

February 2023

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 4 Plans and Sections

4.11 Airport Access Road and Luton DART Long Section Plans

Application Document Ref: TR020001/APP/4.11

APFP Regulation: 5(2)(o)

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

London Luton Airport Expansion Development Consent Order 202x

4.11 AIRPORT ACCESS ROAD AND LUTON DART LONG SECTION PLANS

Regulation number:	Regulation 5(2)(o)
Planning Inspectorate Scheme Reference:	TR020001
Document Reference:	TR020001/APP/4.11
Author:	Luton Rising

Version	Date	Status of Version
Issue 1	February 2023	Application issue

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1 AIRPORT ACCESS ROAD AND LUTON DART LONG SECTION PLANS

1.1 Purpose of this document

- 1.1.1 Luton Rising (a trading name of London Luton Airport Limited), owners of London Luton Airport (the Applicant) has submitted an application under section 37 of the Planning Act 2008 for an order to grant development consent for the expansion of London Luton Airport (the Proposed Development).
- 1.1.2 This document is part of a suite of documents which forms part of the application for development consent. A full description of all the Application Documents is provided in the **Introduction to the Application [TR020001/APP/1.03]** which also forms part of the suite of application documents.
- 1.1.3 This document is included in the application to comply with Regulation 5(2)(o) of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (“the 2009 Regulations”), which requires:
- a) 5(2)(o) ‘any other plans, drawings and sections necessary to describe the proposals for which development consent is sought, showing details of design, external appearance, and the preferred layout of buildings or structures, drainage, surface water management, means of vehicular and pedestrian access, any car parking to be provided, and means of landscaping.’
- 1.1.4 As this document is part of the application documentation, it should be read alongside, and is informed by, the other application documents. In particular, the plans should be read alongside Schedule 1 of the **draft Order [TR020001/APP/2.01]**, the **Works Plans [TR020001/APP/4.04]** and the **Transport Assessment [TR020001/APP/7.02]**.

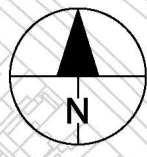
1.2 Scope and format of the Airport Access Road and Luton DART Long Section Plans

- 1.2.1 The purpose of the Airport Access Road and Luton DART Long Section Plans is to provide a reference point in respect of the Airport Access Road works and Luton Dart works from which, in carrying out the authorised development, the undertaker may deviate vertically from the levels shown on the plans. The maximum permitted vertical levels of movement both upwards and downwards in respect of each work are confirmed in article 6 (Limits or works) of the **draft Development Consent Order [TR020001/APP/2.01]**.
- 1.2.2 Drawings showing the indicative layout of the AAR and the Luton DART are included in the **General Arrangement Drawings [TR020001/APP/4.09]**. The information shown on those drawings is in line with the preliminary design status of the Project with exact details to be decided at the detailed design stage.

1.3 Airport Access Road and Luton DART Long Section Plans List

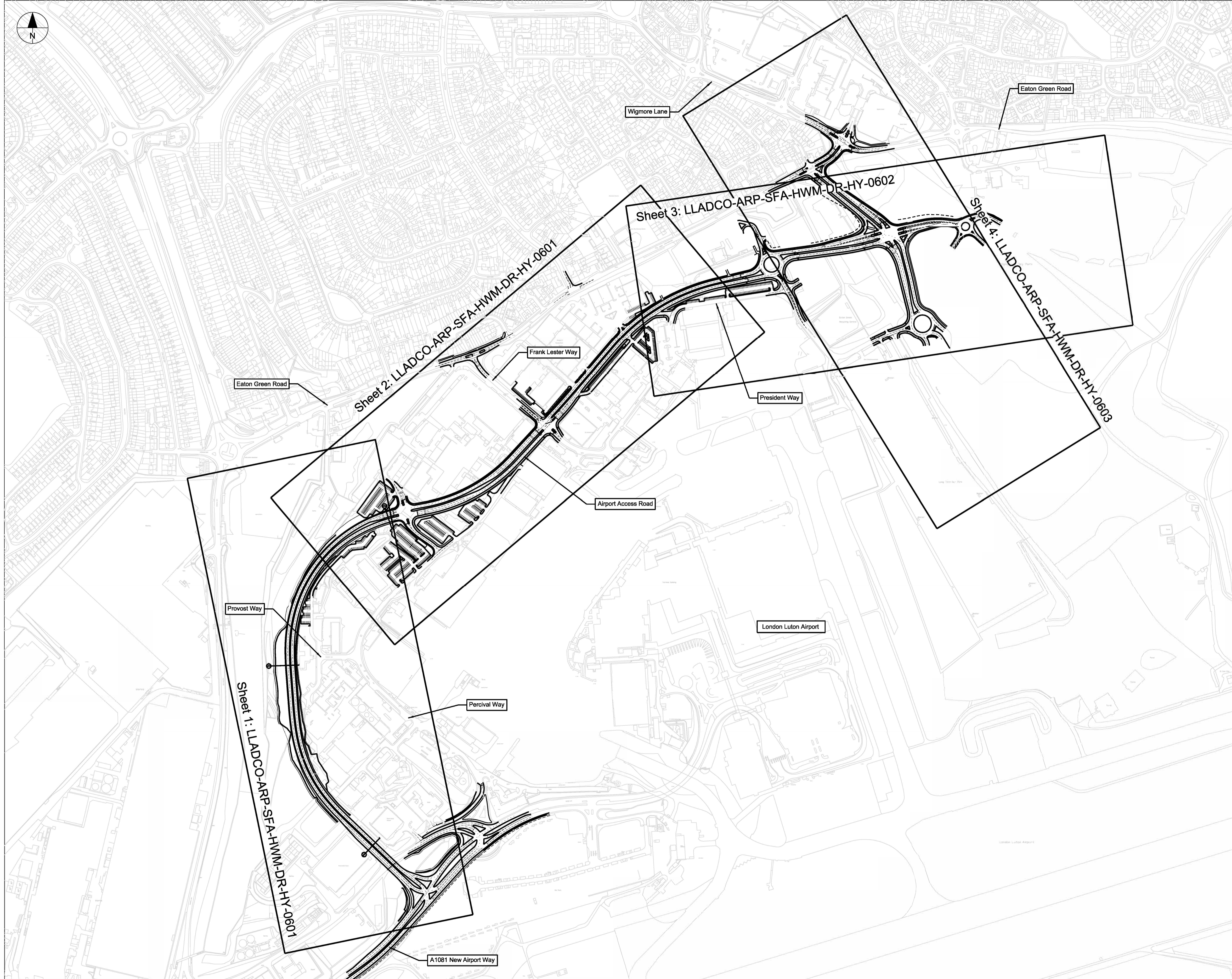
Airport Access Road and Luton DART Long Section Plans Drawing Name	Drawing Number	Work No.
Airport Access Road Highway Mainline- Indicative Plan / Profile Keyplan	LLADCO-3C-ARP-WHS-HWM-DR-HY-0600	Overview
Airport Access Road Highway Mainline- Indicative Plan / Profile (Sheet 1 of 4)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0601	6a(02)
Airport Access Road Highway Mainline- Indicative Plan / Profile (Sheet 2 of 4)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0602	6a(02), 6a(03)
Airport Access Road Highway Mainline- Indicative Plan / Profile (Sheet 3 of 4)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0603	6a(02)
Airport Access Road Highway Mainline- Indicative Plan / Profile (Sheet 4 of 4)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0603	6a(02)
Airport Access Road Highway Side Roads- Indicative Plan / Profile Keyplan	LLADCO-3C-ARP-WHS-HWM-DR-HY-0700	Overview
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 1 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0701	6a(03)
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 2 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0702	6a(02)
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 3 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0703	6a(03)
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 4 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0704	6a(02)
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 5 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0705	6a(02)

Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 6 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0706	6a(02)
Airport Access Road Highway Side Roads- Indicative Plan / Profile (Sheet 7 of 7)	LLADCO-3C-ARP-SFA-HWM-DR-HY-0707	6a(02)
Indicative Luton DART Extension- Alignment Profile	LLADCO-3C-ARP-RAL-MPT-DR-CE-0002	3g



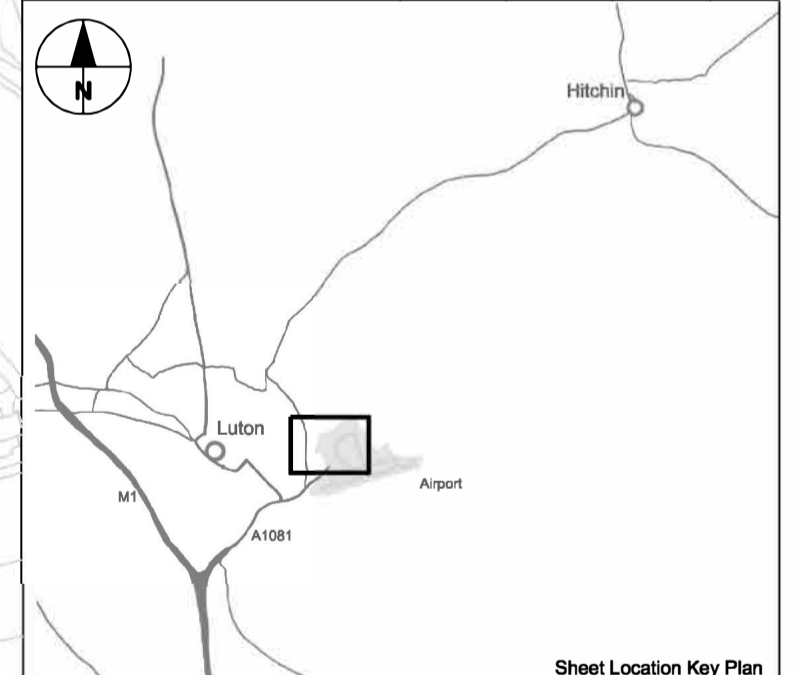
This drawing may contain mapping by permission of Ordnance Survey on behalf of HMSO © Crown Copyright and database rights 2022 Ordnance Survey 0100031673 11
 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

