

File Name: OFH3 2nd May 2024 Part 1.mp3
File Length: 01:26:53

FULL TRANSCRIPT (with timecode)

00:00:06:02 - 00:00:13:18

So. Good afternoon. Can all of those present hear me clearly? Thank you. It is now 2:00.

00:00:15:17 - 00:00:55:04

Uh, welcome to this open floor hearing in relation to the application made by Gatwick Airport Limited's, who we will refer to as the applicant for an order granting development consent for the Gatwick Airport northern runway project, as described in the application form. The application seeks powers to enable dual runway operations at Gatwick Airport through altering existing northern runway, lifting restrictions on the northern runways use and delivering the upgrades or additional facilities and infrastructure required to increase the passenger throughput capacity of the airport.

00:00:55:19 - 00:01:02:00

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

00:01:03:26 - 00:01:23:18

Can I just confirm with the case team that live streaming of the events has commenced? Thank you. My name is Kevin Gleeson. I'm a town planner, a member of the Royal Town Planning Institute, and the lead member of the panel appointed to examine this application. I now must ask my colleagues to introduce themselves. Please.

00:01:26:11 - 00:01:27:03

Good afternoon.

00:01:27:16 - 00:01:34:22

My name is Doctor Philip Roth. I have a PhD in applied acoustics, and I'm a member of the Institute of Acoustics. Thank you.

00:01:35:25 - 00:01:41:21

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

00:01:43:00 - 00:01:48:19

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

00:01:49:15 - 00:01:55:22

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

00:01:57:00 - 00:02:13:24

So we have been appointed by the Secretary of State to be members of this panel. And we constitute the examining authority, or EXA, for this application. We will be reporting to the Secretary of State for transport as to whether the Development Consent Order should be made.

00:02:15:16 - 00:02:44:05

For those here in the venue. You may have met Sian Evans, who's the case manager at the Planning Inspectorate for this project. She's supported today by Jennifer Savage and Martin Almond from the case team. For those who've joined online and been present in the arrangement conference, you will have been introduced to Steven Parker. If you have any questions about the examination process or the technology we are using, the case team should be your first point of contact.

00:02:45:29 - 00:02:56:09

Before we consider the items on the agenda, there are a few housekeeping matters we need to deal with. Firstly, can everyone please set all devices and phones to silence?

00:02:57:27 - 00:03:29:01

There are no fire alarm tests or drills today. So in the event of a fire alarm, please exit via the fire exits at either side of this room. The fire evacuation assembly points is just outside the main entrance on the left hand side. Toilets are available on this floor and the ground floor. I'm informed that car parking charges will not apply to those attending this meeting. Any issues on that matter, please speak to hotel reception or a member of the case team, please.

00:03:30:19 - 00:03:56:00

So in addition to this in-person event, this hearing is taking place on the Microsoft Teams platform and is being both live streamed and recorded. For people joining online, you may switch your cameras and microphones off if you are not participating specifically in the discussion. Please note that the chat function on Microsoft Teams is disabled and cannot be used.

00:03:57:22 - 00:04:12:11

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

00:04:15:00 - 00:04:47:09

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

00:04:48:08 - 00:04:51:23

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

00:04:54:05 - 00:05:09:08

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

00:05:11:19 - 00:05:47:18

So I just want to say a little bit about conduct during this hearing. We understand that people have strong feelings about the proposed developments, but it's important to recognize that we have a process to follow. We therefore ask for good manners and respect to be shown to each other throughout this hearing. As such, we want everyone to have an opportunity to speak and answer any questions we may have. Please don't talk over anyone when they are speaking. Additionally, we ask for no clapping, cheering, or booing as we need to be able to hear what people are saying.

00:05:48:13 - 00:05:55:23

So please be polite to each other as everyone deserves the same level of respect, even if you don't share the same views.

00:05:57:15 - 00:06:09:04

We also understand that some people feel nervous when having to speak in public. Please be reassured that we understand that if you stumble over your words or need to repeat something, this isn't a problem.

00:06:11:18 - 00:06:33:16

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

00:06:37:12 - 00:06:46:24

We understand that there are representatives of the media here today. Could you please make yourself known to my colleagues after the meeting or during the break, if you haven't done so already?

00:06:50:04 - 00:07:17:08

As set out on the agenda and will be explained further by Mr. Hockley. This hearing is split into three sessions. Unfortunately, I have to leave after session one as I have to travel to a funeral tomorrow. My colleagues will matter, will manage matters in my absence and I will watch recordings of sessions two and three in due course. So that concludes item one. Are there any questions at this point?

00:07:19:11 - 00:08:04:24

No indications. Thank you very much. I'll then move on to item two to briefly explain the purpose of this open floor hearing. So the meeting will follow the agenda, which was published on the project website on the 17th of April. Its purpose is to hear the representations of interested parties who've registered to make all oral representations, elaborating on their written representations to date. It's an opportunity for the examining authority to hear first hand your thoughts about the application and your opportunity to raise anything directly to us that is important and relevant, and that you think we should know about and consider.

00:08:05:29 - 00:08:18:28

We are familiar with your representations, so when speaking, you don't need to repeat these at length. What we are seeking is for you to provide further detail or evidence to help us understand these issues.

00:08:20:15 - 00:08:48:03

To make best use of time and while not wishing to limit contributions. It would be of great assistance if points were not repeated. You can rest assured that the examining authority will have understood the points made the first time. We will offer the applicants rights of response with the time limits of five minute sets, should they wish to respond orally, and then following the response from the applicants, the meeting will close.

00:08:49:15 - 00:08:50:11

So I'll now hand.

00:08:50:13 - 00:08:54:28

Over to Mr. Hockley, who will manage items three and four on the agenda.

00:08:56:21 - 00:09:31:03

Thank you. Due to the numbers of people who wish to speak here today, you'll have seen from the agenda that we have split the hearing into three sessions, with the latter two sessions starting at 330 and 515. It's our intention to hear from interested parties who are pre-registered to speak, and who are listed in the agenda for this hearing, after which should time permit. At the end of the third session, we will hear from any interested party who has not pre-registered, but who wishes to speak and any other other persons or non interested party who wishes to speak. However, time is tight and this will be at the discretion of the examining authority.

00:09:31:18 - 00:09:41:10

If time is not available today, then parties can request a further open floor hearing during our next set of hearings, and we are happy to hold a further open floor hearing should we need to do so,

00:09:43:06 - 00:10:09:03

due to the number of parties wishing to speak today. We have set a time limit per person, as we did in the previous two open floor hearings. And when you are speaking, you must take account of the time remaining shown on the monitor in front of Mr. Humphrey. For those attending virtually, Mr. Humphrey will let you know verbally when you have one minute left. Please try to finish in your allotted time, as we want to ensure that everybody has the opportunity to be heard today. Once you have spoken, we may wish to ask your questions.

00:10:11:12 - 00:10:47:20

Okay if we move on to our agenda item for now. Um, so the order in which you'll be invited to speak, we'll follow the agenda and we'll ask people to come forward to the table. Um, here, five at a time. Although some of the speakers in each group of 5th May will be attending virtually. We'll ask each of you to speak in turn based on the time allocated to you, as shown in the agenda. And when we have heard from all five of you and asked any questions if necessary, you're welcome to 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 for the purposes of the recording and any reference.

00:10:47:24 - 00:11:25:24

Um, 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. Okay, so I'll now invite the first five people on the list to move forward or make themselves available. And that is the right honorable Jeremy Quinn, MP for Horsham. Uh, Crispin Blunt, MP for Reigate George Sacra Ladies, on behalf of Mole Valley, Epsom and Ewell Green Party Tim Crosland on behalf of Dorking Climate Emergency and doctor Gillian Arrow on behalf of Growing Health Together.

00:11:26:29 - 00:11:27:14

Thank you.

00:11:29:07 - 00:11:35:03

So if we could start with, uh, Mr. Quinn, please, sir. Um, you have, uh, eight minutes.

00:11:35:21 - 00:12:06:02

Thank you. Sir. May I may I start by thanking the inspectors for their work on this DCO, and for giving myself and others the opportunity to contribute. I've served as the MP for Horsham since 2015, and I hope you'll forgive me for saying I'm slightly bemused that we're here at all. My first year as an MP was dominated by the debate on where airport expansion should be progressed in the south east. That was advised on by the thorough Davis report and agreed by government and Parliament.

