

For the attention of Sir Howard Davies.

Following my introductory e-mail sent 4<sup>th</sup> September, below are the headings under which I can offer evidence on aviation pollution, mainly on Noise as it is your request. However it would be unwise to leave that aspect disconnected from the air-pollution, visual sky pollution, accumulation of mistrust of Government and the Aviation Industry over many years. Now, when so many targets and promises have been breached, favouring the air traveller, the air transport industry and degrading the environment of those who dwell, work or are obliged (Children and Vulnerable Groups, WHO Community Noise 1995) to stay in noise affected settings, some strategy for human rights to use and benefit from the appropriate outdoor environment is urgently needed. This includes the sky, and the land, the natural basis for our lives.

In fact, Save our Skies, for Life on Earth, may indicate the breadth of this plea, with some, as yet, unknown dimensions. Fear of crash undermines our mental health in West London, but, too awful to contemplate or recall, this topic has barely been on the agenda although it has led the discussion in The Netherlands for many years. See "Health Impacts of Large Airports" and the whole Library of research accumulated for the Terminal 5 Inquiry and retained as Government Archive. Two whole rooms were filled, and filed, but where it is located now is a mystery, even to those who contributed academic and anecdotal work, maps etc.

The Headings : 1.The Parent, 2.The Grandparent, 3. The Spouse and home care-giver ,4. The teacher and The Academic Environmental Change Researcher ,5.The International Child Welfare Reporter,6. The Musician, 7.The Community Gardener, 8 The Respite Organiser, 9 The Tranquil Natural Setting Conservationist, 10. The Experienced Campaigner.11 Victims of contaminated ice and other things that fall from planes.

#### 1.THE PARENT.

Moving with our young family to Kew, amid green spaces on the map in about 1975 our daughter came running in from the garden on day 1. " It hurts, It hurts" she yelled. Realising the effect of the near-overflying planes on her recent implants of grommets for Otitis Media was more pain than gain in this leafy new home setting, I was to help many teachers and parents understand the health dangers of such noise levels to young ears ( under 8, WHO, community Noise 1995) contributing financially to research and to prophylactic measures for children suffering this childhood loss of hearing. Waking too early with planes arriving, unable to settle to sleep when we always had to close windows against the late night flights. Family life at home was affected, and still is, we spent holidays in the countryside with relatives for many weeks a year. Walking to and from school having to shout over the road traffic, augmented by planes makes for tricky cautious road crossings, shouting and anxiety. Family conversations could be minimal and miss- heard instructions provocative.

## 2.

**“ Annoyance” the word used in your paper (2.10) is too feeble to describe the outcomes within the family context for Not having reliable listening conditions, especially variable acoustics and aviation noise episode timings. What research is available for all of us to know more of the psychological impacts short and long term of this? See Seligman, “ Learned Helplessness, on Development, Depression and Death” USA 1975 researching communities suffering from aviation pollution.**

Now some planes are a bit less noisy, Concorde does not threaten our health and wellbeing, but there are many more every hour, road traffic is heavier traffic and the street is not a place for dallying. Listening to children is a precious opportunity, children listening to the voices of others, whispers shared , stories, songs....let's hope some natural sounds can be enjoyed within the home setting.

**BUT:** If the human voice in this context is compromised by aviation, some assessment for respite from noise must be included in the economic equation pertaining to the real cost of aviation, and the real human loss due to exploitation of the environment.

**NB. The BUTS are important in this text, please take these sentences as a positive list of actions and effects that provide some imagining of a better future aviation environment.**

**This submission follows with several more pages.**

## 2.THE GRANDPARENT.

“It’s too noisy” says my granddaughter, we have played in the garden; for a while the children humming and separately engaged with finding and seeking, toys and swinging.....time for a cuddle and a story but it’s not long before she states the obvious. We can’t hear each other and we are on the same rug! Listening like this is hopeless. The planes win the day, as they do normally, we go indoors and make a racket with percussion and song instead! Rare Easterly Winds allow for some respite when landings at Heathrow arrive over Windsor to the West. We “worship” the East Wind and must put up with permission to listen when BAA arranges it.

**BUT:** People have to shout, children do it loudest, they are obliged to compete with planes, even in their homes for attention, but children’s voices go unheard and the UNICEF mantras with them. “The Rights of the Child” UN.