- NOTES**
1. This plan should be read in conjunction with other plans and documents that form part of the Development Consent Order (DCO) application
 2. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.
 3. For indicative AAR vertical section see drawings LLADCO-ARP-SFA-HWM-DR-HY-0601 to -0604
 4. For indicative AAR general arrangements see drawings LLADCO-ARP-SFA-HWM-DR-HY-0101 to -0110



INDICATIVE LAYOUT

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



Luton Rising
 Our airport. Our community. Our planet.
 Luton Rising
 Hart House Business Centre
 Kimpton Road, Luton, LU2 9LA
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**London Luton Airport Expansion
 Development Consent Order**

Drawing Title
**AIRPORT ACCESS ROAD
 HIGHWAY MAINLINE
 INDICATIVE PLAN / PROFILE
 KEYPLAN**

Purpose of Issue DCO SUBMISSION				Suitability S6	
Drawn N.Scott	Checked J.Riat	Approved R.Goodall	Date 27/02/23	Scale NTS	Size A1
DCO Application Ref. TR020001	APFP Regulation 5(2)(c)	DCO Document Ref. TR020001/APP/4.9			
Drawing Number LLADCO-3C-ARP-WHS-HWM-DR-HY-0600					Revision P01
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number					

NOTES

- All dimensions are in metres unless stated otherwise.
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- Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
- The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.
- For indicative AAR alignment see drawings LLADCO-3C-ARP-SFA-HWM-DR-HY-0101 to -0110.

KEY

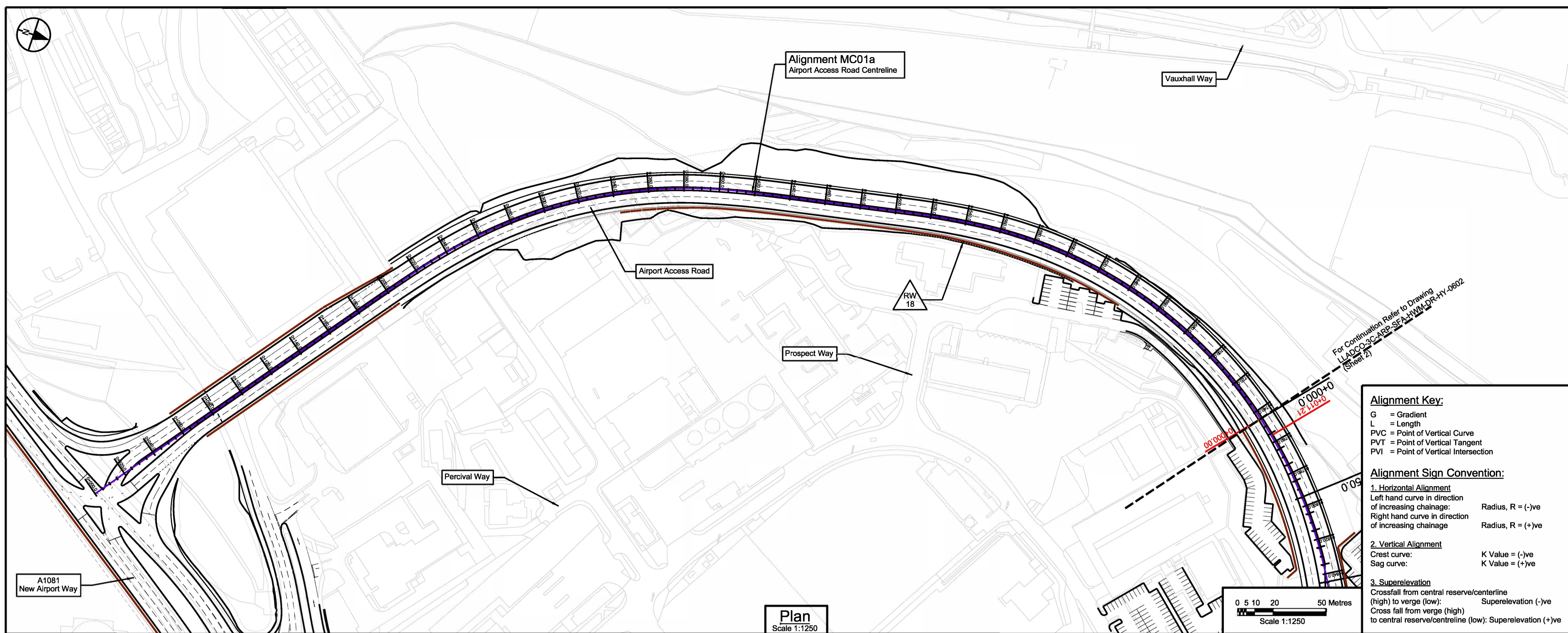
- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker

Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:

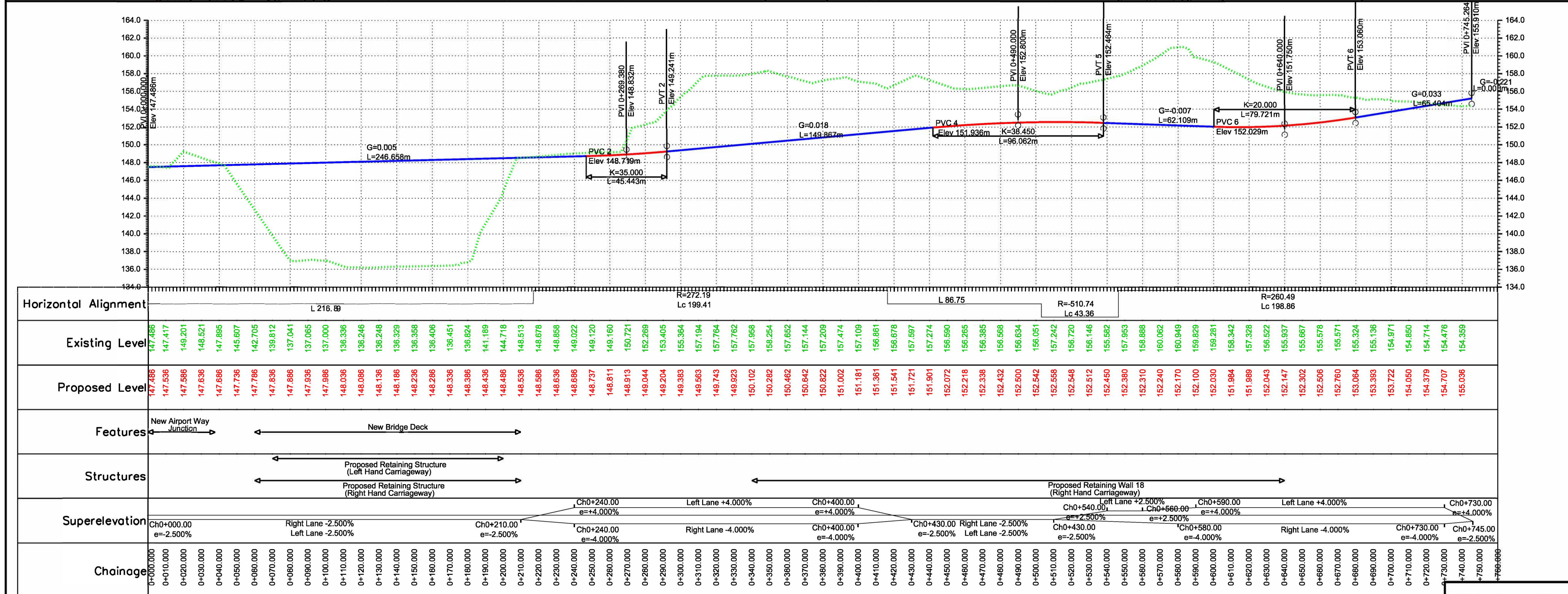
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 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve
- Vertical Alignment**
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve
- Superelevation**
 Crossfall from central reserve/centerline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centerline (low): Superelevation (+)ve

INDICATIVE LAYOUT



Plan
Scale 1:1250

0 5 10 20 50 Metres
Scale 1:1250



Vertical Profile: Alignment MC01a - AAR Mainline (West)
Scale 1:250 / 1:1250 (Horizontal / Vertical)

0 5 10 20 50 Metres
Scale 1:1250

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



London Luton Airport Expansion Development Consent Order

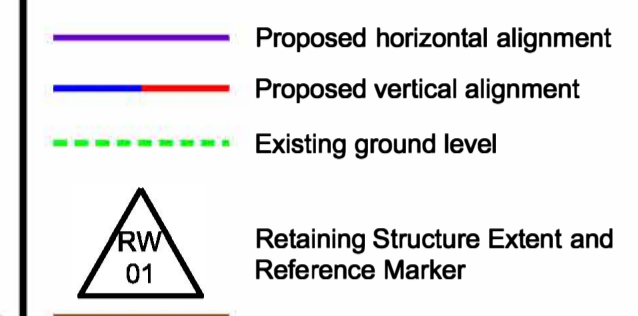
AIRPORT ACCESS ROAD HIGHWAY MAINLINE INDICATIVE PLAN / PROFILE SHEET 1 OF 4

Purpose of Issue				Suitability	
DCO SUBMISSION				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	N.Scott	R.Goodall	27/02/23	1:1250	A1
DCO Application Ref.	APPF Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number	Revision				
LLADCO-3C-ARP-SFA-HWM-DR-HY-0601	P01				
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disc. - Number					

