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London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

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8.158 Applicant's Response to Written Questions - Socio-economic Effects

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.158

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**London Luton Airport Expansion Development Consent
Order 202x**

**8.158 APPLICANT’S RESPONSE TO WRITTEN QUESTIONS –
SOCIO-ECONOMIC EFFECTS**

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Author:	Luton Rising

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1 RESPONSE TO EXAMINING AUTHORITY WRITTEN QUESTIONS (SOCIO-ECONOMIC EFFECTS)

Table 1.1: Responses to the Examining Authority's Written Questions (Socio-economic effects)

PINS ID	Question / Response																														
SE.2.1	<p>Question:</p> <p>Previous job creation Following ISH2 [EV7-006, Action Points 5 and 6] you were asked to provide details of the number of jobs created as a result of the grant of consent to allow the airport to expand to 18 MPPA. In response, copies of the London Luton Airport annual monitoring report for 2014 to 2019 have been provided. Whilst each report does contain a section on employment can you please provide the information requested in table form setting out:</p> <ol style="list-style-type: none"> 1. the number of jobs generated by the airport over the relevant period compared to the number of jobs that it was indicated would be delivered in the application; and, 2. the number of jobs that were in existence prior to the increase in the passenger cap. <p>Where possible can you provide the actual number rather than the number rounded to the nearest hundred.</p> <p>Response:</p> <p>The table below sets out the number of jobs in the vicinity of the airport, taken from the airport operator's Annual Monitoring Reports from 2011 (before the application to expand to 18 mppa) to 2019 and the passenger throughput in each year (based on CAA Airport Statistics).</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #2c3e50; color: white;"> <th></th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> <th>2019</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Passengers (mppa)</td> <td>9.5</td> <td>9.6</td> <td>9.7</td> <td>10.5</td> <td>12.3</td> <td>14.6</td> <td>16.0</td> <td>16.8</td> <td>18.2</td> </tr> <tr> <td style="text-align: left;">Jobs in the vicinity of the Airport</td> <td>8,100</td> <td>8,200</td> <td>8,400</td> <td>8,500</td> <td>9,500</td> <td>9,300</td> <td>10,200</td> <td>10,400</td> <td>11,200</td> </tr> </tbody> </table> <p>As noted in REP4-077, which responded to Action Points 5 and 6, the information provided in the Annual Monitoring Reports is based on Office for National Statistics (ONS) data and uses Standard Industrial Classification (SIC) code data to identify jobs in the vicinity of the airport that are likely to be related to the operation of the airport. As a result of the use of ONS data, it is not possible to produce estimates other than rounded to the nearest 100 jobs due to confidentiality considerations in the Inter-departmental Business Register (IDBR).</p> <p>The definition of airport related employment used in the Annual Monitoring Reports is not identical to that used by Oxford Economics in estimating future direct airport related employment [APP-079] as explained in REP4-077.</p> <p>The increase in airport related employment produced by Halcrow in connection with the application for consent to grow to 18 mppa was for an increase in employment in the vicinity of the Airport under three scenarios Low, Medium, and High dependent upon which SIC codes were assumed to relate to direct airport related employment.</p> <p>These estimates are tabulated below:</p>		2011	2012	2013	2014	2015	2016	2017	2018	2019	Passengers (mppa)	9.5	9.6	9.7	10.5	12.3	14.6	16.0	16.8	18.2	Jobs in the vicinity of the Airport	8,100	8,200	8,400	8,500	9,500	9,300	10,200	10,400	11,200
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	<p>In each of the Low, Medium and High Scenarios, airport related employment was expected to increase by 4,000, 5,100 or 7,950 jobs as the airport grew from 9.5 (9.45) mppa to 17.8 mppa. The actual increase in employment was 3,200, actual employment at each level of passenger throughput exceeding that in the Low Estimate but being below that in the Medium Estimate made by Halcrow.</p> <p>The actual increase in employment between 2011 and 2019 shows a rate of increase of 354 airport related jobs per mppa. This is higher than the rate of increase in employment projected for the DCO (Need Case [AS-125], Table 8.2) of 300 jobs per mppa between 18 and 32 mppa. The Applicant considers that the future employment projections are robust, a point agreed by the Host Authorities in their Statements of Common Ground with the Applicant.</p>																			