00:12:06:05 - 00:12:38:12

Although an excellent airport in many ways, it was accepted there were real constraints on Gatwick, especially around its transport links. There were very strong arguments in favour of Heathrow being preferred. That was indeed the conclusion, and the Airport National Policy Statement makes clear that the preferred scheme to increase airport capacity is the northwest runway at Heathrow. The government's understand it is fully supportive of other airports maximising the throughput of their existing footprint.

00:12:38:19 - 00:13:09:03

Gatwick is an important local employer and I too am keen to support them in doing so. However, that is not, I believe, what this is the subject of this inquiry. There is no question in my mind that the proposal is, in practice, the creation of a new second runway with all that that entails. On the question of demand and the practicalities of such a substantial expansion, I was particularly struck by the submission to the inquiry of Easyjet.

00:13:09:15 - 00:13:46:25

I'm deeply concerned that not only might the expansion have adverse impacts on many local residents, it could, apparently from the perspective of Easyjet risk operations at Gatwick becoming less reliable, more expensive, noisy, noisier and worse for carbon emissions. Easyjet also raised major questions on the provision of supporting infrastructure within the airport perimeter and the lack of transparency on financing, which I fear are consistent with the concerns I've been hearing from local councils regarding infrastructure provision and engagement with stakeholders outside that perimeter.

00:13:47:17 - 00:14:19:14

Given the apps, the questions over demand and the apparent risk of this project being half baked, but having a detrimental impact on local communities and the planned expansion at Heathrow. I'm very skeptical about this DCO. I would, however, like to touch on the impact to local communities where the proposal to go ahead. First, the impact on local transport and local infrastructure. The DCO aims to increase capacity to over 80 MPA.

00:14:19:25 - 00:14:55:22

The Joint Joint Local Authorities say this is a far greater increase in capacity than Djl claim. It is undoubtedly a potentially very significant increase in passengers. For many of my constituents, Gatwick already has an impact on their transport links from home, school and work due to passenger and staff movements, whether that is by road or on the relatively constrained train line. This risk is becoming far more pronounced. We are already an area with a growing population which is under pressure to increase housebuilding.

00:14:56:12 - 00:15:28:24

This has already had a significant impact on local infrastructure and has impacted our water aquifer to the extent that any major new house building has had to be essentially paused until mitigations which need to be significant are put in place. In terms of infrastructure, many of my constituents, having lost any services first from Horsham and then from Crawley, are now reliant on East Surrey Hospital on the far side of Gatwick. This is often a 45 minute journey and increasing congestion extends these times.

00:15:29:23 - 00:16:09:07

My constituents will be deeply concerned by the representation of West Sussex County Council, which states that the proposals will increase some journey times, including potentially for emergency response vehicles. The DCO posits thousands of additional jobs at the airport. Most of these, given the local employment circumstances, are likely to involve travelling into the airport. Increases will be expected from the millions of additional passenger journeys and the aspirations to significantly increased freight. These will all be expected to have an impact on my constituents, whether they're going about their daily lives or, in the worst case scenario, trying to reach A&E.

00:16:10:06 - 00:16:46:19

This is troublesome throughout, but particularly in the construction phase, taking place over no fewer than 14 years. We need the right road infrastructure to meet this challenge. While I appreciate the rail network to Gatwick, unlike Heathrow, is limited and constrained. We need a real seriousness about the modal shift to public transport. I'm concerned that Csec have also flagged that the proposals, in their view, have not incorporated sufficient additional measures to make, using sustainable modes of transport a more attractive option for staff and passengers than using the private car.

00:16:46:21 - 00:17:23:16

They are unlikely to support the achievement of the proposed surface access mode share targets. The second issue is aircraft noise. I'm concerned by the issues flagged by Mid Sussex District Council around the noise modelling and validation. The benefits of noise reductions for future aircraft improvements should be shared between the airport and the local community. This is a requirement set out in the Aviation Policy Framework. The council has raised concerns on this, and of how pressure would, under this proposal, actually be brought to bear on operators to actively reduce noise levels.

00:17:24:24 - 00:18:03:27

I would also add that the concerns around the health impact of night flights are growing without a specific ban. Any expansion in flights from Gatwick will increase long term concerns. Lastly, both air quality and carbon emissions are a subject of concern. An air quality action plan is a core demand of local councils and reflects growing local concern. On carbon emissions. The UK Committee on Climate Change highlighted factors that could compromise the UK's net zero trajectory, including airport expansion and reliance on nascent technology.

00:18:04:20 - 00:18:36:00

We absolutely must look at the proposal in the context of eight of the biggest UK airports planning to increase to nearly 150 million more passengers by 2050 compared to 2019. But this is especially pertinent to Gatwick, given the choice already made that it is in the national interest for Heathrow expansion to be preferred. Given the decision already taken on the apps, given the questions over demand and risks in delivery.

00:18:36:02 - 00:19:06:07

I'm a deep skeptic on this DCO. If, however, a decision is taken to allow expansion, I sincerely hope that this would be contemplated not on the basis of with one leap. You are free. But under the aegis of a proper control framework. We are being assured that on local service, transport, on noise, air quality, on sewage, on carbon emissions, all will be well. Local residents want more than just assurances.

00:19:07:00 - 00:19:37:13

If expansion proceeds, I would strongly support the proposal of the joint local authorities for a controlled growth pattern. This approach, I believe, is consistent with Heathrow's airport managed growth and Luton's green controlled growth. This fundamental underpinning of promises by a structure with teeth to constrain expansion if commitments to local communities are not being met, is, I believe the very least, local residents should expect. And I thank you for your time.

00:19:39:12 - 00:19:41:12

Thank you very much, Mr. Gwen. Thank you.

00:19:43:01 - 00:19:47:18

Thank you. Um, so now if we could, uh, move to Mr. Blunt, please. Thank you.

00:19:48:12 - 00:19:49:10

Uh, thank you very much.

00:19:49:13 - 00:19:50:21

Can I join, uh, Sir.

00:19:50:23 - 00:20:31:21

Jeremy and my, uh, thanks to you for, um, all the panel for listening to this, uh, order. And, uh, like Sir Jeremy, I'm slightly bemused as to why, um, we are here in the way. In the way that we are. Having been elected as the MP for Reigate in 1997. I joined what was then the Grave Tie Group, which, uh, organised the coordination of the position of members of Parliament and local authorities, which was then succeeded, um, uh, under my chairmanship, uh, setting up the Gatwick Coordination Group to make it a slightly more formal process of bringing the local authorities, MPs and the voluntary groups together to coordinate their position.

00:20:31:29 - 00:21:28:18

Uh, on Gatwick, not least in light of the airport commission work on the, uh, new runway, uh, site in, in the south east. And of course, um, perhaps with the benefit of now, uh, 27 years and I think one day and, uh, uh, in elected office, this issue has never gone away. And the key facets of it have not changed. Um, and the factors that decided the Airports Commission, uh, to make the recommendation in favour of Heathrow, uh, those factors, uh, remain and we're to some degree rerunning, uh, the, the key strategic issues, um, that applied then um, and we're doing in the context of a of a application by Gatwick that is, um, its own application outside of any real consideration of the strategic needs of the United Kingdom.

00:21:28:20 - 00:22:04:00

And so the first thing I invite you to do is to examine the purpose of this application. Um, and it seems pretty straightforward to me in a business that has become more tightly managed for cash, particularly in light of the impact of Covid on the economics of Gatwick, that this is about maximising shareholder value. Um, it is not a proper consideration in the round about where we need new runway capacity in the south east of England. Nothing has changed since the airport commission made its recommendation, um, nearly a decade ago.

00:22:04:27 - 00:22:37:29

Um, so I would invite you to have a look at the numbers underneath, uh, the economics of Gatwick Airport Limited, and certainly in representing local people who are immediately close to the airport, I have noticed a progressive change in their attitude towards maximising the cash opportunities, rather than, uh, being a neighbour, where if you are living next to a major international airport, there are opportunities for benefits, particularly in terms of transport and infrastructure speed into London and the rest, um, but they don't exist for local people.

00:22:38:01 - 00:23:08:16

If you're then charged, um, for going to the airport. Uh, and so the taxi charge and the driving charge to the airport and everything else, and the way the railway line is configured to Gatwick does his best to, uh, uh, drive away the benefits that can come from being a neighbour of a of a major international airport. Um, and so I want to go on now to the what I see is the two slam dunk arguments as to why, uh, this application is, uh, wholly inappropriate.