## 3.THE SPOUSE and HOME CARE- GIVER.

The mortgage is enormous, we are working hard to provide a “good enough “ home environment, but away we go to out of Kew Gardens noise environment town as often as we can. Making the most of our investment where peace in our private garden is all too often unobtainables, the expensive double glazing must remain closed to do its noise insulating job, the cellar is the part of the house that deserves our imaginative development, cool and quietly underground.....it was the air-raided shelter, now we need an “ air rage shelter”. We grimly agree on the injustices afforded by one Terminal Inquiry after another, 4, “no more expansion” , Terminal 5, noise won the argument against BAA, but “spurious” economics prevailed. The participation, local research and community representation for this long listening exercise took years off our lives to no avail if it’s findings are ignored at this point by Sir Howard Davies. Fully involving ourselves in the campaigns on behalf of families that want to live in this area, we became more mistrusting of many of our political leaders, nationally. But we were not captive, with a car and other places to explore and enjoy in peace we could recover from the dominance, somewhat.

Our global–travelling friends and family were, and are always glad that we lived near enough to Heathrow for a timely send off or greeting, but soon pleased to be on their way, sympathising with the short night period, the flouting of the Alternation pattern, stealing the quieter time from many a half day. The smell of aviation fuel sometimes, and the night-long roar of distant ground maintenance at the airport, almost 10 miles away! Their fares in no way pay towards any environmental impact restoration. The Right Price for Air Travel was the name of a common-sense European pressure group in the nineties, but the right price has yet to be calculated for the degradation of our open spaces, playgrounds and gardens is incalculable.

**BUT:** The price of a single ticket to New York could fund a day away from the overflying roar out to a quiet place for a whole community . (Soundscape Project, supported by The Aviation Environment Federation 2011)

#### 4.THE TEACHER and ACADEMIC ENVIRONMENTAL CHANGE RESEARCHER.

With more than 30 years teaching in State Primary School and Nursery settings, and Adult Education in UK and other countries it is the fundamental provision of an outdoor space for formal and informal learning at UK State schools that I am proud to boast of in other countries. Sadly it appears that Private Schools and even new “free schools” are not obliged to make this provision, Nurseries have to make minimal outdoor space available . Teaching the many school groups at The Royal Botanic Garden, Kew, for the last 15 years I discover that many visiting schools play lip service to the value of outdoor space, in some private schools there is no garden at all, and the basement is the only “playground space”. At Kew the children can behave like un-caged birds on arrival and seeing the open green around them. All are “Wowed” by the environment they cannot begin to take for granted. “Kindergarten” has not been taken on board in UK as the habitat for human children, although many Nursery pioneers worked for this fundamental right to fresh air and green growing space daily and year round.

In 1996 and 1997 I worked in many West London Schools as a supply teacher. Noticing the space around the buildings and being a member of Learning Through Landscapes Trust I was aware of the sensible moves nationally to make the most of the school grounds. I often queried the school policy on school grounds use. “ Do you use the grounds much for teaching and learning?” I asked in encounters with other staff members. “You must be joking!” was the frequent response. I needed to find out more, what a waste of facilities I thought, why is this happening and why do I not see the wonderful outdoor opportunities being promoted by LTL and other enlightened agencies throughout UK ? Many teachers, and headteachers were pleased that I was asking questions. In answering “It’s not very nice out there” and even, “ No-one in their right mind should have to stay out there” came as a shock response to my query. This was the stimulus for years of informal research and anecdotal findings that were usefully beginning to explain what it can be like out of doors with children at seriously overflowed school sites. None of the academic literature seemed to combine the known values of Outdoor Experience with the deficits of serious health, learning and behavioural impacts that I was observing. The Health Protection Agency documents on Children’s Environment stated the concerns I am expressing with reference to international research, and the guidance that children should be “protected from loud aircraft noise at home and at school” but omits any enforcement measures through National or Local Authority responsibility.

I liaised with local Education Authorities and was give free access to all schools to observe. I noted the adult and child behaviours, teaching strategies, time-tabling and alternative places used. I recorded interviews after the day-long observations when those in positions of responsibility, teachers, assistants and welfare officers deemed the outdoor environment just useless because the human voice, the appropriate medium of communication, was untenable. Sore throats, uncontrollable groups, miserable un-heard children at playtimes, children unable to hold hands for games, a skipping rope, or a ball because of the noise that provoked the vital use of hands over the ears during overflying, were some of the visible, but hitherto unreported consequences of aviation noise . “ 30,000 children in Hounslow Borough are affected with this degradation” declared Judith Petersen, Director of Children’s Services when she consulted me on the Impacts I was finding.