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KEY

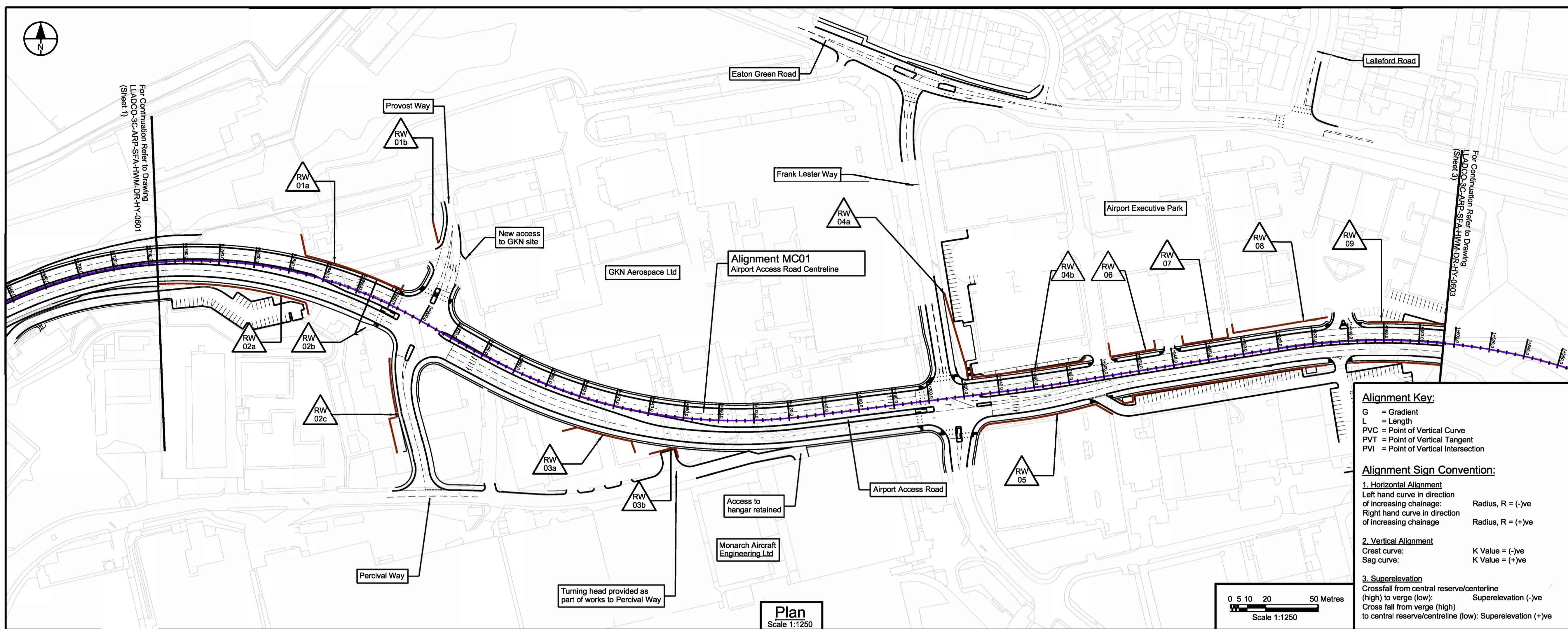


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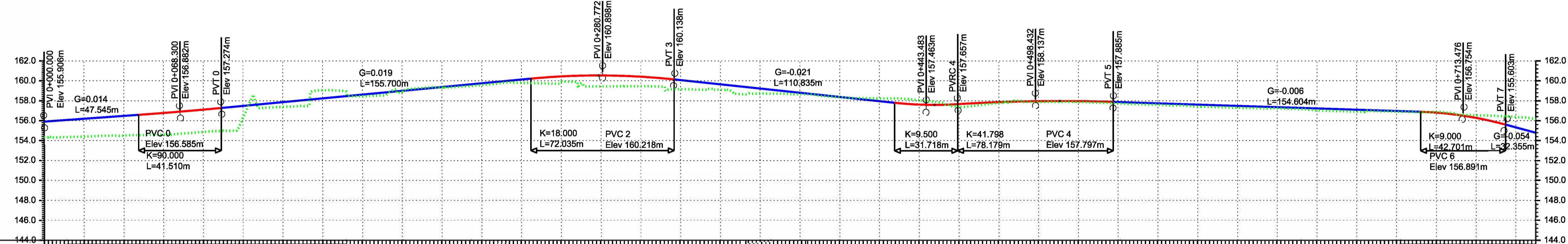
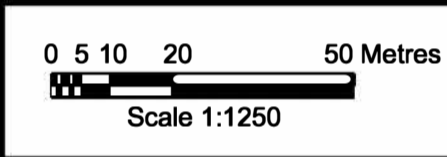
INDICATIVE LAYOUT



For Continuation Refer to Drawing LLADCO-3C-ARP-SFA-HWM-DR-HY-0601 (Sheet 1)

For Continuation Refer to Drawing LLADCO-3C-ARP-SFA-HWM-DR-HY-0603 (Sheet 3)

Plan
Scale 1:1250



Horizontal Alignment	Existing Level	Proposed Level	Proposed Development Level	Features	Structures	Superelevation	Chainage
L 11.21 R=256.16 Lc 140.49 L 29.03 A=99.84 Ls 34.00 RL 9928.00 R=292.00 Lc 150.74 A=99.84 Ls 34.00 RL 9928.00 L 97.84 R=-1200.00 Lc 43.80 L 90.94 A=133.94 Ls 50.00 RL 17940.00	154.349 154.389 154.467 154.505 154.559 154.712 154.887 154.976 156.269 157.275 157.375 157.471 158.048 158.997 158.440 158.514 158.902 159.280 159.323 159.409 159.574 159.762 159.799 159.751 159.875 159.746 159.441 159.448 159.103 158.659 158.721 158.710 158.650 158.509 158.359 158.246 158.241 158.238 158.042 157.838 157.445 157.556 157.759 157.991 157.884 157.877 157.867 157.806 157.732 157.650 157.618 157.405 157.351 157.286 157.237 157.246 157.171 157.033 156.965 156.897 156.963 156.909 156.881 156.879 156.806 156.537 156.471 156.381 156.160	155.999 156.049 156.192 156.335 156.478 156.621 156.772 156.934 157.108 157.292 157.481 157.670 157.859 158.048 158.237 158.428 158.615 158.804 158.993 159.182 159.372 159.561 159.750 159.939 160.128 160.309 160.441 160.518 160.539 160.504 160.414 160.268 160.070 159.859 159.648 159.437 159.225 159.014 158.803 158.592 158.381 158.170 157.958 157.750 157.517 157.288 157.065 156.842 156.617 156.391 156.160		Provost Way Junction	Proposed Retaining Wall 2a (Right Hand Carriageway) Proposed Retaining Wall 2b (Right Hand Carriageway) Proposed Retaining Wall 3a (Right Hand Carriageway) Proposed Retaining Wall 3b (Right Hand Carriageway) Proposed Retaining Wall 4a (Left Hand Carriageway) Proposed Retaining Wall 4b (Left Hand Carriageway) Proposed Retaining Wall 5 (Right Hand Carriageway) Proposed Retaining Wall 6 (Left Hand Carriageway) Proposed Retaining Wall 7 (Left Hand Carriageway) Proposed Retaining Wall 8 (Left Hand Carriageway) Proposed Retaining Wall 9 (Left Hand Carriageway) Proposed Retaining Wall 10 (Right Hand Carriageway)	Ch0+000.00 e=-2.500% Ch0+089.82 e=-2.500% Right Lane 2.500% Ch0+136.17 e=-2.500% Ch0+179.50 e=2.498% Ch0+213.54 e=4.360% Right Lane 4.360% R292.00Left Ch0+365.55 e=-2.500% Ch0+399.82 e=2.500% Right Lane 2.500% R1200.00Left Ch0+503.99 e=2.498% Right Lane -2.500% Ch0+565.49 e=-2.500% Ch0+632.80 e=-2.500% Ch0+682.76 e=-3.580%	0+000.000 0+010.000 0+020.000 0+030.000 0+040.000 0+050.000 0+060.000 0+070.000 0+080.000 0+090.000 0+100.000 0+110.000 0+120.000 0+130.000 0+140.000 0+150.000 0+160.000 0+170.000 0+180.000 0+190.000 0+200.000 0+210.000 0+220.000 0+230.000 0+240.000 0+250.000 0+260.000 0+270.000 0+280.000 0+290.000 0+300.000 0+310.000 0+320.000 0+330.000 0+340.000 0+350.000 0+360.000 0+370.000 0+380.000 0+390.000 0+400.000 0+410.000 0+420.000 0+430.000 0+440.000 0+450.000 0+460.000 0+470.000 0+480.000 0+490.000 0+500.000 0+510.000 0+520.000 0+530.000 0+540.000 0+550.000 0+560.000 0+570.000 0+580.000 0+590.000 0+600.000 0+610.000 0+620.000 0+630.000 0+640.000 0+650.000 0+660.000 0+670.000 0+680.000 0+690.000 0+700.000 0+710.000 0+720.000 0+730.000 0+740.000 0+750.000

