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FULL TRANSCRIPT (with timecode)

00:00:05:09 - 00:00:35:11

Okay. Good afternoon. Good evening everybody. Um, hearing is now reconvened. Welcome to the third session of this open floor hearing. Um, as before, the order in which you'll be invited to speak will follow the most recent version of the agenda. And we'll ask people to come forward to the table at up to 5 to 5 at a time, although some speakers in each group five will be attending virtually. We'll ask each of you to speak in turn based on the time allocated to you, as shown on the agenda. And when we've heard from all five of you and asked any questions.

00:00:35:13 - 00:01:08:23

If necessary, you can return to the general seating and we'll call the next group of five forward. Once you have returned to the general seating, please feel free to depart the venue if you wish, but please do so quietly. Um, for 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? Please? And everyone is invited to submit a written version of their speaking notes at deadline, for which is Wednesday the 15th of May, 2024. So if I could invite the first five people on the list to make themselves available, um, that is Luke West.

00:01:10:04 - 00:01:23:12

And, uh, then online we have Andrew Griffith MP, the Right Honorable Greg Clark MP and Mims Davies MP. And also in the room, I believe we had uh, Ed Winter on behalf of plain Wrong.

00:01:35:21 - 00:01:43:07

Thank you. So our first speaker in this session is, uh, Mr. West. Uh, good evening, Mr. West. You have, um, three minutes. Thank you.

00:01:45:28 - 00:01:50:18

If you could just put your microphone on, please, Mr. West. Thank you. Casey. Luke.

00:01:50:20 - 00:02:23:29

West coast capital Coast Capital is an independent, nonprofit organization that promotes and supports a positive vision for economic growth across and beyond our region. Over the last ten years, we have made a significant impact across East Surrey, West Sussex and Brighton and Hove through our work as a local enterprise partnership. We now preserving and building upon the achievements of our LEP work by continuing to deliver economic development services to public and private sector partners in and around the region, whilst monitoring our historic investments. This context means our statement on the northern runway focus on the economic, social and environmental opportunities the proposals could bring to the region.

00:02:24:01 - 00:02:59:15

From this perspective, we recognise and welcome the creation of an estimated 14,000 jobs and £1 billion worth of added value to the region's economy each year, that the project could provide a large scale private sector investment on the scale of this project is an enormous economic catalyst and a sign of confidence in the future prospects of this area. Whether defined as levelling up or something else, it is clear a lot of major public infrastructure investment for the foreseeable future will be directed towards the Midlands and the North. Outside of London, our area of the south East Germany lacks a pipeline of such projects, which are crucial to expanding the productive capacity of our economy.

00:02:59:17 - 00:03:35:12

This privately financed plan is therefore hugely significant and represents the type of investment this region requires if it is to remain competitive. Notwithstanding that, and given the scale of the project, we would urge Gatwick Airport to ensure that at each stage it fully considers and mitigates against the negative externalities that an increased operation would bring, including congestion of the transport network around the airport and the impact on the natural environment. Decarbonisation of our transport network, including energy and sport, is a shared ambition among regional partners. As part of the Northern Runway project. We would therefore be pleased to see Gatwick introduce more collaborative approaches like it has in the past on the use of sustainable aviation fuel.

00:03:35:22 - 00:04:06:21

We recognise that Gatwick have produced various reports on the matters and are committed to developing more as the project progresses. Therefore, if the northern runway proposals are successful, we would urge Gatwick to actively work with local stakeholders to produce deliverable plans that ensure the benefits and maximise once the runway is operational. We are particularly advocate for robust plans that address the strong evidence that earnings and aspirations are lower in the communities in close proximity to the airport compared to those of commuters in high paid industries within the area.

00:04:07:03 - 00:04:33:00

Economic success for this region depends on the sustainable and integrated development of Gatwick Airport. The reach and importance of the airport gives our area unique strengths and opportunities and is essential for our competitiveness. It is nonetheless critical that the full range of views be considered in relation to the Northern Runway project, and for appropriate mitigations to be put in place which address these under these circumstances. Case capital supports these proposals and looks forward to further developments. Thank you.

00:04:34:00 - 00:04:47:14

Thank you, Mr. West. Okay. Our next speaker is Andrew Griffith MP, who I believe is online. I'm online. Can you hear me or see me? Uh, I can hear you, Mr. Griffiths. I can't see you yet.

00:04:49:27 - 00:04:52:11

Can you see me now? Think your team turned my camera?

00:04:52:13 - 00:04:58:19

Yes, just. I can see you now. Thank you very much. Wonderful. Thank you very much. You have eight minutes. Thank you.

00:04:59:09 - 00:05:33:07

Thank you. I'm very grateful to the planning inspector for allowing me to speak today. I'm speaking as the Member of Parliament for Arundel and South Downs, and I'm representing the views of my communities most impacted. Two quick points I wish to make today. They're informed by my own extensive meetings with parish councils and groups. They're primarily concerned with aircraft noise and secondarily concerned with pressures on local infrastructure. Once you get beyond the main airport area and on small villages and towns, I should say I'm not against airport expansion.

00:05:33:09 - 00:06:04:17

Generally, the UK does need more capacity and improved connectivity for air travel, but it is my view that it is Heathrow that should be expanded as a global hub, as that better serves the needs that the nation and the economy. With developments in sustainable aviation fuel. I'm optimistic that over time, aviation can be made cleaner and greener and mitigate some of the impact of emissions. However, whilst that physical emissions can be improved, the noise disturbance cannot.

00:06:04:19 - 00:06:55:22

The reality of my constituency means that the noise of flight into and out of Gatwick disturbs many communities where current flight paths already overflow small villages. Night flights, particularly between 10 p.m. and 7 a.m., have an impact on people's well-being by disturbing sleep, and I believe that the committee is taking evidence and has taken evidence on the health effects of that sleep disturbance. Code for the parish council, one of the parishes I represent has made the important point in their submission that a substantial increase in the number of flights will mean added aircraft noise disturbance to those living below flight paths, and they point out that the northern runway proposal brings nothing of benefit to our area of West Sussex, which is already plagued by excessive overflights.

00:06:56:02 - 00:07:28:18

Aircraft noise is something that impacts residents, businesses, care homes, schools, tourism venues and all of the facilities outside of urban areas surrounding the airport. Rural villages to the south and west are often the forgotten communities. Although I'm grateful for you allowing me to speak today and in terms of detailed consultation and representation, but the impacts are very considerable, and that's in part because rural areas have a much lower level of ambient noise.

00:07:28:28 - 00:08:07:14

I've met with the chairman of the Association of Parish Councils Aviation Group, and that's made up of precisely the sort of rural parishes I have referred to, and I support the views of that group. Beacon Park in my constituency is one place that already feels the impact of aircraft noise. As a farm and a wedding venue. They point out that any additional air traffic would be very detrimental to the attractiveness of their business, as well as to the South Downs National Park. In West Chiltern, residents observed there were already too many flights over that village, and those are not on most of the official flight paths.

00:08:07:16 - 00:08:37:18

In Whisper Green, there are concerns about the concentration of flight paths and the anticipated increase in noise and night flights. And although I understand that the flight paths themselves are not the responsibility of the airport, there is a very clear correlation between the number of flights and the number of flight path disturbances. The same is true of Lockwood and I associate myself with the remarks of Ken Wolfenden we heard from earlier in Enfield.

00:08:37:21 - 00:09:11:21

The campaign for rural Enfield has made a substantive written representation, which includes their concern about increased exposure to noise and air pollution, and similar points have been made by Bernard Parish. The South Downs National Park Authority and the majority of my constituency lies within that park, have raised their concerns about the plans. They state one of the main issues to be the impact on relative tranquillity within the national park, as a result of overflights to the national park as a whole, but also key sites including Petworth Park.

00:09:11:23 - 00:09:49:01

This national park is, of course, an amenity for the whole of London in the south east of England, for people to enjoy that tranquillity. They also point out that the South Downs National Park is a designated International dark Skies Reserve. This is a hugely important, globally significant designation and something that I, as co-founder of the all party parliamentary Group on Dark Skies, together with the Astronomer Royal, work hard to preserve. The other major concern is that these rural areas have in regard to infrastructure and especially the local public transport.

00:09:49:16 - 00:10:19:25

There would be additional strain on already overstretched train services as well as roads. I have a number of mainline stations in my constituency Arundel, Amberley, Pilbara, Barnham and anchoring,

and they're currently served by a relatively low frequency of direct trains, and all trains to London go directly through Gatwick Airport, which is already at capacity with the inability of trains to board and disembark passengers on time and maintain existing services. Yeah, maybe.

00:10:21:22 - 00:10:22:12

The.

00:10:22:14 - 00:10:37:06

Truth, Mr. Chairman, is even with additional investment, this part of West Sussex will be unable to cope with even a small proportion of the 32 million extra passengers that an expanded Gatwick aspires to deliver. Thank you.

00:10:38:22 - 00:10:39:29

Thank you very much, Mr. Griffith.

00:10:42:03 - 00:10:49:01

Okay. Our next speaker is, um, the Right Honourable Greg Clark MP. Good evening, Mr. Clark.

00:10:49:17 - 00:10:50:09

Good evening to you.

00:10:50:26 - 00:10:53:24

Uh, I can see you and hear you. You have, uh, eight minutes. Thank you.