00:23:09:03 - 00:23:44:27

Um, and it hasn't changed since 2013, 1415 when we went around, uh, the boy on that occasion. The first is the transport infrastructure. Um, Gatwick hangs off one railway line, the Brighton Main line, the busiest commuter line in the country. Um, and there is no, uh, plan to increase that rail access, um, to Gatwick in any meaningful way. And indeed, the, um, Brighton mainline work uh, north of uh, north of Croydon is again has been delayed in terms of sorting out the junctions on that part or not on that part of the railway line.

00:23:45:11 - 00:24:18:29

And if you compare that to Heathrow, whether something like eight different fixed line forms of communication into the airport at Heathrow, you can see the the reasons why one would be extremely unwise to contemplate increasing the, uh, passenger flow through Gatwick, perhaps to the order of 80 million to the size of Heathrow. Uh, at its, at its peak, um, uh, historically, uh, the if you try and drive, uh, directly in a straight line from central London to Gatwick.

00:24:19:09 - 00:24:52:28

Um, good luck. I. One of the efforts was to give the then Secretary, State for transport a lift to a speaking engagement just south of my constituency on the way to Gatwick, because it took us 2.5 hours at 530 in the evening, going down the A23. The 803 is a nightmare, uh, route in order to get to, uh, to get to Gatwick and therefore the, the traffic is then goes out onto the M25 and, uh, and others that are already bearing, um, an enormous load for the, for the service they're providing.

00:24:53:13 - 00:25:28:06

Um, so the evidence as to why this is inappropriate is that every time it happens, about once every six weeks, someone decides to present themselves to the front of a train to end their lives. Um, and that takes an hour and a half to pick the bits up. And whilst the line is enclosed, uh, the situation at Gatwick becomes almost instantly, um, chaotic. It looks like Saigon in 1975. People can't get out. The local taxi companies, um, uh, are then overwhelmed with demands for their service, and Gatwick then takes time to recover over.

00:25:28:14 - 00:26:25:16

Um, issues that are wholly outside their own, their own control. So the road and rail access is completely inadequate for the scale of increase that Gatwick um, is contemplating here. The other issue is employment and housing. One of the pieces of evidence that we submitted to the uh, airport Commission a decade ago was an overlay of the unemployment levels in all the, uh, local authority areas that might reasonably be the travel to work area, uh, around Gatwick, going from the London Borough of Croydon all the way down to, um, the city of Brighton and Hove and the, uh, if you take a rough rule of thumb that for every million passengers a year, uh, through an airport that are likely to be about a thousand full time jobs required at the airport, and whilst, of course, you can run an airport as efficiently as you can.

00:26:25:23 - 00:27:00:00

Much of the opportunities of an airport come from the retail, the service sector that are supporting those passengers in those journeys, and they are the kind of jobs that are not going to disappear. There's still going to be a need for those people to make the the airport experience as positive as possible. And that is where any airport worth its salt is going to be. Trying to, uh, get a reputation for a good, strong airport and to maximise the economic return to the airport, to the airport operators. So the idea if Gatwick did get towards 80 million passengers a year, we're not going to move from 30,000 people working at the airport.

00:27:00:02 - 00:27:36:14

So to 80,000, um, I think is, uh, would need to be looked at very skeptically indeed. And if you are going to have an extra 50,000 jobs in the local area or up to that number, um, you are then going to have to provide the housing for them, because the employment figures would indicate you're not going to find the labour force locally, and you are then adding those housing numbers to the existing housing demand. Um, which is an issue I have been dealing with since 1997, uh, trying to meet the, uh, the current demand is difficult enough for housing in this area.

00:27:36:25 - 00:27:57:18

Um, so then throw another 50,000 that might be related to direct jobs in the area, as well as the multiplier figure for all the people to be drawn in to support those families and everything else within

the local local area. And when it has to consider the GP practices, the schools and everything else associated with, um, people moving into the area.

00:27:57:20 - 00:27:58:20

Time is up, I'm afraid.

00:27:58:22 - 00:28:06:00

It's, um, that is an issue. I would, uh, yes, you need to look at very, very closely indeed. I simply don't think it's sustainable.

00:28:08:02 - 00:28:22:00

Thank you very much. Thank you. Um, our next speaker is online, I believe. Um, and that's George. Gladys. Um, apologies, Mr. Sacrilegious, if I pronounce your surname incorrectly.

00:28:23:14 - 00:28:27:15

No worries. Everyone does. Even my school teacher. Good afternoon.

00:28:28:01 - 00:28:31:27

Good afternoon. You have eight minutes. Mr. sacker, ladies.

00:28:32:22 - 00:29:11:09

Thank you very much. Thank you to the inspectorate and the organisers for this. According to the UN climate chief, we have just two years to save the world. According to many scientists studying our planet's climate and the 10 million species who live on this planet, it is already too late, given that a catastrophic rise in temperature is already baked in. According to the daily human casualties from weather disasters and other impacts of the climate crisis, it is also already too late.

00:29:11:24 - 00:29:46:23

And according to the countless species currently going extinct, it is also already too late. The Great Barrier Reef, the largest organism on Earth, which is home to 1 in 4 marine species, has entered an irreversible extinction spiral this year. And I wish this was my only example. But there are countless others. We are losing this planet like sand slipping through our fingers as we speak.

00:29:47:17 - 00:30:19:22

Everything around us is in a collapsed trajectory, and this is the context within which we are meeting today. It is a tragedy that we are having this meeting not to find solutions to the climate crisis, but to decide between making this context even worse by a Gatwick expansion, or to simply stay put and watch things collapse anyway. My friends, we are meeting at a time of war.

00:30:20:00 - 00:30:59:16

Not only the war in Gaza and Ukraine, but humanity's war against the planet. A war which we are losing. We are meeting to discuss the Gatwick Airport expansion on a planet which has long ago reached the limit of how much human expansion it can take, and is breaking down at a speed which is beyond the most pessimistic scenarios that have been speculated. This, my dear friends, is the context which I want you to remember throughout this process because you are living in it.

00:31:00:09 - 00:31:31:22

It is called the climate crisis and it is bigger than you. It is bigger than Gatwick and it is definitely bigger than the economy, jobs, flights. Your friends. Your family. Global security. It's bigger than food. It's bigger than your children. And everything you like to do in your spare time. Because you won't be able to do any of those things if you.

00:31:31:24 - 00:31:35:24

If we continue on the path of self-destruction.

00:31:38:19 - 00:31:51:13

You probably have heard many rational arguments favoring the expansion of Gatwick. They will focus on benefits and perhaps also, as we've heard, admit that there are some drawbacks.

00:31:53:02 - 00:32:23:18

But how do you balance a decision when the drawback is the very survival of a civilization? How can we possibly even be tempted by whatever advantages there might be, when it literally means pushing the acceleration pedal on the climate crisis by increasing emissions not only via additional flights, but through the expansion of all carbon intensive economic activities associated with Gatwick operations.

00:32:24:20 - 00:32:41:12

By endorsing this expansion, we are consciously opting for short term lifestyle shareholder benefits, whatever you want to call them, at the expense of existentially disastrous future consequences, which we all know.

00:32:43:11 - 00:33:03:01

We should actually all be ashamed of ourselves that we are even here today. We should be spending our time working on policies of de-growth and scaling back of our airports, rather than deciding whether we want to elevate this crisis from catastrophic to apocalyptic.

00:33:05:16 - 00:33:39:25

We should be ashamed to claim that we are a species who takes on difficult challenges. Given how we are globally failing to respond to the challenge of the climate crisis, this is a myth because the only challenge is we have taken have been the easy ones. We have built our civilizations, our cities, our airports and runways hastily by appropriating resources, destroying other species habitats, and exploiting our fellow humans.

00:33:41:02 - 00:34:14:22

The real challenge is to build an airport, a civilization, without having to steal, destroy, and drive everything to extinction. This is possible, but by continuing on a path of constant economic expansion, we seem to have given up. Before. I've been considering this challenge, the greatest challenge we have ever faced, and one which we have absolutely no option of turning our back on.

00:34:15:21 - 00:34:24:01

This, my friends, is existential. This is the end game. By expanding, we are self-destructing.

00:34:26:06 - 00:35:00:27

We should be ashamed to be living in this parallel reality, a planet within a planet where we think we can continue to lie to ourselves. Sure, we can build another runway. We might as well build another five gap weeks in the next 2030 years. Maybe this planet can take another 5 billion humans. Maybe we can continue to pump CO2 into the atmosphere. I don't think you want to find out. And I hate to break it to you, but this imaginary planet of economic development.