Vertical Profile: Alignment MC01 - AAR Mainline
Scale 1:250 / 1:1250 (Horizontal / Vertical)



DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



London Luton Airport Expansion Development Consent Order

AIRPORT ACCESS ROAD HIGHWAY MAINLINE INDICATIVE PLAN / PROFILE SHEET 2 OF 4

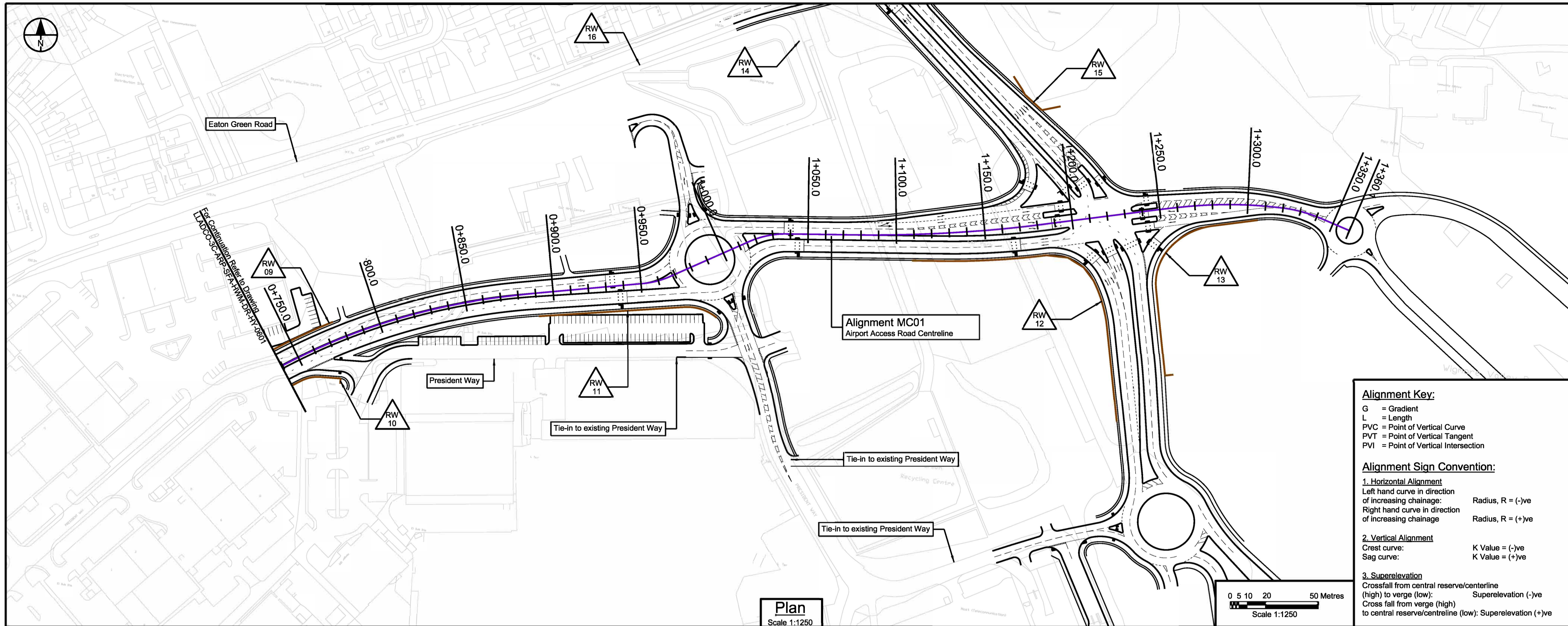
Purpose of Issue	DCO SUBMISSION	Suitability	S6
Drawn	N.Scott	Checked	J.Riat
Approved	R.Goodall	Date	27/02/23
Scale	1:1250	Size	A1
DCO Application Ref.	TR020001	APFP Regulation	5(2)(c)
DCO Document Ref.	TR020001/APP/4.9	Revision	P01

NOTES

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KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker



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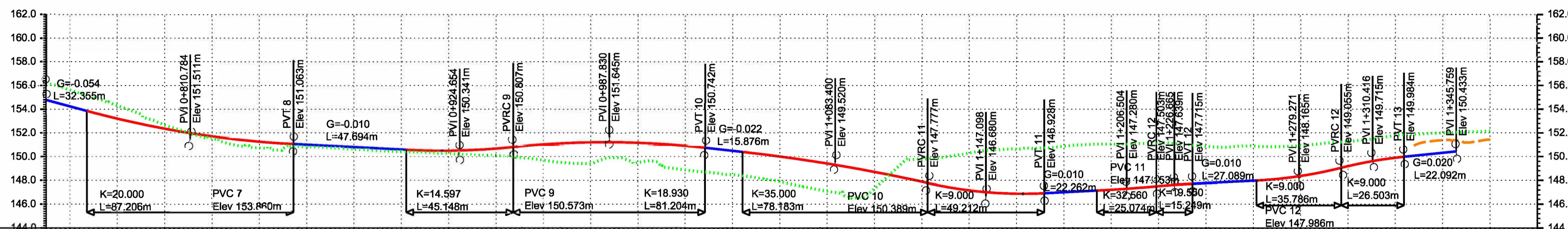
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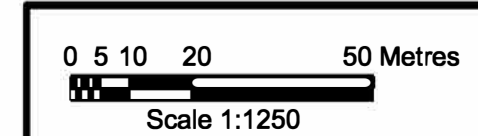
3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve

INDICATIVE LAYOUT



Horizontal Alignment	Existing Level	Proposed Level	Proposed Development Level	Features	Structures	Superelevation	Chainage
R=358.80 Lc 174.51	156.160	154.786		President Way Exit Junction	Proposed Retaining Wall 9 (Left Hand Carriageway)	R358.80Right Right Lane -3.580%	0+750.000
A=133.94 Ls 50.00 RL 17940.00	155.626	154.247					0+760.000
L 44.37	154.984	153.710		Roundabout	Proposed Retaining Wall 10 (Right Hand Carriageway)	0+770.000	
R=50.00 Lc 16.28	154.315	153.210				0+780.000	
L 49.00	153.542	152.761		Link Road Junction	Proposed Retaining Wall 11 (Left Hand Carriageway)	0+790.000	
R=764.20 Lc 106.71	152.862	152.011				0+800.000	
L 57.47	152.026	151.712		Proposed Retaining Wall 12 (Right Hand Carriageway)	R764.20Left Right Lane 2.337%	0+810.000	
R=80.00 Lc 23.46	151.525	151.462				0+820.000	
L 18.03	150.969	151.262		Proposed Retaining Wall 13 (Right Hand Carriageway)	R80.00Right Right Lane -2.500%	0+830.000	
	150.730	151.113				0+840.000	
	150.717	151.005				0+850.000	
	150.816	150.902				0+860.000	
	150.747	150.902				0+870.000	
	150.611	150.799				0+880.000	
	150.503	150.697				0+890.000	
	150.381	150.594				0+900.000	
	150.356	150.513				0+910.000	
	150.265	150.498				0+920.000	
	150.174	150.553				0+930.000	
	150.069	150.675				0+940.000	
	149.924	150.862				0+950.000	
	149.698	151.028				0+960.000	
	149.473	151.140				0+970.000	
	149.368	151.200				0+980.000	
	149.910	151.207				1+000.000	
	149.492	151.161				1+010.000	
	149.193	151.063				1+020.000	
	148.971	150.911				1+030.000	
	148.667	150.707				1+040.000	
	148.471	150.485				1+050.000	
	148.222	150.258				1+060.000	
	147.908	150.005				1+070.000	
	147.494	149.723				1+080.000	
	147.091	149.413				1+090.000	
	146.602	149.075				1+100.000	
	146.303	148.707				1+110.000	
	146.136	148.312				1+120.000	
	146.788	147.887				1+130.000	
	146.967	147.474				1+140.000	
	150.295	147.167				1+150.000	
	150.567	146.971				1+160.000	
	150.596	146.886				1+170.000	
	150.707	146.913				1+180.000	
	150.872	147.012				1+190.000	
	151.013	147.113				1+200.000	
	151.045	147.220				1+210.000	
	151.099	147.355				1+220.000	
	151.143	147.520				1+230.000	
	151.041	147.667				1+240.000	
	150.867	147.772				1+250.000	
	150.807	147.872				1+260.000	
	150.888	147.972				1+270.000	
	150.837	148.113				1+280.000	
	150.920	148.365				1+290.000	
	151.118	148.727				1+300.000	
	151.266	149.192				1+310.000	
	151.476	149.602				1+320.000	
	151.786	149.902				1+330.000	
	151.907	150.113				1+340.000	
	151.991	150.316				1+350.000	
	152.080					1+360.000	
	152.158					1+370.000	

Vertical Profile: Alignment MC01 - AAR Mainline
 Scale 1:250 / 1:1250 (Horizontal / Vertical)



DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



London Luton Airport Expansion Development Consent Order

Drawing Title
AIRPORT ACCESS ROAD HIGHWAY MAINLINE INDICATIVE PLAN / PROFILE SHEET 3 OF 4

Purpose of Issue	DCO SUBMISSION	Subsidiarity	S6
Drawn	N.Scott	Checked	J.Riat
Approved	R.Goodall	Date	27/02/23
Scale	1:1250	Size	A1
DCO Application Ref.	TR020001	APFP Regulation	5(2)(c)
DCO Document Ref.	TR020001/APP/4.9		
Drawing Number	LLADCO-3C-ARP-SFA-HWM-DR-HY-0603	Revision	P01
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disc. - Number			



