

## Reigate Police Station closes with a concrete problem

20 October 2023



Officers and staff are being moved out of Reigate Police Station following the discovery of dangerous crumbly concrete inside the building. The move leaves CCTV of public spaces in Mole Valley unmonitored.

The public-facing police counter will also move to Caterham Police Station from Monday, October 30. Surrey Police said it carried out an investigation of its buildings for the presence of Reinforced Autoclaved Aerated Concrete (RAAC) in September after the national scandal broke following its discovery in schools.

No specific timeframe is provided for how long officers will be moved from Reigate, as it depends on finding a permanent resolution for the issues with the building. The Police and Crime Commissioner Lisa Townsend said the move would be “A challenging time for our policing teams.

Structural engineers confirmed RAAC was used in the construction of Reigate Police Station. Distressed RAAC can suddenly collapse with no apparent warning. The majority of the dangerous concrete at the station is said to still be in good condition and is not an immediate risk but one external area was showing signs of distress – Surrey Police said in a release issued after questions from the Local Democracy Reporting Service.

The force immediately relocated staff and officers from the area in immediate danger, on the advice of engineers, to elsewhere in the police station, and installed supports to reinforce the roof. According to Surrey Police, this has now been signed off and can be reoccupied.

Engineers have also been instructed to carry out weekly checks on the rest of the station in order to allow its neighbourhood policing team to operate out of the station “until a longer-term solution can be found”. The public-facing police counter will move to Caterham Police Station from Monday, October 30.

The station also monitors the public spaces CCTV camera for Mole Valley District Council. Surrey Police said it will no longer be able to continue this service with discussions ongoing over “potential technical solutions”. A public consultation has also been launched on the future provision of CCTV in the area.

Police and Crime Commissioner Lisa Townsend: “I want to reassure our local communities across East Surrey that plans are already in place to ensure the policing service they receive will not be affected by the situation at Reigate Police Station. The safety of the public and our officers, staff and volunteers must be the most important consideration and I fully support the prompt action being taken by the force to vacate the majority of the building.

“This, of course, is a temporary measure, and my office will work closely with the chief constable and his team to ensure that we can find a long-term solution for the future of our Eastern Divisional HQ as quickly as possible. This is a challenging time for our policing teams based at Reigate, but they are incredibly resilient in the face of adversity, and I want to thank them all on behalf of the public for their patience and understanding whilst we deal with this issue.”

Other police teams will work remotely or from alternative sites where possible. The police insist the changes will not impact service levels expected from the force.

Temporary assistant chief constable for local policing, Alison Barlow, said: “The health and safety of our staff, officers, volunteers, and the public is of paramount importance and the force responded swiftly following the identification of RAAC at Reigate Police Station.

“In the short-term some teams, including our Neighbourhood Policing Teams, who spend much of their time away from the police station patrolling and attending calls for service, remain in the area of Reigate police station with prop-supports in place whilst longer-term options are explored, and those teams who are office-based and can work remotely or from another police site are being supported to do so.”

[Surrey Police’s counter service in Epsom is located during normal business hours only within the Town Hall, The Parade, Epsom. Reigate Police Station’s counter-service was open full-time, so from now out of hours personal attendances will have to go to Caterham or Staines or Guildford.]

## Thames Water rebate

20 October 2023



Thames Water has been ordered to pay back more than £100million to its customers by regulators.

Water watchdog Ofwat ordered the under-performing company to return the money following a string of failings, it announced today, September 26.

The rebate follows its assessment of Thames Water’s performance with customers seeing the results on their bills next year. Ofwat’s decision was published in its annual Water Company Performance Report, which rates companies based on pollution incidents, customer service and leakage.

Targets are set to incentivise water companies to deliver more for customers and the environment, Ofwat’s report read. It added: “Where they fall short, we reduce the amount of money companies can collect from customers.” On Thames Water customers receiving £100 million back next year, it said: “While that may be welcome to billpayers, it is very disappointing news for all who want to see the water sector do better.”

David Black, Ofwat chief executive said: “The targets we set for companies were designed to be stretching – to drive improvements for customers and the environment. However, our latest report shows they are falling short.” He added: “It is not going to be easy for companies to regain public trust, but they have to start with better service for customers and the environment. We will continue to use all our powers to ensure the sector delivers better value.”