00:35:01:24 - 00:35:29:19

Does not exist. It is fictional. It is an economic bubble. And like all bubbles, this is a thermodynamically unstable situation. Our eco system. Our planet is not a supermarket. You don't get to have whatever you want. You don't get to build as many runways as you want. Yet we have stolen from nature. We have bankrupted this planet.

00:35:29:21 - 00:35:31:04

You have one minute remaining.

00:35:31:10 - 00:35:41:26

And the climate? Just so that billions of consumer tronic humans can have infinite choice of where they fly to and generate infinite emissions.

00:35:43:25 - 00:36:05:10

We should be ashamed because we have prostituted ourselves to profit, condemning the future of our children so that we can have iPhones, burgers, travel getaways which they won't have, let alone even be able to remember what an iPhone or a burger or holiday was. They'll be busy fighting each other for food.

00:36:08:28 - 00:36:43:22

To finish up with a personal reference to whoever supports this expansion. They should also be ashamed of themselves because they will have murder on their hands. Literally. But before they can plead naivety or lack of information on the seriousness of this situation, the Green Party is making sure today that they know what they are supporting and myself or others may or may not be present in the future. When these people are judged and they are asked the question, why on earth did you? Your time is up now.

00:36:43:29 - 00:36:47:09

All this information. Thank you very much for your time.

00:36:48:09 - 00:36:56:29

Thank you for your contributions. Okay. If we can move to the next speaker, please. Um, also appearing virtually. And that's, uh, Tim Crosland, please.

00:36:58:21 - 00:37:34:25

Thank you very much. Um, I'm Tim Crosland, director of the climate justice charity plan B and today representing Dorking climate emergency. Um, I'm going to talk to you mainly about the litigation over Heathrow expansion and its relationship to this DCO, in light of a recent decision from the European Court of Human Rights. But first, I'm just going to provide a couple of bits of background. It's, um, five years and one day today since the British Parliament declared a climate and environmental emergency.

00:37:35:09 - 00:37:50:10

Um, speaking on the 1st of May 2019 on behalf of the government, Michael Gove said I make it clear that the government recognised the situation we face is an emergency, it is a crisis and it is a threat that we must all unite to meet.

00:37:51:26 - 00:38:23:17

A few years before that, in December 2015, I served as a legal advisor to some of the small island states that Cop21 in Paris. It was an emotional moment when the international community adopted the Paris Agreement, giving international recognition to that 1.5 temperature limit for the first time. The people I was acting for and for hundreds of millions of others. This was not an abstract number or goal. It was recognition of their right to exist.

00:38:24:06 - 00:38:25:07

It was their lifeline.

00:38:27:12 - 00:38:59:22

The British government's claim to be a champion of the Paris Agreement. But just two and a half years on, in June 2018, Chris Grayling, the Secretary of State for transport, signed the Airport National Policy Statement in support of Heathrow expansion. Um refer to this as the Amps. Lord

Deben and Baroness Brown, chair and vice chair of the Climate Change Committee at the time, wrote to him as follows. The UK has a legally binding commitment to reduce greenhouse gas emissions under the Climate Change Act.

00:38:59:24 - 00:39:30:03

The government has also committed, through the Paris Agreement, to limit the rise in global temperature to well below two degrees, and to pursue efforts to limit it to 1.5. We were surprised that your statement to the House of Commons on the National Policy Statement made no mention of either of these commitments. Their statement in Grayling's reply to it, reinforced the suspicion that the government knew the expansion plans were inconsistent with the Paris Agreement, but had decided to press ahead anyway.

00:39:31:12 - 00:40:01:27

Plan B, along with others, brought a judicial review against the Amps, and through the process of litigation, the following two facts emerged. The Department of Transport's own estimate was that the expansion of Heathrow Airport, with no other airport expansion in the UK. Would result in 40 million tonnes of carbon dioxide emissions just from UK aviation every year by 2050.

00:40:03:01 - 00:40:47:03

And secondly, the Department of Transport knew that could not be reconciled with the Paris Agreement. As these facts came into focus, the Department of Transport changed its line of defence. It claimed it had treated the Paris Agreement as irrelevant as it was an international treaty, not part of domestic law. They were therefore under no legal obligation to take it into account. The Court of Appeal rejected that argument and ruled the an unlawful on this basis, and I quote in particular, it was a basic defect in the decision making process that the Secretary of State expressly decided not to take into account the Paris Agreement.

00:40:47:05 - 00:41:05:24

That was a fundamentally wrong turn in the whole process. The Supreme Court then reversed that decision, ruling that the ratification of the Paris Agreement does not constitute a commitment operating on the plain of domestic law to perform obligations under the treaty.

00:41:07:14 - 00:41:09:11

That decision appeared to have removed.

00:41:09:13 - 00:41:10:27

The one minute remaining.

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

Legal impediment to aviation expansion in the UK. But that changed on 9th of April this year with the European Court of Human Rights historic ruling against the government of Switzerland. For the first time, the court ruled that member states have a positive legal obligation arising under article eight, which is the right to private and family life, which encompasses our health, to implement policies to ensure compliance with the Paris Agreement.

00:41:42:12 - 00:42:15:22

And that ruling applies not just to Switzerland, but all 46 countries of the Council of Europe, including the UK. So plans to expand passenger capacity from Gatwick are incompatible with the 1.5 degrees limit, which demands an urgent reduction of emissions across all sectors of the economy, including aviation. Inconvenient as that may be. And following the decision in Strasbourg. Those time is up now. Overwhelming legal obstacles and development consent should be refused now.

00:42:15:24 - 00:42:16:13

Thank you.

00:42:18:15 - 00:42:19:11

Thank you, Mr. Crosland.

00:42:21:07 - 00:42:28:20

Okay. Our next speaker is Doctor Gennaro. Um, welcome. You have a five minutes, doctor Ora.

00:42:29:11 - 00:43:04:23

Thank you so much for allowing me to speak today and for the powerful testimony of colleagues here. So I'm Julian Oro. I'm a GP employed by Alliance for Better Care, GP Federation and Horley Primary Care Network, and I am the Growing Health Together GP lead for Horley neighbourhoods. Growing Health Together is an NHS initiative underway across East Surrey, which supports GPs to connect with local communities and partners to prevent disease, create health, improve health equity and support sustainability of our healthcare system.

00:43:05:00 - 00:43:36:27

I'm also the co-founder and director of this initiative, and have worked as a GP in East Surrey since 2013. My evidence submission last year related to concerns I have around the impacts of the proposed expansion of Gatwick Airport on local population health, namely through anticipated rises in air pollution, noise pollution, light pollution as well as indirect adverse health impacts resulting from increased carbon emissions.

00:43:37:16 - 00:44:29:07

I'm going to start with air pollution. This has been described as one of the greatest environmental risks to health by the World Health Organisation and according to evidence summarised in a paper by the Royal College of Physicians and Royal College of Paediatrics and Child Health. Air pollution is linked to a number of diseases, including asthma, cardiovascular disease and cancer. And if we look at just one of those areas and look at the NHS Surrey heartlands data on asthma prevalence over the past 12 months, we can see that asthma rates are higher within the population registered with the GP in the Horley area, Horley being the East Surrey town closest to Gatwick Airport compared to patients living in other parts of East Surrey.

00:44:29:24 - 00:45:11:01

This is true for asthma prevalence in children, asthma prevalence in adults, A&E attendances for asthma in children and A&E attendances for asthma in adults. All are higher in Horley Primary Care Network compared to other primary care networks in East Surrey, and I'll be submitting this data evidence following today's meeting. I do find this evidence concerning when we know that Gatwick Airport is currently generating significant local road and air traffic, which is contributing to the overall burden of air pollution that local residents in the Horley area are exposed to.

00:45:11:25 - 00:45:47:14

And the Joint Local Impact Report on Gatwick Northern Runway project, written by Surrey County Council and Borough and District County Council, Surrey Borough and District Council colleagues, makes clear that should this project go ahead as it stands, road traffic will increase further, which will of course result in further deterioration in air quality. As a GP, I'm concerned about the impact this will have on the health of the population. My colleagues and I serve at a time when, as we all know, the NHS can ill afford to cope with further rises in preventable illness.

