

File Name: OFH3 2nd May 2024 Part 2.mp3
File Length: 01:18:45

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

Thank you very much, everybody. Um, apologies for the slight delay. The time is now. 332 and the hearing is reconvened. Um, welcome to the second session of this open floor hearing. As before, the order in which you'll be invited to speak, we'll follow the agenda. And we will ask people to come forward to the table up to five at a time. Although some speakers in each group of five, as before, may 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 have heard from all five of you and ask any questions if necessary, you can return to the general seating and we'll call the next group of five forward.

00:00:41:06 - 00:01:17:04

Um, once you've returned to the general seating, please feel free to depart the venue if you wish, but please do so quietly for the purposes of the recording and for reference. When you do speak, please can I ask that you state your name and you're interested in the case, and you're also invited to submit a written version of your speaking notes at deadline four, which is Wednesday the 15th of May, 2024. So if I can invite the first five people on the list to make themselves available, um, that is, uh, the right honorable Tom Tugendhat, MP for Tonbridge and Malling, um councillor Mark hood, on behalf of Kent County Council, green party group, if you could come to the table.

00:01:17:06 - 00:01:39:07

Thank you. Um, sir David King, on behalf of Beechworth Parish Council, Chris Packham, on behalf of the Charnwood Society, Malcolm MacDonald on behalf of the Ramblers Association, Sussex area. Thank you. So our first speaker in this session is the Right Honourable Tom Tugendhat MP. Um, welcome. And, um, you have eight minutes, sir.

00:01:40:07 - 00:02:20:01

Thank you very much. Thank you very much as well for allowing me to address the hearing here today. I'm speaking I should be very clear in my capacity as a member of Parliament for Tonbridge and Malling and not as a cabinet minister. Now, for the past decade, I've been campaigning alongside residents across Tunbridge and Edenbridge and all the surrounding villages against the damage caused by the operations of Gatwick Airport to our area. Since being elected as a member of Parliament in 2015, I have taken a very firm and clear position about the impact the expansion of Gatwick Airport would have on our corner of Kent.

00:02:20:15 - 00:03:01:10

I have consistently made the point that our area would bear the brunt of the environmental impact, while not being able to maximise any economic benefits from the proposals brought forward by the airport. Much of our opposition is based on the noise impact of aircraft, especially arrivals for our rural communities. Almost all of the area between Tonbridge and Edenbridge falls within the heavily protected Greenbelt and High Weald Area of Outstanding Natural Beauty. We would we are deeply constrained with our transport links on the ground, but Gatwick would be able all of a sudden to build a motorway across the sky.

00:03:01:24 - 00:03:37:09

Now, as a general principle, the government says very clearly in policy that future growth in aviation should ensure that benefits are shared between the aviation industry and local communities. This means that the industry must continue to reduce and mitigate noise as airport capacity grows. Now.

Unfortunately, the proposals presented by Gatwick Airport do not achieve these principles. For the first noise envelope period of nine years, the benefits of growth would accrue almost entirely to the airport, who would enjoy a 62% increase in passengers.

00:03:37:11 - 00:04:08:16

While our community in West Kent suffers a substantial increase in noise and all that goes with it. For the second noise envelope period, the noise impacts on communities would be substantially greater once the frequency of aircraft is taken into account, which is a key frustration for local communities after the proposal. After this, the proposed review process would allow noise to increase above the 2019 base year base year level on any measure.

00:04:08:18 - 00:04:45:20

So quite simply, as capacity grows, so does the noise impact on communities contrary to government policy. And we all know that this matters. Of the nearly 5000 representations made to the Planning Inspectorate. Noise was frequently cited in them. Both the government and the World Health Organisation have shown that aircraft noise causes regular sleep disturbance for residents. As someone living under the flight path myself in Heever, I can speak to this personally. I also want to touch on night flights given the extremely clear guidance in the airport National policy Statement.

00:04:45:22 - 00:05:24:20

No night flights between 11 p.m. and 7 a.m.. This is a consideration for any airport nationally. Or excuse me for any airport, nationally or significant infrastructure project, not just Heathrow including Gatwick proposal. So it is of deep concern that Gatwick hasn't proposed a ban on night flights or made any commitment to limit them. If approved, a ban on night flights and a comprehensive package of measures to incentivise the use of the quietest aircraft at night outside the hours of a ban should be conditions of any approval of the DCO.

00:05:25:14 - 00:05:56:19

As a member of Parliament and as a member of cabinet. I know that government policy is not set lightly. Sitting around the cabinet table as ministers and with officials, we spend considerable time making sure policy achieves what our people expect. The airport's national policy statement was set because it needed to provide long term clarity about airport capacity in the South-East, that only one new runway was required, and that that should be at Heathrow.

00:05:56:29 - 00:06:27:03

It went further. Gatwick Airport would not enhance and would consequently threaten the UK's global aviation hub status. That statement is pretty clear. The case from Gatwick Airport is not policy compliant, while other airports can put forward proposals. These must demonstrate sufficient need and be additional to the need which would be met by its proposals. Heathrow. Excuse me, Heathrow make clear in its submissions.

00:06:27:10 - 00:06:58:00

That it remains committed to its own long term growth in line with government policy. Therefore, these proposals are again incompatible with government policy. I will repeat that position that they threaten the UK's airport hub status and undermine UK aviation strategy. There are many arguments that can be made, and I have limited my remarks to those which impact on the residents of Tunbridge, Edenbridge and the surrounding villages the most. However, I wanted to touch briefly on two other subjects.

00:06:58:19 - 00:07:28:28

First, the proposal would be the largest increase in both passengers and emissions for any airport since Net-zero legislation was passed. This should be an important consideration. In West Kent. We do not have sufficient transport to get to Gatwick Airport. There is no direct train line from Tonbridge, and

all private vehicles must use the increasingly congested M25, with the H264 and rural roads around Lingfield an unacceptable alternative because of the impact on residents.

00:07:29:11 - 00:08:06:28

So there can be no doubt about the sufficient the insufficient transport network we have contributing further towards increased emissions. Second, I asked the hearing to consider a very simple question. What happens if Gatwick does not meet its targets for noise emissions? There is no strategy submitted to the hearing which outlines how this will be enforced and what action, what sanction issue it should be. Forgive me and what sanction should be meted out should these targets not be met? I therefore make the following points for consideration on this topic as follows.

00:08:07:00 - 00:08:41:27

There should be a ban on all night flights for a full eight hour period every night. A noise envelope must be agreed with local communities, which achieves the government's policy requirements. That noise must be reduced and mitigated as capacity grows and the benefits of growth shared. Without this, the runway should not be operational. An enforceable progressive and material reduction in the emissions and total climate impacts attributable to the airport from a 2019 baseline, and until this is achieved, the runway should not be operational.

00:08:42:18 - 00:08:45:24

Direct rail services should also be reinstated.

00:08:45:29 - 00:08:47:25

You have one minute left, Mr. Tugendhat.

00:08:48:12 - 00:09:23:26

Between Tunbridge and Gatwick Airport. There is a case for this without the expansion. But should the expansion go ahead then this would be absolutely essential and the runway should not be operational without it. I will reiterate what I said at the start, that my position as a member of Parliament for Tonbridge, Edenbridge and Malling remains unchanged. This proposal brings significant environmental harm and no economic benefit to West Kent. It would disturb the sleep and health of many of those people I'm privileged to represent, and it should be rejected.

00:09:24:00 - 00:09:24:22

Thank you.

00:09:26:01 - 00:09:26:27

Thank you very much.

00:09:28:24 - 00:09:36:14

Our next speaker is councillor Mark hood, who I believe is here with us in the room. Welcome, Mr. Hood. You have eight minutes.

00:09:38:10 - 00:09:41:13

If you'd just like to put your microphone on. Thank you. Thank you very much.

