



Gatwick 2nd runway sneaking in?

Protesters against the expansion of Gatwick airport have said a new consultation on planning changes is an attempt to “sneak” a second runway through the back door.

Gatwick Airport is polling residents about changes it wants to its multi-billion pound expansion plans.

The operator wants to double capacity and create the equivalent of a second Heathrow Airport in the south east by creating a fully functioning two-runway airport capable of handling 75 million passengers a year and space for an extra 100,000 flights.

The bid is due to be examined by planning inspectors during a six-month hearing, expected to conclude in June 2024. These last minute tweaks by the airport will be submitted it says after the public has its say.

Critics however argue the changes are anything but minor and the timing of the changes could result in people who have already had taken part thinking they have played their role.

The Campaign Against Gatwick Noise Emissions (CAGNE) said: “These are not minor changes to the application for a new runway and Sussex Gatwick. CAGNE feel they should consult all who have already registered an interest with the Planning Inspectorate. This added consultation would appear to be a way for the airport to implement changes that could be sneaked through due to people believing that they have already passed judgement on the plans for a new runway.

“What is proposed could see a vast increase in lorry movements by replacing an incinerator with a waste sorting plant, not included in the Development Consent Order, traffic modelling or air quality, an incinerator that at the time of obtaining planning permission was meant to heat the north terminal.

“We do not accept that a reed bed will deal with the flooding issues that a new runway will create with significant increases in new construction field side and with a new highway and the ever-increasing heavier rainfall predictions by the Met office.”

“CAGNE, the umbrella aviation community and environment group for Sussex, Surrey and Kent, has requested that they be permitted to be party to this consultation but as yet Sussex Gatwick management have not responded favourably.”

The airport is proposing three separate changes.

The first is to increase the North Terminal International Departure Lounge southern extension; the second to reduce the height, and change the purpose, of the replacement Central Area Recycling Enclosure; and the third is to revise Surface Water Treatment Works.

It will be for the Planning Inspectorate to decide if the changes can be made to the application and included in the examination. The consultation will close at 11:59pm on January 21 2024.

Airport operators say expansion would create around 14,000 new jobs and inject £1 billion into the regional economy every year.

Tim Norwood, Chief Planning Officer, London Gatwick, said: “Our engagement with the public and stakeholders to date has been invaluable in helping us shape our Northern Runway plans. However, since the submission of our DCO application we have identified a number of small improvements we would like to make to our proposal. “We are therefore asking for views on three discrete changes to our plans and would welcome any feedback people may want to make.”

Related reports:

[Gatwick expansion plans revealed](#)

[Gatwick to get 2nd runway?](#)

[Classic growth versus environment dilemma](#)

[Report against airport expansion](#)

Image: Gatwick Plans (Image PINS / Gatwick)

Draft advice may lead to energy savings

Surrey County Council has been awarded £745,000 of funding through the Local Energy Advice Demonstrator (LEAD) project, to trial new and innovative approaches to tackle residential energy emissions, help residents save money, conserve energy and



make homes more energy efficient.

The LEAD project is funded by the Department for Energy Security and Net Zero and is one of the UK's largest energy-based collaborations between a local authority and community groups. The project will run until March 2025 and consist of in-person energy advice and a One Stop Shop.

In-person energy advice will support around 3,000 residents by using thermal imaging surveys, providing basic remedial measures for obvious problems like draughts and heat loss, and signposting to support to help reduce their energy use and bills. Community groups will provide energy surveys to eligible residents which includes those who live in houses with Energy Performance Certificate ratings of D or worse, do not have gas central heating, or may have obstacles to improve the energy efficiency of their homes.

The One Stop Shop is an online platform which will help residents to create an energy efficiency and retrofit plan for their home, based on building type, budget, and potential grants and reductions in cost of technology. This will be delivered by Surrey Climate Commission.

If 5% of the homes receiving in-person energy advice embark on a deep retrofit with the assistance of the One Stop Shop and any available funding, it is estimated to make cumulative savings of around £320,000 every year for Surrey residents. Alongside this the project will deliver carbon reductions of 1,280t CO₂e every year across the life of the measures installed.