00:45:47:28 - 00:46:20:28

And in my view, um, it's imperative that businesses also play their role in helping to mitigate these preventable ill illnesses. Now, impacts on asthma outcomes, which we must not forget, can be fatal and not my only concern. I've treated many patients locally over recent years who've described

negative impacts of noise pollution from aircraft on their mental and physical health and wellbeing, including negative impacts on the control of hypertension or raised blood pressure.

00:46:21:14 - 00:46:34:26

Hypertension is one of the commonest long term conditions seen in patients within Horley Primary Care Network GP practices, and it's an important and preventable cause of strokes, heart attacks and kidney failure.

00:46:35:00 - 00:46:36:09

One minute remaining.

00:46:36:23 - 00:47:18:08

A body of evidence supports the links between noise exposure from aircraft, particularly at night, with raised arterial blood pressure. Finally, I must speak on the climate crisis at a time when climate change is described as the biggest threat to global public health. As a doctor, I do feel obliged to point out that expanding opportunities for air travel conflicts with our need as a country to meet urgent targets for reducing carbon emissions. We're already seeing the health impacts of climate change as GPS in Surrey and as doctors, we're compelled by both moral obligation and professional duty to protect the health and wellbeing of our population, including and especially the most vulnerable.

00:47:18:10 - 00:47:21:18

And I thank the Planning Inspectorate for doing the same. Thank you.

00:47:23:12 - 00:47:24:09

Thank you doctor.

00:47:25:25 - 00:47:49:08

Okay. If we could now move on to the second group of five, please. Um, and I'd invite them to come forward or make themselves available to first to, uh, speakers are both virtual Julie Casals and, uh, Duncan Leslie. And then we have three people here in the room as well. Um, Malcolm Ginsberg, Jonathan Cook, and Jo Concerto. If you could, uh, come to the table at the front, please.

00:48:05:21 - 00:48:06:09

Thank you.

00:48:08:25 - 00:48:14:14

So, uh, Miss Alice, welcome. Um, you have three minutes. Thank you.

00:48:14:25 - 00:48:48:24

Thank you. My name is Julie Casals, and I'm chief executive and principal at North East Surrey College of Technology. We're a large further education college based in Epsom and Surrey. I've also served as chair of Coasta Capital Local Enterprise Partnership, and I'm a director of Gatwick Diamond Business. I've worked in partnership with Gatwick Airport over the last 20 years. This has covered training and skills development, innovation, inward investment and trade and work around supply chain management. In particular, Gatwick Airport Limited has been a trailblazer for supporting innovation and skills.

00:48:49:10 - 00:49:27:22

The airport's apprenticeship scheme in engineering is best in class, and has won the prestigious GDB Award for apprentice of the year twice in the past three years. This success is due to the airport's commitment to training the next generation and working with local schools, colleges and universities to develop a pipeline of talent. They've also invested in programmes to recruit more women and minority groups into engineering. I'm proud to be part of the region's Institute of Technology that

brings together higher and further education and businesses to deliver level four and above qualifications and to plug local skills gaps.

00:49:28:11 - 00:50:01:23

Gatwick Airport were the first employer to sign up to the consortium, acting as a catalyst for other major businesses to join. They've also been the trailblazer in employing the first apprentice in this project in cyber security. I believe that the runway plan will create new jobs for the region and attracting wood investment with Gatwick investment in new technologies including automation and the use of AI. They and their supply chains will create highly skilled jobs that will attract and retain talent in the local area and support sustainable economic growth.

00:50:02:24 - 00:50:36:21

The state of the nation 2017 Social Mobility Report placed Crawley as the least socially mobile borough in the southeast, with particular issues around low numbers of people with level four and above. Qualifications. Whilst progress has been made in the last seven years, especially with work led by Crawley College, there is still much to do to support local residents access higher skills and jobs. The jobs that the runway plan would create a key to continuing to support this economic priority for Crawley. I am a member of the employment, Skills and Business Strategy Group and I.

00:50:36:23 - 00:50:38:11

Will one minute remaining.

00:50:38:18 - 00:51:16:29

Thank you. I welcome Gatwick proactive approach to engagement and listening to employers and education providers. However, I am clear that future plans for the airport need to be sustainable and parallel investment needs to be made in green technologies and to mitigate environmental, environmental impacts and new infrastructure required. Lastly, having spent time in almost deserted airport during Covid and seeing the devastating impact in Crawley is the most furloughed place in the UK. I realize the importance of not taking the airport for granted and instead supporting them to grow back better and to drive economic growth as a global gateway and flagship employer.

00:51:17:01 - 00:51:17:23

Thank you.

00:51:19:02 - 00:51:28:28

Thank you very much. Um, if we could move on now to the next speaker. Um, it's a mr. Duncan. Leslie, please welcome Mr. Leslie. You have three minutes.

00:51:29:13 - 00:52:05:07

Good afternoon. My name is Duncan Leslie from Hever Castle. Um, I hope proper consideration will genuinely be given to the nation's special places, like Hever Castle and the others. Today, the typical feedback from those in authority representing the airports, including the DFT, is that planes are largely exempt from the planning constraints that control what is done with all other development and other transport infrastructure, such as roads and railways. There appears to be no consideration for from them for O and B natural landscapes.

00:52:05:12 - 00:52:38:13

The nation's most treasured countryside, hee hee was castle's case. Its grade one listed status, its grade one listed park and garden, or indeed its important history. While all of the air and BS around Gatwick cannot be avoided, surely the most designated in theory protected places, especially ones with large numbers of visitors, should be avoided. The second runway, or anything that increases noisy planes over Hever Castle and further blights a larger swathe of the High Weald AoNB and other AoNB should not be acceptable.

00:52:39:08 - 00:53:12:18

Is it that our best places be the important heritage or wildlife designated land, especially where significant numbers of people come to relax, enjoy the scenery, take in the fresh air, play and learn. Something should make way for airport expansion. Clearly, such places cannot be moved. Flight paths can be. Yet Gatwick and the authorities governing air travel show no willingness to make changes or alter their plans to allow such places a decent level of tranquillity. Only a relatively small part of the UK has such designations.

00:53:12:20 - 00:53:33:18

Protected countryside. However, Castle was the home of Anne Boleyn, while Henry VII courted her. Their relationship changed England's history and its religion. We get over 400,000 visitors a year, and they deserve to enjoy the castle and its gardens and grant in peace. The AoNB is meant to ensure that.

00:53:34:17 - 00:53:35:25

With a record number.

00:53:36:19 - 00:54:03:19

With a record number of the UK's workforce off sick, especially with mental health issues. Special places like Iveagh Castle, Pens Place, the Ashdown Forest to name a few. And all have a very are all hugely important. So close to London and other urban areas, such places are vital to the nation's health. Planes cannot make the same claim. Thank you.

00:54:06:04 - 00:54:13:29

Thank you, Mr. Leslie. Okay. Our next speaker is, uh, also online, I believe. Um, uh, Malcolm Ginsberg.

00:54:21:22 - 00:54:24:10

Welcome, Mr. Ginsberg. You have three minutes.

00:54:30:27 - 00:54:31:12

If you.

00:54:32:05 - 00:54:33:12

You're on mute at the minute.

00:54:39:18 - 00:55:10:09

Forgive me. Uh, Malcolm Ginsburg, I'm, uh, the, uh, editor of, uh, I was the editor of business travel news and award winning publication, and now Travel News Update. I've been immersed with airports and airlines for over 40 years, and was intimately involved with the successful planning and implementation of London City Airport as a key player in the development process. I started life as a journalist, was recruited by Lotus Cars as media manager, and subsequently ran a highly successful public relations business.

00:55:10:11 - 00:55:46:12

A wonderful insight into air travel, both from an airport and an airline point of view. A very rounded way of understanding the requirements of the industry from a public and an insider perspective from time to time. Being asked by BBC, ITN, Sky and CNN to act as an expert with regard to air travel matters, the major value of the proposed London Gatwick fully licensed second runway is its safety and environmental improvements for the local community. It's good news these are vital in an age when we all concerned with the impact of aircraft on our future.

00:55:46:14 - 00:56:17:15

The demise of the noisy Boeing 747, replaced by the latest quiet and getting quieter Airbus and Boeing designs, is helping. Any closure of the main Gatwick runway will mean considerable disruption and impact, with local extra road and rail travel for passengers and cargo seeking alternative facilities and ecological nightmare. There will be more time in the air for the planes involved and often a disrupted and inconvenient journey for the passengers.