00:09:41:27 - 00:10:18:20

Um, I am uniquely in complete agreement with the previous speaker. Um, the climate is being treated and contentiously. These proposals are a material threat to the UK being able to get closer to the our carbon targets. And it is inconsistent with the airports National um policy statement. The Aviation Environment Federation tells us that they estimate that this DCO will result in an increase of 1 million tonnes of additional CO2, bringing the annual total to 5.5 million tonnes.

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This is madness. The northern runway project would have a significant material impact on the government's ability to meet their carbon reduction targets by 2050, routinely operating the northern runway would see Gatwick being responsible for 20% of the overall UK aviation carbon budget, and carbon emissions will increase by 50%.

00:10:45:21 - 00:11:25:09

This will represent an increase from 1% in 2018 to 5.5% of all UK emissions by 2038, according to the Gatwick Preliminary Environmental Information Report. This expansion cannot be justified in the wider context of global of the global requirement to reduce CO2 emissions. The increase in plane movements from 285,000 to 386,000 is justified by lower emission planes, which the airport has no actual control over, and Jet zero is not enshrined in law.

00:11:25:11 - 00:11:58:29

It is only a strategy which seems to be exerting a huge amount of influence on justifying expansion here, yet it cannot be relied upon to deliver specific carbon reductions without legislation. So why? Why are we giving it the credence that we seem to be? Gatwick is Kent's close, closest international airport. There are no sufficiently evidenced demand for increasing capacity. The Gatwick Joint Local authorities concluded that the increase in capacity. Attainable, and the levels of usage of the northern runway proposals are overstated.

00:11:59:01 - 00:12:32:00

The wider economic benefits have also been overstated. Increasing the number of flights is going to push the UK in the wrong direction. And essentially this is about placing profit ahead of the planet. Although the airport has set itself a commitment to a minimum public transport access mode share of 55%, it is difficult to see how even that low target can be achieved. Areas of West Kent such as Tunbridge, Edenbridge, Hive and Penshurst and the cheating stones will further be adversely affected by the overflight from Gatwick as well as the impact on residents.

00:12:32:02 - 00:13:17:06

This will have a detrimental impact on the Area of Outstanding Natural Beauty in terms of further loss of tranquillity, and it will affect our heritage assets as we heard earlier. However, it is the impact on the on the planet and our residents which causes huge concern. The air noise modelling shows that. The in slow transition fleet case um in 2032. The effect of the project is to increase awakenings due to aircraft noise by 3782 from two 29,061 to 32,843 per night, and that is 526 above the 2019 base of 3230 317.

00:13:17:08 - 00:13:34:01

These figures compare to the underlying total awakening for other reasons. In the affected communities of approaching 680,000 a night. We are concerned about the health impacts of increased nighttime disturbances in the areas such as Edenbridge and Penshurst.

00:13:36:14 - 00:14:09:21

Areas of West Kent are regularly disturbed by arrivals from Gatwick as aircraft turn and join the instrument landing system over time. Several studies show that noise disturbance caused by overflight, especially during the night period, can result in an impact on both mental health and the physical health. In terms of cardiovascular diseases of our residents, in terms of the impact on Tonbridge and Malling and the rest of Kent, the infrastructure is simply not there to to allow increased numbers of passengers to travel to and from the airport in a sustainable manner.

00:14:09:23 - 00:14:46:26

We have seen a new station designed which knows which offers no additional capacity. It has not been future proofed and the connectivity with the Kent rail network is appalling. Kent County Council's own rail strategy has highlighted the problems here, and they had ambitions for two trains an hour

during peak periods. But with this increase in in potential demand, this is going to be this is just not going to be achievable. Connectivity from Redhill via Redhill from Tonbridge via Redhill requires train reversal on arrival at Redhill, and direct services are currently not available.

00:14:47:02 - 00:14:55:13

We understand that there have been discussions about connectivity from Canterbury West, but that hasn't been followed up.

00:14:57:04 - 00:15:40:28

Jeremy. Jeremy Corbyn covered the existing road transport constraints. And there there are insufficiencies. We know that this proposal will attract even more cars and that's going to require even more car parks. Instead, we have the frankly environmentally obscene prospect of a fleet of diesel coaches crawling around the M25 for the foreseeable future, flanked by sea of taxi outriders at all hours, shuttling passengers from as far away as Thanet to access international aviation Gatwick or planning coach services from Chatham, Chatham via Maidstone and Sevenoaks to support access to the airport, which, given their reliance on Kent's very unpredictable road network, will be distinctly less reliable even than Southern Rail services.

00:15:41:00 - 00:16:20:27

Why should we believe that these services are going to be economically sustainable? When the previous coach services serving this airport into Kent have been discontinued? Kent County Council have already indicated that the proposed service is not comprehensive enough to be effective. Because of the cost of parking on site, the prospect is always that the flight will be will actually necessitate for trips to and from the airport, in order for the driver to return to base for the remainder of their shift. We have heard about the effect on health from Doctor Gillingham or earlier and the impact here in Surrey, but that impact also extends beyond the county border, as she outlined.

00:16:22:11 - 00:16:52:18

Imagine the horror of those living in the island states such as the Maldives, Kiribati and the Marshall Islands to the news that this that the airport airports that are responsible for the air carrier situation are going to be given the go ahead to use an airport, which is going to be enormously expanded. And that's only going to accelerate the reclamation of their homes by the rising seas. This proposal places growth above sustainability. This airport. It's not on its knees.

00:16:53:05 - 00:16:58:17

It's still going to require local people with the requisite skills to continue to operate.

00:17:00:02 - 00:17:31:11

Jonathan Cooke has earlier outlined the misery of residents who live under the flightpath in west Kent. Yet here we are considering the doubling of passenger capacity with the inevitable increase in those flights. I can vouch for his comment and his comments about the disruption during filming, because I was actually an extra on the set of Mary, Queen of Scots at Penshurst Place, and it was incredible how often we had to. We had to pause filming in order to wait for a flight to pass over.

00:17:31:13 - 00:17:41:22

But in all seriousness, this is about our future. This isn't about the past. And I urge. I urge you to to refuse this. Thank you very much.

00:17:42:27 - 00:17:44:02

Thank you, Councillor Hood.

00:17:46:01 - 00:17:52:11

Okay. Our next speaker is, uh, appearing virtually. Um, Sir David King on behalf of Beechworth Parish Council.

00:18:00:10 - 00:18:05:05

Uh, King. If you're if you're there, if you could turn on your camera and your microphone.

00:18:14:08 - 00:18:15:17

Yes, here I am.

00:18:16:00 - 00:18:20:02

Good afternoon. Welcome. Um, you have eight minutes.

00:18:20:19 - 00:18:55:01

Thank you very much. And, uh, let me say right away that I oppose the expansion of Gatwick Airport on the grounds of the global challenge of climate change. And I need to say right away that the climate crisis is already in a new critical phase. And this has been happening over the past 5 to 10 years, but particularly over the past five years, the average global temperature. And we've all agreed in Paris that we should attempt to stay below 1.5°C above the pre-industrial level.

00:18:55:15 - 00:19:26:22

Over the past 12 months alone has been about 1.65°C. That's the official figure. So we're already exceeding that. It may be a temporary extension of the global temperature, but nevertheless it puts us in a globally precarious position. The result of all of the rises in global temperature have been extreme. First of all, we've had extreme weather events right across the world.

00:19:26:24 - 00:20:06:08

Let me just take you across a bit of of Europe. Greece. We had the most amazing forest fire destroying. That's one of the last remaining, uh, forests, natural forests, large forests in in Europe. The largest forest fire on human record up in northern Greece by the Turkish border. Uh, just last summer, um, in Canada, we had equally large the largest fires on record in Canada, in western United States of America, even up in Canada, Western, uh, Columbia.

00:20:06:10 - 00:20:41:22

We even up there in Canada, Canada, in British Columbia, uh, temperatures in some parts exceeded 49.5°C over a two and a half week period. And a large number of people actually died of heat stress in a middle class area of, uh, of Canada in, in, uh, the United States, western USA and Texas, we've seen extreme temperature events of all kinds. Um, temperatures currently in Mumbai today are at 40°C plus.