It is yet more bad news for the firm following the report in July that found Thames Water among worst in country due to standout levels of pollution and poor monitoring left it joint last among the country’s “very disappointing” water and sewerage companies.

Thames Water is the largest water company in the country and serves 15 million people including many in Surrey and Kent. It is owned by a consortium of pension groups and sovereign wealth funds and, in 2023 reported an annual loss of £30.1 million.

Environment Secretary Therese Coffey has now written to Thames Water informing it to expect a meeting in order to scrutinise its improvement plans.

A spokesperson for Thames Water said “Our customers expect a great service from us every time, and we’re sorry when we fail to deliver at the first opportunity. In 2022-2023 , we met 55 per cent of our annual performance commitments.

“While it is our job to deliver our services whatever the weather, our performance last year was severely affected by the summer drought and December freeze/thaw event. In March this year our shareholders injected £500million of new equity into Thames Water to help fund improved operational performance. Our

shareholders are willing to provide a further £750million of equity funding before 2025, subject to certain conditions.

“They also acknowledge that additional equity funding, indicatively of £2.5billion, will be required during the next regulatory period, 2025-2030, to further improve operational performance and financial resilience. This is the largest equity support package ever seen in the UK water sector and underscores our shareholders’ commitment in delivering Thames Water’s turnaround and life’s essential service for the benefit of our customers, communities, and the environment.

“Our turnaround is already delivering performance improvements. Our complaints fell by 28 per cent, the second consecutive significant year-on-year reduction and we have seen improvements in several key performance commitments including a reduction in sewage discharges, internal sewer flooding, and sewer blockages.

“We’re making progress and we’ll continue to engage and work with Ofwat as we implement our plan. We’re determined to do better for our customers and the environment.”

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Image: Hogsmill river in Ewell where there were sewage leaks.

# Another Surrey Local Plan Pauses

20 October 2023



The towns, villages, and open spaces that will take the brunt of **Surrey Heath Borough Council**’s 6,000 new homes will be kept under wraps a little longer after the local authority kicked its housing plan into touch.

It is the second time this year the council has paused its local plan after announcing in February it would hold off until after housing secretary **Michael Gove**’s long-rumoured but never seen planning changes take effect.

Now the council is blaming the “economic climate” and the need to develop a strategy for Camberley town centre – which has been hit by the £79 million loss in value of the Camberley Square and House of Fraser sites.

It has said it will now “review the timetable for the remaining stages of the Local Plan process, known as the Local Development Scheme”.

Surrey Heath Portfolio Holder for sustainable transport and planning, Councillor Alan Ashbery said: “The council is committed to delivering the best local plan for our residents, while giving maximum protection to our highly valued green belt and special protection areas.

“Given the current economic climate, more time is required to review key policies and undertake further work to support the development in Camberley town centre. Once these important pieces of work have been completed, a new local development scheme will be published. This will set out dates for the remaining stages of the process, including publication details prior to submission to the Secretary of State.”

The original draft in February was to deliver 6,213 homes up to the year 2038 – with more than 1,000 lined up for green belt sites. That left 2,700 homes, once those that had already been granted planning permission but had yet to be built were discounted.

The council’s draft outlined where housing could be built – this includes employment, commercial, recreation and green spaces and was drawn up following consultation with residents and businesses in 2022.

After the February delay, it was due to submit a final draft for consideration in November 2023 but this has now been delayed again, the council said, to allow further work to be carried out.

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# Gove gives Tandridge a severe telling off

20 October 2023



An “extremely vulnerable person” with poor mental health suffered “aggressive” and “intimidating” behaviour at the hands of **Tandridge District Council** staff.

The unacceptable behaviour has led to the secretary of state for communities, **Michael Gove**, to write to the council to formally warn that he be taking “a personal interest” in how it delivers for residents.

Levelling Up secretary Michael Gove wrote to the local authority after an investigation by the local government watchdog found the behaviour of a housing officer amounted to severe maladministration.