00:10:53:28 - 00:11:25:16

Thank you very much indeed. Well, I'll be, uh, I'll be brief and, uh, succinct. Um, following on what my colleague, uh, said, I'm the member of parliament for Tunbridge Wells. Uh, including the many of the villages that are currently overflowed by flights landing at Gatwick Airport. Uh, I want to say at the beginning that, uh, for many, if not most of my constituents, uh, Gatwick is a welcome amenity. Uh, people use it for leisure and business.

00:11:25:18 - 00:11:58:14

And of course, many constituents, uh, work there either directly at the airport or in ancillary roles. Uh, so my constituents are, uh, are not enemies, uh, of Gatwick. Um, we wish it well. Um, but as in any commercial operation is necessary to to be good neighbours. And there are aspects that cause significant concern. And we believe very strongly that this expansion should not take place.

00:11:58:16 - 00:12:29:21

And the reasons, uh, centre principally for my constituents, uh, on aircraft noise that comes from overflying. Um, already there is a significant noise problem, uh, in the town of Tunbridge Wells and the town of Southborough and the villages of Rust Hall, Langton Green spelled Hurst, bid, Bre, Ashurst, Groombridge and some of the smaller hamlets in the vicinity.

00:12:30:02 - 00:13:05:02

It's got worse in recent years. Uh, one of the reasons for that is that, uh, technical progress has meant a greater concentration of flights, less very Asian, uh, over a swathe. And that's resulted in a situation that is already unacceptable. Now, the proposal that is being put forward by Gatwick offers the potential reassurance that the level of noise, uh, will not be worse than it currently is.

00:13:05:16 - 00:13:46:08

But there are two things to say about that. The first thing is that the current level is unacceptable to many of my constituents. And the second, uh, observation that I and they would make, uh, is that this, this proportionate reassurance comes from the anticipation not, not delivered, um, but the prospect

that aircraft engines will become progressively quieter and that therefore this will allow an envelope of more frequent movements within the same, uh, envelope of decibels.

00:13:47:02 - 00:14:22:20

Um, that is uh, to if if we were to rely on that justification, that is to deny my constituents, uh, the prospects that technological progress in terms of the reduction of, uh, aircraft noise that every other, uh, community that is overflying overflowed by uh, airlines landing at an airport might enjoy. In other words, they will see benefits. But in the case of my constituents, uh, they will not see the benefits of technological progress.

00:14:22:22 - 00:15:08:14

And their situation in relative terms, uh, will become more disadvantaged, uh, over time. And were it to be the case that there would be a 35% or so, uh, increase in movements, that would be a significant loss compared to other places? And the second thing that I would say, in response to an increase in movements that is predicated on technological progress, uh, meaning that the engines are quieter, uh, is that more movements will transform a situation from, uh, from overflying being as it is already very frequent, uh, to being in effect, constant.

00:15:08:16 - 00:15:55:09

And there is a very material difference in the experience of some, uh, something that is experienced frequently, um, but not constantly, uh, to something by dint of increased movement. Uh, that is a constant, uh, blight on people's lives. And, uh, my colleague Andrew Griffith, uh, drew attention to the evidence that you're taking, uh, on the effects of aircraft noise, uh, on health in its various respects. Uh, I would just like to add one, uh, further aspect, uh, to reinforce from my constituents point of view, uh, the need for public transport, I mentioned that many of my constituents, uh, use and sometimes work at Gatwick Airport.

00:15:55:15 - 00:16:32:10

Until 2008, it was possible to travel by train directly from Tunbridge Wells and hi brooms in my constituency, uh, and Tonbridge, just outside into London Gatwick. It has not been possible, uh, since then. So all of the, uh, access to the airport, uh, is by a very inconvenient and unreliable, uh, set of changes of train or in practice, uh, by motor vehicle, which is both expensive, uh, and contributes, uh, negatively to the environment.

00:16:32:14 - 00:17:10:21

And so it is very important that whatever happens that they should be, in our view, requirements to improve the access, in particular to restore the direct train, uh, access conscious that these are bodies, uh, beyond Gatwick Airport Limited. Uh, but I would submit that the inspectorate, uh, may want to consider what conditions are appropriate. So I and the parish councils and residents of my constituency, uh, hope very much that the the inquiry will advise against, uh, the expansion through the second runway.

00:17:10:24 - 00:17:35:15

Uh, but certainly if it were minded at all to permit an expansion, uh, that it needs to address very seriously the prospective noise, uh, impact in a much more, uh, severe and, uh, and dependable way than is proposed by Gatwick Airport Limited. And that also attends to the east west public transport links. Thank you very much indeed for inviting me to give evidence today.

00:17:36:03 - 00:17:37:02

Thank you, Mr. Clark.

00:17:39:01 - 00:17:45:00

Okay. Our next speaker is Mims Davies, MP for Mid Sussex.

00:17:47:18 - 00:17:48:10

Good evening.

00:17:48:19 - 00:17:50:23

Hi. Can you hear me? All right.

00:17:51:03 - 00:17:54:17

Yes, I can hear you. And see you. Thank you. Um, you have eight minutes. Thank you.

00:17:54:29 - 00:18:26:24

Thank you very much. And thank you so much for allowing me the opportunity to speak on this topic alongside colleagues today. And I'm here to represent all my constituents and their views, which of course are wide ranging and varied. I'm also here on behalf of the 3300 who live in Mid Sussex, who are employed directly or indirectly by Gatwick, and those constituents who will be affected potentially both positively and negatively by the decision if this further runway is to go ahead.

00:18:26:26 - 00:19:02:16

Most expect a further runway to be at Heathrow and, as we've heard, value their dark skies and their tranquillity as equally the positivity of Gatwick on their doorstep. I have a good working relationship with the team at Gatwick Airport and this must continue regardless of what is decided. Gatwick does bring jobs, wealth and opportunities to our areas, um, helping small travel businesses and those whose livelihoods depend on the airport and those who take important flights from the airport and support the wider aviation sector.

00:19:02:18 - 00:19:35:06

And I recognise the case they have made for growth and recently joined the parliamentary event on this. And whilst it is positive that this potential increase of activity will provide more jobs and long term livelihoods for local residents, this absolutely must not be at the full cost to our local communities. Any impacts must be registered and mitigated by the operator and are done in a fair and transparent way. Gatwick must continue to be a good neighbour, whatever the outcome, and I'm sure it will be.

00:19:35:08 - 00:20:19:11

And indeed, looking at the £5 drop off charge for nearby residents would be a good start. Ramp time's already on the A23 and the M23 are stretched, and I agree with many who've approached me, including fellow MPs and Mid Sussex District Council's long term stance, that it's absolutely vital any proposed changes to the usage are fully consulted on, and the impacts of fully understood, so that a full, in-depth consideration is rightly given to the significant additional pressures on our local housing, stock, infrastructure and environment, and that a significant increase in flights and therefore customer numbers will have also an increase in staffing needs.

00:20:19:13 - 00:20:50:23

And the joint local authorities have repeatedly highlighted to the applicant and the examining authority the lack of sanctions and enforceability, which must simply have a mechanism mechanism to slow down development where any thresholds or targets aren't being met, and any forecasts over that time frame. So I'm going to focus also on today, I heard from Andrew and Greg around flight paths and the impact of wider noise. The infrastructure and transportation challenges.

00:20:50:25 - 00:21:25:24

The East-West connectivity as it is, is presently ridiculous. I do think that the only consideration for those coming in the future, that extra staff or extra travellers will go through the existing single track roads or on the London to Brighton line is for the birds. Frankly, uh, it's of course, uh, added to by the

recent Ulez, which has increased the demand for trains even further. And on top of this, our current everyday commuters who are simply trying to get to school or work will see an increased volume.

00:21:25:26 - 00:21:57:14

Many of those using at the same single track rural roads, making local travel simply unbearable and gridlocked. One of my towns, East Grinstead, we're down to a single train per hour off peak into the capital, very often only two at peak times, and I regularly travel on the Gatwick Express myself, and you can find it almost impossible to manage baggage at peak times and commuters with trains, for example, calling at Balcombe recently fairly reduced.

00:21:57:16 - 00:22:47:00

And in fact they've been so poor, uh, the wider Thameslink network, often the trains coming from the north into East Grinstead, um, are simply not there. So despite promises that Gatwick Express, Thameslink and GTR coming together as a single organisation will have consistent levels of service post-Covid, it's not there. So it should be pointed out that my constituents in this town are moving out due to lack of existing trains and Ulez. It's a common theme from rail commuters in Mid Sussex that they are struggling to get through Gatwick as it is, so any change must have the support of wider bus connectivity, parking needs and understanding around housing requirements and all local areas are at pains to point out that this wider.

00:22:47:04 - 00:23:28:25

Connectivity needs, addressing and increasing any capacity, and needs to have a plan for those road and rail networks. It's absolutely essential that in any approval for additional flights to Gatwick, that this is not seen as an isolated matter, that consideration must be given to the wider travelling public adjacent to the areas, both for staff, residents and businesses to access the airport. And my constituents want to know that their concerns and questions and this process addresses their needs and local villages and communities fears of the strain and stress of this change.

