

## **Carbon emissions assessment**

### **Luton Airport Application to increase passenger numbers from 18-19mppa**

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## Up to the Advice note

- Aviation policy set by **ANPS and MBU but** written when the target was an 80% cut by 2050.
- Hierarchy, international level first, then national. MBU indicated climate change should be dealt with at national level, local issues are surface access, noise and AQ (though that doesn't rule it out being dealt with at local level)
- In 2019 UK **Climate Change Act amended** from 80% to net zero y 2050
- International Aviation has been outside scope of Climate Change Act (planning assumption to allow for aviation emissions) but that doesn't work under net zero
- **CCC 6<sup>th</sup> Carbon Budget advice**, 78% cut by 2033-37 budget period, and include aviation within net zero
- Government accepted headline targets but not policy solutions.

## After the advice note in May

- **Jet Zero consultation-** technology rather than capacity constraint
- **Consultation on Sustainable Aviation Fuel Mandate** up to 75% SAF mandate
- **UK Hydrogen strategy**
- **Carbon Valuation** which will underpin policy including decisions on UK Emissions Trading Scheme. Value of carbon increased by a factor of 10 today, 4 by 2030 and 2 by 2050.
- **Decision on requests to review ANPS** – chose not to review at the present time (ie ANPS and by implication MBU stand)
- **Net Zero Strategy** technology rather than capacity constraint .

Note SoS still has a duty in the act to meet net zero under Climate Change Act 2008 as amended. whilst it will be extremely challenging to deliver the Jet Zero strategy, it is currently hard to see an inspector or court setting it aside. It is likely to be reviewed by a future Government.

The proposal has relatively limited impact

- There is no physical development – so no embedded carbon and no additional investment in facilities at risk
- Scope 1 and 2 can be addressed by condition
- Scope 3 surface access is being addressed through DART and EV's, and potential for renewables on site or near to site
- Scope 3 aviation is a small percentage change on what has already been consented, (5% of people and a smaller percentage of emissions)
- The claim is made in the ES that it is insignificant compared to 37.5MtC, or compared to 23MtC, but the appropriate comparison is to net zero
- However, Government has clarified that there are technical not capacity constraint or planning solutions.
- The SoS still has a duty in the act to meet net zero under Climate Change Act 2008 as amended.

# Can the proposal be made acceptable through conditions



- Carbon and Climate Change Action Plan
- LLAOL target of 2026 for carbon neutral and 2040 for net zero (aligning with the Council's Climate Emergency target).
- Should be reviewed in line with UK carbon budgets and targets
- Electric vehicle charging. CAP states (p21) *"In partnership with LLAL and LBC provide the infrastructure for 40 to 60 electric vehicle (EV) charging points by 2030, considerate of EV charging requirements, in line with the planned phase out of new petrol and diesel cars in the UK by 2030"*, i.e. circa 0.5%, when by 2030, National Grid is projecting 15-30% EV uptake, so 15-30% of spaces may need access to chargers. *[in order to support national policy objectives]*
- [Encouraged] to meet targets for zero emission domestic aviation by 2040 *[in order to meet UK climate change objectives]*