00:56:17:25 - 00:56:44:00

Sadly, the when an aircraft is literally turned away from Gatwick, it needs to find an available airport, one that is suitable for its technical operation and a space for yet another aircraft. This normally rolls out Heathrow, Heathrow and London City is not suitable, nor is Southend, because they have restrictions on the aircraft sides. But anyone.

00:56:44:15 - 00:56:45:17

Remaining too.

00:56:45:19 - 00:57:19:25

Busy leaving, uh Cardiff and East Midlands as possibilities. Passenger would normally alight and return by the same aircraft. It's all the crew. There's sort of extra transport problems. Inevitably aircraft at some point have to find return to Gatwick again, causing throttling facility problems. Frequencies will have to be adjusted and start boarding, causing much more turmoil after what will be a problematic time. As for the airport's neighbours are concerned, it's the same aircraft, just at different hours, wherever they can be slotted in.

00:57:19:29 - 00:57:45:03

What happens if it does not get close to the second runway? The consequences for the local community are serious. Some airlines will pull out, the work of the airport's marketing team will be much harder. London Gatwick has been very successful in recent years in interacting carriers from the Far East and bringing them in with holidaymakers, many of whom stay locally during their stay in the UK. This business could be.

00:57:45:10 - 00:57:45:25

A.

00:57:45:27 - 00:57:54:13

Second project. It should be allowed to go ahead as soon as possible. The work involved is good news with local appointments it's a plus plus.

00:57:57:12 - 00:58:10:23

Thank you, Mr. Ginsberg. Um, our next speaker, I believe, is here in the room with us. Um, Jonathan Cook, if you'd like to, uh. Uh, your microwave, microwave, microphone. I do apologize. And you have three minutes.

00:58:13:06 - 00:58:14:15

Uh, yes, Mr. Cook. Yeah.

00:58:16:17 - 00:58:47:13

Thank you for letting me speak. The reality of night flights our MP Tom Tugendhat has over the last ten years told us to keep a log when flights over our village, mostly Gatwick arrivals, become unbearable. You've taken this kindness literally and have emailed him some 40 odd times in the last 12 months. The sample given here August 15th last year. Tom, last night was awful. Catholic arrivals wake up at 1:29 a.m., then again at 2:24 a.m.,

00:58:47:29 - 00:59:18:15

trying to get back to sleep. Following aircraft are over us again at 2:39 a.m.. 2:43 a.m.. Already on the ILS line to the airport. Barely three hours sleep and another aircraft screams over us at 6:15 a.m.. October 28th last year woken at 11:55 p.m., following aircraft every 2 to 5 minutes until 24 12:44 p.m. to sleep and woken again at 1:14 a.m.. Back on the third time at 2:20 a.m..

00:59:19:03 - 01:00:08:12

We're going a fourth time at 3:08 a.m.. April the 1st this year. Last night at midnight. Then around 12:50 p.m., a third time at 3:49 a.m.. Tom. Another awful night. Hardly a two hour period of unbroken sleep giving Gatwick limited the opportunity to self-regulate their own noise. Pollution has resulted in abject misery for all over populations. Overflowing populations. Whether we live north, south, east or west of the airport, we hope the inspector will question the integrity of mean noise or average noise metrics, which have been conveniently adopted by the aviation industry and allowed by the DFT to perpetuate this form of calculation, is known not to represent the true noise impact on overflowing communities.

01:00:09:07 - 01:00:42:07

Towns and villages should therefore be permitted to independently monitor noise levels and hold airports across the UK to account. Understand that concentrations of aircraft have got steadily worse over the decade, and with new technology imminent by Nats, the intensity of overflight, whether this is day or night, will become evermore unbearable. If this is indeed possible. I should know, as I'm a gardener at Kingston Castle, four miles down the road from our village near Tunbridge and close to Hever. The trust that runs the castle are fully aware of the impact of such intense daytime overflights.

01:00:42:09 - 01:01:00:24

So to Hever Castle, film companies and their sound engineers have shied away from us with such noise. Bedlam, you name it. Opera, music, weddings, visitor numbers all have been affected by intense aviation. Noise blights the peace and beauty of what has always been loved as the Garden of England. Thank you.

01:01:03:06 - 01:01:13:05

Thank you very much, Mr. Cook. Um, our next speaker is, uh, Joe Conquerer. I welcome. You have, uh, three minutes, Mr. Gonchar. Thank you.

01:01:13:07 - 01:01:47:23

Very much. And good afternoon. Uh, my name is Joel, and I am here today as the co founding director of a telephony and broadband solutions provider located near Gatwick Airport. At our company, we are passionate about supplying local businesses with the essential communication tools they need to thrive, including voice and data services. Over the past few years, we've witnessed first hand the critical role that Gatwick Airport plays in sustaining our local economy during the challenging times of Covid 19.

01:01:48:14 - 01:02:26:06

Many of the businesses we support faced challenging times and difficulties without the airport. A significant portion of those businesses wouldn't have been able to survive. This experience has underscored the vital link between Gatwick and the prosperity of our community. I want to highlight the importance of the airport expansion project for our local business community. This ambitious initiative holds the potential to elevate Gatwick Airport into a major transportation hub by attracting more airlines.

01:02:26:08 - 01:02:57:08

The expansion will not enhance connectivity but also create numerous job opportunities for our residents. Additionally, it will inject much needed capital into our local economy economy, stimulating growth and development. However, this expansion is crucial that we prioritize the

wellbeing of our community. The project must be executed with utmost care to minimise disruption to our daily lives.

01:02:57:17 - 01:03:28:24

By doing so, we can ensure that the benefits of expansion are realised without compromising, compromising the quality of life of the residents of which I am one of them. In essence, I don't see the expansion of Gatwick Airport just about building runways and terminals. It's about securing a prosperous future for our region. It's about creating opportunities for local businesses to thrive, for individuals to pursue fulfilling careers.

01:03:29:10 - 01:03:50:05

And it's about ensuring that our community continues to grow and prosper. For generations to come together, we should support the airport expansion project, knowing that by doing so, we are not only investing in infrastructure, but also in the prosperity and wellbeing of our entire community. Thank you very much.

01:03:51:08 - 01:04:05:03

Thank you, Mr. Chair. Okay, we'll move on to the third group of speakers today. Um, we have four in the room. So that's Jeremy Taylor, uh, Paul Rowe, Caroline Taylor.

01:04:06:26 - 01:04:10:19

Adrian Lee is online and Pradeep Mahil.

01:04:19:12 - 01:04:28:07

Thank you. Welcome. Uh, so our first speaker is, uh, Jeremy Taylor. Welcome, Mr. Taylor. You have three minutes. Good afternoon. My name is Jeremy Taylor.

01:04:28:09 - 01:05:01:08

I'm director of a local company. The company Conecta, a consultancy based in Crawley. We were established in 2018 with the aim of helping business owners find and engage with others to help them grow. And today, I'd like to share with you how the Route network from Gatwick enables and supports our work in promoting international trade. When we established the business, a core part of the strategy was to build a commercial offer to businesses looking to travel to and from overseas destinations served by the Gatwick route map.

01:05:01:24 - 01:05:33:17

This support includes outbound, helping UK businesses to reach and sell in to or source from new markets and inbound, encouraging overseas businesses to visit and invest in the UK. We established a network of contacts in locations where there are direct contact connections such as Austin, Toronto, Malaga, Milan, Sofia and where a further short hop was required, such as San Diego, Washington, Montevideo in Uruguay, Russell, Cameron, the Gulf, Antigua and Manila.

01:05:33:29 - 01:06:07:15

And the strategy was and continues to be, to identify contacts in less well-known but growing destinations with potential for business growth. From the list, you'll see there's a large number of traditionally leisure destinations, but business is done in those places. For example, Malaga is developing a reputation for technology and education. Austin in Texas is one of the fastest growing city economies in the US, and the Caribbean is actively seeking knowledge to develop their agricultural sector and build food self-sufficiency.

01:06:07:17 - 01:06:40:19

And these are the skills that they demand from UK businesses and in many other destinations in our personal lives. We need physical and face to face contacts as as Covid showed, it is possible to start a

relationship and continue it online. But the magic really starts to happen when you meet someone and it's the same in business. Covid stopped our ability to physically travel and we were able to adapt and continue with online networking, virtual trade missions and zoom attendance at other events, and this continues today.

