

Lisa Scott, scientist, and project manager speaking on behalf of

Charlwood Parish Council

DCO presentation 28FEB24

Thank you for giving me the opportunity to speak.

We expect to see business attendees, but I am impressed by the number of people who were not paid to be here, who have attended to object to this application.

We are experiencing the wettest, warmest February on record. We are in a climate emergency. Gatwick area itself made a new UK temperature record in 2022 of over 40 deg. UK citizens died because of this. Amongst UK fires, a housing estate in Dagenham blaze. Around 40 homes were destroyed, melted, they looked like cartoon houses. This touched me as it occurred about a mile from where I went to school. The fire singed houses across a dual carriageway, where 1000s of homes would have been destroyed had it taken hold.

The UK mostly escaped fires in 2023 but enormous areas of the planet did not. Country-sized land areas burned.

That should be enough. If it isn't, I will go on.

Charlwood Parish Council requests that this application is REFUSED. The application is out of line with the Government's own independent climate commission advice and smacks of short termism (with a mere 40 year life for the new runway), a lack of vision and a drive for profit at any cost. We have seen the results of the drive for profit above all else for example in the condition of our waterways. If a project is going to be done, it must be done properly, and futureproof, but we see endless shortfalls in this application.

With Manchester's 2nd runway, open for around 20 years now yet only operating to 10% of it's capacity, it is clear that the demand for more air travel is simply not there. Demand will reduce with the increasing number of people like myself, who choose not to fly. Many Businesses had the forced experiment of lock down to test the move over to virtual meetings. The significant cost savings made, means the business travel market has stagnated and will not increase significantly and probably not at all.

There is no need to expand the existing capacity at the airport GDP is increasingly being recognised as not the measure that reflects how societies' prosperity should be measured. Employment is no compensation for poor health. Putting all of our employment eggs in 1 basket is foolhardy.

If the application is approved, it is imperative that our community is not further disadvantaged and therefore we require to be party to the s106 agreement and conditions in line with the following statement be agreed and applied.

Our Parish is located in immediate proximity to the airport, flanking it on both the north and west, along side the runway and at the end of it. A new runway to the north would bring aircraft movements nearer to our homes and mean our residents are

impacted more significantly. We are already impacted in ways and levels not experienced by others. It is unfair and unacceptable to expect our residents to suffer ill health and reduced quality of life and reduced lifespans in the name of cheap travel.

A preliminary outline of a study in to just nitrogen dioxide in the RH6 post code area, according to Gatwick's own data (therefore a best case scenario) of emissions up to 2047, key findings demonstrate an anticipated increase in asthma, cardiovascular disease and premature death due to Nitrogen dioxide exposure. Air quality is known to have profound effects on human health and longevity and we require Gatwick to fully fund in perpetuity, an pollution monitoring program, with the results being made publicly available (full spectrum in order to future proof for future knowledge and understanding around the health impacts of air quality, like PFAS has been found for water).

On to noise pollution. A report in to the link between noise pollution and Cardio Vascular Disease was published just this week.

Our community suffers significantly from noise pollution. We therefore require an expanded and altered noise monitoring and insulation program, both funded by the airport in perpetuity and results being made publicly available. Noise monitoring locations should to be expanded to include currently unmonitored locations such as Hookwood. We are told that because Hookwood lies alongside the current emergency runway, we do not experience noise. I can assure you we already do. I have personally recorded noise spikes, 81dB in recent days, and up to 90dB in 2023 Hookwood where numerous times I have recorded 75dB. These peaks in noise occur not only in line with certain atmospheric conditions, but also regularly there is a spate of just 2 or 3 extremely loud jets at around 06.30 on Sundays, followed by a move to quieter take offs. This is enough to wake residents enough that they cannot get back to sleep. For many residents, this rest period on a Sunday is crucial for their productivity at work. This will only be further exacerbated by more flights. In a report published this week, the link between noise and Cardio Vascular Disease and noise was made.

Mean noise is an inappropriate measure.

We heard earlier regarding an offer of no night flights on the new runway, we would request this but to apply to both runways, or at least no night take offs between 23.30 and 06.30.