00:20:42:05 - 00:21:28:22

Uh, and of course, people cannot live without air conditioning at temperatures above the body temperature that is 40°C is a killer. If you are confined to to living without air conditioning, which many, many people are. So with record high temperatures, desertification in this list of these challenges have been occurring just over the last 3 or 4 years. In particular, the total cost of loss and damage globally is a difficult figure to establish, but the United States has recently announced that its loss and damage from these extreme weather events amounts to around \$200 billion.

00:21:28:24 - 00:22:07:00

It just in one year. Uh, for the whole planet, this may well be in excess of half \$1 trillion. And so what we're looking at is escalating challenges, which also apply to food, water, land access, land, marine and atmospheric living species all facing critical tipping points. These extreme events are occurring much more quickly than the climate science community previously predicted. I just have to say very quickly, we do understand the cause of this is very largely what's happening in the polar regions.

00:22:07:11 - 00:22:41:21

Uh, what we have up in the North Pole region, the Arctic Circle, is heating up at about four times the rate of the global average. So while the global average temperature, as I said, was at about 1.6°C above the pre-industrial level in the Arctic Circle region, it's now over three degrees centigrade above that level and up there. This is due to the fact that ice has been melting more rapidly than was predicted. And in many parts of the Arctic Sea, the blue sea is exposed to sunshine during the polar summer months.

00:22:41:29 - 00:23:13:23

And in fact, when the sun returns from the south during the polar summer, the ice that was formed in the winter melts in a very short period of time, a matter of days, and then the blue sea soaks up sunshine. The atmosphere above the blue sea around the North Pole region reaches something like 30°C. As a result, the sun is shining there 24 hours a day during the summer period. And so what? What we see is that the Greenland north.

00:23:13:26 - 00:23:49:05

Coast of Greenland, where the ice was protecting the melting of ice on Greenland. That north coast is now exposed to the Arctic Sea for the first time on human record. And what this means is that Greenland is losing ice in what appears to be an irreversible fashion. What Greenland is now, we've just had a big report published by a very large group of scientists in the United States saying showing that Greenland, over the last 15 to 20 years has been losing about 50 million tons of ice an hour.

00:23:49:14 - 00:24:34:21

And so what what we are seeing from that is if all of the ice melts on Greenland, sea levels will rise globally an average of 7.5m, 24ft. And quite clearly, London would not survive anything like that. Now, it may take a couple of hundred years for this to happen, but even two meters sea level rise would be a massive challenge. And the point I'm making here is that we need to see that the Earth navigates away from this precipice, and that requires collective action at every level to steer towards progress for human well-being, alongside the well-being of the global ecosystems.

00:24:34:23 - 00:25:07:16

And the ecosystems, of course, include the atmosphere into which we are pouring greenhouse gases, currently at a rate of 50 billion tonnes per annum. That's carbon dioxide and methane emissions and both rising rapidly still. What we must see is that future proofing the world for all of us to continue to exist in the way we do today, means that we have to move away from burning fossil fuels.

00:25:07:18 - 00:25:23:11

It means that we have to stop removing natural forests around the world. We must reforest. We must recreate carbon sinks around the world. And as we move forward in time. This future proofing means that all.

00:25:23:13 - 00:25:25:00

You have one minute left, Sir David.

00:25:25:14 - 00:26:06:02

Thank you. All investments must be future proofed against what I've just been saying. Now, I'm going to say to you that just as with new oil and gas recovery ventures, that future proofing isn't in the cost of those ventures. These are going to be stranded assets. Equally, the expansion of Gatwick Airport, which is going to take decades to reach its ultimate objective, is going to be fruitless because that kind of air travel, it must be understood, will not be the way we can continue as a civilization in the form we are in now.

00:26:06:12 - 00:26:23:00

I'm afraid that humanity is currently gambling with the future in a careless way, and I don't believe we can continue to do that. Infrastructure investment has to be fully future proofed for the coming decades. Thank you.

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

Thank you very much. Okay.

00:26:27:17 - 00:26:36:23

Our next speaker is Chris Packham on behalf of the Childhood Society. Um. Good afternoon, Mr. Packham. You have five minutes. Oh.

00:26:36:25 - 00:27:13:19

Thank you. Good afternoon. Um, I've been asked to speak on behalf of the Childhood Society, which was set up in 1970 to conserve the environment in and around the villages of Childhood and Rookwood. And the airport expansion is a major concern to residents of these two villages, along with its impact on local woodland and grassland. But let me firstly state the obvious. We've just heard Sir David's, um, eminent statistics. The tabled plans are disastrous and they go against every expert recommendation. And those recommendations state that to avoid passing more climate change tipping points which will cause irreversible harm, we must cut, not increase, fossil fuel usage.

00:27:13:21 - 00:27:59:24

And we all know this. Our government's own climate change committee says there should be no more airport expansion until the aviation industry starts to cut its CO2 emissions. But if sanctioned, these plans would make Gatwick as big as Heathrow is now. That's 40,000 new flights on the existing runway, 100,000 on a new runway, 80 million more passengers and an extra weight for it, 1 million tonnes of CO2 each year from just this development, and let's be very clear, the current celebration of sustainable aviation fuels is either poppycock or BS, depending on your choice of language, sustainable aviation fuel is unachievable even at the rates we currently fly.

00:27:59:26 - 00:28:37:11

Competition for arable land causes further biodiversity loss, rising food prices and water shortages, none of which we can countenance. In fact, so-called biofuel can actually result in even more emissions than fossil fuel and is likely to replace only a tiny percentage of fossil fuel use in the future. So we want these plans to be rejected until a viable, sustainable aviation fuel technology is produced at sufficient scale to guarantee that any increase in activity at Gatwick does not incur damage to the natural world.

00:28:37:13 - 00:29:10:09

And let's be clear, this needs to be in real time. Not not fanciful thinking about what might be achieved in years to come because the damage is already happening. Tomorrow, as we've heard from Sir David, is going to be too late at a crucial time when we must be reducing our carbon emissions and our dependence on fossil fuels. Increasing flights is simply wrong. Actually, as far as our species and indeed all life on Earth is concerned, it's actually suicidal.

00:29:10:11 - 00:29:50:28

So here's a thought to leave you with. Your decision is not only important in the short term, it will clearly define how you consider and care for the future health of yourselves, your children and grandchildren. And so this is not a casual choice that you can make on a contemporary whim or business case. It's a choice that comes with a considerable legacy. What do you want that legacy to be, that you played a brave role in pulling life back from the brink, or you shoved it further towards hell in a handcart? That is your choice.

00:29:51:05 - 00:29:51:27

Thank you.

00:29:53:25 - 00:29:54:18

Thank you, Mr. Packham.

00:29:56:10 - 00:30:00:16

Our next speaker, also online is, uh, Malcolm McDonnell.

00:30:10:12 - 00:30:11:12

Do we have, Mr. McDonnell?

00:30:20:18 - 00:30:23:16

I can see that you. You're aligned, Mr. McDonald. If you could hear me.

00:30:33:09 - 00:30:44:09

Okay. Um, I think we might need to do is we'll move on to next group of speakers and then come back to Mr. McDonnell. Um, if we can get hold of him in the meantime.

00:30:46:01 - 00:30:53:24

So, uh, the next group of speakers, please, are. We have, uh, Peter Knapp.

00:30:56:07 - 00:31:01:10

Uh, Miranda Whelan. He's virtual. Um, Dirk Campbell.

00:31:04:07 - 00:31:08:18

Uh, Kelly Debert and Samuel Marlborough.

00:31:17:10 - 00:31:26:08

Okay. Thank you. Welcome. Um, so our first speaker, please, would be, uh, Peter Knapp. Welcome, Mr. Knapp. Um, you have five minutes.