According to the **housing ombudsman's** report, the resident as well as an independent mental health advocate said the housing officer's approach was "aggressive and intimidating" and that "she had never been spoken to in that manner in all her years in the role".

This carried on until the housing officer left three months later.

The ombudsman ordered the council to apologise to the resident in person, pay £1,000 in compensation and review its Vulnerabilities and Reasonable Adjustment policies.

Mr Gove, writing to Tandridge Council's chief executive David Ford in August 2023, said: "I write following a finding of severe maladministration by the Housing Ombudsman for your failure to abide by duties under the Equality Act 2010 or act in accordance with your own safeguarding policy. In this case you failed an extremely vulnerable resident.

"Her case was not referred immediately, as it should have been, to the relevant support services. The behaviour of a member of your staff towards both the resident and the mental health advocate supporting the resident was described as aggressive, intimidating and neither appropriate nor solution focused.

"This is not acceptable. Your residents should expect their concerns to be taken seriously, for reasonable adjustments to be made where appropriate, and that an investigation of any complaint should be fair. Residents, particularly those who are vulnerable, should expect that their needs are understood and acted upon."

He added: "I will take a personal interest in how you deliver your responsibilities to your residents."

**Richard Blakeway**, housing ombudsman, said: "At the heart of this case, there were three different officers involved, but none took appropriate action. Failure to appropriately respond to the resident's requests for reasonable adjustments or to act in accordance with its own safeguarding policy caused serious detriment.

"The failure by the landlord to demonstrate that it had taken steps to ensure it understood the needs of the resident also led to missed opportunities which adversely impacted the resident. On top of this, there was a complete absence of recognition, acknowledgement or apology from the landlord for its failings, or to take any action to put things right."

Responding to Mr Gove was Councillor **Catherine Sayer**, leader of Tandridge District Council. She said they recognised there were problems in how the council dealt with the long-running case, which stretched over several years, and that they failed to fully consider the resident's needs and vulnerabilities.

Cllr Sayer said: "We are sincerely sorry for the distress and inconvenience caused. Compensation was paid to the resident and we continue to work with and support them with their future needs.

"In January 2023, the Ombudsman did acknowledge several reasonable adjustments were made during the handling of the case." She said the council had also learned from its mistakes and will put all customer-facing staff into refresher training on safeguarding, vulnerability, equality and diversity and requirements for reasonable adjustments.

Among the changes the council has since made include a staffing structure review as part of a council-wide programme to ensure a dedicated housing officer is assigned to a case and that each case is reviewed monthly by senior officers.

Tandridge Council has also appointed a resident engagement manager to oversee supporting those with vulnerabilities. Cllr Sayer added: "In addition, we made a referral to the Regulator for Social Housing who was satisfied with the response and action we have taken and they did not require us to take any further action."

## Another Surrey Borough with serious money problems

20 October 2023



**Epsom and Ewell Times** has reported on the woes of Woking, the gaps in Guildford budgets and we have spelt out the thorny financial crisis of Spelthorne. Now Surrey Heath may move to asbestos lined offices to preserve its existence. These crises contrast with **Epsom and Ewell Borough Council** that consistently balances its books. **Chris Caulfield** reports:

**Surrey Heath Borough Council** could close its headquarters and move into the vacant, asbestos-lined House of Fraser site as it tries to get out from under its "existential crisis" of its "sheer levels of borrowing".

It comes as the council's leader **Shaun Macdonald** said the borough was as little as two years away from effective bankruptcy.

The council is seeking ways to cover its £176m debts and has launched a project to look into the relocation of civic offices - and papers published as part of its Thursday, September 14, performance and finance scrutiny committee suggest it is considering moving staff into the vacant House of Fraser building in Camberley.

Surrey Heath Borough Council bought the House of Fraser building in 2016 for £18m. The store closed its doors in May 2023 with the lease expiring in August 2023.

Today the building is said to be worth just £2.9m and requires "multiple millions of pounds" to refurbish. House of Fraser closed the branch in Park Street in May.

The council says it has been working on alternative plans for the building, "including complete modernisation and refurbishment, improved retail and hospitality areas, offices and community facilities such as health and civic uses".

