

Gatwick Airport Northern Runway Case Team,
National Infrastructure Planning,
The Planning Inspectorate,
Temple Quay House,
2 The Square, Bristol BS1 6PN

Ref. No. TRO20005

25th March 2024

Re Submission for the above issue. My Interested Party ref. No. is
GATW-002.

Dear sir/madam,

I submitted my "representation" summary for my opposition reasons for expansion of Gatwick airport, produced on 28.10.23. My reasons for opposition encompass many categories. I continue to be very short of time for sending you useful information, but have just time to send you the enclosed document which summarises research in the UK and the USA which links cardiac morbidity and fatality, and stroke, with living near airports: it is hypothesised in the document that rise in blood pressure due to noise might explain the association. Mention is made in the document of decibel levels. Gatwick did not provide decibel contour levels automatically, but I obtained these after specifically requesting them. You will most likely have obtained these contour levels yourselves and will therefore know that significant areas of land (and therefore people) round Gatwick would be affected. It should be borne in mind that air pollution and non-ionising electromagnetic radiation from aircraft activity and airport function can also affect cardiac morbidity and mortality and stroke.

I am not aware of any consequences for Gatwick's later consultation ("project changes 1, 2 and 3"). I did write to Gatwick's Northern Runway Project Team on 19.1.24, opposing the proposed project changes as they represent further Gatwick expansion, and pointing out that research in the USA has linked water associated with deicer use and wash-off re aircraft: with pancreatic cancer in humans. Gatwick did not even state where it wanted to place its six reed beds for collection and "processing" of deicer water. Some people in the vicinity of Gatwick grow vegetables and deicer water from aircraft "wash-off" in the water table could be very unwise.

Yours sincerely,

MSc PhD

NB. This will be posted first class, by signed for mode or certificate of posting, today, to reach you hopefully by the 26.3.24 deadline. Being [REDACTED] I cannot use a PC anymore and can therefore not email. Please accept my submission if the postal system is slower than it should be; there has not been time for me to get this photocopied and posted earlier (I have no local photocopier and post office). Please make Reasonable Adjustment (Equality Act 2010).

Living near airport raises risk of heart disease, study finds

Chris Smyth Health Correspondent

Living near a noisy airport appears to raise the risk of heart disease and strokes, research suggests.

Tens of thousands of people living in the loudest areas near Heathrow had a 10-20 per cent increased risk of suffering and dying from the conditions, a study concluded. A US study found a similar link, giving the firmest evidence yet that plane noise contributes to death from heart problems.

Researchers cautioned that they could not be certain that aircraft noise caused heart disease, but said policymakers needed to take the link "into the mix" when considering a third runway at Heathrow or other proposed sites. They reassured people living under a flight path that any risk from noise was much less than from smoking, poor diet or lack of exercise.

Anna Hansell, of the school of public health at Imperial College London, who led the study, said: "The exact role that noise exposure may play in ill health is not well established; however it is plausible that it might be contributing, for example by raising blood pressure or by disturbing people's sleep."

She added: "There is some biological plausibility for noise having an impact

on heart disease. There is a startle reaction and if you're suddenly exposed to a loud noise, blood pressure increases and heart rate increases."

