

From: Lisa Scott
Sent: 07 August 2024 20:31
To: Gatwick Airport
Cc: Trevor Haylett
Subject: IP no.20042180 response to Inspectors question ISH 9 compensation for residents leaving the area

Dear ExA,

In response to the offer of £41,000 (reportedly raised to £46,000 in updated but so far unseen applicant document - increased 'due to inflation'), to home owners who feel they cannot remain in their current home if the airport expansion is allowed. Inspector Cassini asked for something more specific regarding what level of assistance / compensation should be provided by the airport in these cases.

I have spoken to an estate agent specialising in the local area who has provided the following comments:

To put the offer in to context, the average house price in Mole Valley is around £690,000, but there is a broad range, so in order to be fair, the offer needs to be equation based. Giving a fixed price is unfair to people with larger houses, and a windfall for people with a £375k semi in Perrylands... or a £250,000 flat in Windacres. Typically land deals, strategic etc. is % based to keep it fair and uniform. In fact I believe Gatwick had 2 tiers previously...

20% above OMV (Open Market Value) for compulsory purchase
10% above OMV for "discretionary" purchase

Evidence:

We understand discretionary purchase was for people (like the owners of Moat Barn, Ifield Wood, who had a letter from Gatwick confirming as recently as 2017) who did not fall under compulsory purchase but whose life became unbearable with the changes and chose/elected to move.

value of offer:

If someone has a house worth £1million, their stamp duty to move to an identical priced house is £41,250 !!!

The following houses are currently on the market in Charlwood alone:

- A 5-bedroom detached house on Horley Road is listed at £900,000.
- A 3-bedroom semi-detached house on Norwood Hill Road is priced at offers over £500,000.
- A 4-bedroom detached house on Swan Lane is listed for offers over £799,950.
- A 2-bedroom semi-detached house on Beggarhouse Lane is listed at £744,000.
- A 7-bedroom manor house on The Street is listed at £1,500,000.
- A 4-bedroom detached house on The Street is priced at £675,000.
- A 6-bedroom bungalow in Charlwood is listed at £1,250,000.

The loss in value of the house, will be dependent on how impacted it would potentially be, arguably it could be as much as 10% with the new noise contours. The estate agent has many

examples of houses in Partridge Lane near the flight path, where agents have priced them according to expected market value of that property and not taken flightpath into consideration and they have sold for considerably less than the asking price.

direct costs of moving house:

- Conveyancing and searches (legal fees and disbursements) typically around £2k for the sale and £2k for the purchase based on the average house price in Mole Valley.
- Estate agency fees at 1.5%+vat
- Removals assume a few thousand
- People could be tied into their mortgage on a fixed rate which means they may have an early repayment charge if they cannot port the mortgage across to the new property.
- Survey at £400
- Arrangement/broker fees to sort the new mortgage or porting across
- stamp duty on their onward purchase capped at the value of the property being sold

House Price should be based on what it would have been worth prior to any airport expansion. This is easy to identify using SOLD prices and the Nationwide House Price Index.

Comments: fixed price seems bonkers to me as lawyers, agents, stamp duty are ALL price banded... they are not fixed costs and that all relates to the house price. It is not fair that someone who has a £1.1million house gets a pittance of their inconvenience remunerated when at that level it was most likely their forever home, but someone in a 1 bedroom flat, which was a stepping stone to greater things, get's a windfall in my opinion.