According to council documents, it has been negotiating with commercial tenants for the entirety of the third floor, as well as the entirety of the ground floor, and half of the first floor.

"The second floor could be a potential location for Surrey Heath Borough Council's relocated office and the remaining half of the first floor for a relocation of Surrey County Council's library."

It could make the move as early as 2026.

Commenting on the council's treasury management activity report during the same meeting, Councillor **Richard Wilson** (LD, Bagshot) said: "It seems pretty obvious that the council has effectively an existential challenge because of just the sheer level of borrowing we've got. "This all stems back to 2016 when those failures in decision making on oversight and scrutiny but I wonder if there has also been a failure in treasury management in the period after 2016 while interest rates were still low?"

He also asked whether the loans could have been handled in a "different" way the council could have avoided the "existential crisis" it has now.

Details of the potential move were published as part of the council's property and economic development service performance report.

A spokesperson for the council said: "In common with many buildings of this age, asbestos is contained in the fabric of the former House of Fraser building, which



is safe if not disturbed. “This would need to be removed by specialist contractors as part of any future plans.”

House Of Fraser Camberley (Image: Google Street View)

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## Classic growth versus environment dilemma

20 October 2023



Just 20 miles from **Epsom** weekend flights at **Farnborough Airport** could more than double if expansion plans go ahead.

The airport’s owners are seeking to increase the annual number of flights from 50,000 to 70,000 a year – including a jump in weekend traffic from 8,900 to 18,900. They also hope to have aeroplanes taking off and landing from 7am to 9pm on weekends and public holidays, an hour earlier – and later – than currently permitted.

They say the increase in flights is needed to meet shifting needs of business travellers, opponents say the airport is trying to cash in on leisure and holiday travel. Airport bosses say the move will create thousands of new jobs in the area and are urging people to have their say on the proposals at a series of consultation events.

**John Eriksson**, chairperson of the Farnborough Noise action group said the people in the area already have no respite from the jet engines. He said his main concerns over the expansion were that it was yet another consultation before a review into the impact of airspace changes had concluded.

The claimed economic benefits, he said, were still being assessed by **Rushmoor Borough Council**’s oversight and scrutiny committee, and that the Government’s own climate change committee stated there should be no increase in aviation until the industry was able to reduce emissions.

He said that on average, planes from Farnborough carried 2.5 passengers per flight, with many not carrying any. Mr Eriksson said: “We’re going to have a continuous drone of aircraft noise. They already fly at a lower altitude to get under Heathrow and Gatwick airspace.”

**Richard Nobbs**, another Farnborough Noise member, said the growth of the airport had been “highly detrimental for the area”. He added: “We are going to end up with an increase in pollution, an increase in noise. Farnborough Airport will say this is needed because it will make a big contribution to the local area, but I don’t see that. Most of the flights are to holiday destinations.”

The airport, one of the largest employment sites in the area, has said it would publish detailed information about its proposals from September 20. They claim the changes would enable it to be a “catalyst for long-term economic prosperity in the region” and support 4,100 jobs by 2040.

Opponents say it serves mostly private clients with jets averaging 2.5 passengers per trip. Campaigners said this makes it difficult to justify the airport expansion’s economic argument.

The airport argues it contributes £200m to the local economy each year, which in turn supports thousands of direct and indirect jobs in the process.

**Simon Geere**, Farnborough Airport chief executive, said: “By satisfying the growing demand for connectivity from Farnborough Airport, our proposals will create hundreds of new jobs within the local community and give a boost to the unique aerospace cluster that we are part of. This will be vitally important for the future economic prosperity of the region. At the same time, Farnborough Airport is leading the way on airport sustainability.

“We recently achieved Level 4+ Carbon Neutrality which is the highest possible accolade, and last year we set ourselves one of the most ambitious targets in the industry, by committing to be Net Zero across our controllable emissions by 2030 or sooner. We are looking forward to sharing our proposals for the future of the Airport with the local community and receiving feedback on how we can continue to contribute to the ongoing economic prosperity of the communities we serve.

Further details are available at [FarnboroughAirport2040.com](https://FarnboroughAirport2040.com).

The consultation will close on October 18 2023.

