

I have noted the attendance at open hearings of a number of parties from the commercial sector commenting in support of Gatwick's application - for business reasons i.e. Their business's will develop, for profit, job creation and so on. Some appear to be speaking as though Gatwick has not yet been built! of course that is not the case, these business are already active, making a profit and employing people therefore the ExA must resist the urge to fall for the falsehood that some are trying to paint.

Even without the use of a second runway these commercial operations exist and flourish and they will continue to make profit. As to employment at Gatwick itself and its suppliers in/around the surrounding region I would raise two major concerns 1) Jobs related to Gatwick are dependent upon Gatwick operating - Take the case in the 80's when 3 big airline businesses went out of bust and as a result Crawley Town became Nationally known as the Town that went from the "highest employment rates to the highest unemployment rates in the shortest time" as another example - during Covid, Gatwick Airport overnight dismissed hundreds of employees without even offering them the Government 'Furlough' scheme that would have prevented hardship to hundreds of families and conversely enabled Gatwick to get its business back up and running more quickly than it did, it instead actually cited 'lack of staff' as the reason for its slow recovery - the lesson learned here is that Gatwick is already 'too big to fail' (for the South East region) permitting the proposals will be devastating if in the future there is a sudden downturn in airport activities, the South East including Crawley Town, Horley and many others towns in the catchment area will have their employment wiped out with the resulting catastrophic effects on peoples lives and the subsequent loss of discretionary-spend locally, Local business revenues and National income tax revenue.

2) While the business of Gatwick and associated suppliers create jobs, they often tend to be 'not at best rates of pay', yes, extra income can be earned but through working extra-long hours at the same time job-benefits have been eroded over the last 20 years. I was born in Crawley Town and have lived in the area for 69 years, I have seen Crawley Town not become wealthy, not develop in to a vibrant town full of aspiring residents, instead I have seen it become visibly poorer in both its infrastructure and how worn-down the people look when I see them in the Town square. As much as some would say Gatwick will provide for the future employment of Crawley's residents, it is in reality much more of a 'risk' to Crawley's residents and the Town's financial well-being.

Much is and has been said about noise pollution and with all the best will in the World we have all seen the pretty 'noise maps' produced that show where these effects are yet, they do not tell the story at all! These maps focus attention on direct noise, that of the planes at takeoff routeing, approach and landing. As a local area resident (Crawley Down currently) I can advise that 'noise' is far more than that considered so far, noise for me encompasses so much more, from the continuous background 'hum' that Gatwick produces just going about its 24hr life, yes the aircraft movement both on the ground and in the air, not forgetting maintenance of aircraft on the ground and testing, flights that push the boundaries of the permitted hours of flying and so on. There is also weather to consider as on a dry cool windless conditions aircraft noise can carry on for longer and become extended for many minutes so that roar of the engines doesn't quickly fade, it drags on and on as a deepening rumble that at night can be very disturbing, local roads already choked with airport related vehicle movements is ever more noisy especially the introduction of off airport parking so more cars arriving/departing and the airport coach transfers and taxi's - all in all there is a constant din coming from Gatwick already, it is a permanent background noise that will become more of an issue if Gatwick is permitted more flights, passenger movements and so on and yet...all we see are noise maps relating to aircraft, there must be a comment from the applicants on this matter and a separate Public meeting to discuss this very important issue of Gatwick Tinnitus' and its effects need to be properly investigated and reported upon.