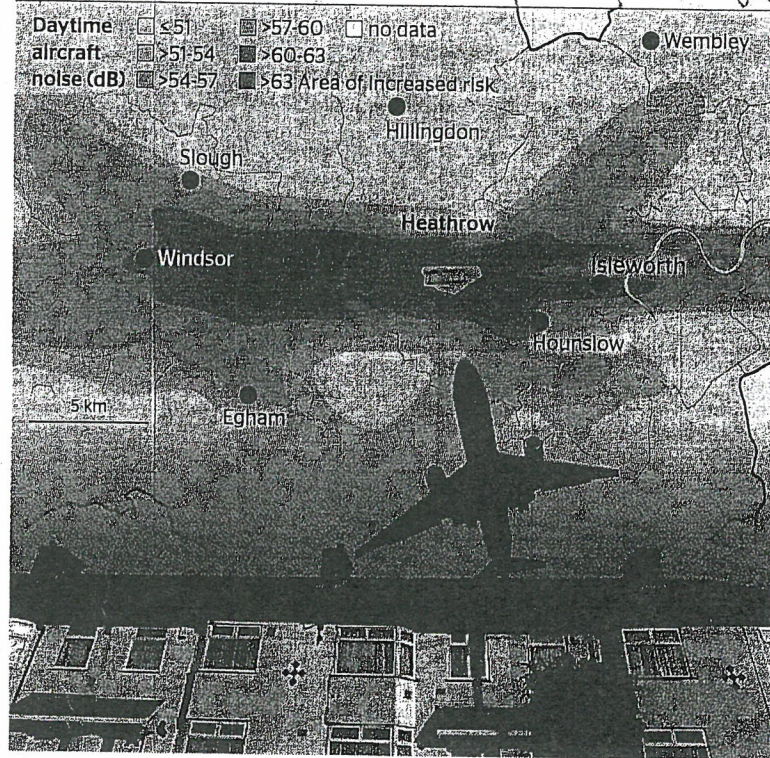
Her team looked at 2001 data on 3.6 million people living in areas near Heathrow where aircraft noise averaged more than 50 decibels — about as loud as a normal conversation. They found a raised risk of hospital admission and death from heart disease and stroke in areas where noise levels averaged more than 63 decibels, affecting about 70,000 people. After adjusting for ethnicity, age, sex and smoking, the researchers concluded that the loudest aircraft noise was linked to a 10-20 per cent increase on the risk of hospital admission for heart problems.

Further research at other airports would be needed to provide incontrovertible evidence that aircraft noise increased morbidity and mortality.

The study was published in the *British Medical Journal* alongside Harvard research that found a similar link in data on six million older people living near 89 airports. That study attributed 2.3 per cent of hospital admissions for heart disease to aircraft noise.

Paul Elliott, senior author of the Heathrow study, said the research was "something that policymakers have to

Noise over Heathrow



take into account. They're well aware of annoyance levels and what we're adding into the mix is the effect on heart disease and stroke". He added: "The issue here is about the highest level of aircraft noise and that's partly about planning"

Kevin McConway, professor of applied statistics at the Open University, said: "Both of these studies are thorough and well-conducted. But, even taken together, they don't prove that aircraft noise actually causes heart dis-

ease and strokes. The studies can't do more than suggest very strongly that we should find out much more about aircraft noise and circulatory disease."

Matt Gorman, Heathrow's director of sustainability, said: "We are already taking significant steps to tackle the issue of noise by charging airlines more for noisier aircraft, offering insulation and double glazing to local residents and are working with noise campaigners to give people predictable periods of respite from noise."

HS2 plans enter a real battlefield

Danielle Sheridan

A lost battlefield from the Wars of the Roses has been rediscovered along the HS2 route, adding further complications to plans for the high-speed rail link.

The line is to pass through an area of Northamptonshire where the Battle of Edgecote was fought on July 26 1469, when the forces of Richard Neville — Warwick the Kingmaker — defeated those of King Edward IV.

English Heritage has announced that the previously lost area will be given listed status after historians from the Battlefields Trust found the site.

Because the exact location of the fighting was not known, the site, which is six miles from Banbury, was not put on the national Register of Historic Battlefields when it was established by English Heritage in the 1990s.

The battlefield's new listing does not give it statutory protection from development but it does mean its status must be considered in the planning process. The Government's National Planning Policy Framework says that development of historic battlefields should be "wholly exceptional".

The battle ended when the Royalist forces, seeing more of their opponents arriving, broke away and fled. They were pursued and it is thought they were routed in the area, through which about 300 yards of track should pass.