00:23:28:27 - 00:24:01:20

So for me, thank you for letting me speak today and inputting into the process. Whatever happens and whatever the decision is made, I will continue to work strongly and constructively with all parties, continuing to foster a good working relationship with Gatwick. But of course, like Andrew and Greg, we must all stand up for our constituents and showcase the reality of the impact of what is proposed in this particular process.

00:24:01:23 - 00:24:05:19

And I appreciate the opportunity to speak this afternoon.

00:24:07:05 - 00:24:08:18

Thank you very much, Miss Davis.

00:24:10:06 - 00:24:19:26

Okay. Thank you. And our last speaker in this grouping is, uh, Mr. Winter, on behalf of plain Wrong. Good evening, Mr. Winter. Um, you have, uh, five, five minutes.

00:24:20:09 - 00:24:51:03

Thank you. Thank you. Good evening. I'm Ed Winter, and I represent plain wrong. Plain wrong is a community noise group formed in 2014. In response to the noise impact caused by when Gatwick introduced performance based navigation PBN departures. In simple terms, PBN being far more accurate than conventional navigation, means that all aircraft for pretty much exactly the same path through the sky as opposed to earlier systems, given a level of dispersion of actual tracks.

00:24:51:05 - 00:25:21:09

Whilst this provides greater capacity for air traffic control, it has a hugely detrimental effect on the residents underneath. Prior to the introduction of PBN, the majority of residents in Gatwick area were pretty tolerant of the noise associated with Gatwick, but things have changed since that time, with numerous community noise groups forming to voice concerns over noise both on departure and arrival rules. The volume of flights has also grown over that period. I'll cover the issues created to the north of Gatwick.

00:25:21:12 - 00:25:55:11

Other groups could give similar accounts of other areas. Our approximately 600 members reside in a primary, primarily rural area to the north of Gatwick, which includes A and OBEs. Its long Gatwick departure routes three and four. One of these routes is always in use, so that means that many of our members get absolutely no respite at all from aircraft noise. Route four is Gatwick busiest departure route, carrying around 30% of annual departures, and it's in use for about two thirds of the time. That means that when it is in use, roughly half of all departures fly along that route.

00:25:55:28 - 00:26:31:16

At issue five, the applicant stated that the proposal is based on the intensification of current routes. Therefore, we assume that the proposal is to increase significantly the number of flights using this route. If this proposal is allowed, in order to derive the planned benefits, the applicant will need to optimise the rate of departures when the westerly runway is in use, especially at peak periods, route four will need to be used at its maximum potential. That will mean one flight every three minutes for long periods of time. In order to achieve this, the applicant will need to reintroduce a PBN departure procedure.

00:26:31:23 - 00:27:09:20

The overall effect will be the creation of an intense noise corridor along the route, with residents facing an absolutely intolerable increase in noise. A further consideration is that routes three and four fly along a narrow corridor of airspace, situated between Gatwick and Heathrow. Gatwick aircraft are restricted to low levels 4000ft and below, where noise is deemed to be of the highest priority by governments when considering air routes. This is to allow Heathrow to use the airspace above, fitting even the current level of traffic into this hugely crowded airspace creates very significant environmental issues.

00:27:09:29 - 00:27:42:01

Attempting to see the proposed increase in traffic in this already overcrowded airspace is total folly for the leisure traffic market, and in particular, the low cost airline market. Is Gatwick its dominant customer? There may be a business traffic element to the low cost airline passenger inventory, but it's small. The leisure travel market has a very high price elasticity, and the low cost airlines, with their highly honed skills in dynamic pricing, are experts at creating demand from out of nowhere.

00:27:42:12 - 00:27:55:07

If the pricing and marketing messages are right, passengers can easily be drawn into making journeys they haven't even thought about before. There are two other significant low cost airports serving London Stansted and Luton.

00:27:57:24 - 00:28:36:06

As other airports throughout the region. Regional airports throughout the UK with spare capacity. It would appear that Gatwick. Its proposal is to draw passengers from Stansted and Luton's catchment area, as well as from further afield in the UK. This proposal is not based on predicted natural demand from the South East. It is based on the ability to create new demand. This would be environmentally totally wrong and absolutely unfair to the residents around Gatwick. Forced to suffer the very significant environmental effects of the proposed expansion, in order that Gatwick shareholders could reap the benefits of drawing traffic from throughout the UK.



00:28:37:09 - 00:29:07:29

Gatwick should not be permitted to grow unless and until it is able to demonstrate that it could do so, whilst at the same time reducing in a proportionate and balanced way. All environmental noise and other impacts of any growth. If unfortunately, the proposal is allowed to go ahead, everything that can be done to alleviate the environmental environmental noise impact should be done. All departure and arrival routes should have an element of dispersal to envoy.

00:29:08:01 - 00:29:16:25

To avoid these intense noise, corridors and night flights should be banned for a full eight hour period. Thank you for the opportunity to talk.

00:29:17:09 - 00:29:18:05

Thank you, Mr. Winter.

00:29:20:00 - 00:29:28:10

Okay, if I could now invite the second group of five this evening to come forward or make themselves available. Um, so that's Marion Barker.

00:29:30:08 - 00:29:35:03

And then we have Ben Boiling, who is online. Um, Olivia Evans.

00:29:37:17 - 00:29:41:08

Sally Parker. And Robert Barstow.

00:29:56:17 - 00:30:04:26

Okay. Thank you. Um, so our first speaker, please, is, uh, Marion Barker. Good evening. And, um, you have three minutes.

00:30:05:07 - 00:30:36:10

Good evening. Um, hello. And thank you for allowing me to speak. My name is Marion Barker, and I'm representing my family and residents of her screen, Oxted in east Surrey. Thank you, first of all, to all previous speakers for their invaluable input. And I support everything that's already been said about the negative impact that Gatwick expansion would add to climate emergency health problems, traffic congestion, noise and pollution to those in favour of of of expansion.

00:30:36:12 - 00:31:16:18

I understand your points of view, but you surely must see that whilst your business and Gatwick related industries will benefit tens of thousands of people who live in Surrey, Sussex and Kent under the flight paths will not. I am opposed to the new second runway for the following reasons. It will mean potentially 100,000 more flights a year, and the emission of 1 million tonnes of carbon dioxide into the atmosphere, as has already been mentioned. We have noticed already, overall home in the last 18 months increased concentrations of flights at lower altitudes due to the new aviation technology.

00:31:16:24 - 00:31:55:01

We have planes taking off in front of the house and landing in front of the house on two different flight paths, and also taking off behind the house on a different flight path. So that's pretty noisy. Occasionally they come over the house as well from Heathrow. This is all day and on a Friday there are flights in peak times every two minutes until 1 a.m. and we're not even directly under the flight paths as Lingfield and Edenbridge are, but we are significantly affected at times on a clear day.

00:31:55:03 - 00:32:27:03

There is literally a patchwork quilt of vapour trails over our homes. Having lived in her screen for 16 years, it is now difficult to relax in our garden or concentrate on work at home. Our piece is frequently

disturbed. This was not always the case. It used to be peaceful. With increased airport expansion, it will only get much worse and we will go from having a three lane highway above the house to potentially a 5 or 6 lane highway.

00:32:27:05 - 00:33:07:04

Motorways in the sky as was previously mentioned. Let's be clear. Whilst there would be benefits to local Gatwick and Crawley businesses, the real beneficiaries here, those people who will really benefit and make a financial killing are the shareholders. Vinci Group, Global Infrastructure Partners aka Blackrock. These are the people that see Gatwick Airport as just another airport, just another asset. They do not demonstrate any understanding of the impact it would have on tens of thousands of people in the counties that surround the airport.

00:33:07:21 - 00:33:22:15

Finally, I would hope that any decision that is made takes into account the tens of thousands of residents because we are the ones who have to live with the consequences. Thank you for allowing me to speak.

00:33:23:28 - 00:33:30:24

Thank you very much, Mr. Barker. Okay. Our next speaker is online, and it's been boiling.

00:33:35:09 - 00:33:37:19

Hello there, ladies and gentlemen, can you hear me?

00:33:38:00 - 00:33:40:21

Good evening. I can hear you. I can't see you at the moment.

00:33:40:25 - 00:33:52:05

Yeah, it does say only select participants can share video, but I'm here anyway. If the video doesn't work, it's working my side. But if you can't see. Okay, I'm getting a message to turn it on.

00:33:54:00 - 00:33:55:06

Oh, there we go. Yeah, there we go.

00:33:55:08 - 00:33:57:22

Thank you. Sorry about that. Okay. Good evening.

00:33:57:24 - 00:34:00:00

Thank you. You have three minutes, Mr. Boyden.

00:34:00:08 - 00:34:36:04

Thank you. So I'm the managing director of North Atlantic Airways here in the UK, and I appreciate being given the opportunity to speak at the hearing. Representing an airline, I'm obviously here to support the northern runway project, and I will just go through the reasons why. But before I do so I will just touch on North Atlantic Airways. We are a very young airline created three years ago. We are offering affordable long haul travel opportunities for major cities in Europe, mainly to the US, also Caribbean, Asia and later this year, South Africa.

00:34:36:06 - 00:35:09:10

In the UK we have one home and that is London Gatwick or Gatwick. Well, that's given its unique location, infrastructure, uh, transport connectivity, but also connectivity at the airport created by other airlines flying in and out. We had our first flight on our UK airline from London Gatwick in March last year. So just over 12 months ago we've grown from having one aircraft operating daily to five. We have a fleet of modern Boeing Dreamliners.