00:31:27:03 - 00:31:58:00

Thank you. I'm an air quality scientist at Imperial College London, and I'm speaking on behalf of the Nuffield Conservation Society to oppose Gatwick expansion on air quality grounds. Particles coming from airports are very small. Jet engines produce particles under 100 nanometers. They're called ultrafine particles. These are so small that they can pass through the eyes. They're so small that they can get into your blood.

00:31:58:19 - 00:32:41:23

They're so small that they can pass through your nose and into your brain. They cause cancers, strokes, diabetes, asthma, dementia, and heart disease. UltraFine particles increase the risk of all cause and cancer mortality. 10 million of these are found in every cubic centimeter that you find at the end of a runway. They spread to nearby towns and villages. UltraFine particles specifically produced at airports were shown to reduce lung function and airway, and increase airway inflammation in individuals with asthma.

00:32:42:27 - 00:33:18:18

Already, aviation emissions are responsible for an estimated 24,000 early deaths globally every year, and an expansion of Gatwick is likely to increase that number of early deaths and worsen pre-existing health conditions, especially in the neighbouring town of Horley. The cost to the NHS from air pollution is at least £1.6 billion. From 2017 to 2025, and this does not even include the cost from ultrafine air pollution.

00:33:19:23 - 00:33:38:02

Jet engines produce a burn fuel at twice the rate when they're taking off or landing compared to when they're cruising, and around a quarter of all aviation fuel is burnt under seven kilometres. Um.

00:33:39:21 - 00:34:18:22

Fuel burning at these low altitudes creates a toxic particle plume that reaches local residents living under flight paths and in nearby towns and villages. My colleagues at Imperial College London measured the particles at Gatwick, its nearest town of Horley, Horley, with a population of 27,000 people. They found that the particles coming from the airport were much smaller than those coming from other sources in the local area. Expanding the airport will increase the number of these ultrafine particles in Horley and elsewhere, and this is likely to increase the health burden suffered by local residents, where children and the elderly suffer the greatest consequences.

00:34:19:05 - 00:34:52:02

The World Health Organisation in 2021 defines high particle number concentration of these ultrafine particles at 10,000 per cubic centimeter. Now remember that there are 10 million of these particles per cubic centimeter. A centimeter measured at the edge of a runway. This is over a thousand times the W.H.O. definition of a high level. In a town seven kilometers away from Frankfurt Airport.

00:34:52:04 - 00:35:04:09

The dominant source of ultrafine particles were from the airport. This shows ultrafine particles from airports can pollute nearby towns and villages up to and greater than seven kilometers away.

00:35:06:00 - 00:35:40:18

When particles. Sorry. When the limits of ultrafine particles are legislated for. And this will happen. It's not yet, but it will happen. Gatwick will have to run at a lower capacity than it is now. Any expansion will be a huge waste of money and resources. Gatwick expansion will, as Sir David Kingsley said, become a stranded asset. Finally, nitrogen dioxide is a polluting gas from airports and and the traffic that surrounds them. Nitrogen dioxide is significantly associated with increased death rates and hospital admissions for respiratory disease.

00:35:40:20 - 00:36:01:22

You may be aware that Defra identified the roads around Heathrow Airport as having the highest levels of NOx or no O2. Um current measurements of Gatwick nitrogen dioxide are around 20 micrograms per cubic meter. This is below the UK limit of 40, but it's double the show of ten.

00:36:03:16 - 00:36:39:13

An expansion of Gatwick would lead to increased aviation car traffic operations that push nitrogen dioxide above these UK limits. This would not be consistent with the duty of the Secretary of State for the Environment of Food and Rural Affairs to meet the limit values in England under the Air Quality Standards Regulation of 2010, and on planning the National Planning Policy Framework 2023 states. Planning decisions should contribute and enhance the natural and local environment by thank you, by preventing new development from contributing to unacceptable levels of air pollution.

00:36:39:29 - 00:36:45:23

My final point we have the opportunity to prevent this expansion and to save lives.

00:36:45:29 - 00:37:00:15

Thank you, Mr. Knapp. Okay. Our next recorded speaker was Miranda Wilson. But I understand that she's unavailable at the moment. So we'll move on then to Campbell, please. Um, and, Mr. Campbell, you have three minutes. Thank you, thank you.

00:37:00:17 - 00:37:30:29

My name is Dirk Campbell. I'm a green town councillor in Lewes, East Sussex, and my concern is, as a resident of planet Earth, likely to be affected by the consequences of increased CO2 emissions. Gatwick Business Management are asking for a third runway. On the basis, I assume that there will be a significant increase in passenger numbers over the next 10 or 20 years. In other words, they're basing their projections on a linear continuation of current consumer demand.

00:37:32:01 - 00:38:13:03

This assumption is misplaced, as I hope to demonstrate. Firstly, though, I will give you some respite from the torrent of opinion and in fact which being subjected to by posing three questions, all of which have the same answer and which I hope you will find intriguing. Why did Majorca become Britain's favourite package holiday destination? Why did veganism go from being certifiably insane to a standard menu option in every self-respecting restaurant? And why did popular car buying go from cars resembling racing cars to clunky, looking off road vehicles? To answer.

00:38:13:05 - 00:38:53:15

I'll give you some background. In 1977, a management consultancy named Butler Cox decided to investigate the underlying causes of consumer trends so as to predict future consumer behavior for their clients. They decided to divide society up into three groups. They called these groups in a directed, outer, directed, and subsistence. This is relevant. Bear with me. The subsistence group is concerned with getting by day to day just about managing the outer directed group, by far the largest group, is concerned with aspiration, conspicuous consumption, following the trends, and so on.

00:38:53:19 - 00:39:26:24

The inner directed group is concerned with quality of life, curiosity, new experience and ethical considerations. What Butler Cox found was that the outer directed group's consumer behaviour was anticipated by the inner directed group by a period of 10 to 20 years. So Majorca became Britain's most popular holiday destination after Robert Graves moved there and attracted a community of artists, musicians and poets. People who originally wanted to explore off the beaten track bought Land Rovers.

00:39:27:09 - 00:40:03:29

Uh, nowadays, every third vehicle you see on the road is an SUV that they aren't taken off road. That would involve getting their car dirty, but you get my point. Um, vegans want to eat healthily and minimize their impact on the planetary environment. These are all inner directed lifestyle and consumer patterns which have now spread into the mainstream. So you may be wondering what are inner directed people's consumer habits today when it comes to flying? Their primary concern is the climate and ecological emergency.

00:40:04:12 - 00:40:35:24

They have largely stopped flying altogether because of the thank you, because of the damaging impact of air transport on the environment, the climate and on air quality. Sustainable aviation, fuel, battery powered aircraft and the like are seen as impossible techno fixes by anyone who looks into the matter seriously as the inner directed group of primarily Guardian readers, that is the opinion they mostly hold. My second point is, um, if I can briefly say, um, very quickly, please.

00:40:35:26 - 00:40:36:11

Yeah.

00:40:36:13 - 00:41:09:20

Economic growth forecasts. Economist Gary Stevenson, a multi-million former multimillionaire former city trader, has been making economic predictions since 2010, all of which have proved accurate. He predicts that the middle and working classes will get steadily poorer and more resource stressed over the next decades, as the super rich convert their increasing wealth into assets, namely

business holdings and property, which will be bought from the less well-off as they will have to realise their assets in order to get by. This means increasingly they will not be prioritising air travel as a leisure option.

00:41:09:22 - 00:41:15:27

Sorry, Mr. Campbell, we'll have to draw you to a close now because it's not fair on the other speakers as well. We all need the same time. Thank you.

00:41:18:10 - 00:41:19:10

Thank you for your contribution.

00:41:21:03 - 00:41:27:01

Okay. Our next speaker is, uh, Kelly Tibbett. Welcome. Mr. Burt. You have three minutes. Thank you.