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Lisa Scott
Charlwood Parish Council
(Chair)

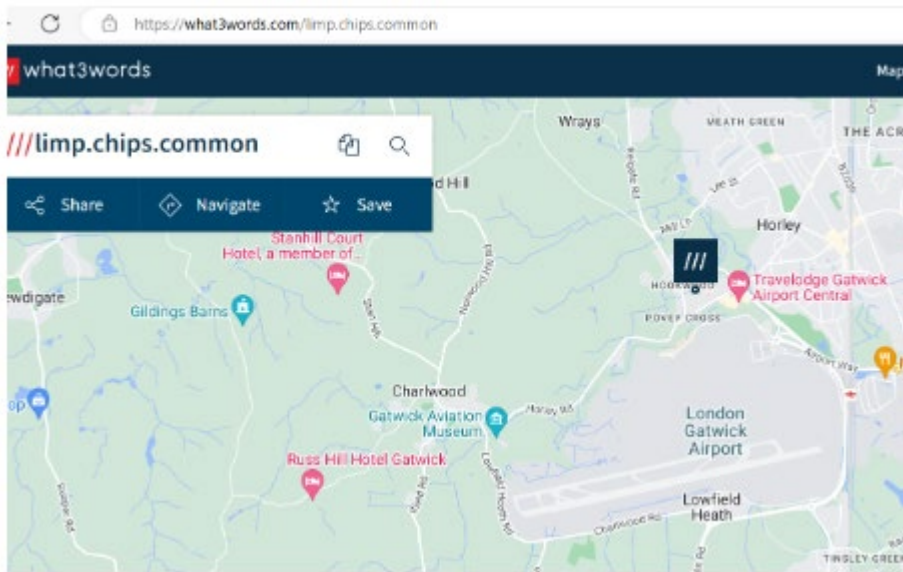
Every action, every choice, every decision.

From: Lisa Scott
Sent: 07 August 2024 21:38
To: Gatwick Airport; Trevor Haylett
Subject: IP no.20042180 response to Inspectors question ISH 9 ground noise evidence in Hookwood
Attachments: sound glazing.pdf

Dear Inspectorate,

Noise insulation scheme: the Applicant is offering glazing which reduces noise by (I believe they said) 35dB, I feel this is inadequate. Even with double glazing from the previous scheme, I can be woken by loud flights. I request that a higher specification glazing is offered, for example this, attached, which offers a number of options between 45 - 54 dB noise reduction.

In response to request of evidence of ground noise experienced in Hookwood, which lies alongside the airport [REDACTED]



I provide the following evidence collected over a period of time:

28 Jan 2024



17 Feb 2024



22 Feb 2024



04 March 2024



15 Marh 2024



estimate Sunday 29 Oct 2023



Sunday 06 Feb 2022



29 Oct 2023



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Lisa Scott
Charlwood Parish Council
(Chair)

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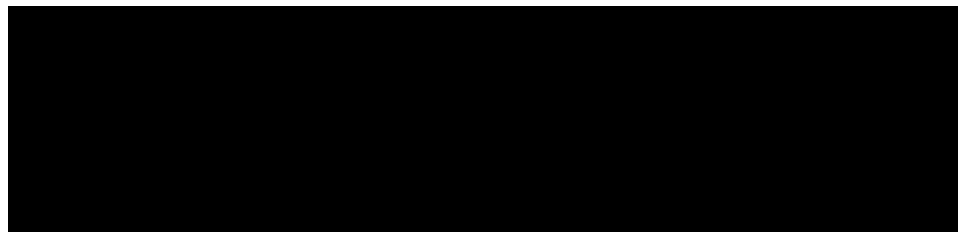


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Why choose us?

The green retrofit design for your entire home is a holistic design process with integration of retrofit measures into an optimized package, giving you more savings on both initial investment and post-retrofit energy bills, compared to home retrofit with individual technology.

Incorporating our Building Energy Retrofit Services is a strategic investment that goes beyond immediate cost savings, offering a comprehensive transformation for your property, with the following benefits:



Retrofit investment saving



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Carbon emission reduction



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Explore a tailored retrofit solution using our innovative all-in-one GRID tool to calculate the comprehensive energy, carbon and economic performance rapidly and accurately.

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Find our local ARC builder who is expertly trained by us to implement your retrofit project step by step according to our bespoke design.

