climate issue hearing.

00:36:57:27 - 00:37:39:12

Air pollution is another factor. Research recently by the transport environment has found that the City of London is the most exposed city in the world to air pollution. Due to the six London airports, it has the equivalent of 3.23 million cars worth of harmful nitrous oxide. It's air pollution has been estimated to kill 48,625 people per year in the UK. The UK exceeds World Health Organisation guidelines by 79%. Noise pollution is another issue. The Simulation Aviation Authority lists impacts which include sleep disturbance, cardiovascular disease and daytime health effects, children's cognitive performance and lastly, light pollution and biodiversity.

00:37:39:20 - 00:38:09:29

Light pollution has a long impact on nocturnal animals, and I'm very much aware that there is a rare Steinbeck colony very near Gatwick in the baroque Hollywood. Noise pollution also has an effect and stresses animals decrease in birdsong, reflecting their behaviour, etc. etc. the balance such as these I think, require sacrifice zones. We are heard of people in local villages such as Wareham etc. and Horsham whose mental health physical health will lessen as a result of a development like this.

00:38:10:09 - 00:38:26:26

I think we are at a crossroads in humanity with the decisions that we make at this time, and we talk about the economy and what it can do for the economy. But what is the use of the economy for if people's health and mental health deteriorate as they do as they will for the development? Like this.

00:38:30:21 - 00:38:38:06

Thank you very much. Uh, Mr. Tim North, could I ask you to turn on your camera? And microphone, please.

00:38:48:12 - 00:38:49:06

Thank you.

00:38:50:14 - 00:38:51:10

Sir. Can you hear me?

00:38:52:19 - 00:38:53:05

Yes.

00:38:54:19 - 00:39:36:12

Good evening. Um. I represent Holiday Extras, who are leading UK and a European distributor of on and off airport related car parking spaces. Recently, gal unsuccessfully challenged the removal of 44 hectares of safeguarded land to accommodate a strategic employment site known as Gatwick Green, forming part of the emerging Crawley Local Borough Local Plan 2024 2040. This was on the basis that the area was required to accommodate 95,750 car parking spaces, in conjunction with a separate additional wide space runway capable of being delivered within approximately ten years of starting the planning process to accommodate a throughput of 95 MPA.

00:39:36:27 - 00:40:14:22

The current DCO application is anticipated to provide 80.2 MPA by 2047, yet it's only expected to provide an additional 1100 on airport passenger car parking spaces over its entire duration. I'll have little influence on the wide range of factors related to long term airport related car parking, which goes beyond accessibility to transport modes and pricing strategies to encompass the importance to be attached to low cost carriers. Early arrival departures based on slot allocations, estimated non UK leisure and business passenger throughput and customer behaviour i.e.

00:40:14:24 - 00:40:46:00

safety, security, passenger catchment areas and route overlaps with competing airports. Accessibility to transport hubs early in the morning. Gal has little control over external stakeholders involved in public transport provision. It is not a service provider. It does not control fares set by public transport companies who have different policy objectives, pursuing an objective whereby only expect to pay proportionately for those transport schemes that have a direct impact on the airport, does not solve capacity problems on the South Coast Main Line.

00:40:46:15 - 00:40:59:07

Improvements to the strategic road network can result in unintended consequences in attracting the less sustainable modes of access to the airport if it's on the fly. This means that having aspirations and ensuring commitments are to manifest.

00:40:59:18 - 00:41:01:06

Mr. North, you have one minute left.

00:41:01:08 - 00:41:38:18

Especially given a lack of evidence which indicates restricting on airport car parking can lead to an increase in public transport modes or reduction in the least sustainable modes of access to the airport, and to the absence of any comprehensive future revenue streams involving a sustainable transport fund. The supporting information for the DCO application pays no regard to choice, involving on and off airport car parking and no account of unauthorised off airport car parking. No regard has been taken to the rising technological platforms. Justice Just Park, transforming the way passengers look

for parking space on airport or the significance to be attached to transport network companies such as Uber.

00:41:38:26 - 00:42:02:12

Issues relating to passenger profiling and demand management have not been considered, and neither have satellite park and ride facilities. The approach to airport rated car parking is outdated, with the environment, the airport's environment effects not set out in a comprehensive and transparent way over the duration of the DCO. To ensure that Exceedances are prevented through the performance of fixed mitigation measures as a means of the time is up.

00:42:02:14 - 00:42:08:21

Now. If there's anything additional you want to submit, please do so at the deadline. One in writing.