01:06:41:01 - 01:07:17:16

However, there are limited results from these virtual introductions and most conversations are conducted online will end with will. We must meet up when we can. Our pre and post Covid experience clearly shows that we're a physical visit took place, then the depth and quality of the relationship grew. Business benefits from the use of technology to service and support clients. But when you spend time with people, then there is a greater opportunity to discuss issues and problems, share innovations and solutions, and collaborate.

01:07:18:23 - 01:07:30:17

The core part of the work that's been put forward by Gatwick is around the deployment skills and business strategy, and we can see that enhancing and developing the domestic and international trade offer. Thank you.

01:07:32:21 - 01:07:36:20

Thank you, Mr. Taylor. Um, our next speaker, please, is Paul Rowe.

01:07:38:14 - 01:07:39:04

Welcome, Mr.. Oh.

01:07:39:13 - 01:08:13:12

Thank you. Uh, thank you for the opportunity. I am Paul fka 63 years of age. I'm here personally. I grew up in Hawley accepting three years at university. I've always lived locally. The whole of my career has been local, an accountant in practice, a partner since 1997. I retired in May 22nd from a large regional firm of accountants with a broad range of clients. I've served on the executive committee and as president of Crawley and Gatwick Chamber of Commerce, and have served both on the management committee and full board of Manuell Business Improvement District.

01:08:13:17 - 01:08:48:24

I'm the finance governor at local send school and a trustee to a local homeless charity. I spend my time now volunteering for various local charities. Gatwick has always been a key driver to a strong and diverse local economy. I recall as a youngster every year, Crawley was quoted as having one of the highest employment rates in the country. I have seen the benefits that such a vibrant local economy on clients and associates during my whole career. We need to give our children and their children the benefits of such a vibrant economy.

01:08:49:12 - 01:09:28:27

Having worked much in the voluntary sector since my retirement, I have seen the positive effects that optimism over future economic growth brings to the charity sector. Growing companies are far more willing and able to give generously than those that are stagnating. Recent studies have shown Crawley has been one of the towns most adversely affected by Covid 19, ensuring a vibrant future Gatwick economy through the use of the existing northern runway regularly, will be one of the best methods to address this forecast for air passenger demand in the South East strongly suggest existing runway capacity will not be sufficient.

01:09:29:05 - 01:10:02:12

Allowing regular use of the northern runway would give this increased capacity at least financial and environmental cost, and complies with government policy. To maximise the use of existing assets, we need to build more houses and associated support services in the Gatwick hinterland. Allowing

Gatwick fuelled fuelled by huge privately funded investment would lead to a growing first workforce both directly at Gatwick and indirectly in Sussex, Surrey and Kent.

01:10:02:14 - 01:10:41:14

This would give developers and local authorities the confidence to address the housing and associated services issues. I do have a confirmed concern and referred to the need for increased housing and associated services. It would be vital that a national and regional government do work together to develop such schools, services, hospitals and other services in an overall strategic plan, something that's not adequately can be done in the past. I support this application and I would just ask you not necessarily to take the MP for Reigate View as that of all his constituents.

01:10:41:16 - 01:10:43:24

It certainly isn't mine. Thank you.

01:10:44:28 - 01:10:51:09

Thank you, Mr. Row. Um, our next speaker is Caroline Taylor. Welcome. Miss Taylor, you have three minutes. Good afternoon.

01:10:51:21 - 01:10:52:18

Caroline Taylor.

01:10:52:20 - 01:11:25:18

Representing myself, I'd like to underline the plight of the Ashdown Forest and the many rural businesses that would be harmed by this application. The Ashdown Forest is a mix of protected lowland heath and woodland habitats. It's a Site of Special Scientific Interest, a Special Protection Area and a Special Area of Conservation, managed in accordance with the Ashdown Forest Acts by a dedicated team who have also made a written representation opposing this application. Gatwick expansion is a threat to the forest and surrounding areas.

01:11:25:20 - 01:12:04:02

More aircraft noise, more road traffic and more pollution. It already has too much noise from air arriving aircraft, often overhead every two minutes. People in the villages around the forest are often disturbed by Gatwick arrivals. The low background noise and an expectation of tranquillity makes each aircraft very intrusive. It is on high ground of around 600ft above sea level, so they seem lower here than over surrounding areas. More airport bound road traffic through here would be harmful to the heathland is a low nitrogen habitat which supports rare species that depend on this special environment.

01:12:04:16 - 01:12:34:19

More traffic will increase the unwanted nitrogen deposition on the heathland. There seems to have been inadequate research or concern by the applicant about the impact of Gatwick expansion on the forest and its rare species. The forest is an area of great beauty, enjoyed by around 1.4 million visitors every year, who go there for outdoor exercise, tranquillity and open space. It is also the home of Winnie the Pooh, a much loved childhood hero. A.A.

01:12:34:21 - 01:13:07:04

Milne, of course, lived on the forest, but it. Is all now threatened by Gatwick. The applicant makes much of a questionable economic benefit, but appears only to consider airport related businesses and not the many diverse rural businesses that could be harmed. These are the ones that rely on tranquility and attractive scenery as their selling points. Farmers have diversified to create campsites, outdoor activities and other tourist sites in order to survive. There are hotels, wedding venues, B&Bs, heritage sites, fishing syndicates, film location, country pubs, riding schools.

01:13:07:06 - 01:13:41:15

The list is endless. These are all businesses that could be damaged by more aircraft noise and road traffic. A second runway would make Gatwick almost as big as Heathrow is today. This might favour airport related businesses, but could ruin many rural enterprises by removing their main selling points. Few would choose to spend their holidays next door to Heathrow. So why then, would customers pay to spend leisure time in rural areas badly affected by an expanded Gatwick? Complaining about noise? The Gatwick Airport is a fairly pointless exercise at a time when we are trying to reduce use of fossil fuels.

01:13:41:17 - 01:13:53:24

The prospect of Gatwick doubling in size, and the harm that this could bring to the sanctuary of homes in the countryside and to some livelihoods, is truly heartbreaking. Thank you.

01:13:54:24 - 01:14:01:27

Thank you, Miss Taylor. Um, our next speaker is, um, Adrian Lee, who I believe is joining us virtually.

01:14:03:18 - 01:14:05:00

Mr. Lee. Oh, yeah.

01:14:05:03 - 01:14:11:27

Can you hear me before I start? Yes, we can hear you. Thank you. Yeah. Yeah. Three minutes. Thank you. Perfect.

01:14:11:29 - 01:14:14:24

Thank you. Hi. My name is Adrian Lee and I live in Horsham.

01:14:14:26 - 01:14:49:26

I am representing myself and one of Sir Jeremy Quinn's constituents. And notwithstanding that, I'm here very much in favour of an expanded Gatwick airport. I spent 30 years of my life in aviation, firstly in the military and in a range of civilian occupations. That's given me a perspective to see at first hand the immense economic benefits this industry can deliver, not only for our region, but for UK plc as a whole. The expansion of Gatwick Airport will be a major economic catalyst. It promises to create thousands of jobs, stimulate local businesses and attract greater international investment to our region.

01:14:50:16 - 01:15:23:22

An expanded Gatwick means not only more direct flights, but also enhanced global connectivity, which will make the UK an even more attractive hub for international business and tourism. Wherever with this expansion comes the opportunity to further modernize our infrastructure. This isn't just about accommodating more passengers. It's about refining the way we travel. Updated facilities and increased flight options will improve the travel experience for passengers and provide economic benefits through more competitive airfares and services. But the first and foremost benefit of this expansion is a significant boost to our local and national economy.

01:15:23:25 - 01:15:55:03

The projected investment in our region is around £2.2 billion. Who else is planning to spend that much in our local economy? With the creation of thousands of jobs will bring a surge in employment opportunities. These jobs will range from construction to high tech positions spanning various sectors and skill levels, and will ensure a broad based benefit to our workforce. Furthermore, an expanded Gatwick will enhance our global connectivity by increasing the number of destinations and flights will open new doors for business and leisure travellers alike.

01:15:55:16 - 01:16:13:26

This improved connectivity will attract more tourists, increasing spending in our local businesses from hotels and restaurants to retail and services. The ripple effect of this spending will invigorate every corner of our economy, even the rural economy. In essence, expanding Gatwick Airport is about seizing strategic opportunity to fuel our economic engine, to enhance.

01:16:13:28 - 01:16:14:13

One minute.

01:16:14:15 - 01:16:15:04

Remaining.