00:35:09:12 - 00:35:15:08

These are more fuel efficient, more, uh, less of an environmental footprint and quieter.

00:35:17:04 - 00:35:49:29

We're focusing right now on the five aircraft we have based here. We operate through the day, through the year. So summer and winter. That's morning, afternoon and late departures and arrivals.

Operationally, uh, we've been extremely impressed with with Gatwick Airport and we see, uh, improvement uh, on on that side. We create ourselves. Um, just south of 500 jobs directly in the UK and hundreds more.

00:35:50:01 - 00:36:01:16

We believe in the supply chain, although we have five aircraft here now within the group and North Atlantic Airways, we have further aircraft being delivered.

00:36:01:21 - 00:36:03:03

One minute left. Mr. Boylan.

00:36:03:14 - 00:36:31:15

Thank you. Next year, uh, and we of course have ambitions to grow and grow steadily to enable us to grow. We will be reliant on, on further slots. And I do believe with London as a constrained market, that the northern runway provides excellent use of existing infrastructure to create that. Uh, thank you for your time. And that's all for me for now.

00:36:32:19 - 00:36:33:15

Thank you, Mr. Boney.

00:36:36:00 - 00:36:41:19

Okay. Our next speaker is, um, Olivia Evans. Good evening, Miss Evans.

00:36:41:21 - 00:36:42:11

Is that on? Yeah.

00:36:42:13 - 00:36:44:28

Yeah. That's on. Thank you. You have three minutes. Thank you, thank you.

00:36:45:00 - 00:37:16:17

Uh, Olivia Evans, zoologist. Um, I'll be shedding light on the expansion of airports and its detrimental impact on our environment, particularly on wildlife. While the prospect of expanding airports may promise economic growth in convenience, it comes at a significant cost accelerated global warming. And what does global warming mean for wildlife? In some cases. In some cases, catastrophe. Consider the polar bears in the Arctic struggling to find food as their habitats vanish. Polar bears rely on sea ice to hunt for seals, so as temperatures rise, an ice melts at alarming rates.

00:37:16:19 - 00:37:48:15

They are forced to swim long distances, expending precious energy and risking starvation. The irony being that the people will be flying from Gatwick to see the polar bears before they are extinct, but it will be those flights contributing to their plight. But it's not just polar bears facing the brunt of climate change. Species all across the globe, from African elephants to the iconic koalas of Australia, are feeling the heat. Rising temperatures disrupt ecosystems, alter migration patterns and threaten the delicate balance of nature. Closer to home, we can see first hand effects of climate change on birds.

00:37:48:19 - 00:38:33:00

For example, it's now a rarer sight to see migratory swallows in the UK, because the increase in temperature is affecting their food supply and altering their breeding seasons, leading to a population decline. North Atlantic puffins are also facing food shortages due to shifting ocean currents and dwindling fish populations, another direct consequence of climate change. A further irony relating to passengers who will be flying from Gatwick is those departing for more exotic locations seeking out small island developing states to dive on. Reefs. Coral reefs are one of the most diverse and valuable ecosystems on our planet, but are severely affected by increased atmospheric CO<sub>2</sub>, and that's for several reasons rising sea levels, reducing the amount of light available for photosynthesis, which prevents aquatic plants from thriving.

00:38:33:13 - 00:39:10:27

Ocean acidification, which weakens the corals that are vital habitat for such an abundance of species, and, of course, coral bleaching. If we continue as we are, there will come a day when all that the divers will see is ocean dead zones empty of life. If we add more flights to Gatwick, current scheduled that day will come even sooner. But why does all of this matter? The extinction of species represents a fundamental threat to the health of ecosystems, economies, cultures and the very fabric of life on Earth. By conserving biodiversity and protecting endangered species, we not only safeguard the natural world, but also secure a sustainable future for ourselves and future generations.

00:39:11:14 - 00:39:39:24

The link is clear. More flights mean more greenhouse gas emissions, which intensify global warming and its devastating effects on wildlife. As a responsible stewards of our planet, we cannot turn a blind eye to the consequences of our actions. We must recognise that every decision, including the expansion of airports, carries ecological ramifications. It's time to prioritise sustainability over short term gains, to protect not only our environment, but also the countless species that call Earth home. Thanks so much for letting me speak today.

00:39:40:27 - 00:39:49:28

Thank you, Miss Evans. Um, our next speaker is Sadie Parker. Good evening, Miss Parker. Um, you have three minutes. Thank you.

00:39:50:12 - 00:39:51:05

Good evening.

00:39:51:09 - 00:40:05:05

Thank you very much for the opportunity to speak. Um, my name is Sally Parker, and I'm just speaking on behalf of myself and my family. As residents of Redhill, six miles north of Gatwick. Um, Gatwick has.

00:40:05:07 - 00:40:37:15

Described its northern runway project as low impact, but I believe it will have a high and negative impact on the local area as well as the impact of the construction. The local community will be left with more noise and air pollution. Increased water demand from the airport. In an area predicted to become water stressed and increased sewage into an already struggling system, adversely affecting our local river, the River Mole,

00:40:39:03 - 00:40:52:09

around Redhill, as well as other local areas. We will see an increase in traffic on our busy and frequently congested roads, especially the M23 and M25.

00:40:53:26 - 00:41:17:22

Our trains and railway stations will become even busier, with air passengers who usually have large suitcases and other luggage. And we could see a reduction in rail services to Redhill if more

Gatwick Express trains run because of the lack of capacity on the line's good and accessible rail services are really important for retail.

00:41:19:08 - 00:41:49:24

A projected rise to 75 million passengers a year is a massive increase, and they will all need to travel on our existing busy roads and rail services. So these are significant local impacts which will be with us and forever locally. In addition to this, I believe it would be wrong to approve this expansion at a time of climate crisis, even since we made our submissions to this process last year.

00:41:49:27 - 00:42:21:22

We've seen record breaking global and ocean temperatures, mass coral bleaching, devastating floods in Kenya this last week and here in the UK, one of the wettest winters on record. Government policy on climate change now seems out of step with the speed of the climate crisis, and we urgently need to consider the wisdom and morality of approving projects such as this, which will increase carbon emissions. Thank you for the opportunity to speak.

00:42:22:13 - 00:42:32:17

Thank you, Miss Parker. Okay. Our next speaker is Robert Barstow. Good evening, Mr. Barstow. Uh, you have three minutes. And if I could just ask you to put your microphone on, please.

00:42:35:03 - 00:42:37:18

Uh, the button at the bottom. That's it. Thank you. Great.

00:42:38:14 - 00:43:14:09

Um, hello. I'm Rob Barstow, a resident of Reigate, and I'm opposing the expansion of Gatwick Airport because of the climate impact and the growth impact. Regarding the climate impact, I oppose the expansion on the grounds that it will increase our carbon and related emissions. That will exacerbate the climate crisis. This alone is ample reason to reject the application, and many arguments have already been made in this respect. This is about acknowledging the reality of the situation that our future survival is at stake.

00:43:14:26 - 00:43:58:10

Currently, we are relatively little affected by the extremes of weather, but the science is clear. Drought, floods, heat, wildfires, and associated issues such as food shortages will inevitably affect us here. Our actions now will determine the severity of future effects on the top of of growth. Growth associated with the expansion of the airport will be detrimental for a number of reasons. For example, an increased workforce would put increased strain on already inadequate housing and health services, would increase traffic congestion and put additional strain on our train services.

00:44:00:25 - 00:44:34:05

Demand for flights is not going to go away, even if the number of flights allowed in the future should be cut due to emission targets. I see no reason why Gatwick management, with proper planning, should not be able to still have a profitable business. They have no need to expand and indeed, uh, because of their social responsibility, they should be pushing for reductions. Planning for the future can be about the well-being of the general population and future generations.

00:44:34:07 - 00:45:09:21

We need a society that is stable, resilient, secure and without fears for the future. Expanding gastric would counter these as aircraft become quieter and more fuel efficient. Let us not use this as justification for expansion. Instead, keeping aircraft and passenger numbers stable or even reducing them would result in improved quality of life for the area, less noise and better air quality. We have a finite world, yet an insatiable appetite for growth is encouraged.

00:45:10:04 - 00:45:34:15

We need to cut the use of fossil fuels, and there's currently no realistic alternative for airlines. We need to stop destroying nature and allow room for it to recover. Let us focus on quality of life, a stable, sustainable and secure future and make planning decisions based on that. So thank you for the opportunity to speak.

00:45:35:01 - 00:45:35:27

Thank you, Mr. Barstow.

00:45:37:29 - 00:46:03:17

Okay. Thank you very much. Um, if I can now invite the, uh, next group to make themselves available. Um, and we have in their email Andrew and Doctor Clifford Kendall, both who are online. Uh, Claire Finn in the room, and, uh, Christina Eubank and then Jeanine O'Keefe online as well. Thank you. So if we'll go first to Emo Andrew, please.

00:46:05:18 - 00:46:07:00

Good evening, Mr. Andrew Jackson.

00:46:09:05 - 00:46:41:28

Well, thank you so much. My name is Amr Andrew. I'm a chemical engineer and the climate activist from the Global South, to be specific. Uganda. Ladies and gentlemen, all stakeholders in this beautiful discussion. Thank you so much for giving me this opportunity to speak. I come before you as a climate activist from the Global South, representing the voice of people that often go unheard in these high level discussions. Ladies and gentlemen, the proposed expansion of Gatwick Airport is a critical issue that deserves deep scrutiny.