Following the consultation, the airport intends to submit its planning application in November 2023 after which a 16-week statutory consultation will follow.

It expects the first planning decision to be made in March 2024.

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## Cycle hub in Dorking development

20 October 2023



A football academy, a 130-place children’s nursery, and a cycling hub, have all been approved in Dorking as the Pixham Lane masterplan steps up a gear.

The site had been seen as an opportunity for a new Dorking Wanderers FC stadium but that was kicked into the long grass when it became clear the club’s future was at Meadowbank.

Now, developers Stonegate Homes have been granted planning permission by Mole Valley councillors for three new community buildings as part of a grander vision for the site that could also feature a senior living home for about 200 people and 300 new homes.

The largest of the buildings approved last week is a 414 square metre nursery, which will be built over two floors, and have space for up to 130 children across four classrooms.

A new youth academy will be used by Dorking Wanderers Football Club and features classrooms for up to 40 students at any time.

The final building will become a cycling hub after the plans sailed through the Wednesday, September 6 meeting with only minor objections from councillors.

The council said it expected the hub to be a hit with cyclists as “a place to meet and relax, as well as a place to repair and purchase cycling equipment and accessories”.

Speaking at the meeting was Councillor **Simon Budd** who questioned the need for a nursery after two had closed within the past year, suggesting a lack of demand and that “we would be much better building and SEN school rather than a nursery school”.

The site is surrounded by Dorking railway station as well as a train line running north to London and south to Horsham.

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The application site (measuring 0.68ha) lies to the south of Pixham Lane, just east of the A24 and north of Dorking; within the Built up Area. The site, which lies at the south-western corner of the overall 'AVIVA site', comprises car parking which served the former office use. The ground level is generally flat. The site is bounded to the south west by Dorking Railway Station and rail line running north to London and south to Horsham and beyond. To the south east is a public footpath whilst to the north is the remaining part of the Aviva campus. The site itself is in the Built-up Area; adjoining to the east is land designated Metropolitan Green Belt. It is broadly level throughout. Access to the site can be obtained from the eastern end of Lincoln Road.

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Cllr **Rosemary Hobbs** said: “If anyone has visited this site and walked in from Lincoln Road, they’ll know this is a particularly unpleasant looking, very messy looking, area of Dorking. It will greatly enhance the appearance of that part of the town and I think it is a good use of the land. The nursery will presumably get some business from the number of residents in the properties on the site.”

Cllr **Chris Hunt** said: “The cycling hub, who can speak against that as a principle?”

The football academy, he said was also for sports, and a nursery would be used by new families moving into the area. He added – given the use of the site “I think its a good proposal”.

**Mole Valley Borough Council** is currently preparing its new long-term planning bible, the Local Plan, which sets out the types and levels of permitted development in the area.

The council said it has been submitted to the Secretary of State for Levelling Up, Housing and Communities and is currently under examination by an Inspector. The draft earmarks the site for 276 dwellings and at least three Gypsy and traveller pitches.

## Report against airport expansion

20 October 2023



Airport expansion benefits a “small and wealthy subset of the British population” leaving the rest to deal with its environmental impact, according to a new report.

The paper, **Losing Altitude** the economics of air transport in Great Britain, was published just weeks before plans to double capacity at Gatwick were made public for the first time.

It argues that the “significant” environmental downsides that come with the growth in flight numbers is not matched by its economic benefit – and that data arguing otherwise is out-dated.

However, while it says overall tourism in the UK is harmed by increased aviation, Surrey and the south east benefit.

**Gatwick Airport** says a second runway would bring an extra £1billion to the south east and that its “detailed economic analysis is robust and is based on UK-specific data”.

It has submitted proposals to the Planning Inspector to add a permanent second runway to allow an extra 100,000 flights a year. A six-month enquiry is set to start later this year to determine the matter.

The report, by **New Economics Foundation**, read: “The Government continues to provide conditional support to air capacity growth on the, often tacit, basis that the economic upsides outweigh the negative impacts and future risks. “But, the economic assumptions that underpin this position favouring growth are dated and have not been reviewed for some years.

“Given the urgent and sizeable nature of the climate risk, it is imperative that the evidence, and relative balance, of the economic and environmental impacts of air transport growth are kept up to date and under constant review.”

