

From: [REDACTED]
To: [Gatwick Airport](#)
Cc: [REDACTED]
Subject: Interested Party Reference number: 20042180
Date: 09 June 2025 17:00:00

Charlwood Parish borders Gatwick airport on two sides, hence our residents are impacted directly and in many ways, some of which are not felt by others and we hope you will accept our request that you REFUSE the application.

The Parish Council does not feel the proposal will bring benefits that would outweigh the damage that would be caused.

It is widely acknowledged that airport expansion:

1. takes tourism money out of the country to a greater extent than which is brought in.
2. increases cost to the NHS and economy due to ill health from respiratory, oncological, cardio-vascular and other pollution-induced illnesses
3. is incompatible with our urgent need to reach net zero. The longer we take to reduce our emissions, the higher the level of future damage will be and the higher the cost. This increase is exponential not linear.
4. there is no identified way to mitigate the external air pollution that our residents will be forced to breathe outside of their homes
5. following the approval of London City Airport to increase the number of business flights, there is now an even further reduction in business travel demand from Gatwick
6. the compensation for local residents for increased noise and disruption to daily life is woefully inadequate
7. The Parish Council does not believe there is sufficient capacity on the rail network to enable a 54% passenger travel mode. We draw your attention to the detailed explanation in the objections from Salfords and Sidlow Parish Council.
8. Gatwick appears to be single counting car journeys but double counting journeys by bike? The 54% does not appear to be achievable and should be required to be on-going

If the application were to be approved we require the following conditions:

1. 10% of additional road traffic is expected to travel through our Parish, Our rural roads will become more dangerous for cyclists and there are many roads without pavements. Therefore a £5m fund for local non private-vehicular route infrastructure e.g addition of pavements where suitable, for surfacing of path and bridlepath networks and bus stop installation to make them usable in all weather. Without improvements and upgrades we anticipate a reduction in active transport use due to increased road danger. In order to prevent this reduction in active transport. Justification for this sum was provided to the ExA upon their request and no additional query was raised, so we expect this request is approved.
2. building of a sewage treatment facility on site. It is common local knowledge, and available from any internet search engine that Horley Sewage Treatment Works (where the effluent from part of Gatwick airport is taken) is unable to cope with the current level of sewage the site receives. In rainy periods, it overtops untreated sewage effluent on to the public highway, in to homes and gardens, public footpath and public recreational area several times each winter. The site has been on national news including just this week. Our MP, Chris Coughlan, is involved in supporting residents.
3. an overhaul of the noise envelopes including for residents impacted by ground noise,

and provision of A2A ASHP and triple glazing for a far wider area. We acknowledge there is an improved offer, however, this does not cover a sufficient area and misses a significant number of Hookwood households - it is requested that this envelope be widened to the north to cover properties as far north as the Hookwood Roundabout.

4. in line with point 3 above, provision of A2A ASHP will provide air purifications to resolve internal air quality issues

5. compensation equivalent to the cost of house sale, legal fees and removals etc. and loss of property value plus 20%, for residents who feel they can no longer live in the area and feel forced to move away.

6. The compulsory purchase of the highway section from Longbridge Roundabout to South Terminal is unacceptable. This is a vital section of SAFE shared use infrastructure that enables shift workers and commuters to reach Gatwick and the train station (transport hub to London) during the hours of darkness. This stretch requires upgrading to bring it to lvt 1/20 or similar standard. It would not be safe for people to use the proposed route through Riverside Park, so the meeting of the 54% active transport will not be achievable.

7. it is not acceptable to expect pedestrians and cyclists to cross the road at the major traffic roundabout at North Terminal. This needs a signalised crossing and they will be crossing multiple lanes of fast moving traffic.

8. the active transport route via North Terminal and Povey Cross must be formalised in order to link with the A217 shared use path to Westvale Park and Reigate

9. Appropriate funds to be provided by Gatwick for the local area rail network in order to enable expansion of Croydon stations to accommodate 12 carriage trains and upgrade of signalling. 'Premium' pricing on the Gatwick Express should be addressed in order to free up unused capacity.

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Lisa Scott
Charlwood Parish Council

Every action, every choice, every decision.