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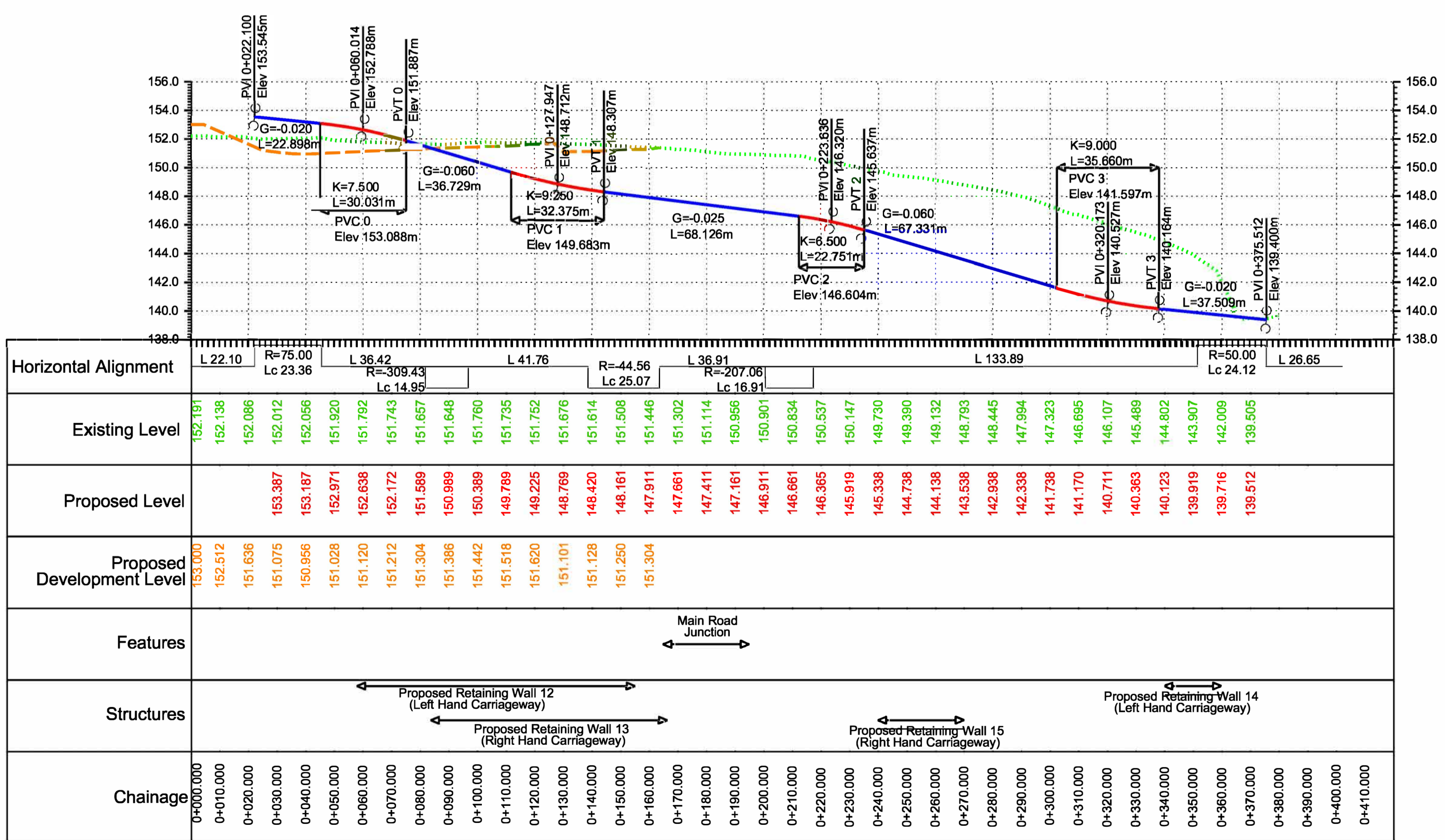
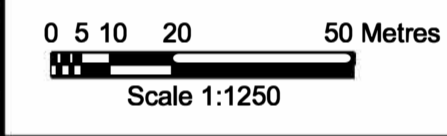
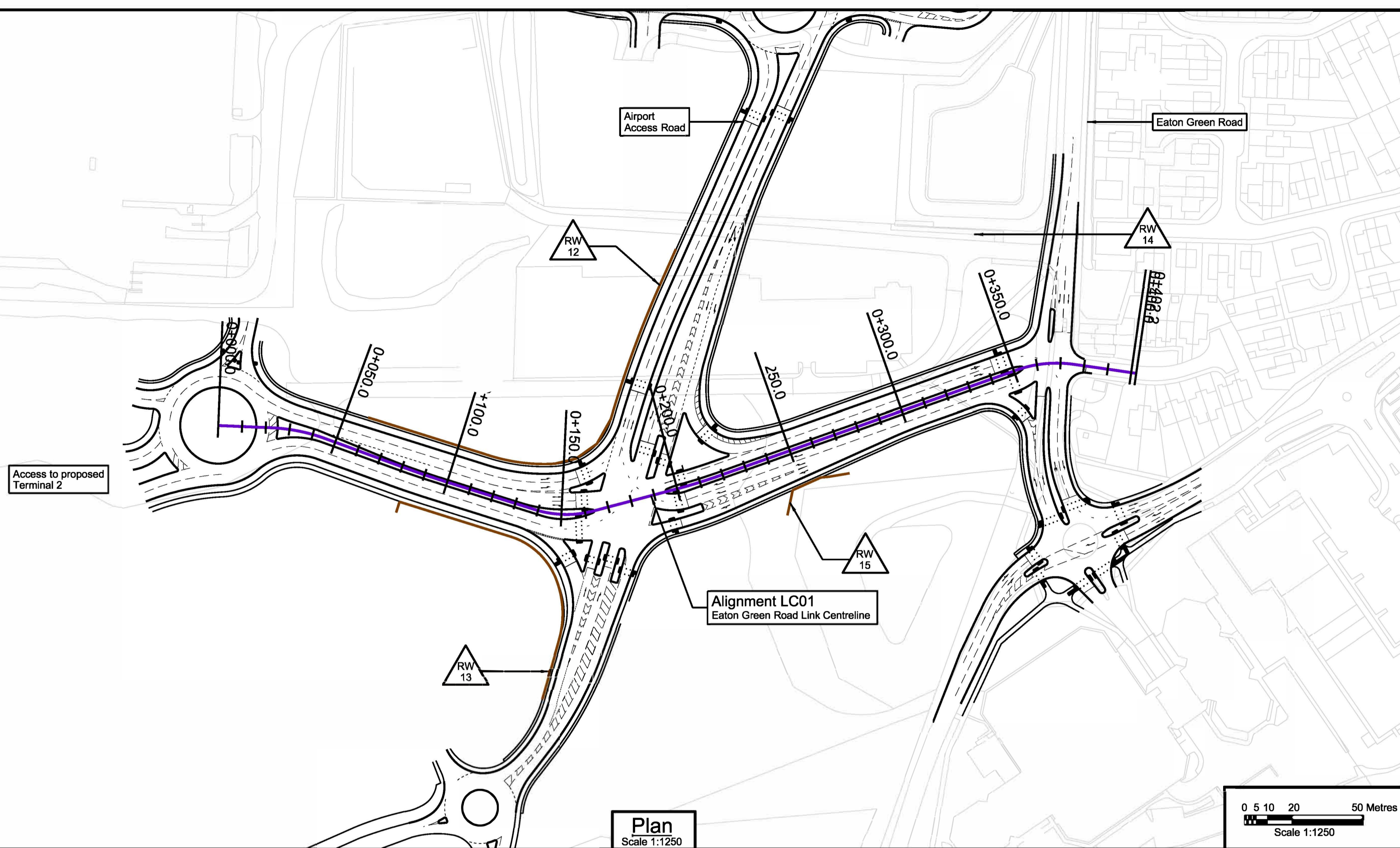
KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker

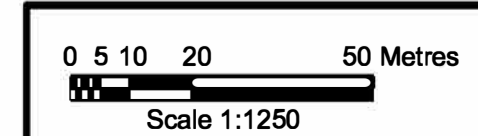
Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve
 2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve
 3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve

INDICATIVE LAYOUT



Vertical Profile: Alignment LC01 - Century Park Link Road Centreline
 Scale 1:250 / 1:1250 (Horizontal / Vertical)



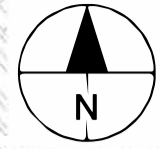
DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