00:41:27:24 - 00:42:03:05

Thank you. Good afternoon. My name is Kelly Deibert. I'm representing myself. Uh, I'm a project manager supporting communities to set up new renewable energy and energy reduction projects at Sussex University. In the 90s, I was taught about extreme weather patterns that are caused by carbon emissions from burning fossil fuels. I liaised with NASA to look at rising sea surface temperatures, and taught schoolchildren and undergraduates about the very basic chemistry that creates destructive, devastating weather patterns. Compelled to be on the right side of history and now help local authorities reach their net zero targets.

00:42:03:09 - 00:42:37:00

I recently conducted a deep dive into ten local authority sustainability and climate emergency plans, including Surrey and West Sussex, where Gatwick Airport sits, paid for by the Department of Energy Security and net zero to see how the community can support these local authority carbon reduction action plans. I worked with hundreds of people from all walks of life, helping them to set up innovative community energy businesses helping to decarbonise schools, businesses and homes. Part of decarbonising homes means that they need to install heat pumps in 2022.

00:42:37:02 - 00:43:10:02

Only 60,000 heat pumps were installed, compared by the government target of 600,000 heat pumps per year, while the climate Change Committee recommends 1 million heat pumps should be fitted annually by 2030. There is a huge skills gap in the community. To achieve these installation rates, we need to focus on creating young jobs for young people that help cut carbon, not increase it. Airport jobs do not cut carbon, they increase it. I want to quote you from a regional government organisation.

00:43:10:04 - 00:43:40:28

The Greater South East Net Zero Hub is a regional government funded initiative that works with local authorities and other public sector organisations and their stakeholders to support the development and enable the financing of local net zero projects. With our advice and support, we help to overcome barriers to net zero project development, such as lack of resource or technical expertise within the organization that has initiated the project.

00:43:41:00 - 00:44:01:07

Do the people in this room lack the resources to understand that this airport expansion will create more carbon? That means more extreme weather, more destruction and devastation, more grounded planes. Please join up the dots. I will leave you with some questions. Should I give up on my job?

00:44:03:24 - 00:44:40:17

Whom tell my mother's grandchildren. My mother, who grew up in Horley. Mhm. That the government and the aviation industry does not want to protect them. She died of cancer at 50,

scientifically linked to both air and noise pollution. My second question is, according to the UK's largest training organisation in carbon literacy, the Carbon Literacy Project, today, over 88,384 individuals from over 7224 organisations are carbon literate.

00:44:40:23 - 00:44:41:22

Are you?

00:44:42:00 - 00:45:07:08

Thank you. Thank you very much, Mr. Burt. Um, if I could just say as well to, uh, Mr. Campbell as well. Obviously, we we cut you short there, but you're welcome to obviously submit your, um, speech for deadline for as well. Thank you. Thanks. Um, no, sorry. It wasn't an invitation to carry on. It was. I was just saying that the remainder of your speech. You're welcome to submit that to us in writing, and we'll take account of it in that way. Right.

00:45:07:15 - 00:45:08:00

I beg your.

00:45:08:02 - 00:45:14:23

Pardon? No problem. Thank you. Thank you very much. And thank you. You missed a bit. Um, if we now move on now to Samuel Marlborough.

00:45:16:08 - 00:45:17:26

Thank you for your patience. Thank you.

00:45:18:09 - 00:45:49:22

Uh, my name is Sam Samuel, and I'm here as a Crawley resident. Um, I grew up in Sussex and run a local hospitality and events business and also freelance in events both in the UK and Europe. Um, I do regularly enjoy hiking in our local countryside and care deeply for our own environment, but I'm actually here in support of gal's proposal. Like many in the South. Um, I guess I'm imperfect. Um, I appreciate that.

00:45:49:24 - 00:46:10:12

Gatwick allows me to be in a Greek island for lunch after catching an early morning flight, and enjoy sailing and exploring the environment, um, throughout Europe. I also appreciate being able to be in an exhibition venue in Barcelona in the same time. It would take me to get to the NEC in Birmingham. I can assure you that the Barcelona venue is much warmer.

00:46:12:19 - 00:46:50:28

But this allows me to collaborate with my European colleagues. Henry Smith, MP for Crawley, has previously, on many occasions, including as recently as yesterday, highlighted the importance of Gatwick Airport as a growth enabler in what's called the Gatwick diamond area. And I strongly believe that this means a lot to local residents, businesses, families, real people. The economic multiplier effect has a dramatically positive impact on our local economy throughout Crawley and the rest of West Sussex, Surrey and beyond.

00:46:52:03 - 00:47:24:08

There are obvious environmental concerns that have been really strongly highlighted today and by the other speakers that I do also share, and but there is obvious strong demand and benefits to aviation. Sorry. And the decision made on the future of aviation demands a pragmatic and perhaps imperfect solutions. The Gao proposal uses largely existing infrastructure whilst committing to do better for the environment.

00:47:24:10 - 00:47:45:07

And we must hold Google and its airlines responsible for this and accountable for this. However, their biggest carriers boast modern, efficient aircraft with high load factors. We're talking about people sitting in economy seats on an Easyjet plane that's full here. This is the best, worst case.

00:47:47:04 - 00:48:19:18

Saying yes will give Gatwick and others the confidence to invest. We've seen Metrobus and Govia increased services to Gatwick, including a 24 hour service in the Horsham area. And I must also highlight that on a recent return flight from Barcelona, there was a delay due to congestion, which meant that the plane I was on was burning fuel in the sky needlessly. Extra capacity and a dual runway operation will allow the door to door journey to be as environmentally friendly as it can be.

00:48:19:20 - 00:48:28:15

It's not perfect, but I do believe the proposal is pragmatic and will deliver for the local area.

00:48:29:10 - 00:48:33:18

Thank you, Mr. Albury. Okay, thank you for all those comments.

00:48:35:09 - 00:48:49:02

Now I move on to the next group. Um, and I will try Mr. McDonald again before that. Um, but if we make themselves available, please, we have Judy. Best. Uh, Krishnan Iyengar.

00:48:51:29 - 00:49:04:14

Uh, Julie Etheridge, who is online, as is Richard Dewsbury and Robert Carey, who is also online. Um, so if I'll just try Mr. McDonald again.

00:49:08:27 - 00:49:09:12

Uh.

00:49:11:03 - 00:49:15:02

Okay. No luck there. So we'll move on to, um, Judy. Bess, please.

00:49:23:08 - 00:49:24:15

Right. Welcome, miss Best.

00:49:24:20 - 00:49:25:20

Hello. Thank you.

00:49:25:22 - 00:49:28:00

Good afternoon. Wait. You have three minutes.

00:49:28:05 - 00:50:01:12

Thank you very much. And it's on behalf of myself. Um, because I declined to buy a house that was under a flight path. And then a year after I bought my present house, I was suddenly under a flight path because the swathe was changed by Gatwick without consultation. And what I find objectionable is the noise. Um, I sometimes I've had it at one in the morning trying to sleep, and that is not fair in my view.

00:50:02:10 - 00:50:35:02

Um, residents health, I think, should be put before commercial gain of the aviation. But, uh, you know, and also a new runway is not in keeping with the policy of making use of the existing, um, things, but it's really significant noise increase if we allowed this to go through, um, and it's a serious concern, in my view, to all the people that are now underneath that flightpath. Um. Carbon dioxide emissions as well.

00:50:35:14 - 00:51:10:04

Europe is saying it's overrun by too many visitors. So why are we allowing too many people to fly? Actually. Um, we're all supposed to stop our carbon dioxide, get electric cars, but no mention of aircraft on the whole. So that's what I want to say. And it's especially exposure of aviation noise at night has an adverse effect on my health and quality of life. And I really don't want it and didn't choose it, but had it put onto me whether I liked it or not.

00:51:10:08 - 00:51:12:27

And that's really all I have to say. Thank you.

00:51:13:26 - 00:51:15:04

Thank you very much, Miss Best.