Marisa Heath, Surrey County Council Cabinet Member for Environment said: *"This is a fantastic opportunity to build collaboration between the local authority and Surrey's community groups, working together to upgrade housing stock and reduce residential emissions. The project is a great example of how implementing a net zero strategy can be hugely beneficial to residents, and actually help them to save money, make their homes healthier and more modern, and simultaneously tackle climate change."*

"Approximately 300,000 homes in Surrey have energy performance ratings of D or worse, meaning that thousands of residents live in homes which are poorly insulated, and liable to damp or mould. Residential energy accounts for over 30% of Surrey's carbon emissions, a figure which could be significantly lowered through improved energy performance, and reduced energy use."

For more information about the LEAD project, visit the **Surrey County Council website**. To check eligibility for a free home energy survey, visit the **Zero Carbon Guildford website**.

Climate Justice. A generation thing?

With **Epsom Hospital** Doctor and mother of four **Kristine Damberg** in the lead, **Mothers' Rebellion for Climate Justice**, a global grassroots organization, orchestrated coordinated actions across the UK and 30 countries on six continents on Saturday, November 18, to mark **World Children's Day**. In response to the escalating threat posed by the climate crisis to children worldwide, the movement held fifteen impactful "Circles" across the UK, drawing attention to the urgent need for action. Dr Damberg was joined by Epsom mother Lisa Davies and several other Epsom residents, including children.

They joined the action that started at the UN Green for a symbolic march to Parliament Square where they formed a Mothers' Rebellion Circle with speeches, songs and children's activities.

As part of World Children's Day, which falls on November 20 and commemorates the adoption of the UN Convention on the Rights of the Child, Mothers Rebellion staged non-violent public protests. The focus was on the severe risks children face due to the impacts of global heating, including floods, heatwaves, droughts, storms, ecocide, and violent conflicts. Particularly emphasized was the disproportionate burden borne by children in the Global South due to resource-intensive practices by the Global North.

Operating under the banner of Climate Justice, Mothers' Rebellion called for respect for the UN Convention on the Rights of the Child, demanding that those in power take decisive actions to address the escalating climate emergency. The movement condemned structural violence against children and highlighted the exacerbating factors such as poverty, economic and social inequalities, food insecurity, and forced displacement.

A recent Unicef analysis revealed that at least 43 million children were displaced over the past six years due to extreme weather events. Healthcare professionals, including Dr. Camilla Kingdon, president of the Royal College of Paediatrics and Child Health, warned that climate change poses an existential threat to children's health and well-being, with tangible impacts already witnessed, including air pollution and extreme weather effects.



Mothers' Rebellion members, including Dr. Kristine Damberg, stressed the urgency of meaningful climate action. Damberg highlighted the need for cleaner air, more green spaces, healthier food, and reduced strain on healthcare systems, emphasizing the tangible benefits for both current and future generations.

Expressing deep concern for the future, mothers and allies globally urged countries to incorporate children's right to a clean, healthy, and sustainable environment into national legislation. They called for just measures to implement these rights and emphasized the historical role of mothers and caregivers in protecting and nurturing the vulnerable.

Elizabeth Cripps, Senior Lecturer in Political Theory, and Lisa Davies, a mother of three, shared their perspectives on the collective need for change, stressing the importance of a united effort in the face of a climate crisis threatening the overall future of children.

UNICEF acknowledged the voices of children and young people, stating, "From climate change, education, and mental health, to ending racism and discrimination, children are raising their voices on the issues that matter to their generation."

Mothers' Rebellion for Climate Justice concluded its global actions with a resolute stance: "In the face of the climate crisis and its impact on children, we refuse to look away."

For more information, visit mothersrebellion.com.

Image: Dr Kristine Damberg, Credit Andrea Domeniconi

Thames Water left human waste to fester

Thames Water has been accused of backtracking on a goodwill gesture after subjecting Camberley residents to a "disgusting" summer of stench caused by raw, untreated, human waste left to fester in the heat.

Last summer Camberley experienced a "persistent and intolerable" rancid odour the seeped from sewage works operated by Thames Water, a full meeting of Surrey Heath Borough Council heard.

Following a series of meetings, with councillors and MP Michael Gove, Thames Water spoke of its desire to make a financial contribution to a local community project to acknowledge the impact on residents over a five month period, according to a motion that was backed unanimously by councillors.

Introducing the motion was Councillor Jonathan Quin, leader of the Labour group and ward member for St Michaels. He said: "Disgusting sewage odour... plagued Camberley for over a five month periods from May to September. The odour caused by the Camberley sewage works run by Thames Water can not be described as anything minor. It was so awfully disgusting and strong that many residents...could not open their windows or hang their washing outside during the summer.

