

SUMMARY PROOF OF EVIDENCE

Carbon Emissions

On behalf of

LUTON BOROUGH COUNCIL

Town and Country Planning (Inquiries Procedure) (England) Rules 2000

Dr Mark Hinnells PhD, MSc, MA, BA

APPLICANT: London Luton Airport Operations Limited

APPLICATION SITE: London Luton Airport, Airport Way, Luton

DESCRIPTION OF DEVELOPMENT: Variation of Conditions 8 (passenger throughput cap), 10 (noise contours), 22 (car parking management), 24 (Travel Plan) and 28 (approved plans and documents) to Planning Permission 15/00950/VARCON (dated 13th October 2017) for the dualling of airport way/airport approach road and associated junction improvements, extensions and alterations to the terminal buildings, erection of new departures/arrivals pier and walkway, erection of a pedestrian link building from the short-stay car park to the terminal, extensions and alterations to the mid-term and long-term car parks, construction of a new parallel taxiway, extensions to the existing taxiway parallel to the runway, extensions to existing aircraft parking aprons, improvements to ancillary infrastructure including access and drainage, and demolition of existing structures and enabling works and for the construction of multi-storey car park and pedestrian link building.

PINS REF: APP/B0230/V/22/3296455

LPA REF: 21/00031/VARCON



Proof of Evidence of Mark Hinnells on Carbon Emissions on behalf of Luton Borough Council

Luton Airport Public Inquiry

Planning Application – 21/00031/VARCON

Report ref ED16760 Luton Borough Council

1 Name and qualifications

1. My name is Dr Mark Hinnells. I have worked professionally in energy and environment policy since 1990. I am a Principal Consultant with Ricardo Energy and Environment (Ricardo). I have been at Ricardo first as senior and more recently as Principal since 2017. At Ricardo I lead work aiming at significant carbon emissions reductions for large sites including airports.

2 Instructions and scope of evidence

2. I was instructed by Luton Borough Council (hereafter LBC) in August 2020 to review the information on carbon emissions and climate change impacts prior to submission of planning Luton Airport's application– 21/00031/VARCON. I was then appointed to review the application once submitted in March 2021 before going to Development Management Committee on 30 Nov 2021. I provided two statements on that application on 4 June 2021 and an update on 29 November 2021. I was instructed by LBC in June 2022 to provide evidence to this inquiry. I have reviewed the Environmental Statement Addendum (January 2021 and a second Addendum July 2022) together with changes to policy with regard to aviation and climate change.
3. In terms of scope, my proof of evidence sets out policy surrounding and impacts from carbon emissions on climate change related to the planning application. Climate Change policy has been evolving rapidly in the period between the application being submitted and now, and it will continue to evolve up to the time of a decision.
4. I need to be clear about a my longstanding involvement at Luton airport in case of a risk of conflict of interest. I have supported Luton Rising, (a company which is 100% owned by LBC) who own the airport, in the development of plans to decarbonise the ground based activities for a proposed DCO application for Luton Airport which aims to increase passenger numbers to 32mppa. I have supported Luton Rising to explore options to achieve net zero for all Luton Rising investments and operations.
5. In all of my involvement with the airport, my position has consistently been to support the meeting of LBC objectives, particularly the aim to achieve net zero carbon emissions by 2040. All parties (LLOAL as applicant, the LPA and Luton Rising) have been aware of my involvement from the outset. I therefore do not feel any conflict of interest in assessing the impacts of the proposal at various stages.

3 Summary and conclusions

6. The advice I gave to the Development Management Committee was that:
 - a. Climate change was, and is, a serious issue (and the most recent IPCC AR7 amplifies this further).

- b. It will be extremely challenging to meet all of local targets for ground based emissions, national targets for ground based emissions, surface access emissions, and aviation emissions.
 - c. Whatever questions there may be surrounding the sufficiency and deliverability of current policy, Government is clear what policy is, and it relies on allowing airport expansion and dealing with emissions through non-planning mechanisms, specifically technology development and market trading solutions. Ultimately the Secretary of State has a duty to meet the target of net zero in the Climate Change Act as amended.
 - d. Based on current government policy there are no policy grounds for refusal on the basis of climate change.
- 7. Nothing has changed to alter that advice, indeed the publication of the Jet Zero Consultation: Summary of responses and government response **(CD11.18)** and the Jet Zero Strategy **(CD11.19)** reaffirms the Governments position.
- 8. Nothing has changed in ESA4 to alter this position.
- 9. Should planning permission be granted with appropriate conditions and obligations as proposed by the Council, there is more certainty that local carbon targets for net zero ground based activity and contributions towards national carbon targets (including the target for zero emission airports), can be secured by 2040, than would be the case in the 'without development' scenario (namely the current planning permission ref 15/00950/VARCON) which contains no such planning conditions or obligations.
- 10. The mitigations envisaged (which would be secured through the Carbon Reduction Strategy) are as outlined in section 5 of my proof, namely:
 - decarbonising existing buildings;
 - securing conditions to deliver a given percentage of on site or near to site renewable energy;
 - appropriate support to drive increased use of EVs (to the airport);
 - appropriate zero emission vehicles used by and at the airport; and
 - through SAF and zero emission flight infrastructure.



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