

I recognise this is virtually the last opportunity to influence the decision about whether to recommend the expansion of Gatwick Airport or reject it.

I listened to GAL attempt to absolve themselves of any responsibility for the impact of carbon emissions from flights by stating that the government will impose any restrictions required through the operation of the Carbon Budget Delivery Plan at the ISH on the Climate. This Plan was found by the High Court to be unlawful as it did not meet the requirements of the Climate Change Act 2008.

This demonstrates why an issue with such devastating implications cannot be delegated to another organisation. Morally, every person and every business must take responsibility for the impact of their activities if humankind is going to survive the climate emergency. That includes Gatwick Airport Ltd. But governments and regulatory bodies and shareholders don't like to talk about morals and ethics.

Legally the Finch v Surrey County Council Supreme Court judgement also supports this stance, in that it states that a planning applicant cannot avoid accountability for upstream or downstream greenhouse gas emissions resulting from their development by reference to a central government strategy or policy.

However much Gatwick Airport Ltd may try to play down the global impact of the increase in carbon emissions on climate change and the role of their proposal in enabling that, you know in your heart of hearts that any development to facilitate increased air flights on this scale at a time when air travel is not yet, nor feasibly likely to be anywhere near sustainable before the development is completed is plain irresponsible.

The Carbon Cap scheme proposed by CAGNE appears to be a simple and straightforward means of assisting Gatwick Airport Ltd to achieve their contribution towards reducing carbon emissions should this application be approved but avoiding the embedded carbon in new buildings and infrastructure until GAL can be certain of delivering reductions in greenhouse gas emissions rather than increases must be the only responsible recommendation that the Inspectorate can make.