"The distress and impact caused to mental health... has been shocking." He added: "Thames Water agreed to meet with councillors and the MP to discuss possible compensation to make up for missing five months going outside."

The meeting heard that a children's playground in St Michaels was suggested as a goodwill gesture and that there had been a "meeting of minds" with the utility firm, with the only thing remaining being the exact amount of money Thames Water would put forward.

He said: "Rather than agreeing to meet us in person again, Thames Water has since backtracked on its decision to make a contribution. I'm absolutely disgusted and disappointed at the disregard shown."

Cllr Lisa Finan-Cooke (LD, Watchetts) told of how the problem began after Thames Water started shipping in human waste into Camberley that led to more than 11,000 complaints to flood in.

She said: "Between February and April more and more sludge was imported on to the site, and let's be honest what we are talking about was raw human sewage which was just stored in vast open tanks to just fester away, and as the weather warmed up, the sludge began to produce an unbearable odour."

She added: "That's five months of people feeling sick in their own homes, of not wanting to open their windows, of not letting their children out to play in their gardens, not being able to hang their washing out to dry, cancelled birthday parties and family events. The site wasn't sufficiently resourced to process the sludge in the first place."

The Wednesday, October 25 meeting noted the problems caused by Thames Water and called on the private utility firm "in the strongest possible terms" to honour its previous commitment to make a financial contribution to a community project.



It was also agreed to write Thames Water and the Secretary of State for Environment, Food and Rural Affairs to express dissatisfaction over the importation of sludge to Camberley.

Camberley Sewage Treatment Works (Image Google)

Ewell “no new oil” pensioner punished

Judit Murray, a 69 year old resident of Ewell, was today sentenced to a 12 month community order with 60 hours of community service at Westminster Magistrates Court.

Ms Murray and her co-defendants, Sol Bourne and Daniel Knorr, who received the same sentence, were found guilty of aggravated trespass at a previous hearing for their memorable protest at Lord’s cricket ground on 28/6/23.

The Just Stop Oil stopped play during the match between England and Australia on June 28, as security and ground staff cleaned up orange powder that was thrown on the pitch and ensured the ground was not damaged.

The three were found guilty after a trial and appeared on 24th October to be sentenced.

Ms Murray said after the hearing “I have seven beautiful grandchildren who deserve the best possible life, so when the country’s top professional, Dr Camilla Kingdon, President, Royal College of Paediatrics and Child Health ‘the climate crisis poses an existential threat to the health and well-being of all children’ I am morally and duty-bound to act.”

“Climate change is no longer tomorrow’s problem, it is today’s. The travesty of justice is that I was forced to defend my actions whilst the real criminals; the prevaricating politicians and fossil fuel profiteers, remain unaccountable.”

“My protest interrupted a cricket game for four minutes, a sport you simply won’t be able to play in storms, floods or fifty degree heat.”

I am no ‘dangerous radical’, those who are, to quote the UN Secretary General, are ‘the countries that are increasing the production of fossil fuels’. Like our own. They should have been in the dock today, not me.’

A bridge closed too far?

In a saga that has left many residents scratching their heads, a seemingly routine footbridge closure in Epsom has morphed into an unexpected and prolonged headache. The bridge, over the railway line connecting **Castle Road** to **Epsom Common**, which was initially shut down at the end of February, has confounded locals with its persistent downtime, offering more questions than answers.

Initially, the bridge’s closure seemed to be prompted by some mysterious “movement,” which had caught the attention of passersby and authorities alike. However, the reasons behind this decision were left shrouded in mystery.



Castle Road bridge to Epsom Common - Google Earth

A brief flurry of activity was seen shortly after the initial closure, with residents hopeful that the issue would be resolved. But this optimism was short-lived. Fast forward to late July, and the mystery deepened as news surfaced that the bridge had been closed due to the discovery of an electricity cable. Many were left puzzled as to why such a discovery had not been anticipated in the first place, leaving the community without their bridge connection.

Since August, the situation appeared to be inching towards a resolution, as services crossing the railway were reportedly lifted and temporarily attached to the bridge's parapet. Work was ongoing, although without any obvious sense of urgency. In late September, Surrey County Council dropped a bombshell, renewing the closure order for an additional six months, prolonging the ordeal for beleaguered locals.

Chris Grayling MP, brought some semblance of hope when he announced that Network Rail expected the bridge to finally reopen in November. However, skepticism lingered, and residents continued to endure the inconvenience of the ongoing closure.