The last comprehensive Government review of the economic impacts of air travel was in 2012 and the industry has “changed dramatically” since then, the report argues.

Growth in business travellers has effectively ceased and new passengers are “exclusively from the leisure market” – in particular, “growth has been driven by wealthy British residents rather than foreign tourists or those on lower incomes”. The pandemic, it says, accelerated the trend.

### **Welfare, jobs and wages, tourism.**

It said the social benefits that access to international travel brings to UK residents can be vast but is “typically captured by a small and wealthy subset of the British population while, each year, around half of British residents do not fly at all. Furthermore, the welfare benefit must now be offset against welfare losses resulting from greater environmental damage; these are substantial”.

On job creation, it said that aviation “supports a large number of British jobs, but the amount of employment created by growth has been diminishing over time” and has now become “one of the poorest job creators in the economy per pound of revenue” – due to automation and efficiency savings.

It also found productivity growth failed to translate into increased wages; after inflation.

On tourism it said there are now two decades of evidence showing air transport does not help the UK domestic tourism industry with cash instead flowing overseas.

The exception to this is in Surrey, London and the wider south east, where the majority of foreign tourists visit.

**Dr Alex Chapman**, senior researcher at the New Economics Foundation (NEF), said: “For years, this government has let the air travel industry balloon in size, based on dangerously outdated claims that it is boosting the UK’s economy. The reality is declining business air travel, declining wages for air travel workers, declining job numbers, and declining domestic tourism spending in the UK.

“And that’s before you consider the rise in noise, air pollution and dangerous emissions driven by UK airports. So who exactly is benefiting from ever more air travel? You needn’t look much further than the highly paid executives, the private shareholders, and the wealthy minority of ultra-frequent flyers.”

**Cait Hewitt**, policy director at the **Aviation Environment Federation**, said: “The question of whether or not airports should expand is often assumed to be about balancing environmental harms against economic benefits. This new analysis suggests we should think again; while flying definitely causes harm in terms of noise and emissions, it’s uncertain if it actually brings any economic benefits.

“Obviously people benefit from going on holiday, but policies that support British tourism and leisure – rather than increasing travel abroad – would be good for the UK economy as well as the climate.”

A London Gatwick spokesperson said: “We are aware of the... report and its claims, however our detailed economic analysis is robust and is based on UK-specific data. Our analysis shows that the Northern Runway plans would deliver 14,000 new UK-based jobs and inject £1 billion into the economy of the south east every year.

“Our plans would also benefit many communities across the south east by providing new economic and business opportunities as well as benefits for tourism and international trade.

“We recognise the climate emergency and the need for the whole aviation industry to act to reach net zero by 2050.

“To that end, we accelerated our plans to achieve net zero for airport emissions, Scope 1 and 2, by 2030 and will invest over £250 million so that we achieve this 10 years ahead of our previous target. The government is also committed to work with airlines to ensure they meet a trajectory of reducing carbon emissions to get to net zero, 2050, through measures including airspace modernisation; sustainable aviation fuel, electric, hydrogen and hybrid aircraft and setting carbon budgets for airlines.”

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## Gatwick expansion plans revealed

20 October 2023



The first details of Gatwick’s multi-billion pound expansion plans – to double capacity and create a second Heathrow Airport in the south east – have emerged.

Gatwick originally submitted its bid to create a fully functioning two-runway airport to the planning inspector in July, as it pushes to increase annual capacity to 78 million passengers.

The plans have now been released to the public ahead of an expected six-month hearing due to begin at the end of the year.

The airport’s current annual capacity is 32.8million passengers. It wants to double that by building space for an extra 100,000 flights a year.

The project “would also include the development of supporting infrastructure and facilities to enable increased capacity at Gatwick airport to service 75 million passengers per year by 2038”.

The plans include:

- Repositioning northern runway so both can be used together
- Reconfigured taxiways
- A new pier
- Extensions to the north and south terminals
- New hotel and office space
- New car parks
- Highways improvements

Opponents, including 10 neighbouring councils, and the **Communities Against Gatwick Noise Emissions** (CAGNE), said they were “disappointed” the application is moving forward as they had raised “significant concerns about Gatwick’s approach towards engagement and consultation”.