00:46:42:13 - 00:47:15:12

I understand the need for economic growth and a desire to meet increasing travel demands, but we must ask ourselves at what cost this growth will occur in the context of our global climate crisis? Any decision that significantly contributes to carbon emissions must be examined with utmost care. Ladies and gentlemen, as I speak. Many countries in the global South are facing unprecedented climate disaster, yet being the least contributors of the global emissions.

00:47:16:09 - 00:47:49:21

The past decade has seen a lot of surge in heatwaves, droughts and wildfires, devastating communities and ecosystems. The connection between aviation emissions and the climate change is undeniable. We all know that the International Civil Aviation Organization estimates that aviation alone could account for up to 22% of the global emissions by 2050, and therefore, to allow Gateway to Expand would be a step backward in our collective efforts to mitigate climate change.

00:47:50:11 - 00:48:13:12

We also know that IPCC has made it clear that we must cut global emissions by nearly half by 2030, in order to avoid the worst impacts of climate change. How can we hope to achieve this if we continue to expand high carbon industries like the aviation? We also know that the Paris Agreement, which UK is a signatory to, one.

00:48:13:14 - 00:48:14:00

Minute they.

00:48:14:02 - 00:48:59:22

Commit themselves, they commit themselves to keep the global temperature well below two degrees Celsius. Therefore, expanding this Gatwick airport directly contradicts the commitment by UK. As former Secretary general of the UN, ban Ki-Moon said, there is no plan B because there is no planet

B, we cannot afford to make decisions that will damage our planet. So whoever is attending this today, the moral question is simple do we want to be remembered as a generation that valued convenience over the planet's future? And also, what legacy are we leaving for our children and generations to come? I believe that our ethical, our ethical responsibility extends beyond national borders, encompassing all our shared goal of this fragile planet.

00:48:59:24 - 00:49:32:24

Therefore, as I conclude, I add the government inspectorate and everyone in this discussion today. To consider the broader implication. Our planet is at a tipping point, and each action we take has a ripple effect. We cannot afford to keep fuelling the fire of climate change. As the late Wangari Maathai from Kenya once said, we cannot tire or give up. We owe it to the present and future generations of spaces to rise up and walk. I hope we can work together to build a future that is not only prosperous, but a sustainable and just future.

00:49:32:26 - 00:49:37:21

Therefore, I stand to oppose the expansion. Thank you so much.

00:49:38:14 - 00:49:40:29

Okay. Thank you and Mr. Andrew for your contributions.

00:49:43:01 - 00:49:47:18

Okay. Our next speaker, um, is also online. Um, doctor Clifford Kendall.

00:49:56:22 - 00:49:58:13

Doctor Kendall, can you hear me?

00:50:06:24 - 00:50:25:09

Okay, Doctor Kendall. No we're not. It has to be there, but not hearing me at the moment. So if we move on to next speaker. For the time being. And that's, uh, Claire. Finn. Good evening, Miss Finn. Um, you have three minutes. Thank you.

00:50:27:14 - 00:50:58:01

I'm Claire Finn. I'm a mother and a grandmother. I live in Hove. 30 years ago, I was living with my husband and young family in Twickenham. That's about seven and a half miles from Heathrow. And at that point, Heathrow expansion was in the planning mix. We were already fed up with flights going over our house every 40s and all the disruption that that entails. Sore eyes, irritated nose, irritated mind because of interrupted sleep.

00:50:58:03 - 00:50:59:07

So we moved away.

00:51:02:20 - 00:51:41:17

30 years ago. I didn't understand the harm caused to this beautiful planet by burning carbon dioxide, by the constant use of oil and gas. I've learnt more. This country signed the Paris Agreement in 2015. We committed to avoiding more damage to our planet to avert a climate catastrophe. And yet here we are. One day in five years after this UK government declared a government a climate emergency, and we're examining a plan for a massive building project that will increase flights from this area by over 100,000 a year.

00:51:42:21 - 00:51:53:14

In this small part of southeast England, comprising of London and all its airports, we cannot afford the accolade to be the home of the largest polluter on the planet.

00:51:58:26 - 00:52:32:18

Gatwick will say that their proposals are fully in line with the Jet Zero strategy. But all of that is based on as yet unproven technology. We hear about SAF safe airline fuel, but again, it's unproven technology. This to me sounds like the unicorn solution. It's a myth. It doesn't exist. The Climate Change Committee, in its progress report to Parliament in June 23rd, had a key message.

00:52:32:20 - 00:52:38:15

And that was there should be no net airport expansion across the UK.

00:52:41:29 - 00:53:24:19

My husband. I volunteer with a charity that supports young homeless people, and recently we've had a succession of guests who are refugees. They've had to flee their countries because their countries are uninhabitable because of wars, but also because of climate breakdown, societal breakdown caused by extreme weather conditions, wars, yes, but also the consequences of man made climate damage. So my request to you today for my children, my grandchild, the children of this world, the grandchildren of this world and future generations is please say no and give something to our young people to live for.

00:53:24:24 - 00:53:25:22

Thank you.

00:53:27:03 - 00:53:28:04

Thank you very much, Mr. Finn.

00:53:32:17 - 00:53:38:12

Okay, uh, if we move on now to Christina Eubank, please.

00:53:40:23 - 00:53:42:20

Hello? Can you hear me?

00:53:42:28 - 00:53:45:04

Good evening, Miss Eubank. Yes, we can hear you.

00:53:45:11 - 00:53:53:22

Thank you very much. Firstly, I need to apologize that my camera is not working. And also that I can't be with you in person. No problem.

00:53:53:24 - 00:53:56:05

So you think you have five minutes? Thank you.

00:53:56:13 - 00:54:26:21

Thank you. I'm Christina Eubank, representing the Alliance of Chambers of Commerce in East Sussex, known as aces, uh, including chambers in the eastern flight path. We represent some 4000 business members across East Sussex with 18,000 members of staff. Do please check us out online at [Aces.alliance.org](http://Aces.alliance.org). The Chambers of Commerce in East Sussex appreciate the importance of Gatwick Airport to our local economy.

00:54:27:00 - 00:55:05:13

Access to global markets via the airport is vital. Not only does Gatwick enable businesses to grow these links, the airport also provides an important supply chain for SMEs across the whole southeast. That's SMEs of all sizes. As such, businesses of all sizes benefit from the airport, which allows them to provide secure, well-paid jobs all year round. Gatwick also feeds the important visitor economy along the south coast, which helps support some of the most disadvantaged communities in the UK.



00:55:05:15 - 00:55:40:16

Coastal communities are often disadvantaged and the South Coast is no exception. Gatwick Airport opened in the 1930s and has grown since then to become the busiest single runway airport in the world. We therefore support the use of the northern runway to help our economy continue to grow. Very few of the residents who live in this area will have moved here before the airport was opened in the 30s. They will have known that there was an airport there, that the airport was active.

00:55:41:11 - 00:56:26:18

Before they chose to move here. As such, we would ask them that they do not endeavour to restrict the airport as it grows and develops and continues to support our economy, driving good quality, well-paid jobs throughout the local supply chain across East Sussex. Our support for Gatwick expansion onto the northern runway recognises improvements by carriers in reducing noise levels and emissions. However, we asked Gatwick Airport to continue to introduce strong financial incentives for those carriers to replace their aircraft fleets with smaller, more efficient new planes, reducing noise and emissions.

00:56:26:20 - 00:57:03:21

Ever further. Flights coming to the UK will come. Whether Gatwick expands or not, they will fly over our county, whether they come to Gatwick or beyond, if they come into Gatwick rather than other airports. Not only will our economy benefit, but the airport will incentivise those carriers to reduce noise and emissions. We also look forward to lateral improvements to rail and road networks across Sussex East and West, which will further support the economy of East Sussex.

00:57:04:13 - 00:57:13:21

You have my best wishes as a planning inspectorate. This is not going to be an easy decision, but I thank you very much for allowing me to talk.

00:57:15:28 - 00:57:22:27

Thank you very much, Miss Eubank. Um, I think for the next speaker, we will try, um, Doctor Clifford Kendall again.

00:57:28:20 - 00:57:29:06

Hello to.

00:57:29:24 - 00:57:33:06

Uh, Doctor Kendall. Hello. I can't hear you. And see you. That's good.

00:57:33:08 - 00:57:37:00

Just had to switch to my cell phone. Apologies, apologies. Thanks for the opportunity to speak.

00:57:37:12 - 00:57:39:28

No problem. Good evening. You. You have three minutes. Thank you.

00:57:40:12 - 00:58:12:28

Thank you so much. So, my name is Cliff Kendall. Um, I'm a medical doctor with experience in the humanitarian sector. Um, so I was asked to speak a bit on the global health impacts of the increased emissions from the airport expansion. I mean, I'll start with one recent example of impacts in 2022, a climate change induced drought in the Horn of Africa caused over 43,000 deaths. This is from global emissions, to which the UK contributes 1.3% annually. A figure which doubles if projects financed through London are also included.

00:58:13:22 - 00:58:23:09

So even the UK quota of child mortalities from this event is comparable to the 500 child deaths in the first year of Ukraine's invasion.

