

From: Lisa Scott
Sent: 15 July 2024 15:27
To: Gatwick Airport
Cc: Trevor Haylett
Subject: Charlwood Parish Council responses to ExA further written questions

Dear Inspectors,

Charlwood Parish Council hereby submit our comments.

CC.2.1 Scope 3 emissions are the result of activities from assets not owned or controlled by the airport, but that the airport indirectly affects in its value chain. As such, in the case of Gatwick, examples of this can include the burning of fuel by airlines hosted by the airport, transporting waste from the airport to disposal sites, as well as fuel burned for ground transportation of passengers and crew. It can include the emissions footprint of in-flight food, and of single-use consumables (e.g. plastics) used.

Sustainable Aviation Fuel introduces further complexity to airport scope 3 emissions, where the increase in deforestation as a result of increased area demanded for cultivated land adds to the emissions caused by use of fertilizers for the production of SAF.

By expanding via the construction of a new runway, Gatwick is not simply inviting more Scope 3 emissions. It makes these emissions absolutely necessary to the operation of the new runway.

Without these emissions the runway can simply not operate. We live in a globalised, interconnected industrial society where no human activity or commercial endeavour works in isolation from the rest of the industrial complex. Airport expansions are often championed as boosts to the overall economy - and this is correct, because of the immense role which transportation plays in boosting almost every other economic sector which exists, and therefore the emissions which these sectors produce. The case of Finch vs Surrey County Council clearly demonstrates that the time has now come where impacts from all projects come full circle, just as emissions circle our planet, whoever, whenever and wherever they were originally produced.

HW.2.1 The overheating of properties is a serious concern for local residents. Charlwood is already a recognised hot spot, being the first place in the UK to break the record temperature in 2022 of 40.4 deg C. In response to the applicant's admissions that the proposed mechanical ventilation systems proposed will not be sufficient to address the need of residents to open their windows on the hottest days.

As a mitigation, it has been proposed that the Applicant provide air to air heat pumps for residents within the affected residencies.

CU.2.5 Charlwood Parish Council challenge the reasoning for not providing a public footpath. The proposed location is within a 30 mph limit area. This crossing at the Horley Road would enable a circular walk, which would be accessed, connected from the Ifield Road, where I gathered from the previous ISH, there would be a connected path to the river, answering one of the Council's question.. Suggesting it would create a parking issue is a poor excuse as it would be a walking route from the village. Plus, there is parking available a few yards further along in the residential area of Perrylands.

NV.2.4 Charlwood Parish Council would help support the implementation of insulation options unless managed by another authority.

NV.2.8 Parish councils should have the ability to trigger extraordinary noise reviews.

RES.2.2 Charlwood Parish Council requests Exa to consider the increased emissions generated by the removal of waste under CC.2.1, above (Finch vs. SCC)

TT.2.11 we would welcome the additional crossing over the A23

WE.2.2 Overflowing of sewage from Horley sewage treatment (raw effluent coming in to the site exceeds storage capacity and flows out from the storage tanks on site, on to a public footpath and recreation area. This 'overtopping' has occurred around 9 times during the past winter.

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Lisa Scott
Charlwood Parish Council
(Chair)

Every action, every choice, every decision.