

Gatwick Inquiry Points to Raise to the Inspectorate by Dr Roger Hood QVRM TD DL, Capel, Surrey Resident 1100hrs 28 Feb 2024

My name is Dr Roger Hood and I live 5 miles north-west of Gatwick in Capel. A village in the Surrey countryside with its 900 residents. The village is under flightpath. I have 3 points for the Inspectors:

- Future Air passenger demand is unproven
- The local Congestion will be intolerable
- And a new runway will cause Significant Environmental Damage

1. Unproven Passenger numbers and Flight Demand

There is general agreement that air passenger demand increases as GDP grows. But the UK is at best flat lining and is unlikely to grow significantly in the coming decade. Therefore, Gatwick's basic assumptions of passenger growth must be seriously questioned and examined by independent experts.

Gatwick reported 33m passengers in 2022 and predicts 75m by 2038 appear wildly exaggerated. Yet such growth would sound impressive to future private buyers of the business. Gatwick's economic viability is dependent on these numbers, and it is why it wants our permission to build a new runway.

Undoubtedly more people will want to fly in the 2030s but why should that be from an existing airport? Particularly from Gatwick which is approaching its capacity and today is broadly in balance with its Southern ecosystem of employees, road traffic, rail capacity, facilities and demand? London already has 5 international airports - Heathrow, Gatwick, City, Luton and Stansted airports. In fact, far more capacity than is needed.

It only makes sense to build new runways elsewhere in the UK to meet the future needs of the country, for travel, work and local prosperity.

I ask the Inspector to carefully evaluate the Passenger Forecasts submitted by Gatwick because these may have been provided to justify a phantom demand in order to boost the value of their existing asset.

Secondly; to ask why any UK future passenger demand should it be built in the most crowded part of Southern England?

2. Congestion & Misery 20 miles around Gatwick for next 20 years

Gatwick wants to double the size of the airport and to begin the construction work by 2026. The Inspector is asked to evaluate the adverse impact on the life of 4 million people who live in Surrey, Sussex & Kent.

Please realise this will affect every aspect of our lives - far busier Roads, - higher Housing demand, pushing prices sky high - Fewer school and college places, - even

more crowded hospitals & healthcare facilities, - water treatment which not be able to cope. An extra 30 tonne trucks every day for the next 14 years of airport construction. And then trucks for ever to supply the airport facilities and dispose of airport waste and sewerage ... double the volumes of today with over 14 truck/tanker loads on our local roads every day of the year.

The Inspectors know the burden of all infrastructure costs will be borne by local residents, which is why the Local Authorities are opposed to the new runway expansion. Surely this private airport operator and the budget airlines should pay for these basic facilities? I am confident the Inspectors will not allow this unfairness at a time when local councils cannot provide adequately for their existing Council Taxpayers.

Car congestion will double on the surrounding country roads and new, unsightly car parks will be built on precious green belt land. No new roads are planned in the coming decade to cope with Gatwick's requested expansion - And there is no public money set aside to fund new roads or rail networks. In summary, Gatwick's unreasonable doubling ambition, on the same airport footprint as today, is unrealistic, and unfair to all of Gatwick's neighbours.

Congestion means pushing all amenities well beyond their capacities and their design limits affecting Housing, Schools and Colleges, Hospitals, Dentists, GP's, recreation spaces, shopping and quality of life. Forcing everyone, within a 20-mile radius, into an unbearable existence rather than having a good life. The handful who will benefit financially are mainly overseas Gatwick shareholders.

3. Environmental Damage

Doubling passenger numbers and flights means doubling the amount of pollution, rubbish, particulates, gases and noise. It is simple, irrefutable and is known to be dangerous to humans.

I ask the Inspectors to assess and report in very clear terms on the Environmental Damage a new runway and expanded airport will create over the next 30 years. And when reporting, please insist that any politician involved must justify the predicted environmental and health damage to us as UK citizens and voters. It is their duty to represent the best interests of all citizens.

More aircraft will generate more polluting and harmful gases of Nitrous Oxides, Carbon Monoxide and Carbon Dioxide and will cause the localised destruction of the earth's protecting ozone layer here in Surrey, Sussex and Kent, exposing more humans to cancer inducing rays. Scientists, rather than me, can quantify the expected damage – but as local residents we know the impending damage will be worse than today.

I ask the Inspectors to consider all the facts and halt the expansion of Gatwick.