00:58:25:19 - 00:59:05:00

Further point on the context of um humanitarian aid pre 2010 global health outcomes were improving significantly. Even the UN questioned if they would need further humanitarian appeals. The benefits of industrialization can lay claim to much of this improvement. There was an assumption that these benefits would spread to everyone. The legitimacy of lifestyles in the global North are ingrained with this narrative of technological benevolence. This is no longer the situation, however, for all that GDP growth progress in global health and poverty has stalled, some parameters are deteriorating.

00:59:05:15 - 00:59:26:09

Over the past five years, the number of people with food insecurity has increased 46%. The number of undernourished children has increased 25%. Those left behind are still awaiting the benefits of high consumption, high emission lifestyles. But globally, we function way beyond that capacity in terms of resource use and emissions.

00:59:27:27 - 00:59:40:21

The number of people forced to flee has increased even more since 2010. It's increased 270%, well over 100,000 now, with a similar number dependent on humanitarian aid.

00:59:41:18 - 00:59:44:08

It's like one minute left. Sure.

00:59:45:03 - 01:00:41:28

Estimates of in future environmental migration range from tens of billions to over a billion by 2050 under the global strain of Covid. Remember that like many countries, the UK reduced international aid. Last year, the underfunding of humanitarian aid reached a record of just 35%. On top of this, growing conflicts have increased to such an extent that our Prime Minister called for putting the arms industry on a war footing. I'm led to conclude that we are not on the optimistic end of the IPCC predictions, not with struggling humanitarian aid and development, increasing conflict with such poor resource allocation, such as the sustainable fuels and the net zero aircraft, which we presume will be a priority in 2050 for the Gatwick Airport expansion, the lifestyle that increased flight capacity panders to is not compatible with respect for global health, nor does it position the UK to have any authority in discussions with poorer countries regarding their own emissions.

01:00:42:11 - 01:00:59:01

So ask only how encouraging flights brings local economic benefits that could offset damages is an approach dependent on inequalities continuing at extremes. If you ignore this catastrophic implications of this precedent, if you ignore the catastrophic implications of this precedent, it will set. Thank you.

01:00:59:18 - 01:01:00:16

Thank you, Doctor Kendall.

01:01:02:19 - 01:01:06:08

Okay. Our next speaker, please, is Janine O'Keeffe.

01:01:10:25 - 01:01:12:27

Hello? Can you hear me?

01:01:14:02 - 01:01:20:28

Hello, Mr. K? Yeah, we can hear you and we can see you now. Thank you. Good evening. You. You have five minutes. Thank you.

01:01:22:05 - 01:01:25:17

Thank you very much and thank you for the opportunity to speak.

01:01:27:04 - 01:01:58:04

Um, I have a Bachelor of Engineering and a master of Business Administration, and I'm active with Scientist Rebellion. We are against the expansion. You can look us up on Scientists Rebellion. Org. There's three main reasons we're seeing one predicted accelerating heating. Two. There's significant deaths due to heating, um, with years of emissions.

01:01:59:12 - 01:02:02:25

And we're also seeing deaths due to pollution.

01:02:04:18 - 01:02:36:29

With the first one predicted accelerating accelerating heating. You may not be aware, but as Doctor James Hansen has, has showed. We're now accelerating. The heating is accelerating. So from 1970 to 2007, we saw approximately 0.17 degree increase per decade. In the last 15 years, we've seen approximately 0.27°C increase.

01:02:37:20 - 01:03:01:14

This is approximately double. It's much harder to slow down something which is accelerating. And in the last year we've actually, as some pointed out with earlier speakers, we've actually seen global average temperature pushing 1.65 degrees, well beyond what the Paris Agreement.

01:03:03:01 - 01:03:20:23

We globally agreed. And this is all due to the exploitation of gas, oil and coal. Scientists are astounded at our current situation, and many are hoping that this does not hold for a longer period,

01:03:22:14 - 01:03:39:12

even if it is just a short term jump. The current state is clearly deadly for many people and dangerous for all. Our UN Secretary Antonio Guterres states we are in global boiling. Scientists are scared.

01:03:41:00 - 01:03:58:07

Climate scientists are scared. IPCC scientists are scared and NASA scientists are scared. We need to do something and we need to do it now. One step is to stop this expansion.

01:04:00:15 - 01:04:06:23

Then we have deaths from the heating from global warming. Hypothermia.

01:04:08:11 - 01:04:49:05

With the 1000 carbon tonne rule, we see approximately 1000 deaths per 1 million emissions, tons of emissions. So from 4.5 million tonnes of CO2 emissions per year from Gatwick, we're seeing around 900 deaths. And then that will be lifted to 5.5 million tonnes per year, and that will therefore lift to approximately 1.1 1100 people dying.

01:04:50:24 - 01:04:56:22

This is unacceptable. We know it's unacceptable. And yet we continue.

01:04:59:20 - 01:05:12:01

We've known about this for for decades. Actually since 1856, and it was actually proven in 1958.

01:05:13:19 - 01:05:25:07

As doctor T Nilsson explained. Also from pollution, we're seeing heart attack strokes, dementia, high blood pressure, asthma, pneumonia.

01:05:25:18 - 01:05:27:06

If you have one minute left.

01:05:28:04 - 01:05:43:03

Thank you very much. Reduce sperm quality, premature births, birth, low birth weight, blood clots and diabetes. These are examples of how air pollution affects the human bodies.

01:05:45:04 - 01:06:08:18

As mentioned earlier, there was 24,000 early deaths, costing the NHS £1.6 billion. This is unacceptable. Air pollution is just one health effect from the burning of coal, gas and oil enclosed, including air. Air traffic fuels.

01:06:10:04 - 01:06:26:25

We know the Paris Agreement of 1.5 degrees goal is our most important public health agreement. We know that every 10th of a degree matters. At the same time, flights are subsidized, the flight avoids.

01:06:27:06 - 01:06:29:28

And if your time is up now, could you conclude?

01:06:31:03 - 01:06:54:25

Therefore, as only one is, only a very few percent of the world's population fly abroad and 80% never set a foot on an airplane? Flight actually symbolizes the height of climate injustice and it's time to stop that. So please stop the expansion.

01:06:55:11 - 01:06:56:06

Thank you, miss O'Keefe.

01:06:58:04 - 01:07:18:09

Okay, uh, if we could move on now to our final group of speakers on the agenda. Um, the first speaker is Barret Luca, but I believe he's not online at the moment. Um, and then we have Craig Beresford, who is online. Uh, Marty Roberts. Uh, Sadie Williams.

01:07:20:18 - 01:07:24:15

And online as well. I believe it's Tatiana Syrian.

01:07:30:29 - 01:07:31:14

Hi.

01:07:32:27 - 01:07:33:12

Sorry.

01:07:34:21 - 01:07:39:11

Uh, so, um, our first speaker, please, is, um, Mr. Beresford.

01:07:43:05 - 01:07:44:03

Hello, everybody.

01:07:44:05 - 01:07:44:20

How are you?

01:07:44:22 - 01:07:45:07

All right.

01:07:45:10 - 01:07:50:24

Oh, no. Mr. Beresford, uh, we can see you in here. You. Good evening. Um, you have three minutes. Thank you.

01:07:51:12 - 01:08:21:29

It's nothing. Uh, my name is Craig Beresford. I'm the managing director of a company in the local Gatwick diamond area called Preview Graphics. I've lived locally in the Burgess Hill area for all of my, uh, living life with my family and grandchildren. Now, um, the business that I run is 50 staff. Uh, they're all employed in the local Gatwick area. And our company provides design, marketing services and signage to local businesses, as well as, uh, throughout the UK and mainland Europe.

01:08:22:18 - 01:08:52:18

Uh, we travel regularly into Europe, and where possible, we always try and fly through Gatwick, uh, to try and reduce our own carbon footprint instead of travelling to Heathrow. It's not always possible. Um, but as a local business deeply entrenched in the Gatwick community, we strongly advocate for the expansion of the northern runway at the airport. I feel the expansion represents not only just an infrastructural upgrade, but we feel a catalyst for unlocking economic growth and opportunity for businesses in the local area.

01:08:53:12 - 01:09:26:13

Uh, we regularly ship many parcels a day containing our goods, and we believe the opportunity here could actually have a positive benefit to reducing our carbon footprint of how we ship by airfreight. The expansion of the northern runway will support the growth of our business and others like ours, leading to a higher skilled workforce along with greater local spending. We feel it will open markets to us, facilitating easier business travel and attracting foreign investment as well. As seeing greater competition and bringing down the cost to do business throughout Europe.

01:09:26:26 - 01:10:02:11

Although we recognise the importance of addressing environmental concerns associated with the expansion, the project must be accompanied by sustainable practices, including emission reduction initiatives and noise mitigation measures to minimise ecological footprint. We believe that by prioritising environmental stewardship, the benefits of the expansion can be balanced with all of our responsibility to protect the planet for future generations. But in conclusion, myself and my company feel the expansion of the northern runway at Gatwick is a strategic, strategic imperative for our local business community.

01:10:02:25 - 01:10:17:07

It promises to enhance connectivity, stimulate economic growth and position the Gatwick area as a hub for business and innovation. By supporting this expansion, we are investing in the continued prosperity and success of our region. Thank you for your time.