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Qualify your post-retrofit performance with EPC certificate enacted by the UK government, and PR-BPC certificate by the A.R.C Retrofit solution Ltd.

Step 4: Maintenance management

Sign the Contract to hire us to manage your personalised maintenance service to protect all your energy products within warranty period.

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Now you can enjoy the energy-efficient home without concerning energy bill increase. And you can enjoy it knowing that this quality will last.

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Deep energy retrofit



Passivhaus retrofit



Cost-optimal retrofit



Building electrification



Historic building retrofit

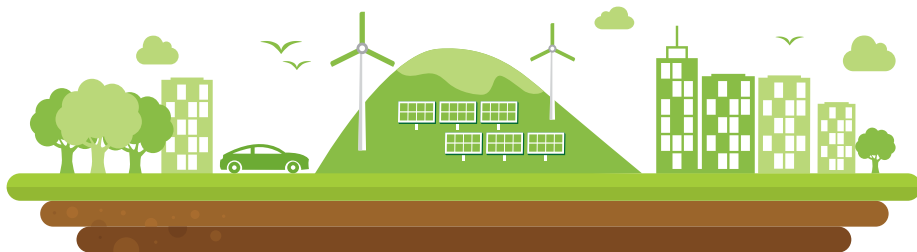


Zero energy/carbon retrofit

The GRID tool



The GRID tool, a cutting-edge solution designed to streamline and enhance the evaluation of retrofitting options with unparalleled speed, affordability, and accuracy. Our software excels in swiftly computing over 870,000 retrofit combinations, delivering comprehensive performance metrics within approximately 10 minutes, all with an accuracy rate of $\pm 5\%$. The primary purpose of this tool is to assess and optimize various retrofit scenarios, taking into account user-specific requirements, objectives, psychological goals, and constraints. Key functionalities include calculating energy reduction rates, carbon reduction rates, energy bill savings, initial investment, discounted payback periods, AROI (Annual Return on Investment), and more. Tailored for both commercial users, such as homeowners, builders, building investors, and construction companies, and non-commercial users, including academic and institutional users, The GRID tool offers an intuitive and efficient platform for making informed retrofit decisions.



Our bespoke technologies

DualVac™ Super-Insulated Glazing



Experience unparalleled thermal performance, noise reduction, and enhanced security.

Specifications:

Thickness 28-44 mm **U-value** 0.22 W/m²K

Visible Light Transmission 62%

Acoustic Reduction (RW) ~49 dB

Lifespan 10-25 years

SolarVue™ Window Electricity Generation System



Harness the power of the sun, generating renewable energy while optimizing thermal performance. Transform your windows into a dual-function solution with SolarVue™ – redefining sustainable living in a glance.

Specifications:

Thickness 28-44 mm **U-value** 0.4 W/m²K

Visible Light Transmission 31-55%

Nominal Peak Power Output 43.1-87.5 Wp/m²

Low-e coating **Acoustic Reduction (RW)** ~45 dB

Lifespan 10-25 years

SolarSeal™ Window Heating System



An elegant and energy-efficient renewable space heating glazing technology to discover a new era of sustainable living.

Specifications:

Thickness 28-44 mm **U-value** 0.4 W/m²K

Visible Light Transmission 31-55%

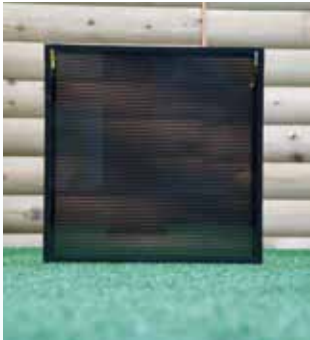
Nominal Space Heating temperature 50 °C

Nominal Peak Power Output 36.6-74.4 Wp/m²

Low-e coating **Acoustic Reduction (RW)** ~45 dB

Lifespan 10-25 years

BiSolarVue™ Bifacial PV Window System



Transforming Light into dual Power generation and Discover the future of sustainable design with BiSolarVue Bifacial PV Vacuum Glazing.