Compensation for residents must be more creative in the range of measures, including in the form of air to air heat pumps which have the capability provide the dual support of ventilation / air conditioning in summer for residents unable to open windows in hot weather due to the noise, and to clean the air coming in to resident's homes.

There is a lack of capacity at local hospitals should there be a major incident, is a serious concern. A flight attendant has explained to me this week how fire engines attend sick passengers instead of ambulances.

Our residents are already impacted by road congestion generated by the airport. An estimated 9 – 11% of additional airport road traffic that is projected to travel through our Parish.

In order to help minimise increased congestion caused by local traffic, by enabling local and short journeys to be safely completed on foot or by bike, we would require significant renovation / upgrade to all local pavements so that they are in mint condition. Where possible, this should be to LTN120 standard. Additionally, where there are 'broken' pavements, meaning the connection between homes / conurbations is not complete, these need to be connected. Examples of such locations include 2/3rds of a mile between Hookwood and Charlwood, and linking the residencies on the periphery of Charlwood to the village center. Ifield Road, Russ Hill and Stan Hill, and along Millfield Road, where the public footpath along the River Mole near Gatwick Museum should be extended to meet the road / pavement.

A rebuild of the junction of A217 and Mill Lane to traffic light controlled, and right turn allowed out of Mill Lane, needs to be funded. This will do some way to mitigate the estimated 9 – 11% of additional airport road traffic that is projected to travel through our Parish. Within the airport boundary, we require the provision of pavement along side Perimeter Road North, linking Povey Cross with North and South terminal. The trees along here to be kept cut back. This route from Povey Cross is an easy walk for residents, and could be for many more if the pavements were upgraded as required above, allowing commuters and employees to safely walk / cycle to the airport.

The barrier at Povey Cross itself must remain in place and limited to its current accesses (increased busses would be welcomed).

We require the airport to provide at least a £5m infrastructure fund for Charlwood and Hookwood, to enable the Parish to implement future projects that are identified as suitable mitigations to impacts caused by the airport expansion that may not yet have been identified.

In addition, funding must be provided for the upgrading of the popular pavement / path from Longbridge Roundabout to South Terminal to LTN120 standard. The amount of use this path receives is already high, but could be significantly higher if the path were widened and the surface were renewed so it can be used to its full capacity. It is imperative that this much used path remain for use by active transport users as it maintains the off-road link from the Westvale Park housing estate in to South Terminal. A vital commuter and employee route.

The Parish Council also requires a fit for purpose, direct access option for pedestrians and cyclists from Longbridge Roundabout to North Terminal. The current muddy, narrow public footpath is not fit for purpose and there are safety issues. An out of road cycle access must be re-established to North Terminal where currently, cyclists have to use the main roads and roundabout, along with all North Terminal traffic.

For the construction phase we see little in the way of HGV routing control or dust control. Our residents must be protected from unnecessary increases in HGV movements, and the associated increase in dust. Therefore we require all HGV routes to be controlled and vehicles directed away from our rural roads. HGVs that

are construction traffic are heavier than average. A significant fund must be provided to councils for the maintenance, upkeep and upgrade of our roads, in particular our rural roads.

An ingress of temporary construction workers would have a negative and disruptive impact on our housing stock and community, this is seen worldwide. Where will these construction workers be housed?

This application would also drain the construction workforce from the Green and retrofit activities that need to be performed across the country in order to meet our legal requirements for reducing carbon emissions from buildings.

Holiday parking by both private car drivers and by parking companies, plus mis-use by taxi drivers is a scourge in our Parish meaning yellow lines everywhere and resident's visitors have no-where to park, yet taxi drivers routinely ignore the restriction as they simply drive off when a parking enforcement officer arrives. Drivers use the verges and woodland as a toilet and litter bin. In order to address the serious anti social behaviour exhibited by taxi and pick up drivers, we require the airport to work with local councils to fund, in perpetuity, the policing of littering and illegal parking. Ideally this would be done by ANPR in association with appropriate parking controls.

The Parish Council fully supports the objections by other councils on comments, for example, air pollution from Reigate and Banstead Borough Council.

Thank you, please say not to this application.