00:42:09:03 - 00:42:10:03

I will do. Thank you.

00:42:12:26 - 00:42:17:13

Thank you, Mr. North. Miss Phillips, if you'd like to make your representation now, please.

00:42:19:00 - 00:42:53:09

Thank you. My name is Jacqueline Phillips and I live in Westcott, Surrey. I'm opposed to Gatwick expansion plans for the sake of all life on our wonderful planet, a planet that is our life support system. We are systematically polluting air, soil and water while accumulating greenhouse gases. Gas emissions in our. While accumulating greenhouse gases in our climate is heating our climate. Destroying the basis for life on Earth. Why? Largely to extract profit for the sake of business and growing the economy to profit a few people at the expense of the many.

00:42:53:11 - 00:43:23:24

This again seems to be the premise for Gatwick new runway proposals. Well, scientists have warned that we are at code red for humanity and face immense suffering and societal collapse. If we do not act now and reduce the harm we are causing. It seems to me that the proposed airport expansion at this time of climate crisis is literally insane. Aviation is a difficult sector to decarbonize. It is magical thinking to imagine that Gatwick can expand to the size of Heathrow and not jeopardise the government's legal climate commitment for net zero by 2050.

00:43:23:26 - 00:43:55:00

The technology and biofuels that it imagines do not yet exist at anywhere near the scale required. Carbon offsets over hour of questionable benefit. The reliance on carbon capturing technology embodies very significant risk, and the executive director of the IEA acknowledged last year that the history of carbon capture to date has largely been a disappointment. The ability to procure sustainable aviation fuel on the scale envisaged envisaged is highly debatable.

00:43:55:15 - 00:44:32:02

It'll bring into competition with other sectors also looking to rely on this to decarbonise, such as ground transport. Moreover, there is limited sustainable waste available from which to make safs. Thus, the demand for biofuel has also implications for environmental harm, deforestation and



biodiversity loss. Use of pesticides and fertilizers and also impacts land available for growing food. Making first generation biofuels from crops has not been ruled out. Overreliance on unproven technologies delays climate action and a rush into technological fixes often just replace one problem with another.

00:44:32:04 - 00:45:03:05

Put simply, as the Climate Change Committee makes clear, airport expansion is incompatible with meeting climate commitments when extolling the economic benefits of expansion, have detrimental costs of health impacts to local populations, and airport work has been considered, has the cost of the impact of emissions and exacerbating global heating and extreme weather, which causes disruption being taken into account. To tackle health issues and the climate crisis. We need to reduce demand for highly polluting industries like aviation.

00:45:03:14 - 00:45:20:27

Countless reports make it clear that reducing demand is the best way to do this. When faced with code Red for humanity, it is not okay to hope that future fuels and technologies will save the day. This is taking a risky and unnecessarily costly gamble with the lives of those living today and of future generations. Thank you.

00:45:21:24 - 00:45:26:06

Thank you very much, Mr. Phillips. Mr. Brett North, could you turn on your camera, please?

00:45:27:25 - 00:45:29:09

Client. Kate. Afternoon. Good evening.

00:45:30:18 - 00:45:32:09

Thank you. Hi.

00:45:34:04 - 00:46:08:01

Thank you panel for granting me the chance to speak today. My name is Brett North and I'm the chief executive of the Gatwick Diamond Initiative, a business led partnership that collaborates with businesses, business groups and local, regional and national governments to sustain the future of the Gatwick diamond economy. The northern runway project is an important catalyst to drive a new era of prosperity for our communities. It will bring opportunities promoting employment, prosperity and career opportunities for at least a generation to come here, not just to advocate for the proposed Gatwick Northern runway, but to make a case for the transformative power of this strategic investment in our region.

00:46:08:08 - 00:46:52:20

This project heralds a gateway to securing prosperity for future economic resilience, sustainability in the face of contemporary and future economic challenges. The Northern Runway project at Gatwick Airport is projected to create an additional 14,000 jobs across the regional economy, 3000 of those directly at the airport, but many, many more in the surrounding diamond region. We are a region that has pockets of deprivation and unemployment, and where even in the more affluent areas, we see high streets and other traditional employment struggling. Beyond this lies a £2.2 billion short term boost to

the local economy, delivering careers and training as the regional business community continues to scrutinise Gatwick continued initiatives to enhance local participation in its supply chain.