London Luton Airport Expansion Development Consent Order

Drawing Title
AIRPORT ACCESS ROAD HIGHWAY MAINLINE INDICATIVE PLAN / PROFILE SHEET 4 OF 4

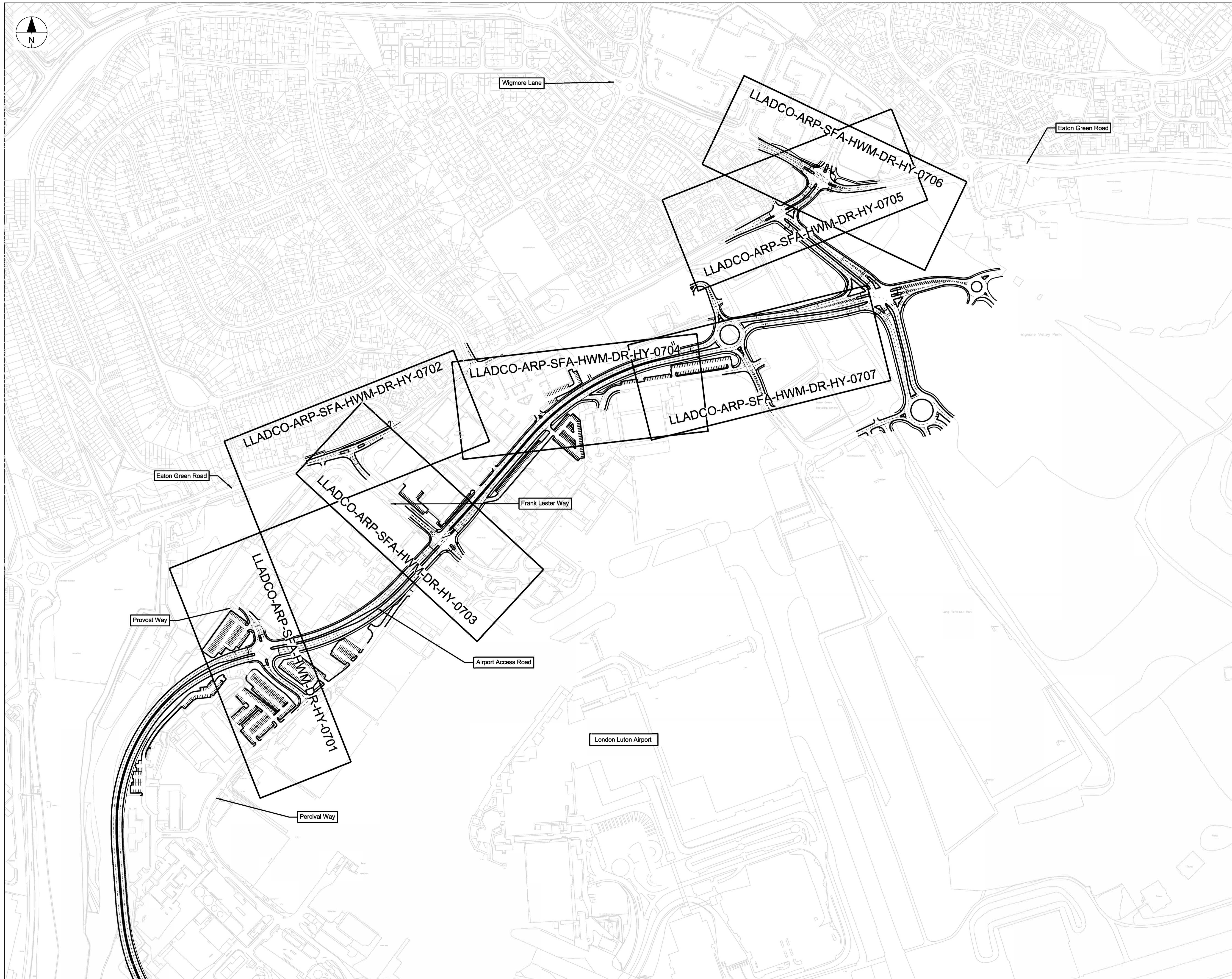
Purpose of Issue					Suitability	
DCO SUBMISSION					S6	
Drawn	Checked	Approved	Date	Scale	Size	
N.Scott	J.Riat	R.Goodall	27/02/23	1:1250	A1	
DCO Application Ref.			APPF Regulation	DCO Document Ref.		
TR020001			S(2)(c)	TR020001/APP/4.9		
Drawing Number					Revision	
LLADCO-3C-ARP-SFA-HWM-DR-HY-0604					P01	
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Desc. - Number						



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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

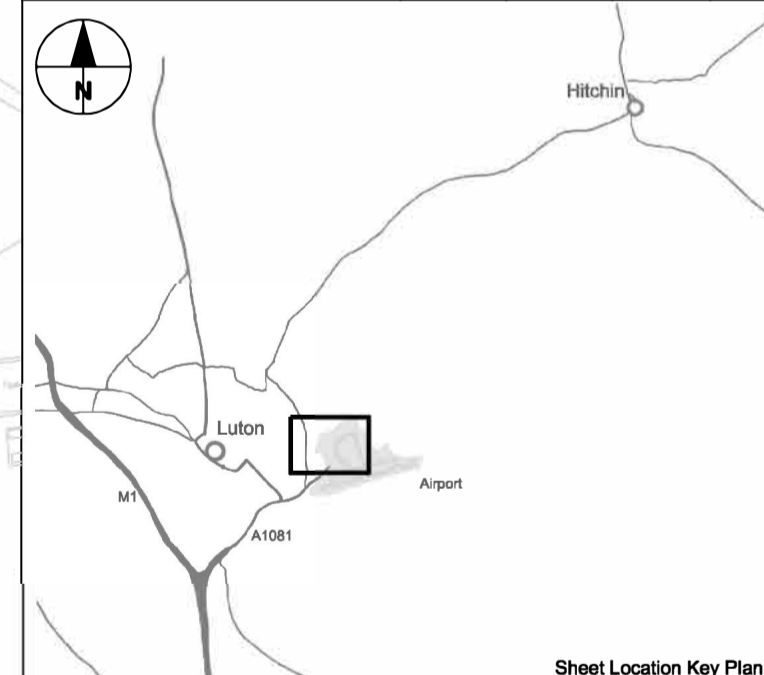
NOTES

1. This plan should be read in conjunction with other plans and documents that form part of the Development Consent Order (DCO) application
2. The purposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.
3. For indicative AAR vertical section see drawings LLADCO-ARP-SFA-HWM-DR-HY-0601 to -0604
4. For indicative AAR general arrangements see drawings LLADCO-ARP-SFA-HWM-DR-HY-0101 to -0110



INDICATIVE LAYOUT

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



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Drawing Title
**AIRPORT ACCESS ROAD
 HIGHWAY SIDE ROADS
 INDICATIVE PLAN / PROFILE
 KEYPLAN**

Purpose of Issue	DCO SUBMISSION	Suitability	S6
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Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	NTS	A1

DCO Application Ref.	APPFP Regulation	DCO Document Ref.
TR020001	5(2)(c)	TR020001/APP/4.9

Drawing Number	Revision
LLADCO-3C-ARP-WHS-HWM-DR-HY-0700	P01

Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number

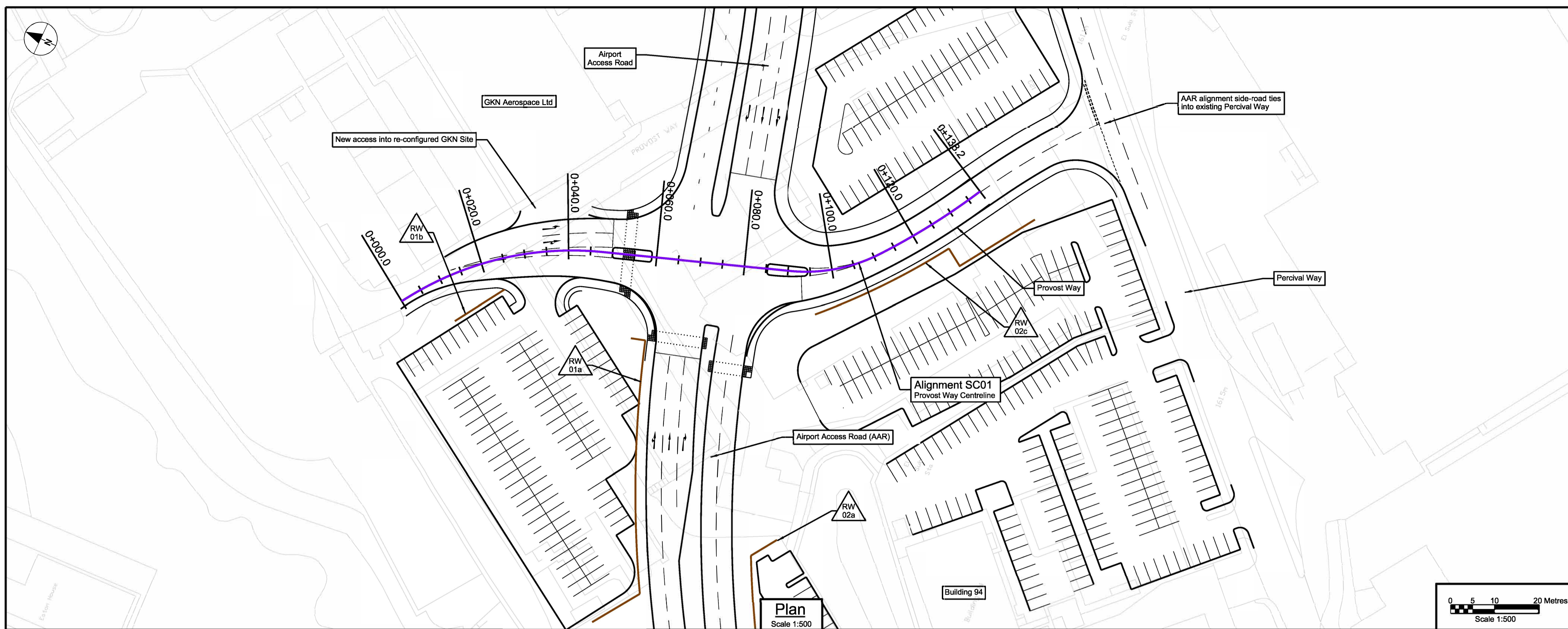
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NOTES