00:51:15:08 - 00:51:16:14

Okay. Thank you.

00:51:17:28 - 00:51:23:25

Okay. Our next speaker is, uh, Christian Iyengar. Um, I hope I pronounce your name correctly. Or.

00:51:24:01 - 00:52:01:23

Yes, you pronounce it correctly. Thank you. Good afternoon, ladies and gentlemen. My name is Krishna and I live in Crawley since 2002 and currently work in the pensions industry. I have worked at Gatwick before in 2005 and 2011. I don't have any link to Gatwick Airport directly or indirectly, and therefore don't stand to benefit financially from the airport's current proposal to bring in standby runway into routine use. I do support Gatwick proposal to bring its current standby runway into routine use, because it will improve the resilience of flight schedules for aircraft stacked in the skies above Gatwick means less noise disturbance and fewer emissions for those underneath.

00:52:01:25 - 00:52:43:06

Bringing the standby runway into routine use will also open up more opportunities to attract more quality long haul airlines to the airport, launching new services to key business and leisure destinations around the world, while enabling long haul airlines already flying from Gatwick to increase frequencies on existing routes and launch new routes. As these services are typically operated by widebody aircraft, the additional underfloor belly space on these aircraft will open up new opportunities for local exporters, thus driving the local and wider regional economies by setting in motion a virtuous circle leading to higher levels of employment, better paid jobs locally and regionally, and through this wealth creation have changed lives in the region for the better.

00:52:43:08 - 00:53:24:27

However, in return for being given permission to bring in standby runway into routine use, Gatwick must honour its formal, informal undertaking to not use the current standby runway after 10 p.m. and before 7 a.m.. At the same time, the airport should commit to give local communities living under its main runways. Flight path six hourly nightly respite, ideally from 11 p.m. to 5 a.m., and it should commit to no longer hosting private jets as well as to help fund in a meaningful way a new university campus in Crawley, linked to one of the Brighton universities specialising in artificial intelligence, augmented reality, blockchain and life sciences to lift long term educational standards and increase employability locally.

00:53:24:29 - 00:53:57:00

Driving inward investment has also helped fund in a meaningful way, a new hospital in Crawley. Let's treat and make the most of Gatwick as an economic asset, to spread the benefits as widely and as wisely as possible, while managing its negative impact on local communities as effectively as

possible. I appeal to those taking the final decision on Gatwick proposal to bring its standby runway into routine use to not base their decision solely on the objections of a small number of those who claim to care about the environment, but whose leader has been spotted driving a four by five diesel.

00:53:57:02 - 00:54:18:22

People who say the local infrastructure can't cope with any further expansion of Gatwick, but fail to mention that this is largely the result of decades of intentional underinvestment as a consequence of the neoliberal and austerity policies, many among them their councillors and MPs so wholeheartedly support. Thank you, ladies and gentlemen, for giving me the opportunity to speak to you.

00:54:18:24 - 00:54:25:19

Thank you, Mr. Inga. Um, our next speaker is joining us online. Um, Julie Etheridge.

00:54:29:02 - 00:54:29:17

Hello.

00:54:29:25 - 00:54:32:28

Good afternoon everyone. Um, you have, uh, three minutes.

00:54:33:02 - 00:55:06:11

I'm speaking on my own behalf. Uh, as a local resident of Copthorne. I was born in Copthorne. Um. And, uh, I think it's I, I'm going to go off piste. I had a lot of prepared notes, but so many of the points have been very eloquently, um, brought to the table already by people who are experts in their field. So, um, I just wanted to pick up on the points that were made by Mr. Dirk Campbell about changes in what people value, um, in the future.

00:55:07:00 - 00:55:40:07

I used to fly a lot, uh, I worked in travel industry, but, um, I have made a decision now. Um, I, I won't actually say I will never fly, but I certainly don't choose to fly anymore. And I'm trying to to make the right choices for our future and for the planet. And I feel like there we are in a new era. It's easy to stick to what we've always known and to follow the the ways that we think have always been the right ways.

00:55:40:09 - 00:56:09:03

But we have to now take a step back and think about what it is that we want for our future generations, and how we are inextricably linked to the natural world. We rely on the planet for our food, for our water, for clean air. And so it is imperative that we protect the environment because we are protecting ourselves.

00:56:11:26 - 00:56:53:12

So many people have talked talked about the impacts of air pollution. When you ask somebody at the end of their life, what was it that really made it meaningful? It won't be. It'll be about relationships and it will be about their health, their health and well-being. And I want to try and create a vision of a world of the opportunities that stand before us. Let's just imagine a world where we had less traffic, where noise levels were reduced, where our air was cleaner, our roads less busy, and our wildlife and green spaces flourishing with global temperatures starting to reduce.

00:56:54:05 - 00:57:09:15

That is the world that I want, and I have a human right to access. We can all play a crucial role in creating a better future by refusing to expand London Gatwick and indeed any other airport in the UK.

00:57:10:13 - 00:57:11:04

Thank you.

00:57:12:18 - 00:57:13:11

Thank you, miss.

00:57:15:14 - 00:57:15:29

Okay.

00:57:16:01 - 00:57:19:19

Our next speaker is also online. Uh, Richard Dewsbury.

00:57:22:24 - 00:57:58:29

Yes. Good afternoon everyone. Good afternoon. My name is Richard Dewsbury. I'm representing Emirates airline. This afternoon I would first like to, uh, just just touch on our history. Emirates first started operations to Gatwick in 1987. We've got a very long standing partnership with Gatwick Airport. It's been very successful. Gatwick and the associated catchment area remains both an important inbound destination from our border network, but it's also very much an important outbound catchment area for us.

00:57:59:08 - 00:58:34:09

We currently operate three flights a day to Gatwick and we operate them all year round. We have uh, currently 1777 daily operation to Gatwick and we have two A380s operating to Gatwick, uh, across the day. So of course, uh, what would be considered peak and off peak. We have a morning flight, an afternoon flight, and, uh, an early evening flight. These, uh, aircraft operate direct to Dubai, and they have connections beyond to our global network of over 140 destinations.

00:58:34:11 - 00:59:11:07

So it brings an important degree of connectivity to the region. Uh, if you add the seat capacity that comes to 1500 seats a day into and out of Gatwick. And during our last financial year, which ended on the 29th of March, just past, we carried 914,000 passengers on our Gatwick services, and we carried, uh, 17,000 tonnes of cargo on the route. Uh, the passenger and cargo capacity supports trade, tourism, education, families and of course, UK exports.

00:59:11:09 - 00:59:43:09

We also directly support the local economy through employment and the wider supply chain. And I think it's fair to say, uh, our services are certainly a wealth multiplier for the region. Uh, looking forwards, uh, given global population one minute left. Mr.. And the emerging middle classes, we expect demand to increase. I think we should remember that over 10 million UK residents are born overseas and many more have family connections. Uh, were investing in modern, fuel efficient aircraft.

00:59:43:11 - 01:00:08:03

But in turn, we need the, uh, we need the airport capacity. We need more slots at Gatwick Airport. We fully support the northern runway project. We believe it's a smart, cost effective way to meet future demand. It will benefit the local economy, it will benefit UK plc, and it will minimise the impact on the surrounding environment. So I'd just like to reiterate it as our full support. Thank you.

01:00:09:16 - 01:00:16:03

Thank you, Mr. Dewsbury. Um, our next speaker is also online, I believe. Um, Robert Carey.

01:00:17:16 - 01:00:47:27

Yes. Good afternoon. Thank you. Um, my name is Robert Carey. I'm the president of Wizz Air. Uh, for those who aren't familiar with Wizz Air, we are going to be 20 years old this month, where an ultra low cost carrier with 207 aircraft today, and will be growing to 500 aircraft by 2030. We are the

lowest cost airline in Europe and the low fair leader for consumers in the markets where we operate, we fly with very full planes, 90% load factor with little seasonal variation, roughly 2 to 3% summer to winter, which is consistent with our UK operation.