01:10:18:25 - 01:10:19:24

Thank you, Mr. Beresford.

01:10:22:12 - 01:10:28:25

Okay. And our next speaker, please, is Marty Roberts. Good evening, Miss Roberts.

01:10:30:18 - 01:10:31:16

Okay. Hi.

01:10:31:18 - 01:10:32:25

Thank you. Thank you.

01:10:32:28 - 01:10:33:19

Thank you.

01:10:33:21 - 01:10:34:17

Hi, I'm Marty.

01:10:34:19 - 01:11:18:12

Roberts, the director of communications for our award winning family business, Regina State. Situated in the heart of the South Downs National Park. Um, our business began in 1995 and has grown from the original production of around 25,000 bottles, employing just a family now to producing over half a million bottles and employing 50 people at. Wines are exported around the globe, and wine tourism is the next exciting step in the evolution of the English wine industry. Our industry, that's grown by 75% in just the last five years, and with England's annual wine production now reaching over 20 million bottles, Ridgeview, along with other top English wine producers, now have volumes to seriously export our sparkling wines.

01:11:18:14 - 01:11:52:04

Having Gatwick just 20 minutes away from our vineyard is incredibly valuable, giving us access to global markets, and we export to countries such as USA, Holland, Japan, Taiwan, Switzerland and Norway that we can travel to and from via Gatwick Airport. Sales in the market directly lead to inbound tourism from those countries to the UK, and we now welcome over 25,000 visitors annually just to our vineyard. A particularly important market for us is Norway, and just the last month we welcomed over 200 visitors from Norway as they explored the region of Sussex.

01:11:52:15 - 01:12:32:00

A recent survey by VisitBritain found that the top priority of inbound visitors to the UK was to explore local food and beverage establishments, which is really encouraging for wine tourism. Income from wine tourism has become increasingly important to producers, creating around 25% of our industry's income. The tourism industry is strategically important for our region, um, accounting for 14% of all industry employment in Sussex. The development of the northern runway and in its use scheduled operations will bring access to new destinations, as well as greater frequency and competition on existing routes.

01:12:32:02 - 01:13:05:04

This will allow us to develop new export markets and directly lead to inbound wine tourism opportunities, which, um, we have forecast by 2014, is said to be worth 283,000,000 in Sussex, generating 3600 new jobs and securing Sussex position as a premier wine tourism destination. Six Sussex wine, including Ridgeview, are now available at duty free as Gatwick continue to support their region. London Gatwick serves as Sussex gateway to the world with the expansion of the airport's destination.

01:13:05:06 - 01:13:10:06

This will help us deliver on our plan, putting Sussex Winelands on the global wine map.

01:13:13:04 - 01:13:14:00

Thank you very much.

01:13:15:01 - 01:13:15:26

Thank you.

01:13:17:07 - 01:13:23:03

Okay. And our next speaker, please, is Sally Williams. Good evening, Miss Williams. You have three minutes. Thank you.

01:13:24:13 - 01:14:01:06

Hello there. Um, my name is Sally Williams, and I'm from Longwood Business Support, which is a small business based in Crawley locally. And we offer a broad range of accounting, recruitment and HR services and solutions to startups and SME businesses. We provide tailored business support to clients in a flexible manner. I have lived in Crawley all of my life and I've worked in the area for over 40 years. Much of my working life has been within the travel industry, predominantly with Gatwick Airport, and I actually met my husband while I was working at Gatwick.

01:14:02:01 - 01:14:35:23

I work for an airline called Virgin Atlantic in Crawley for 22 years, and I was made redundant during Covid and during that time, as well as losing my own job, I saw the devastating impact that the closure of Gatwick and the airline industry diminishing had on our town of Crawley. I strongly believe that without Gatwick, our town would be very different. Gatwick Airport is the seedbed to our town, providing fantastic career opportunities to local people, which in turn feeds into our local economy.

01:14:36:10 - 01:15:16:19

Gatwick also provides a community of diverse people and talent, which in turn supports our business when providing various support services, most importantly recruitment. I see the benefits from utilising the existing northern runway as providing further economic stability, but also giving us access to new markets and clients. Personally, I feel that the journey to London Heathrow to catch flights which are not included in the route network at the moment at Gatwick for anyone from the southeast area, is highly stressful and long at times due to the increasingly heavy heavy traffic on the M25 motorway.

01:15:17:01 - 01:15:49:23

It's also not sustainable with Gatwick expansion with the northern runway, it could lead to a greater route network and offering to people from this and surrounding areas and regions, which would negate the need to have to drive to Heathrow. Gatwick is a great network with so much opportunity, and my only concern would be the potential parking and traffic problems within the Crawley area due to the increase of passengers and how Gatwick would actually tackle this. I strongly support this proposal.

01:15:53:06 - 01:15:54:01

Thank you, Miss Williams.

01:15:54:03 - 01:15:55:01

Thank you. Thank you.

01:15:56:06 - 01:16:03:15

Okay. Um, we have one more speaker, um, on the agenda. So that's online. Tatiana. Syrian.

01:16:09:24 - 01:16:10:23

Yes. Hello.

01:16:11:16 - 01:16:18:02

Hello there. We can hear. We can see you now. Good evening. Okay. Good evening. You have three minutes.

01:16:18:04 - 01:16:18:21

Thank you.

01:16:19:22 - 01:16:51:02

Thank you, everyone, for your openness and hearing our concerns today. And my thanks as well to all my fellow speakers for their passion and dedication in sharing their thoughts. I won't repeat all the climate sciences has been presented today. The climate science is not in question. I would like to speak to the global impacts of decisions taken here. Greater capacity will directly create increased flights, and there's already broad and irrefutable scientific consensus that we need to be ramping down our use of fossil fuels, not engaging in pollution, causing construction to support greater use thereof in the form of additional flights.

01:16:51:04 - 01:17:29:04

Here in the UK, we've already had one confirmed death from air pollution, and I'm sure the medical acknowledgement thereof in no way represents the innumerable children and adults who suffer from the effects thereof, be it in terms of increased asthma rates, allergies and the like. It's not just about the air or noise pollution, but the acceleration in global heating that a second runaway Gatwick will contribute to, and the vast impact such will have on water, climate wars, increased fascism and militarization, and a miserable, unlivable world for billions of people. Back in 1995, former world Bank vice president Doctor Ismail Sartaj El-Din said if the wars of this century were fought over oil, the wars of the next century will be fought over water.

01:17:29:06 - 01:18:04:18

We are currently experiencing both water and oil wars, extreme weather events and the fight over water resources is one of the two pillars driving the genocide in Sudan. And we know that control over oil and gas resources off the coast of Gaza figures largely in the ongoing genocide there, which is already claimed the lives of over 13,000 children alone. Please don't dismiss this as some over dramatization, because these facts seem far off or inconvenient to the profits you foresee in expansion. The crises have already started to come home to our own doorsteps. We live in an interdependent biosphere, and the emissions at Gatwick don't stop at UK borders.

01:18:04:20 - 01:18:22:25

An indigenous person demonstrating in Brazil's capital city last week said in the jungles they kill us with bullets, but here they kill us with their pen. Signing on to an expansion of Gatwick is to sign the collective death warrant of untold lives, both human and non-human, across this planet. If you have at all felt any dismay seeing the.

01:18:22:27 - 01:18:23:19

Minute remaining.

01:18:23:21 - 01:18:53:19

Bodies, seeing the dead bodies of babies being pulled out of hospital rubble in Gaza. If you consider yourselves ethical or even empathetic, people then realise the power of life and death you hold in your pens. Making the wrong decision by approving the second runway is to sentence more babies just like them and just like ours, to an untimely and violent death. It will condemn all the non-human lives to further extinction in what is already being called the sixth mass extinction, in which we're losing an average of 250 species per day.

01:18:53:21 - 01:19:19:16



A peaceful life is found in a net in acting in alignment with one's ethics. If you make the wrong decision here, neither anyone who cares about a livable ecosystem nor your own conscience will let you forget it. I believe you can all see the ethical mandate to prioritize people and planet over profit. It is my fervent hope that you have the moral courage to do so, because I can't imagine you would want the blood of approving this expansion on your hands. Thank you so much.

01:19:20:22 - 01:19:29:20

Thank you, Mr. Yam. Okay, that's the end of the speakers that we have on the agenda. Um, thank you all for your contributions.

01:19:33:21 - 01:19:42:18

Um, we also have, I believe, uh, Amanda Jones here. So if you'd like to come and, uh, speak. Thank you for your patience.

01:19:45:15 - 01:19:46:18

Thank you for your understanding.

01:19:46:20 - 01:19:50:03

No problem. Good evening, Miss Jones. And you have three minutes.

01:19:50:05 - 01:19:50:20

Thank you.

01:19:50:27 - 01:19:52:18

Thank you. My name is Amanda.

01:19:52:20 - 01:19:54:05

Jones, and I'm speaking today as.

01:19:54:07 - 01:19:55:14

An individual and local.

01:19:55:16 - 01:19:57:04

Resident. But I wish it.

01:19:57:06 - 01:19:58:20

To be noted that I hold.

01:19:58:23 - 01:19:59:15

Several roles.

01:19:59:17 - 01:20:00:08

In the economic.

01:20:00:10 - 01:20:00:25

And cultural.