00:46:53:15 - 00:47:24:17

This project and its associated £1 billion per annum uplift in the economy, is currently almost alone in the region as a future strategic approach to sustaining business activity in this region. The Northern Runway Project is a catalyst to inspire further investment and alleviate these pressing issues. This investment isn't just about numbers, it's about opportunities for growth and development within our community. Our region is stressed to pivot further towards a more global trade outlook as reflected by UK government strategy.

00:47:24:19 - 00:47:41:01

We are challenged to face that local business challenges are driven by global shifts, and many of these markets are only accessible via air. We need to see further collaboration in global connectivity. The business community has worked with the airport to establish new routes in the Persian Gulf and low cost routes.

00:47:41:03 - 00:47:42:27

Mr. North, you have one minute left.

00:47:42:29 - 00:48:10:18

Are offering business cost effective access and reciprocal tourism and investment opportunities. In conclusion, the responsible expansion of Gatwick Airport is more than just the physical structures of this project. It is a potential catalyst for regional transformation. It promises to enhance our economic resilience and international connectivity, and safeguard an economic future through strategic investment and the undoubted innovation historically, that Gatwick Diamond has seen across the across the businesses.

00:48:12:04 - 00:48:14:27

And that's my piece. Thank you very much for granting me an audience.

00:48:15:23 - 00:48:28:28

Thank you very much, Mr. North. Could I ask you to return to your seats, please? Now. Thank you. Um, the last person that I have on the list to speak is Lisa Scott. You'd like to make your way to the front.

00:48:35:10 - 00:48:36:17

Thank you. When you're ready.

00:48:39:13 - 00:48:48:17

Thank you. I'm Lisa Scott, I'm a scientist project manager, and I'm speaking on behalf of Childhood Parish Council. Thank you for giving me the opportunity to speak today.

00:48:49:04 - 00:49:23:29

Business attendees at this meeting are expected, but I'm impressed by the number of people who have not been paid to attend and have attended on the defense of our planet. We are in a climate emergency.

Gatwick Airport itself made a new UK temperature record in 2022 of over 40 degrees. UK citizens died because of this. Amongst the UK fires was a housing estate in Dagenham ablaze. Around 40 homes were destroyed. They were melted, they looked like carbon cartoon houses.

00:49:24:10 - 00:49:43:25

This touched me because it's within a mile of where I went to school. If this fire had crossed the dual carriageway, there would have been tens of thousands of council houses destroyed. In fact, it singed the houses on the other side of the road. We are experiencing the wettest February on record.

00:49:45:24 - 00:50:18:09

The UK mostly escaped the fires in 2023, but enormous amounts of this planet did not. Countryside areas were burned. This should be enough. But if it's not, I will go on. Told parish council requests that the application is refused. The application is out of line with the government's own independent climate advice, and smacks of short termism, with a mere 40 years for the runway. A lack of vision and a drive for profit, above all costs.

00:50:18:14 - 00:50:24:28

We have seen the result of the drive for profit above all else, for example, with the state of our waterways.

00:50:28:00 - 00:50:59:29

If a project is going to be done, it needs to be done properly and futureproof. But this is not the case here. We see shortfalls in this application. There is no need for expansion. Existing capacity at the airport is there? GDP is increasingly being recognised as not the measure that reflects how society's prosperity should be measured. Employment is no compensation for poor health. Putting all our employment eggs in one basket is foolhardy.

00:51:00:27 - 00:51:31:15

If the application is approved. Then it is imperative that our community is not further disadvantaged and therefore we request to be a part of the S106 agreement. Our parish is located immediately. Proximity to the airport, flanking on two sides, the north and the west, alongside the runway, and at the end of it, a new runway to the north would bring aircraft movements nearer to our homes and mean our residents are impacted more.

00:51:33:18 - 00:52:08:06

We already impacted in ways that others are not. The unfair. It is unfair and unacceptable to accept. Expect our residents to suffer ill health and reduce lifespans in the name of cheap travel. A parliament a preliminary outline of a study is into just nitrogen dioxide in the H6 postcode. This local postcode, according to Gatwick own data and therefore a best case scenario, the emissions up to 2 to 2 to 2047.

00:52:08:19 - 00:52:22:29

Key findings demonstrate an increase in asthma, cardiovascular disease and premature death. This would lead to increased NHS costs. And reduced productivity.

00:52:26:28 - 00:52:28:12

On the noise pollution.

00:52:30:09 - 00:53:03:15

A report into the link between noise pollution and cardiovascular disease was published just this week. We are told that because hookworm, part of our parish, is alongside the emergency runway, it does not experience noise. I can tell you we do. I've measured myself a spike of 81dB just in recent days, and in 2023 I recorded 90dB. I mean, noise is not an appropriate measure. We heard earlier about an offer of no night flights on the new runway.

