

Heathrow's plans for a third runway were found unlawful in 2020 because the Paris Agreement had not been fully considered and this is currently the case here for Gatwick Airport.

Climate change is a huge issue. It's impossible to properly assess the impact of creating a new fully usable runway without considering its impacts on emissions from arriving and departing aircraft, as well as fine particulate matter from transport's tyres (the invisible killer).

DeSmog (Transport & Environment, ODI and the International Council on Clean Transportation) in 2021 said London's six airports make it the most polluting city worldwide by aviation emissions. Findings from the interactive tool, Airport Tracker, displays the emissions of 1,300 airports worldwide; Heathrow is the second highest contributor of CO2 of all the world's airports, so to make Gatwick the same size would certainly help London remain in the unenviable place of top polluter; not at all in line with the Government's legally binding targets on net zero.

The Secretary of State needs to acknowledge that the Aviation National Policy Statement (ANPS) is out of date and potentially illegal. This should be reviewed before making this important decision about Gatwick, especially as the government's own Climate Change Committee advisors' recommendations to stop all UK airport expansion have been ignored, even though the government itself declared that we are now in a Climate Emergency.

It seems that GAL has deliberately underplayed the impacts, and voluntary agreements will never suffice in such circumstances, when it is not currently being adequately open and honest, for example by not including damaging gases other than CO2 in the estimates, and the and blanket-like insulating contrails are not even measured by GAL in their planning.

Fewer than 1% of the population cause over half the emissions. This private company is enabled to allow the wealthy few to cause the problems for the rest of the world as well as locally around the Gatwick site.

Water quality seems to be at an all-time low, and from 16 pumping stations around the River Mole, surface water runs into sewage works, and then overflows into streets and playgrounds.

We urgently need Open Hearings to consider Climate Change, Ecology and Biodiversity thoroughly to see the long term, uncostered impacts that are already arising and how this would be speeded up dramatically if the Gatwick capacity were to be doubled.