01:20:00:27 - 01:20:04:00

Sectors in the region. I'm a director of.

01:20:04:02 - 01:20:04:24

Coast Capital.

01:20:04:26 - 01:20:08:10

And an executive board member of the Brighton and Hove Economic Partnership.

01:20:08:17 - 01:20:14:18

I chair Sussex Past, a charity responsible for the operation of nine heritage properties across Sussex.

01:20:14:26 - 01:20:16:02

I chair Goodspeed.

01:20:16:06 - 01:20:16:21

A.

01:20:16:23 - 01:20:21:24

Volunteering network of 12 arts, heritage and sports organisations working in partnership with the.

01:20:21:26 - 01:20:22:16

NHS.

01:20:22:18 - 01:20:23:24

To promote the benefits of.

01:20:23:26 - 01:20:25:18

Volunteering to our mental health.

01:20:25:20 - 01:20:26:13

And wellbeing.

01:20:26:22 - 01:20:28:21

And I'm an associate Director of Brighton.

01:20:28:23 - 01:20:29:10

Dome and Brighton.

01:20:29:12 - 01:20:30:06

Festival, the.

01:20:30:08 - 01:20:31:18

Largest multi arts festival.

01:20:31:20 - 01:20:33:09

In England and delivering.

01:20:33:11 - 01:20:34:12

The region's music.

01:20:34:14 - 01:20:38:07

Education hub. I also sit on the Sussex Local Visitor.

01:20:38:09 - 01:20:40:24

Economy Partnership, recently awarded LVP.

01:20:40:26 - 01:20:41:14  
Status by.

01:20:41:16 - 01:20:42:01  
The UK.

01:20:42:03 - 01:20:42:19  
Government.

01:20:43:15 - 01:20:45:11  
Globally, it's well accepted.

01:20:45:13 - 01:20:49:06  
That countries and destinations seeking to further develop their economies.

01:20:49:08 - 01:20:49:28  
And create.

01:20:50:00 - 01:20:52:27  
Truly sustainable employment and quality of life.

01:20:52:29 - 01:20:53:17  
For all.

01:20:53:19 - 01:20:54:12  
Residents.

01:20:54:14 - 01:20:54:29  
See.

01:20:55:01 - 01:20:56:24  
Tourism as a key source of.

01:20:56:26 - 01:20:57:16  
Inward foreign.

01:20:57:18 - 01:21:01:27  
Investment. A strong heritage and cultural offer plays a.

01:21:01:29 - 01:21:02:19  
Leading role.

01:21:02:21 - 01:21:03:13  
In attracting.

01:21:03:15 - 01:21:04:12  
That tourism.

01:21:04:15 - 01:21:05:18  
And a successful.

01:21:05:20 - 01:21:06:15

Airport hub.

01:21:06:17 - 01:21:07:04  
Essential.

01:21:07:06 - 01:21:07:27  
To enabling.

01:21:07:29 - 01:21:11:01  
It. Research evidence consistently.

01:21:11:03 - 01:21:11:20  
Proves that.

01:21:11:22 - 01:21:18:26  
Increased and improved air connectivity has a significant and positive impact on international tourism.

01:21:19:06 - 01:21:20:08  
It extends the.

01:21:20:10 - 01:21:22:11  
Length of stays to transit.

01:21:22:13 - 01:21:23:07  
Visitors into.

01:21:23:09 - 01:21:24:21  
Multi-day stopovers.

01:21:24:23 - 01:21:27:06  
And encourages visits to a region.

01:21:27:08 - 01:21:28:21  
As a final destination.

01:21:28:23 - 01:21:29:09  
In its own.

01:21:29:11 - 01:21:29:26  
Right.

01:21:30:07 - 01:21:31:19  
Tourism is central.

01:21:31:21 - 01:21:46:22  
To the Southeast's economy and as a result, central to our entire cultural ecosystem. At Brighton Dome and Brighton Festival, we enable over 600,000 people annually to access music, theatre and dance. The Good Space.

01:21:46:24 - 01:21:47:22  
Network provides.

01:21:47:24 - 01:21:49:05  
Over a thousand volunteering.

01:21:49:07 - 01:21:49:24  
Opportunities.

01:21:49:26 - 01:21:50:23  
Across Sussex.

01:21:50:25 - 01:21:51:10  
For.

01:21:51:12 - 01:21:54:24  
Individuals wishing to look after their mental health and wellbeing.

01:21:54:29 - 01:21:56:09  
Create music.

01:21:56:11 - 01:21:56:27  
Delivers.

01:21:56:29 - 01:21:57:14  
Music.

01:21:57:16 - 01:22:03:12  
Education lessons to over 5000 schoolchildren every week. We do all of this.

01:22:03:14 - 01:22:04:09  
Through a continual.

01:22:04:11 - 01:22:08:19  
Drive for significant self-generated income, a substantial proportion of.

01:22:08:21 - 01:22:10:19  
Which is generated directly.

01:22:10:21 - 01:22:12:10  
From national and international.

01:22:12:12 - 01:22:13:03  
Tourism.

01:22:13:23 - 01:22:14:28  
Tourism already.

01:22:15:00 - 01:22:15:15  
Contribute.

01:22:15:17 - 01:22:18:06  
Significantly to the UK economy, at over.

01:22:18:08 - 01:22:19:01  
£237.

01:22:19:03 - 01:22:20:21  
Billion in GDP.

01:22:20:27 - 01:22:28:21  
Providing over 3.7 million jobs, and is projected to grow at 3% annually across the next ten years, nearly twice the.

01:22:28:23 - 01:22:29:27  
1.7%.

01:22:29:29 - 01:22:31:10  
Projected growth rate of.

01:22:31:12 - 01:22:32:15  
The overall economy.

01:22:32:28 - 01:22:33:18  
There's a real.

01:22:33:20 - 01:22:51:08  
Opportunity for the South east economy to grow as part of this, and a fully operational northern runway at London Gatwick is central to achieving that, providing international visitors much greater access to the region and right at the heart of it. In doing so, it will significantly increase.

01:22:51:10 - 01:22:52:03  
Meaningful.

01:22:52:05 - 01:22:55:03  
Employment opportunities, well evidenced as.

01:22:55:05 - 01:22:56:00  
A basic need.

01:22:56:02 - 01:22:57:14  
In sustaining good mental.

01:22:57:16 - 01:22:58:01  
Health and.

01:22:58:03 - 01:22:59:19  
Wellbeing, and sustain and.

01:22:59:21 - 01:23:00:08  
Grow our.

01:23:00:10 - 01:23:04:21  
Amazing cultural and heritage sectors and the impact they deliver to all our.

01:23:04:23 - 01:23:05:13

Lives.

01:23:05:15 - 01:23:07:13

I encourage you to recognise.

01:23:07:18 - 01:23:08:22

This is not an.

01:23:08:24 - 01:23:09:17

Economic versus.

01:23:09:19 - 01:23:12:11

Social or moral argument. I urge you to support.

01:23:12:13 - 01:23:15:18

London Gatwick Northern Runway plan and in so doing.

01:23:15:20 - 01:23:17:04

Support both the economic.

01:23:17:06 - 01:23:22:01

And social health and prosperity of the South East region. Thank you.

01:23:23:18 - 01:23:24:13

Thank you, Miss Jones.

01:23:26:12 - 01:23:31:06

Okay. Can I ask if there was anyone else here today or online who wishes to speak that we've not heard from?

01:23:36:05 - 01:23:56:20

Like, okay, thank you very much. Thank you all for your contributions here today and the manner in which they've been made. I'll now move on to item five on the agenda. Uh, I'll now invite representatives of the applicant to respond to the matters raised, uh, which they may do now, either orally or in writing by deadline for on Wednesday the 15th of May.

01:24:06:01 - 01:24:15:28

Good evening. Um, just to clarify, it's not the purpose of this meeting to allow the applicant to make its case, but obviously, should you wish to clarify and comment or on what you've heard, and you may do so.

01:24:16:08 - 01:24:16:23

Thank you.

01:24:16:25 - 01:24:17:10

Thank you very much.

01:24:17:12 - 01:24:22:04

Just to say, on behalf of the applicant, thank you very much to everybody who's taken time and trouble.

01:24:22:06 - 01:24:22:21

To.

01:24:22:23 - 01:24:38:06

Express their views. I've listened very carefully to everything. Um, and we will respond at deadline for to everything we've heard, particularly those new points that haven't been drawn out in representations already made. I think that's all we need to say.

01:24:38:21 - 01:24:40:00

Thank you very much. Thank you.

01:24:43:23 - 01:24:52:06

Okay. We've not been notified. Anyone wishes to raise any other business that's relevant to this hearing. Can I just check? If anyone has anything they wish to raise.

01:24:54:08 - 01:25:26:08

Right? Okay. If there's no other relevant business. If I just remind you, a timetable for this examination requires that parties provide any post hearing documents on or before deadline for which is Wednesday the 15th of May, 2024. Um, and if I could also remind you that the recording of this hearing will be placed on the inspector's website as soon as possible after this meeting. Thank you, everybody, for attending today and for your participation in the room and online. We will consider all your responses carefully and everything we've heard today, and they will inform our consideration of the application.

01:25:26:21 - 01:25:32:23

Thank you once again. The time is now 1840 and open floor hearing is now closed. Thank you.