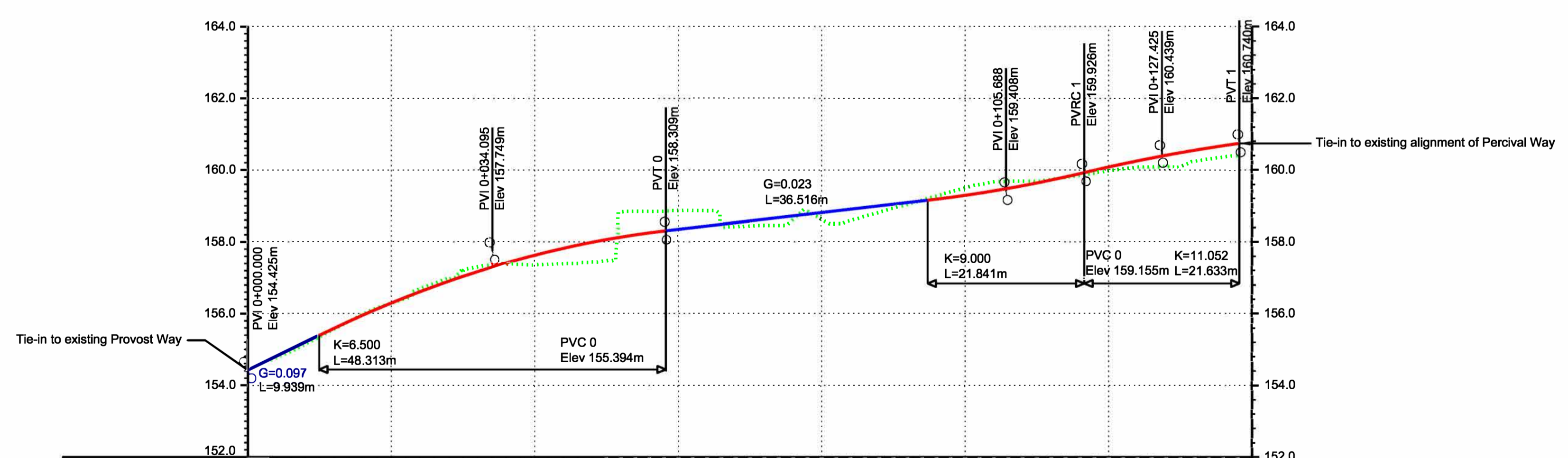
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KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker



INDICATIVE LAYOUT



Horizontal Alignment	Existing Level	Proposed Level	Chainage
L 2.54	154.424	154.425	0+000.000
R=70.00 Lc 45.23	154.886	154.912	0+005.000
	155.361	155.400	0+010.000
	155.876	155.887	0+015.000
	156.294	156.297	0+020.000
	156.773	156.888	0+025.000
	157.182	157.040	0+030.000
	157.391	157.354	0+035.000
	157.386	157.629	0+040.000
	157.399	157.886	0+045.000
	157.489	158.065	0+050.000
	158.841	158.225	0+055.000
	158.864	158.349	0+060.000
	158.863	158.485	0+065.000
	158.445	158.591	0+070.000
	158.481	158.697	0+075.000
	158.627	158.813	0+080.000
	158.642	158.928	0+085.000
	158.928	159.044	0+090.000
	159.214	159.160	0+095.000
	159.498	159.291	0+100.000
	159.675	159.450	0+105.000
	159.686	159.637	0+110.000
	159.822	159.851	0+115.000
	159.964	160.082	0+120.000
	160.079	160.292	0+125.000
	160.086	160.480	0+130.000
	160.332	160.645	0+135.000

Vertical Profile - Alignment SC01 - Provost Way Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

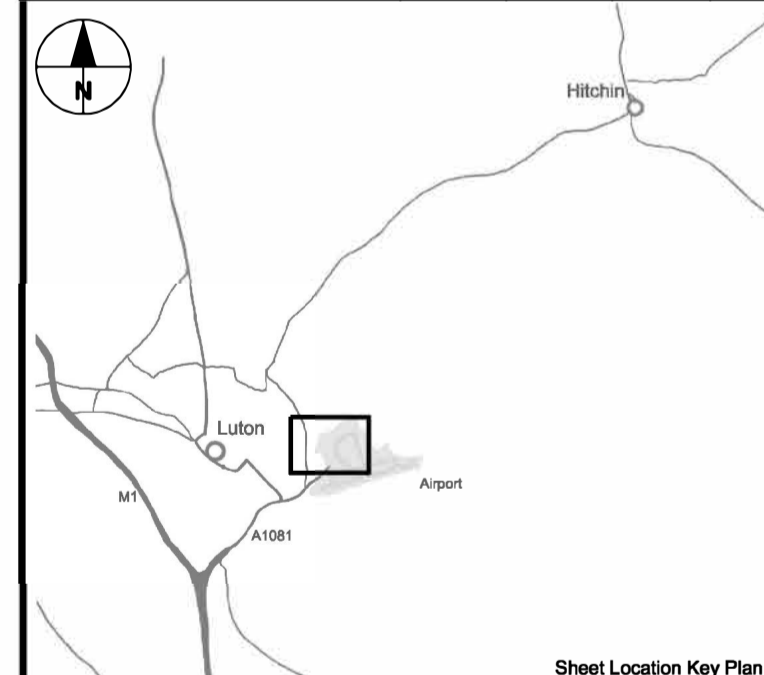
Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve

2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve

3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



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Drawing Title					
AIRPORT ACCESS ROAD HIGHWAY SIDE ROADS INDICATIVE PLAN / PROFILE SHEET 1 OF 7					
Purpose of Issue					Subsidiarity
DCO SUBMISSION					S6
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	AP/FP Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number	Revision				
LLADCO-3C-ARP-SFA-HWM-DR-HY-0701	P01				
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disc. - Number					

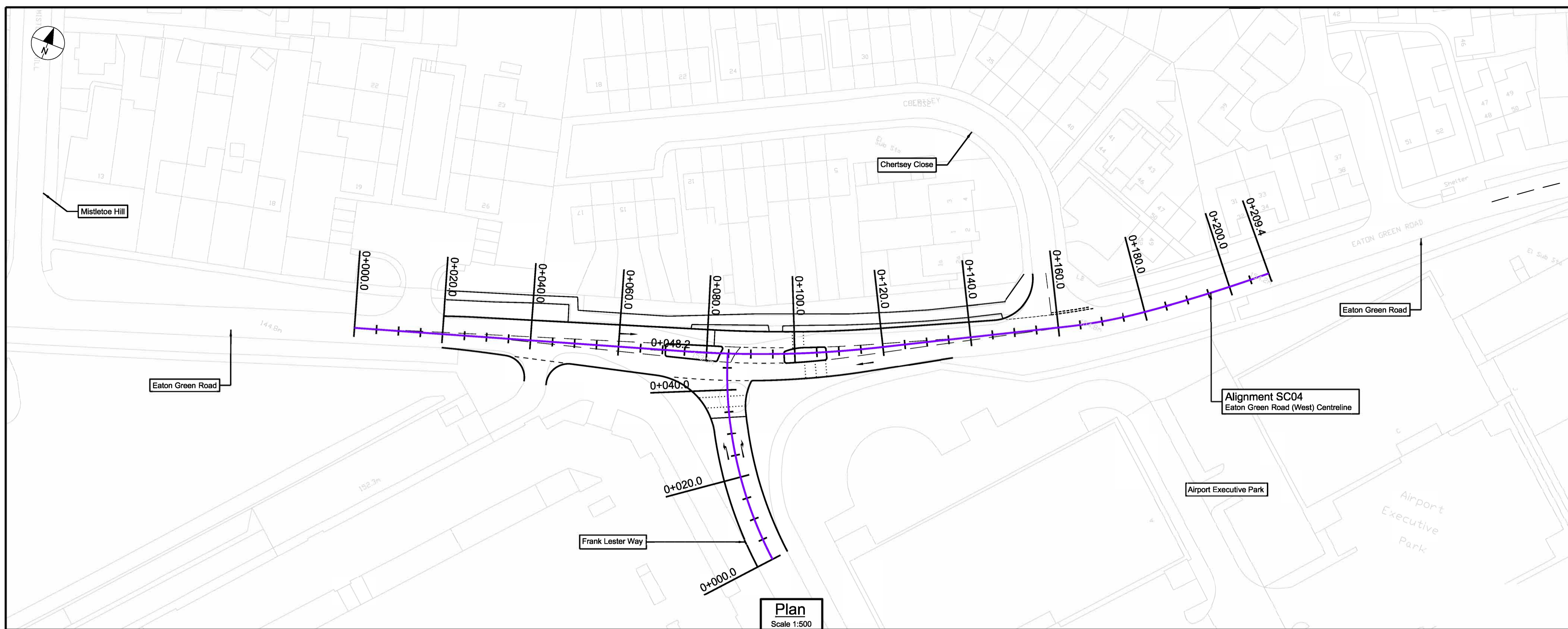
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

NOTES

1. All dimensions are in metres unless stated otherwise.
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5. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