00:53:03:19 - 00:53:35:19

We would request this, but want to go further to at least to have no night flights and at least no takeoffs between 2330 and oh 630. Compensation to residents should be more creative and the range of measures, for example, for air to air heat pumps, which have the capability of providing dual support, ventilation and air conditioning in summer months for residents unable to open their windows due to noise and the cleaning of air in the residents homes.

00:53:36:24 - 00:54:08:18

Lack of capacity in local hospitals should also be a major concern if there were a serious incident. A flight attendant raised this to me just this week with a concern about an absence of ambulances. Our residents have already been impacted by road congestion generated by the airport. We require funding of significant renovation, extension and upgrade of all local pavements so that they are in mint condition and, where possible, upgraded to LTN 120 standard.

00:54:08:25 - 00:54:17:22

This will go some way to mitigating the approximately 9 to 11% of additional airport road traffic that will come through our parish.

00:54:19:12 - 00:54:41:01

For the construction phase. We have little in the way of HGV monitoring control for dust. Our residents must be protected for the unnecessary increases in HGV movements and the associated increase in dust. Therefore, we require HGV routes to be controlled and all vehicles directed away from our rural roads.

00:54:42:22 - 00:55:14:03

Any ingress of temporary construction labor would have a negative and detrimental impact on our housing stock and community. Holiday parking and private car hire and parking companies, plus misuse by taxi drivers is a scourge in our parish, meaning yellow lines everywhere and residents visitors have nowhere to park yet. Taxi drivers routinely ignore these restrictions because they can simply pull away. If an enforcement officer comes along.

00:55:14:12 - 00:55:34:28

Drivers use the verges and woodlands as toilets and litter bins, and in order to address this serious anti-social behavior exhibited by taxis and other drivers, we require the airport to work with local councils to fund in perpetuity the policing of littering and illegal parking, primarily by Anpr.

00:55:37:02 - 00:55:37:25

Thank you.

00:55:39:11 - 00:56:01:01

Thank you very much, Miss Scott. If you'd like to take your seat back in the audience, please. Thank you. That comes to the end of the speakers we have on our list. But I understand that there's a Mr. and Mrs. Tyson Davies in the room who would like to speak. Do you want to come forward and sit at the desk or. Yeah.

00:56:05:01 - 00:56:17:15

That's fine. If I could just ask you to take a seat. I'm just going to ask if anybody else in the room would like to speak as well. Is there anybody else could? Would you like. Are you happy to come forward? Yeah.

00:56:21:06 - 00:56:45:06

Yeah. If it could. Could I just take your. Your name, please? If you. So Karen Dukes and Miss Dukes, are you representing yourself or an organization I am today? Thank you, Mr. Tyson Davies. Are you representing yourself or an organization today? Yeah. So I'll start with you, mister Tyson Davies. You both have three minutes.

00:56:45:08 - 00:56:47:06

So. Okay.

00:56:48:17 - 00:56:50:12

Yep. Press the button. It'll go red.

00:56:51:06 - 00:57:22:20

Hello? Yeah, I am local. I live in Charnwood, in Newdegate, Charnwood and in Crawley for a while, but all around the airport. Um, I don't see why. The sort of greed, really from the airport. My life should be forever changed. You know, if there's disruption of building it. I believe it is not an existing runway. It is completely just a taxiway. They are moving it more than the depth of the width of a runway. So that is just a rubbish argument.

00:57:22:22 - 00:58:05:02

I don't understand why the public inquiry that was had a few years ago that decided that, um, Heathrow was the obvious choice, not Gatwick. Um, why is that being disregarded? Um, you know, the economic benefits, 14,000 extra jobs. You can walk into Gatwick tomorrow and get a job. There is no need for any development like that. Gatwick is a holiday airport. There is no more need for massive extra flights. I can't see, um, you know, I think it just, you know, apart from anything, the local, um, industrial estate where we're on the edge, all here on Manor Royal, you cannot get a unit.

00:58:05:04 - 00:58:37:10

I run a small business. You know, I would expand if I could get a building big enough to work from. Um, but I can't. They would start for a small unit at a quarter of £1 million. There. That is due to the airport being here. So basically, it stops other companies coming in and investing in the area. So we end up with low value jobs predominantly at Gatwick, night work, shift work, stuff like that. That just doesn't really kind of do it.