Specifications:

Thickness 28-44 mm **U-value** 0.35 W/m²K

Visible Light Transmission 11-34%

Nominal Peak Power Output 69.0-140.0 Wp/m²

Low-e coating & Reflective coating

Acoustic Reduction (RW) ~54 dB

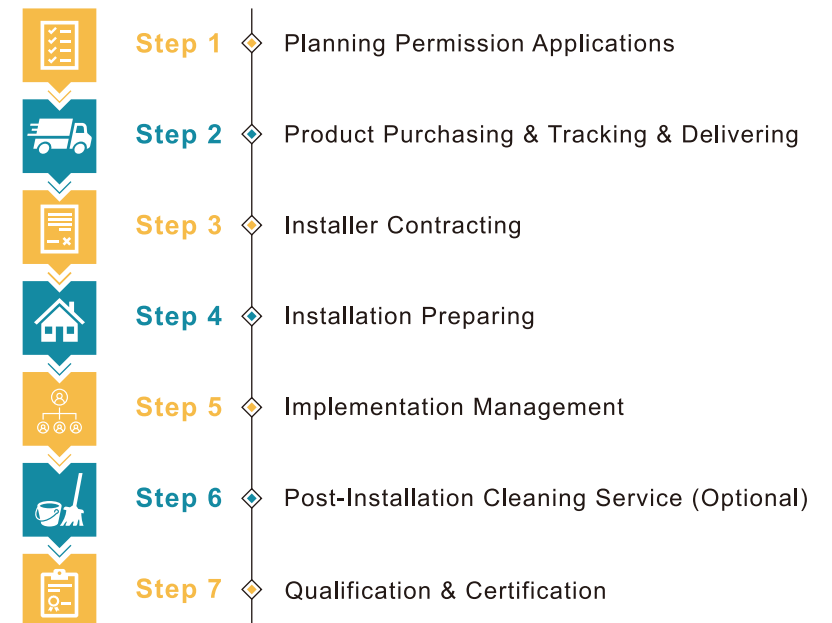
Lifespan 10-25 years



Product ranges



Navigating the Stages of Project Management





Post-retrofit Maintenance

Our Comprehensive Post-Retrofit Maintenance Services – Your Assurance for Long-Term Energy Efficiency and Peace of Mind.

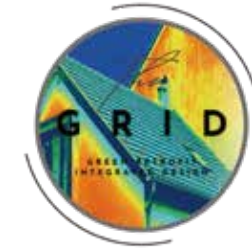
1. Post-Retrofit Lifetime Maintenance Services:

From routine inspections to proactive maintenance measures, our dedicated team is committed to maximizing the longevity of your energy-efficient investments.

2. Replacement Services within Warranty Periods:

Leveraging the warranty coverage, we provide seamless replacements, minimizing downtime and ensuring that your energy-efficient systems consistently meet their performance benchmarks.

By choosing our post-retrofit maintenance services, you not only safeguard your energy-efficient systems but also invest in a partnership that prioritizes the long-term success of your sustainability initiatives.



From: Lisa Scott
Sent: 07 August 2024 22:08
To: Gatwick Airport
Subject: IP no.20042180 response to Inspectors question ISH 9 information of air to air heat pumps

Dear Inspectorate,

In response to your request to me to provide further information regarding air to air heat pumps.

The applicant is offering mechanical air ventilation in order to help address overheating in homes impacted by airport noise and unable to open their windows. In the recent consultation, the airport stated that the offered mechanical ventilation machines will be insufficient to provide adequate ventilation on the hottest days. It is not expanded whether this has taken in to consideration climate change and the fact that residents will suffer increased heat in the future. I requested that the ventilation offer is extended to air to air heat pumps. These use very little electricity and are able to act as air cooling units when required. Therefore residents would not need to decide what will cause lack of sleep at night: overheating or the noise of aircraft.