01:00:47:29 - 01:01:24:26

We also have the youngest and most carbon efficient fleet in Europe, with a clear focus on fuel efficiency and sustainability. Currently, we operate with only 52g of CO2 emissions per RPC, which is the most, uh, sustainable in Europe. Consistent with our Wizz UK operations, which has started in 2018. We've been in London for 20 years, though with a local presence for the last six. All of our operations are done with the A321neo. We have two bases in London, both in Luton and in Gatwick today, with approximately 17 aircraft and serving 70 destinations across Europe, North Africa and the Middle East carrying UK residents outbound and visitors inbound.

01:01:25:03 - 01:01:59:24

We are in full support of the The Gatwick proposal. We have a significant order book today with, as I said, more than 340 aircraft coming online, including 47 of the new extended long range A321, which will give us a range of up to eight hours. Today, Wizz Air holds about 5% market share in London, but we see further opportunity for growth, though constrained by the lack of available capacity in the airports. This creates higher fair and low connectivity. Should we have the expansion come into Gatwick? Wizz will be is prepared to invest between 50 and 60 total aircraft to London by 2030, growing by two and a half times our size today.

01:01:59:26 - 01:02:21:23

As I said, unfortunately today we don't see available capacity and we only see that by 2026 we'll be able to invest 18% of that capacity if the infrastructure is improved. This would create one of the most efficient growth solutions for London today, both from a cost and environmental perspective. From a job perspective, these planes would create approximately 1000 jobs at the airport and an additional 2500 jobs.

01:02:22:15 - 01:02:23:00

Training.

01:02:23:09 - 01:02:57:00

Due to increased demand for services and goods. We would also intend to fly predominantly to new, unserved and underserved destinations around the globe. And while Gatwick is very efficient today, we also would note the operational improvements we expect the second runway would unlock, allowing fewer delays and fewer emissions in the air. So overall, to summarize, we see an underserved market today with airfares rising, we're ready to invest the capacity together with Gatwick and are a strong supporter of the proposal, which we think, given the limitations of London, is one of the most effective ways to address inefficiencies and foster competition through long term infrastructure enhancements.

01:02:57:08 - 01:02:58:09

Thank you very much.

01:02:59:00 - 01:02:59:27

Thank you, Mr. Kerry.

01:03:02:21 - 01:03:09:24

Okay, before we move on to the final group of this session, I will just try, uh, Mr. McDonald again.

01:03:11:26 - 01:03:13:05

Hello? Can you hear me now?

01:03:13:14 - 01:03:22:04

I can hear you. Oh, good afternoon, Mr. McDonnell. I can hear you and see you. So that's good. Um, welcome. Good afternoon. Do you have a five minutes, Mr. McDonnell?

01:03:22:11 - 01:03:52:28

Thank you very much. Um, I'm speaking on behalf of Sussex Ramblers and Reigate Ramblers group. Um, we're objecting to the plan for a second runway at Gatwick Airport. Firstly, we are dismayed that ramblers were not consulted at the start of the project with a leading national charity for walkers and protecting the places where people do walk. We're also statutory consultees for public path orders. Both Sussex and Reigate Ramblers share a particular interest in the many public paths around Gatwick.

01:03:53:09 - 01:04:27:05

We've had to accept that the quality of the pilot network is already badly affected by the development that has grown up around the airport and, of course, the noise of aircraft landing and taking off and the enjoyment of walking around Horley, Charnwood, Glovers Wood Nature Reserve and along the Sussex Border Path long distance trail is already much diminished, but this will only get worse if the second runway is approved. Examining the applicant's proposed changes to the Path network, both temporary and permanent, we are concerned by their dismissive attitude towards path users.

01:04:27:15 - 01:05:03:13

We acknowledge and are grateful for the effort that the various local authorities have made to identify the rights of way affected, and the critical assessments of the applicants plans for them. However, I shall address some a couple of issues with the Sussex border path, as this long distance trail was originally conceived by Ramblers. Sussex Ramblers over 40 years ago. The temporary diversion of footpaths 367 and 368 Eastern Balkan Road is completely unacceptable. It's almost a mile longer and a far less pleasant route comprising footpath three eight, one part of which is fenced in and narrow.

01:05:03:15 - 01:05:37:26

Then Harold's Lead drive and narrow road with motor traffic, part of part of which has no footway, and nearly half a mile along the Balkan Road, a very busy B road and the permanent diversions of footpath three, four, six, two C are also unacceptable. Trying to make its share with National Cycle Route 21 means a loss of enjoyment and convenience for walkers, who must then compete with cyclists. NCR 21 is itself to be temporarily diverted onto the Crescent, so Moor Road walking again and where NCR 21 rejoins its existing routes.

01:05:37:28 - 01:06:17:21

Whereas the continuation of the Sussex border path. It's unclear whether permanent diversions will take the Sussex Border Path and other paths when work is finally finished. We would expect to see public path orders using Highways Act or Town and Country Planning Act to make the necessary changes in the Path network. These, of course, include statutory rights of consultation and possible objection by the public and organisations such as the Ramblers. However, in the wider context, over and above the harm to rights of way, Ramblers objects to all the ill effects that the expansion of the airports capacity must undoubtedly lead to and which have been addressed by previous speakers this afternoon.

01:06:18:16 - 01:06:54:19

Gatwick is served by just one trunk road. The M23 already overloaded. The using huge increase in passengers and workers will mean even greater congestion on it and on the network of surrounding roads, such as the H264 and the minor residential and rural roads that are already used as rat runs. Gatwick is only major public transport link. The Brighton Main Railway is already a capacity. Gatwick seeks to add an unacceptable burden, with many thousands of extra passengers and the

decline of air quality caused by the increase in road traffic and aircraft activity may lead to more health problems for many.

01:06:54:21 - 01:07:25:27

As we've also heard very emotionally this afternoon, hundreds of additional flights or meals will mean a substantial increase in aircraft noise. It will further diminish people's enjoyment of at least three of our most treasured national landscapes the High Weald, the Surrey Hills and the South Downs National Park, and the level of disturbance from aircraft noise on the wider Sussex Border pass is already significant throughout the 30 miles between road traffic and East Grinstead. But most important of all, we're facing a climate of.

01:07:25:29 - 01:07:27:21

One minute remaining. Mr. McDonald.

01:07:28:08 - 01:07:44:23

Thank you. You said a new runway from far more flights will add significant amounts of greenhouse gases. Building extra capacity to further increase fossil fuel use does not make sense in view of the climate challenges. We urge that this application is refused. Thank you for listening.

01:07:46:13 - 01:07:47:12

Thank you, Mr. McDonnell.

01:07:49:19 - 01:08:05:07

Okay, so we can move on now to the, um, fourth and final group of this session. Um, I understand that the first, uh, person listed, Eddie Sylvester, um, is unavailable at the moment. Um, so we have Simon Berry, Ken Wolfenden, and Christian Cheval.

01:08:17:10 - 01:08:24:24

Okay. Uh, and I believe Simon, Mr. Berry was going to join us by phone. So. Mr. Berry, can you hear me?

01:08:26:23 - 01:08:34:06

It appears he's not online yet. So if we move on to, uh, Ken Wolfenden plays. Um, I believe he's online.

01:08:44:14 - 01:08:53:04

Mr. Wolfenden? No. Yes. Can you see me? Good afternoon. Yes, I can see you and hear you. Thank you. You have three minutes. Thank you.

01:08:53:06 - 01:09:29:12

Yes, I'm Ken Wolfenden and I live in Lockwood, West Sussex. I want to focus specifically on aircraft noise and its damaging effect on local residents. I also care about carbon emissions and transport problems, but others have spoken very eloquently about those. Already, even before any second runway, aircraft noise and disturbance are at intolerable levels, and it's getting worse all the time. We suffer a huge disturbance from Gatwick aircraft now virtually non-stop, not just in the daytime, also at night, disturbing our sleep.