00:58:37:12 - 00:59:07:29

So you end up with a low value economy, um, that, you know, it's just fairly kind of rubbish. So it's because it's boosted the, um, value of industrial premises with the caterers and the, you know, people fixing the buses and things like that. There's just nothing left for other companies to do. Um, so it effectively sort of stops economic development from good quality jobs. So it's just rubbish jobs around here.

00:59:08:12 - 00:59:13:13

Um, what else have I got? Um, the, um.

00:59:15:21 - 00:59:37:15

I think that's pretty much it. You know who else? The other thing is, if they're going to do it, you're going to have to get a lot more people into the area. So who's going to pay for the M23 to be expanded? We need another railway line into London like Heathrow. Got things like that. It's just completely in the wrong place. Um, you know, so, you know, it's not just.

00:59:39:03 - 00:59:53:09

It's just everything. It's just the wrong place and you know it's going to impact local people massively. You know, there aren't the people to work there. Nothing. So, you know, I think it's wrong. What's the time? Up.

00:59:54:19 - 01:00:06:11

Thank you very much. You. If you want to submit your representation in writing at deadline one, please feel free to do so. If you speak to our colleagues, they'll assist you with doing that. Thank you. Could you press.

01:00:07:16 - 01:00:08:01

Oh.

01:00:08:18 - 01:00:13:24

Thank you very much. Miss Jewkes, was it? Yes, yes. Would you like to make your presentation?

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

Thank you.

01:00:14:23 - 01:00:16:22

Um, I wasn't going to speak today.

01:00:16:28 - 01:00:53:27

Uh, but having listened to what I've heard tonight and having seen on social media some of the things that have been talked about today, and having been to some of the things that Gatwick has done in terms of consultation, I thought I needed to. I'm a former partner in one of the biggest firms of accountants in the city. I'm also the vice chair of the Lib. I'm not speaking in that capacity. I'm speaking in my own capacity, but with my experience. Now, I'm not an expert in the business of the airport, but I am aware that there's qualified experts who can't make sense of the Gatwick economics in the DCA application.

01:00:54:06 - 01:01:26:17

I get it's going to have a significant impact. Everybody is going to say it has a significant impact. However, some of this is possible now. It has the capacity to do some of the expansion that some of the businesses want. Now Gatwick, because Gatwick is not at that capacity, I'm going to urge you to have real detailed regard. Precisely what is the upside to this, given the downsides that you've heard tonight, and you're going to come to hear a lot of over the next few weeks and months.

01:01:27:08 - 01:02:01:07

Now at the layer, we hear from lots and lots of businesses that have scarcity employees. The guy on my right, for example, Gatwick, has been a reducing contributor to that employee network for some years and is expected to continue to reduce over time. Now, we're told repeatedly that that Gatwick will be a net contributor to economics, growth and employee numbers. However, as you are hearing, they're not going to meet any costs of the damage that they're doing.

01:02:02:08 - 01:02:32:27

That that dam, that cost is going to need to get sucked up by councils and the public. So the sustainable fuels, the carbon offsetting that everybody's cheering about and saying that that's going to happen. We've been talking about that stuff for years, absolutely years. And there is no sign whatsoever that that is going to come on stream by 2050. The government's net zero targets are likely to not be met.

01:02:32:29 - 01:02:44:11

There's no evidence that we're going to have it. So I'm going to ask you to ask them to fix the problems before giving them the expansion that they're craving today. Thank you.

01:02:47:18 - 01:02:56:15

Thank you both. If you'd like to make your way back to your seats, please. Is there anybody else in the room that would like to speak that we haven't heard from today?

01:02:58:22 - 01:02:59:10

No.

01:02:59:28 - 01:03:30:15

Okay, well, in that case, thank you all for your representations. And I'll now move on to item five on the agenda. I'm going to now invite representations of the applicant. Representatives of the applicant to respond to the matters raised, which they may do either orally. Now, in writing by deadline one on Tuesday, the 12th of March this year. To clarify, it is not the purpose of this meeting to allow the applicant to make its case.

01:03:30:17 - 01:03:41:03

But should the representative wish to clarify on comment on what they have heard, they may do so now. Mr. Rhodes, do you want to? Exit.

01:03:43:20 - 01:03:49:26

As um, earlier. Mr.. You have five minutes in which to make any responses.

01:03:51:01 - 01:04:21:24

Thank you very much. My name is John Rhodes. I'm speaking on behalf of Gatwick Airport and I won't take the five minutes. Thank you very much. Um, I'll be brief and partly because I spoke earlier this afternoon. Thank you. And I don't think there's a benefit in repeating that. I'm sure it's on the record. But I did just want to say this evening that, um, we've been very keen to listen very carefully today that everything, everything has been said. Um, and I'd like to thank those people who've turned up to speak on behalf of the project.