In order to contribute appropriately to the call for evidence for the Terminal 5 Inquiry I undertook an MSc course at Brunel University, in the Department of Geography and Earth Sciences. I completed the MSc degree, on Environmental Change with success in 1999, my subject, "The Influence of Aircraft Noise on Some Outdoor Learning Sites Near Heathrow Airport"

This document is available of course, in the T 5 Library and on CD or hard copy from me, or can be viewed at Brunel University, Uxbridge , Middlesex. I commend it to you. Briefly, I found diminishing use of the grounds up to 18 miles East and West of Heathrow because of Aircraft NOISE and "learned helplessness" (Seligman) prevailing among teachers, parents, governors, some of whom burst into tears when given the chance to describe the struggle they often had to teach effectively.

I submitted verbal evidence 3 times at the Public Inquiry, calling witnesses and drawing obvious focus to the predicament of children who obliged to attend school have no legal right to use their outdoor grounds (N.B.) But if they are using them, have NO legal respite from the aviation pollution that affects them seriously, and as yet no access or transport to alternative safe, appropriate outdoor settings. Vandermeer, the Public Inquiry Inspector phoned me to ask about the geography and history of the school sites I researched in order to make personal visits to see and hear for himself.

**BUT:** with this research behind me I have spent the last 15 years learning more and while still teaching out of doors at sadly overflowed RBG,Kew, have pioneered a project to enable school and pre-school groups to visit and make full use of quiet natural settings. These places, are NOT scheduled to be overflowed are not Silent, but near enough to reach in half an hour by Community Transport, have proved the possibility of compensating in some measure for the loss of the outdoor opportunities adjacent to school buildings, with natural sounds for listening experiences . This work deserves rolling out for all affected communities, funded by the Aviation Industry, conserving every possible location that offers some peace and quiet, birdsong, flowing streams, rustling undergrowth wind and rain, frost and clear open skies..... Supported by The Aviation Environment Federation for this pilot project, (Soundscape) they can be contacted for details.

## 5. THE INTERNATIONAL CHILD WELFARE REPORTER

In May 2011 I was invited to share my experience and research at the World Forum of Early Care and Education in Honolulu. Among experts who spend their working lives providing the best environments possible for human young I astounded them with my graphic and acoustic presentation of the conditions in which so many children in UK must play and learn. Unable to hear shared whispered wonder when, out of doors, one of the daily hundreds of jumbos roars over- head.

**BUT:** Perhaps some personal guilt, carried away by 800 delegates at the new awareness of environmental impacts on the global aviation pollution caused by air travel to and from Hawaii that year, will spread the cautionary warnings of environmental loss that is happening almost unnoticed, and certainly not accounted for in the future provision of what we really need for learning, health and happiness.

IN CONCLUSION, I am not addressing the rest of the headings, I remain a musician, a community gardener, a respite organiser, a tranquil natural setting conservationist, an experienced and active campaigner and the spouse of a victim of contaminated ice that fell from a BA plane over Kew Gardens.( 9-12-99, mentioned Parliament by our very supportive Jenny Tonge MP, so recorded in Hansard.) All these aspects of my life and my health are still very much affected by the aviation pollution but I will pursue positive solutions as long as I am able to make the aviation industry account for and compensate for the loss of quiet in our lives.

**BUT:** Peace and Quiet logos on Community Transport busses, daily enabling families and school groups to use and enjoy a NORMAL outdoor environment at conserved locations, at a small cost to the traveller, the flight provider or the Aviation Industry as a whole is what I am working to achieve and I trust you will help this happen by considering the evidence I offer here.

AS the grandchildren are arriving any minute to stay with us, I am withholding further evidence suggested by the other headings I planned to use. There is much more history and geography with which to inform you more fully from these several ordinary points of view. I am available and willing to contribute further if you feel I can help your understanding of our fears for the future impacts of aviation. There is nothing alive behind a jet in the sky I understand. Here and now there is still the hope that small areas of suitable habitat will support life on earth, in spite of air travel.