The closure's ramifications have rippled through the community, prompting discussions between the **Epsom Common Association** and **Epsom and Ewell Borough Council**, although the influence of both parties on the situation remains in doubt. Notably, the footpath diversions on the bridge's north side have proven problematic, especially as they traverse areas that traditionally transform into quagmires during the winter months.

In an effort to mitigate these challenges, the community proposed an extension of rubber mats to cover all unpaved sections of the diversion route. Though the Council has been in contact with contractors to address this issue, it offers little comfort to those who rely on the bridge for daily crossings.

Adding a twist to this already puzzling tale, Cllr **Steven McCormick** (RA Woodcote and Langley Vale) has stated "Following excavations on site, the understanding of how dire the condition of the bridge has started to come to light. Due to the extent of the movement of the bridge and the size of the cracks visible only beneath the surface, it was deemed not safe to excavate further with machinery."

Engineers were brought to the site to investigate the matter further, and their conclusion was nothing short of alarming - the bridge, it appears, is in such a precarious state that it must be demolished and replaced. This revelation has shaken the



community, as further ground investigations are planned to determine suitable foundations for the new bridge.

In light of this troubling development, it seems that the footbridge will remain inaccessible until further notice, casting a shadow of uncertainty over the community's daily routines.

Image courtesy Epsom Common Association

Chalk Pit debate deferred by late abatement

The Environment Committee of **Epsom and Ewell Borough Council** 17th October was to discuss a motion proposed at a Full Council meeting on July 25, 2023, regarding a noise nuisance issue at the Chalk Pit site in College Road, Epsom. The motion had suggested that the Council should install professional noise measurement equipment at the site for a minimum of three months and respond to any noise regulation breaches with noise abatement orders. Councillor **Bernie Muir** (Conservative Horton) had introduced the motion at Full Council.

However, the Chair of the Committee, Cllr John Beckett (RA Auriol) announced: ""Members, as you are aware, I made the decision to withdraw this item from the agenda this evening in light of the recent enforcement activity last week. This activity resulted in an abatement notice being served to an operator at the Chalk Pit. I am very conscious of the members' and the public's interests in this matter. I am keen to ensure that the proposed motion is debated with full consideration of the circumstances, including the impact of the recently served abatement notice. Therefore, I propose that this item is deferred and considered at the next meeting of this committee in January."

There were no objections and Cllr Beckett added that there will be "No further debate, questions, or statements will take place regarding the Chalk Pit until the meeting on the 9th (January).

The Councillors had received an officer's report written before the abatement notice was served and that report is summarised here:

The report provided background information about the Chalk Pit, explaining its historical use and current industrial activities. It highlighted the various sources of noise on the site, such as equipment, machinery, road vehicle arrivals and departures, and more. The site was in close proximity to residential properties, and complaints about noise had increased since 2021.

Surrey County Council has jurisdiction over waste processing at the site, while other activities are regulated by the Borough Council. A planning application was submitted by Skip It, including changes and enclosure construction to control noise emissions. The Environment Agency and local authorities regulate noise and dust issues, depending on the source.

The report described the council's actions in response to noise complaints, including extensive monitoring and investigation. Despite clear evidence of audible noise, the council's officers believed they lacked sufficient evidence to issue an abatement notice, citing the complexity of the issue and the need for unequivocal evidence.

The report noted that residents had the option to pursue their own civil legal action under the Environmental Protection Act 1990 if they wished to explore this further.

The council had taken some enforcement actions, including Community Protection Warning Notices, but no abatement notices had been issued due to the lack of evidence.

The report presented three options for the committee to consider:

1. Close the investigation with no further action due to insufficient evidence.
2. Keep the issue under review and seek funding for enforcement action if sufficient evidence emerges.
3. Recommend allocating funding to hire external noise consultants to conduct a fresh investigation based on recent complaints and site changes.

Option 3 would require additional funding from sources like reserves and would only be pursued in the event of substantial and substantiated complaints about noise nuisance. Officers asked Councillors "In deciding whether to support renewed investigations on top of those that have already taken place, Members are asked to consider the likelihood of whether renewed investigation would ultimately lead to successful enforcement action and, by extension, whether it would be an effective use of limited Council resources."

Related reports:



Will the dust ever settle on Chalk Pit conflict?

The cost of Surrey's failed ULEZ challenge

Surrey County Council spent £150,000 on a failed court challenge to the ULEZ expansion.

The county council together with the London boroughs of Bexley, Bromley, Harrow and Hillingdon launched a legal challenge to the expansion of the zone, taking it to the High Court.