01:16:15:08 - 01:16:45:14

And international community, and to offer unprecedented travel facilities to millions more passengers. The project is a beacon of growth, opportunity and prosperity and in my view, it should be seized with both hands. You know, the direct contribution to UK GDP from aviation is well over £5 billion. It's responsible for over 1.5 million jobs. In 2022 alone. Around 200 million passengers travelled internationally to or from the UK. By contrast, in 1950 there were just 2 million passengers.

01:16:45:16 - 01:17:13:22

That's a 200 fold increase in the last 75 years, and it's forecast to be over 300 million and beyond by 2030. Yet despite this incredible growth and the associated contributions to UK GDP and all that time, this country has built only one additional civilian runway Manchester, in 2000, nearly a quarter of a century ago. What a damning statistic. Let's embrace this fantastic opportunity and just do it. Thank you.

01:17:15:16 - 01:17:20:02

Thank you, Mr. Lee. Um, our next speaker is Pradeep Mahil.

01:17:21:25 - 01:17:55:27

Hi, I'm Pradeep. Yeah, I'm primarily from disc profiles. I'm a local businessman who uses Gatwick whenever I can, often at personal inconvenience instead of he Heathrow. Um, I'd like more direct connectivity, uh, to India, amongst other places. Uh, India is slated to become the third largest economy in the world by 2030. Currently, Air India is flying directly from Gatwick, but only to tier two cities.

01:17:55:29 - 01:18:26:11

I would like to see flights to tier one cities like Mumbai and Delhi. Uh, Indigo, India's largest domestic carrier. Uh, in the last few days, has it ordered up to 100 long haul aircraft to attract airlines like Indigo? Uh, and indeed, indeed, Air India to fly to, uh, more services to India. Uh, a second runway at Gatwick. Uh, increasing capacity would be very attractive indeed.

01:18:26:22 - 01:19:01:12

I'd also like to make the general point that, uh, Gatwick has hemorrhaged full service carriers to Heathrow in the last 20 and 30 years, and we need to those carriers to come back, uh, to support the bit, to attract and retain businesses in our area, particularly high tech businesses. And I'd like to give you two examples from my own life. In the 90s, I worked for a high tech firm here in Crawley, and we used to assemble circuit boards, which we exported to Europe from Gatwick.

01:19:01:14 - 01:19:41:29

I'm not sure that we have that sort of European connectivity at Gatwick today. Perversely, for that same company, when we flew, uh, to our, uh, HQ in Palo Alto on, uh, in California, we had to fly from Heathrow because we didn't have the connectivity from Gatwick. Uh, my second example, uh, uh, I

was researching yesterday. If I, if I want to fly, uh, to, uh, Rotterdam, Amsterdam or Brussels, uh, at least for, for the next week, there are no direct flights, low cost or otherwise, to these cities from Gatwick.

01:19:42:01 - 01:20:14:00

And that that really shocked me. But in the late 90s, I used to be able to fly business class to those places, uh, uh, with a British Airways City Flyer. So we need those sort of services. We, uh, and uh, uh, the, uh, full fare services gives opportunities to our business people to, uh, carry on working, uh, throughout our flights. And that makes us more productive. Thank you for giving me this opportunity to speak.

01:20:14:21 - 01:20:26:08

Thank you very much, Mr. Mahela. Okay. Thank you for those comments. Um, we have two, uh, final speakers online for this session. And the first one is, um, Sophie Broadbent.

01:20:29:21 - 01:21:06:28

Hi, I'm Sophie. I'm the Member of Parliament candidate for Hove and Ports Ltd. for the Green Party. For three days a week, I work to help the advertising production industry calculate and reduce their carbon footprints, with a particular focus on alternatives to air travel. As in 2023, that was the source of 60.2% of all emissions recorded. And for two days a week, I'm a therapeutic counsellor, including volunteering with the Climate Psychology Alliance, helping people to cope with their emotional responses to the climate and ecological breakdown which we are all witnessing worldwide.

01:21:07:09 - 01:21:38:27

I'm also a mum of two. A 2021 survey published in The Lancet of 10,016 to 24 year olds in ten countries around the world found that 75% of children and young people feel the future is frightening. Climate anxiety is affecting the daily lives of 45% of them, and 4 in 10 young people are so anxious about climate change that they are hesitant about having children themselves.

01:21:38:29 - 01:22:26:21

And this reflects in my own experience as a counsellor. The research found that what makes them anxious is adults in government and business consistently failing to take decisive, meaningful action to stop the fossil fuel consumption and high carbon business models which are causing this breakdown. The House of Commons Environmental and Audit Committee summarises the advice of Chris Stark, the chief executive of the Independent Committee on Climate Change, in their report on net zero and the aviation sector, where he's quoted we will have an aviation sector that is too big for the remaining carbon budget that we have in the future if we do not act on the demand side now.

01:22:27:14 - 01:22:58:24

In short, Gatwick is big enough. Leaders know that aviation growth must be limited, and plans for expansion will lead us to exceed our carbon budget. 83% of young people say they think we have failed to take care of the planet. They are anxious and want adults to step up and take action. These plans fail them. I want my legacy to future generations to be economic stability based on sustainable infrastructure.

01:22:59:03 - 01:23:10:22

These plans to expand Gatwick Airport and increase passenger numbers do not align with this vision, and it is for that reason that I respectfully object to the proposals.

01:23:13:04 - 01:23:20:17

Thank you very much, Mr. Broadbent. And our final speaker in this session is Rachel Bramley, joining us virtually as well.

01:23:22:12 - 01:23:24:12

Welcome, Mr. Bramley. Welcome.

01:23:25:00 - 01:23:26:01

Yeah, everyone.

01:23:26:15 - 01:23:27:09

Great.

01:23:28:08 - 01:23:30:16

Hi, I'm Rachel, the librarian at a local.

01:23:30:18 - 01:24:03:29

University, and representing myself. I wrote this with the help of my 18 year old daughter, who'll be voting for the first time this year. My objections, on the grounds of climate change and associated legal protections, are presented with consideration for safeguarding my children's future and that of the young people I work with. You cannot say you did not know. You know that the government's Climate Change Committee advises that there should be no net airport expansion. You know that the Climate Change Act commits us to reducing carbon emissions to net zero by 2050.

01:24:04:01 - 01:24:37:15

And you know that the European Court of Human Rights has just ruled that climate protection is a human right. If you didn't know these things, I can help you find some quality information resources. We should not be here today debating whether to take further steps towards a climate emergency. As we talk, school and college students are learning about the environment, climate science, extreme weather and the secondary factors of climate change such as impacts on health, migration and so on. My daughter told me about these topics as she and her cohort cover them in A-level geography.

01:24:37:17 - 01:25:15:04

They are clever, committed and confused. Seeing fellow students around the world protesting at the lack of action taken to tackle issues obvious on their curriculum. Here at the university, students and staff in one department are researching solutions to help vulnerable groups adversely affected by extreme temperatures. These groups include children, older people and those with long term health conditions. Young people continue to be educated on the challenges of climate change and its effect across different populations. But will they see this learning put into practice? Your role is to use this knowledge and prevent specific harms due to climate breakdown.

01:25:15:06 - 01:25:26:10

Because although there's little accountability for missed carbon reduction targets, there is the potential for legal challenges regarding our right to respect for private life, family life and home.

01:25:26:29 - 01:25:28:09

Your one minute remaining.

01:25:29:08 - 01:26:04:05

This is covered by the Human Rights Act. Even children understand that Jet Zero is a fairy tale and the increased aviation increase equals increased carbon emissions. These will continue to contribute to global warming and to endangering the lives of vulnerable groups of people, such as the senior women of Switzerland, or indeed of Surrey and Sussex. We should be protected from the worst impacts of climate change and therefore from projects endangering the climate. Failing to do so violates our human rights and our law. Students and many others will be poring over the latest documents in the ruling from Strasbourg, which will affect them in the years to come.

01:26:04:07 - 01:26:15:13

The future belongs to these young people and their rights are protected in law. I believe the expansion plans for Gatwick endanger that future and cannot be approved. Thank you.

01:26:16:18 - 01:26:33:03

Thank you, Miss Brandi. Okay, that concludes the speakers for this session. Thank you all for your comments. And thank you for the respect shown to each other in your views. Um, we have a very short break now, and session two starts in four minutes time. Uh, 1530. So hearing is adjourned. Thank you.