The units, each capable of cooling several rooms, have a starting cost from around £1500.



Heating Your Home

Cutting Your Bills

Living Smarter

Driving Electric


The complete guide to air-to-air heat pumps



Written by
[Tom Gill](#)



Reviewed by
[Christopher McFadden](#)

Updated on
 4 June 2024

- Depending on the type and size of system, air-to-air heat pumps cost between £2,400 and £8,800
- They can easily double as air conditioning units in summer
- The Boiler Upgrade Scheme doesn't cover air-to-air heat pumps

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Lisa Scott
Charlwood Parish Council
(Chair)

Every action, every choice, every decision.

From: Lisa Scott
Sent: 07 August 2024 22:19
To: Gatwick Airport
Cc: Trevor Haylett
Subject: Re: Charlwood Parish Council response to HW.1.5
Attachments: HW.1.5 ISH9 action 19.docx

Dear Inspector, ISH follow up action item 19, IP 20042180

During ISH 9, when funding for local authorities was discussed, I requested that Charlwood Parish Council to be party to, or party to the discussion of the S106 agreement. JLA felt time was too short for this to be instigated and it was therefore requested to continue to act separately and that Charlwood Parish Council resubmit their justification for request of £5m mitigation fund to cover very local infrastructure upgrades to help mitigate the very localised impacts that would be experienced uniquely by our Parish.

Please find the document attached.

Lisa Scott
(Chair)

Interested Party number 20042180

Funding for Future Mitigation The ExA notes that Charlwood Parish Council within its WR [REP1-125] has requested GAL to provide a £5 million infrastructure fund to implement future projects that are identified as suitable mitigations to impacts caused by the airport expansion that may not yet have been identified. Can Charlwood Parish Council provide more information in respect of impacts it considers may not yet have occurred and what projects the monies are likely to be required for? Please also provide a summary of how the figure of £5 million was arrived at.

GAL forecast 9 – 11% of additional road traffic will pass through Charlwood Parish. Such an increase will increase the risk of danger particularly to vulnerable roads and will certainly be a deterrent to residents wishing to walk, cycle and ride their horses around our roads and country lanes. There are a number of public footpaths and bridleways which become unusable in winter, forcing users on to the road network. If the roads are too unsafe or too oppressive for vulnerable road users to use, our community will be further impacted. Resurfacing of our public footpath and bridlepath network will provide safe commuting and leisure routes for residents who may no longer feel safe riding on our roads and lanes due to this increased traffic.

Driving standards around the airport are notably lower than average due to the fact that people travelling to / from the airport may not be familiar with driving on UK roads, and are often pre-occupied with reaching the airport in time for their flight, or worrying which car park or terminal they should be heading for (people regularly stop on the motorway hard shoulder to check terminal). With funding to enable land purchase for additional rights of way, a fully functioning and effective network could be available to provide an alternative to car use.

Car use will otherwise further increase as current pedestrians and cyclists are pushed in to car use for an increasing proportion of journeys.

The figure of £5m comes from forecasting cost of overhaul of non-motor traffic routes plus additional funding for purchase of land to provide additional routes and for ongoing maintenance.

Upgrading a bridlepath surface has a cost of £48k per mile

We have approximately 15 miles of bridlepath £720k

Upgrading a public footpath surface has a cost of £24k per mile

We have approximately 40 miles of public footpath £960k

Installing a new pavement has a cost of 224k per mile

We have approximately 10 miles of missing pavements £2.2m

Installing new shared use walking & cycling path has a cost of £150k per mile

We have approximately 6 miles of pavements that have the potential of being upgraded to shared use (statutory standard, e.g. LTN120) in the nearby vicinity, plus numerous other stretches further away but would provide locals with out-of-road options, £900k

Overall £4.7m + maintenance budget