Objecting to the plans for the zone's expansions, district and borough councils along the border called for a scrappage scheme to be extended to Surrey residents, and for delaying the date of the expansion.

The expansion of the zone, which aims to cut harmful pollution in London, meant it reached down to the borders of Surrey, leading to concerns about residents travelling over the border for work, school or medical appointments.

Entering the zone in a non-compliant car, usually petrol cars registered before 2005 and diesel cars registered before September 2015, costs drivers £12.50 per day. But a ruling in July determined there was no legal impediment to the expansion, which came in to force in August.

Speaking at the time of the High Court's decision, the county council's leader, Councillor Tim Oliver (Conservative, Weybridge), said while the council respected the court decision, it was "incredibly disappointing".

He added: "This has always been about protecting Surrey residents, many of whom will now be significantly socially and financially impacted by the Mayor's decision as they go about essential, everyday journeys, without any mitigation in place to minimise this.

"Our concerns, which have never been addressed by The Mayor despite our continued efforts, forced these legal proceedings to ensure we did all we possibly could to have the voice of our residents heard."

A TfL spokesperson said: "Following the conclusion of the judicial review, the court ordered the claimants to pay our legal costs and to pay £280,000 on account, which has been received. We will be seeking the remainder of our costs in accordance with the order".

A county council spokesperson confirmed a £44,000 payment had been agreed for the further contribution last week rather than the full £56,000 as requested by TfL.

Surrey County Council has confirmed its total costs for the challenge come to £139,528.20. This figure includes a £100,000 contribution to TfL costs and a £39,528.20 contribution to the five councils' total costs.

TfL's costs will be split between the five councils which brought the challenge.

Related reports:

[Signs of Surrey resistance to ULEZ continue](#)

[London Mayor confirms drive of ULEZ to Epsom border. ULEZ explainer.](#)

[High Court gives ULEZ the green light to Epsom's borders](#)

[ULEZ court challenge begins](#)

Image: copyright Epsom and Ewell Times Ltd

Preparing for Winter with true grit

A total of 38 brand new gritting vehicles are now available to help keep Surrey moving during the colder months.

The new vehicles operate more efficiently, have state-of-the art technology on board and produce less carbon emissions. They will grit Surrey's roads before and during severe weather, using the 10,141 tonnes of salt stored at our four Surrey depots. Winter arrangements typically begin in October and run until the end of March although this period can be extended depending on weather conditions.



Children from Surrey schools are being invited to name the new fleet with winning entries to be announced later this month.

Matt Furniss, Cabinet Member for Highways, Transport and Economic Growth said, *"We're committed to keeping drivers safe here in Surrey and investing in our roads.*

"When temperatures plummet, our highways teams across the county will be ready to work around the clock to keep traffic moving on our primary routes using our new, efficient gritters.

"I'm delighted that our school children are getting involved in naming the new gritters and look forward to seeing their suggestions."

Ed Jennings, Lead Operations Manager for Ringway said, *"We are ready and prepared for winter, with a team of experienced gritter drivers - many of whom have delivered the service for over ten years.*

"Our investment in 38 brand new gritters is a demonstration of our commitment to Surrey and enables us to continue our drive towards a greener future. Our Immediate Response Centre will continue to support communities 24/7 and will work closely with the Met Office throughout the season.

Going South this weekend?

Please note, there will be a full closure of the A3 in both directions from 9pm on Friday 13 October to 5.30am on Monday 16 October. The closure will be in place northbound from the B2215 (Ripley) to M25 junction 10, and southbound from M25 junction 10 to the A247 at Burntcommon. This is to facilitate National Highways bridge beam installation works as part of the M25 Junction 10 project.

The diversion will be via A247, A246, A24 and M25 junction 9. Please see the following diversion map. The diversion route agreed between National Highways and Surrey Officers is the most appropriate and direct route suitable for all vehicle sizes and types, with no height or weight restrictions in place. If you are considering alternate routes other than the signed diversion, please consider how viable smaller more local roads may be given the large volume of traffic which will be displaced from the A3.

Some sections of the Surrey road network may become heavily congested at times over the course of the weekend. Please plan your travel arrangements carefully using real-time data sources where available to inform your route choices.

If you have any questions, please contact National Highways either by email: M25j10@nationalhighways.co.uk or call 0300 123 5000 and one of the team will be happy to help.

Thanks to Cllr Steven McCormick (RA Woodcote and Langley) for the information.