01:09:29:14 - 01:10:03:26

It's relentless. It's audible inside and not just outside. It's a huge disruption to our lives and highly damaging to our health. And this is now before any second runway. It frankly beggars belief that this proposal to build a second runway with a huge increase in flights has even made it this far. Why is it needed, surely all to do with corporate egos and shareholder greed rather than any objective need?

What's clear that if approved, the existing nightmare suffered by local residents will become far worse.

01:10:04:15 - 01:10:37:19

So what specifically am I asking for? First. No second runway. Enough is enough. Second, whether or not the second runway is built, I want the following to help local residents whose lives are being blighted. First total ban on night flights. No ifs, no buts. Second, can Gatwick please listen to us from now on and show some humility and consideration and talk to us about possible solutions to these terrible problems with aircraft noise.

01:10:38:17 - 01:10:49:03

We're being completely ignored. And finally, far more generous compensation schemes for those residents worst affected. Thank you very much for listening.

01:10:50:06 - 01:11:01:05

Thank you, Mr. Waltham. Um, I've just seen a phone line has joined. Um, if that's Mr. Simon Berry.

01:11:03:08 - 01:11:03:29

Yes.

01:11:04:16 - 01:11:09:12

Oh, good afternoon, Mr. Barry. Um, you have, uh, three minutes.

01:11:18:05 - 01:11:19:02

Uh, Mr. Berry?

01:11:19:04 - 01:11:19:19

Oh.

01:11:20:05 - 01:11:23:26

You're on mute before. Let me have three minutes. If you can hear me.

01:11:24:29 - 01:11:25:27

I can hear you now.

01:11:26:12 - 01:11:27:08

Okay, great.

01:11:29:13 - 01:11:33:02

Uh, thank you for giving us the opportunity to speak. Um.

01:11:35:00 - 01:12:08:06

I am against the, um, second runway at Gatwick on the basis of noise pollution and all the other various nasty things that come out of the back of an aeroplane such as CO2, nitrous oxide, sulphur vapour trails, etc., etc., etc.. Um, on the noise front, um, we are being a resident of Sussex for 30 years and we are a bit of a noise ghetto. Um, and it's very disturbing. Um, and there's nothing that we can do. Nobody ever listens to us. Uh, we can complain all we like, but it's only automated now.

01:12:09:01 - 01:12:43:03

Um, I do remember, uh, about ten years ago, the, um, under green cam. That man with the Huskies in the in the sled in the Arctic saying that they're going to reduce the number of people severely affected by aircraft noise. Wonderful. Finally, they're doing something, but, oh, no favours, a snake oil. What they actually meant was we're going to increase aircraft noise, but we're going to ram it down some

narrow corridors, uh, lines. And therefore the number of people seriously affected by aircraft noise will be reduced.

01:12:43:05 - 01:13:19:04

But oh boy, they're going to be seriously affected. So that's where we are now. It's disgusting and it's certainly not doing as any favours. So that's first snake oil. Now we're moving on to um, sustainable aviation fuels. Ha ha. Uh, there was a recent reportage by the BBC at the launching of the new of more flights from Bournemouth. And then the lady, BBC presenter said, can. And what about CO2? Oh, says the CEO, um, we're going to be using sustainable aviation fuels, sustainable in the world.

01:13:19:06 - 01:13:32:14

Therefore it's fine. No more questions asked, completely accepted. But these sustainable aviation fuels. Looking at their own figures are going to be on. If they're used 100% at the moment, they're unused by 5 or 10.

01:13:32:16 - 01:13:34:13

But one minute remaining, Mr. Berry.

01:13:36:00 - 01:14:15:02

Uh, they say that they will be reducing their CO2 by 60%, but that's not counting about all the nasties that other effects that you have for climate change at 30,000ft, which are probably double what burning the one litre of fuel at ground level would do, and therefore they're only going to be reducing on a good state day by 30%. But 60% of 260 of 200. Um, and yet they're wanting to build a second runway, have twice as many aircraft. So actually, even if they go down the route of sustainable aviation fuels, they will be producing more climate change for having more climate change effects than they are today.

01:14:15:04 - 01:14:35:11

So actually, business as usual, we will even using this wonderful aviation fuel, um, be harming the planet more than they are today, which I don't think is a way forward. Um, and if aviation wishes to pollute the planet, well, hey, I'm going to do the same thing too. So no heat pumps? No, nothing else for me.

01:14:35:13 - 01:14:36:18

Time is up, Mister Berry.

01:14:36:25 - 01:14:39:23

And they are very good. Thank you very much for listening to me.

01:14:40:22 - 01:14:41:15

Thank you, Mr. Berry.

01:14:42:17 - 01:14:43:02

Okay.

01:14:43:04 - 01:14:53:07

Our final speaker in this session is Christian Zhivago. And apologies for my my pronunciation of your surname. And, uh. Okay. You have three minutes. Thank you very much.

01:14:54:04 - 01:14:54:22

Can you hear that?

01:14:54:24 - 01:14:55:28

Or I can thank you. Yeah.

01:14:56:20 - 01:14:58:26

Um, I'm a mother of two lovely.

01:14:58:28 - 01:14:59:22

Daughters.

01:14:59:28 - 01:15:00:13

Both.

01:15:00:15 - 01:15:01:02

Of whom are on.

01:15:01:04 - 01:15:08:14

Birth strike at the moment, which means that they opt not to have children because the climate crisis. Um, but I'm speaking today.

01:15:08:16 - 01:15:09:11

I'm using the words.

01:15:09:20 - 01:15:17:09

Of a young climate activist that I'm. I'm really proud to have done actions alongside who was unable to be here today.

01:15:18:27 - 01:15:51:18

Miranda says in the UK, we're one of the most nature depleted and deforested nations in Europe. Our urbanisation and loss of natural space has pushed our precious wildlife to the brink, as well as accelerating our vulnerability to climate disasters, especially flooding and the impacts of extreme heat. The call to expand an already large airport situated on a wetland and floodplain would remove more destruction of surrounding habitat, as well as almost doubling the amount of air pollution and fossil fuel emissions produced.

01:15:51:20 - 01:16:29:19

If Gatwick were to reach 100,000 flights a year. We have 144 airports in Britain, including some of the biggest and busiest in Europe, in a global crisis caused by the combustion of fossil fuels. Surely we already have enough. You've heard from a range of citizens and experts who are deeply concerned about the expansion of Gatwick Airport for a range of reasons. Together. We all have ideas for a better, cleaner future that moves away from not towards fossil fuels and increased global heating.

01:16:30:21 - 01:17:03:21

Can we not imagine a future where human and environmental health are a priorities, and we strive towards the infrastructure that's needed for this? From whatever angle you look at it, the expansion of an already huge airport will not put human nor environmental health first. Globally, every increased emission and new fossil fuel project matters deeply as beaches are washed away across Bangladesh, Togo, Jamaica and Ghana. Drought is devastating poor Uganda, Somalia and Kenya.

01:17:03:23 - 01:17:39:28

Our own nation is far from safe from fossil fuel climate change. The science cannot be clearer. We must limit our emissions now and any call to increase them must be challenged. The children of today will experience a life completely unique to any generation before them. Each year of their life will now be impacted by the climate crisis. And to what extent, sorry, to what degree of severity will

depend on where they live, their families, economic stability and most importantly, the decisions that you make now to better their future.

01:17:40:00 - 01:18:00:12

We are at an extraordinary point in history where we have the chance to come together across regions, cultures and countries to put the future of our planet and our collective welfare first. I hope you will heed these calls for change and help create a huge part of the UK's journey away from fossil fuels. Thank you.

01:18:01:18 - 01:18:18:12

Thank you very much. Okay, so that concludes the second session. Thank you all for your contributions during the session. And once again, thank you for the respect shown for each other's views during that session. Um, we will now adjourn and the third session starts at 515. Thank you.