A spokesperson for CAGNE said: “Time and time again, airports that seek expansion and growth during the climate emergency use the same straplines to convince the government that it will be good for the country and that everything else can be mitigated. “Gatwick seems to have done the same.”

They added: “The planet cannot afford this expansion. We are horrified that a government Planning Inspector would agree to a second runway when it impacts the wellbeing and house value of so many residents, as well as the planet.”

The group said it was preparing a “strong legal team” to put forward a case against expansion. “The broken record keeps spinning as far as Gatwick’s management are concerned. The Development Consent Order is a cheap way to significantly increase capacity, without having to pay for the infrastructure needed to support such vast growth”, the spokesperson said.

Final sign off will be decided by the Secretary of State .

Tandridge District Council is a member of a consortium of 10 local councils in **Surrey**, Kent, East Sussex and West Sussex, which have come together to ensure their interests are represented.

A joint statement read: “We are disappointed that the Planning Inspectorate has this week decided to “accept” **Gatwick Airport Limited’s** development consent order application for dual runway operations through the routine use of the existing northern runway for its detailed consideration and examination.

“We had raised significant concerns about Gatwick’s approach towards engagement and consultation with us and the wider local community and felt that further, more meaningful consultation should have taken place before the application was submitted.

“Now the application has been accepted, we will engage with the Planning Inspectorate with the many outstanding issues that are unresolved and without agreement across a wide range of issues. We believe this challenging situation will require significant resources from the local authorities to present its case on



the many and varied environmental and economic impacts arising from the development and the associated growth of the airport.

“It is hoped that engagement and provision of information by( Gatwick) will improve as we approach examination to give confidence to all parties about the impacts of the proposals and enable the Secretary of State to make a robust decision.”

London Gatwick’s chief planning officer **Tim Norwood**, said: “In coming weeks, the airport will let residents and other stakeholders know how they can register their interest in taking part in the examination stage of the planning process, so they can submit comments and feedback on our important proposals.”

London Gatwick’s DCO application is available on the Planning Inspectorate’s website.

Those interested in finding out about CAGNE’ fundraising can visit [www.cagne.org](http://www.cagne.org).

Crawley Borough Council, East Sussex County Council, Horsham District Council, Kent County Council, Mid Sussex District Council, Mole Valley District Council, Reigate and Banstead Borough Council, Surrey County Council, Tandridge District Council, West Sussex County Council form the coalition of councils.

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## Surrey schools going solar

20 October 2023



Schools across the county are having their outdated end-of-life gas boilers replaced with new solar heating systems to help combat “skyrocketing” energy prices.

The £6million project is split between time-sensitive Government cash coupled with **Surrey County Council’s** “greener futures” fund which it says will be “effectively repaid’ via £1.6m in overall savings from cheaper fuel bills – or through reduced energy tariffs to schools.

The work will be carried out over the summer and is scheduled to be completed before the start of the new school year. This is not only to minimise disruption but also because the Government contracts are time-bound, meaning if it is not used, the cash is lost.

**Surrey County Council’s** greener futures strategy says evidence that climate change is real is beyond doubt and its effects are already being felt.

It says an increase in man-made greenhouse gases will impact on the “health, wellbeing and finances of Surrey’s residents, businesses, landscapes and biodiversity for many years to come” and as such, the county intends “to play its part by reducing its dependency on fossil fuels”.

The Tuesday, July 25, environment meeting heard from lead councillor **Marisa Heath** who said one of the chosen schools told her they were “absolutely thrilled because they’ve got skyrocketing energy prices and can’t even get the temperature right”. She said: “They’re really excited that we’re working with them on this. It’s a great program proposal. We need to move it on as we’ve been successful in getting government money.”

The first set of schools to benefit from the new heating panels are: Beauclerc Infant School, in Sunbury, Kingswood Primary School, in Lower Kingswood, St Peters Centre, in Englefield Green, Worplesdon Primary School, in Worplesdon, and Park Mead Primary School, in Cranleigh.

Image - example of school with solar panels cc ZSM