01:04:21:26 - 01:04:51:25

We really do appreciate them taking the time. But I'm also aware that a number of people have very different views. And I just wanted to say that we completely respect the legitimacy of those views, of course, and that Gatwick will play its full part in the next six months of this examination and hoping and trying to assist the examination, getting to the bottom of those issues. Um, but in the shorter term, we will respond in writing at deadline one to points that have been raised today.

01:04:52:05 - 01:04:52:24

Thank you.

01:04:55:11 - 01:05:00:16

Thank you, Mr. Rhodes. Um, I'll now hand back to Mr. Hockley.

01:05:03:08 - 01:05:11:03

Thank you, Miss Cassini. Um, we've not been notified. Anyone wishes to raise any other business that is relevant to this hearing. Does anyone have anything they wish to raise?

01:05:14:04 - 01:05:18:16

Uh, yes. Uh, Miss Dukes, do you want to come up to the microphone? Okay.

01:05:19:15 - 01:05:49:19

Yeah. Sorry about this. It's something that I should have picked up earlier. So, um, Gatwick put in some project changes, I think, at Christmas. And one of the calls that I sat on was when they try to explain what those changes were going to be. Um, one of those was about the waste movements and the lorry movements, and I, I took it, I had to take away in notes that what they talked about on at the meeting was 1 to 2 lorries a week, and that's not what was talked about earlier.

01:05:49:21 - 01:05:59:21

So I'm just going to ask you, when you get to that part of whatever the process is that looks at how many lorry movements there are, you get complete clarity on it because we didn't on that call.

01:06:01:10 - 01:06:02:08

Okay. Thank you.

01:06:03:27 - 01:06:04:19

That's noted.



01:06:06:13 - 01:06:08:21

Thank you. Um. So anyone else?

01:06:10:09 - 01:06:15:23

Uh, yes. If it's, um, relevant to this hearing. Okay.

01:06:20:18 - 01:06:22:15

Thank you. I just wanted to raise a question.

01:06:22:18 - 01:06:23:19

Just say your name again.

01:06:23:23 - 01:06:56:27

Sorry. It's Ian Girling, and I'm speaking this time on a personal basis, just to raise awareness and a question. The business leaders and colleges have spoken very highly of the potential for recruitment and for, um, skills growth in the country or in the region. And I would just ask the panel to consider the current skill shortage and the current employment gap between those available and the significantly larger number of vacancies available currently in the UK.

01:06:57:20 - 01:07:18:04

Um, just as one simple example, the construction industry currently needs 225,000 new employees between now and 27 to meet existing expectations. Um, do we really need to? And all that way onto one employer in order to fulfill that skills gap.

01:07:18:06 - 01:07:28:22

Thank you. Thank you. Um, and obviously, if you if you wish to submit any of those details at deadline one, you're very welcome. Uh, and we do have an issue specific hearing next week on socioeconomic matters.

01:07:29:18 - 01:07:30:08

Okay. Thank you.

01:07:32:11 - 01:07:36:02

Uh, we've just heard another couple of points, Mr. Rose. Is there anything you wish to come back on it?

01:07:39:24 - 01:07:40:17

No, no. Thank you.

01:07:40:21 - 01:07:44:25

Thank you. Okay. Thank you very much, everyone. Um.

01:07:46:20 - 01:08:17:15

May I remind you that a timetable for this examination requires any parties to provide any post hearing documents on or before deadline one which is Tuesday, the 12th of March, 2024. And if I could also remind you that the recording of this hearing will be placed on the Inspectorate's website as

soon as practicable after this meeting. Um, thank you very much for attending this evening and for your contributions. Um, again today. Um, I'd just like to echo the comments of, uh, Mr. Gleason earlier at the end of, um, open floor hearing one.

01:08:17:29 - 01:08:33:15

Um, we've heard a range of views, um, and we recognise the strong views held. And in this context, we are grateful for the way you have made your contributions and for the respect you have shown to others making their contributions as well. Today. That's helped us greatly. So thank you for that.

01:08:35:06 - 01:08:53:28

We'll consider all of your responses carefully and they will inform our consideration of the application. The next event is issue specific hearing one, which will take place at this venue at 10 a.m. tomorrow. So once again, thank you. The time is now. Um, 1908 and open floor hearing two is now closed. Thank you.