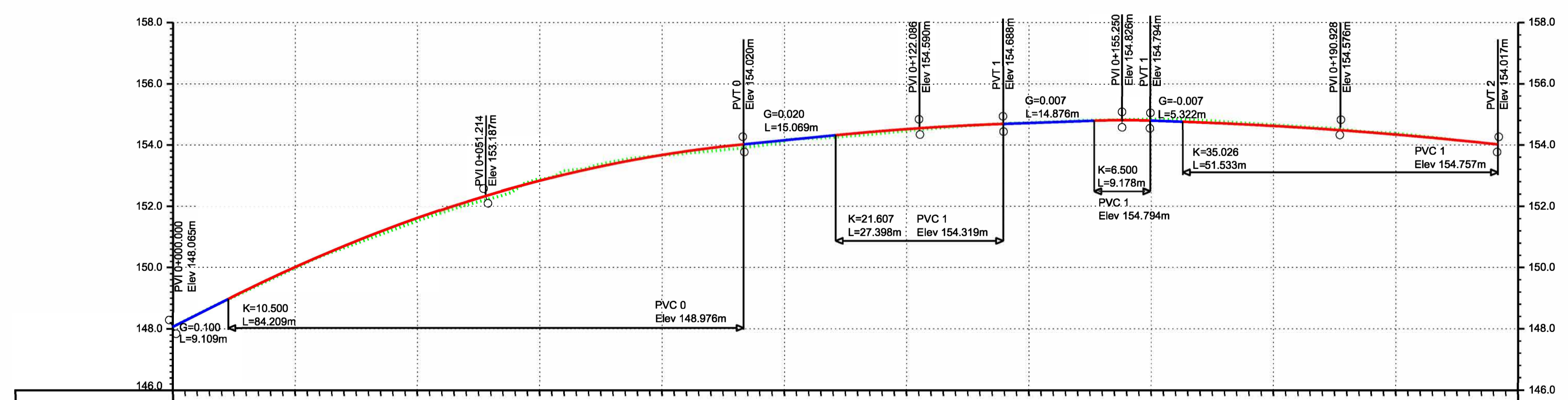
KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker



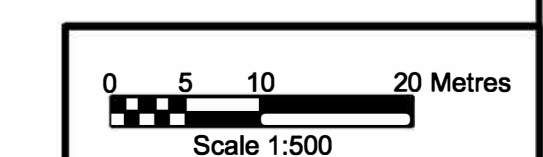
Plan
Scale 1:500

INDICATIVE LAYOUT



Horizontal Alignment	Existing Level	Proposed Level	Chainage
L 75.28	148.065	148.065	0+000.000
	148.569	148.565	0+005.000
	149.048	149.065	0+010.000
	149.515	149.549	0+015.000
	149.982	150.009	0+020.000
	150.421	150.445	0+025.000
	150.785	150.858	0+030.000
	151.151	151.246	0+035.000
	151.529	151.611	0+040.000
	151.881	151.952	0+045.000
	152.154	152.269	0+050.000
	152.429	152.563	0+055.000
	152.882	152.832	0+060.000
	153.174	153.078	0+065.000
	153.371	153.300	0+070.000
	153.580	153.488	0+075.000
	153.682	153.672	0+080.000
	153.750	153.823	0+085.000
	153.839	153.949	0+090.000
	153.955	154.054	0+095.000
	154.130	154.153	0+100.000
	154.211	154.252	0+105.000
	154.280	154.390	0+110.000
	154.365	154.440	0+115.000
	154.463	154.518	0+120.000
	154.549	154.584	0+125.000
	154.625	154.639	0+130.000
	154.687	154.682	0+135.000
	154.730	154.718	0+140.000
	154.765	154.753	0+145.000
	154.807	154.789	0+150.000
	154.823	154.810	0+155.000
	154.841	154.793	0+160.000
	154.822	154.758	0+165.000
	154.790	154.720	0+170.000
	154.722	154.674	0+175.000
	154.655	154.621	0+180.000
	154.596	154.562	0+185.000
	154.535	154.485	0+190.000
	154.432	154.421	0+195.000
	154.380	154.340	0+200.000
	154.271	154.251	0+205.000
	154.156	154.156	0+210.000
	154.053	154.053	0+215.000

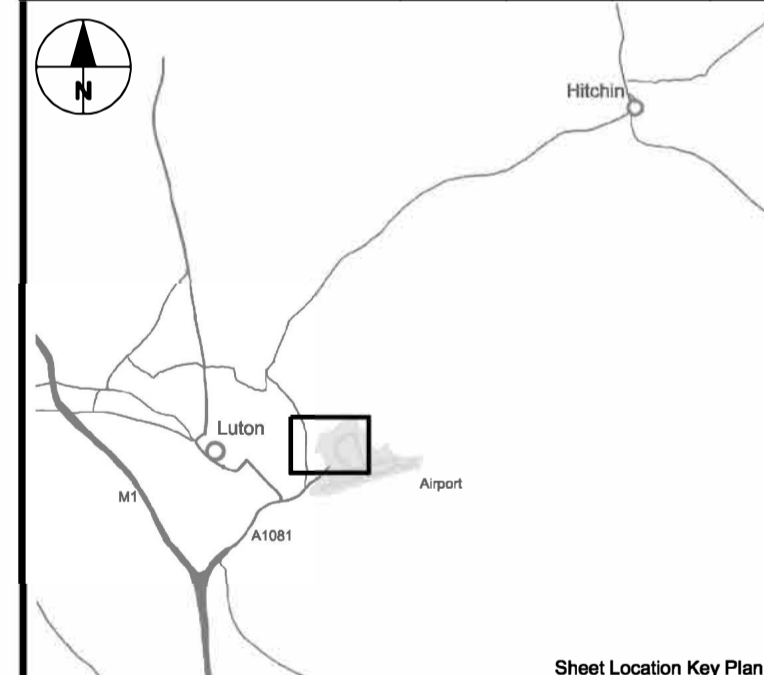
Vertical Profile - Alignment SC04 - Eaton Green Road (West) Centreline
Scale 1:100 / 1:500 (Vertical/Horizontal)



Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve
 2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve
 3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



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Drawing Title
AIRPORT ACCESS ROAD HIGHWAY SIDE ROADS INDICATIVE PLAN / PROFILE SHEET 2 OF 7

Purpose of Issue				Suitability	
DCO SUBMISSION				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	APFP Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number	Revision				
LLADCO-3C-ARP-SFA-HWM-DR-HY-0702	P01				
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number					

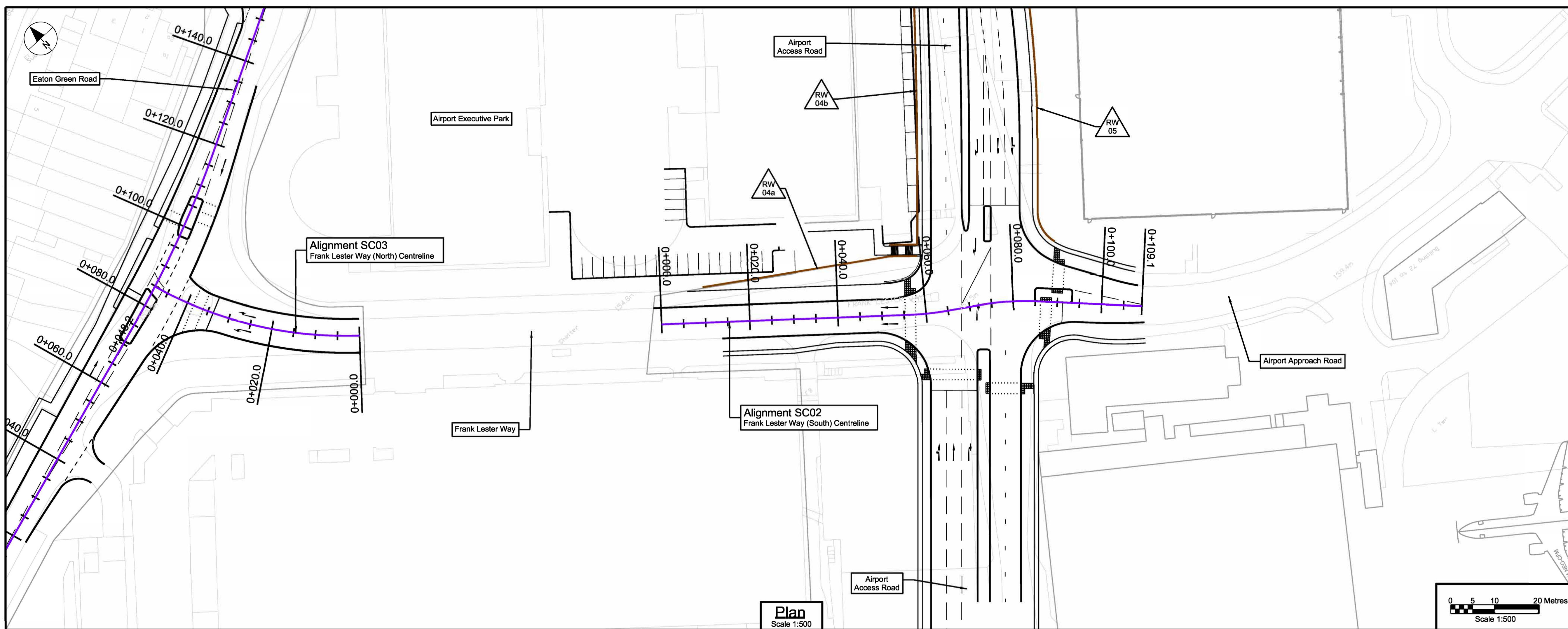
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

NOTES

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4. Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
5. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

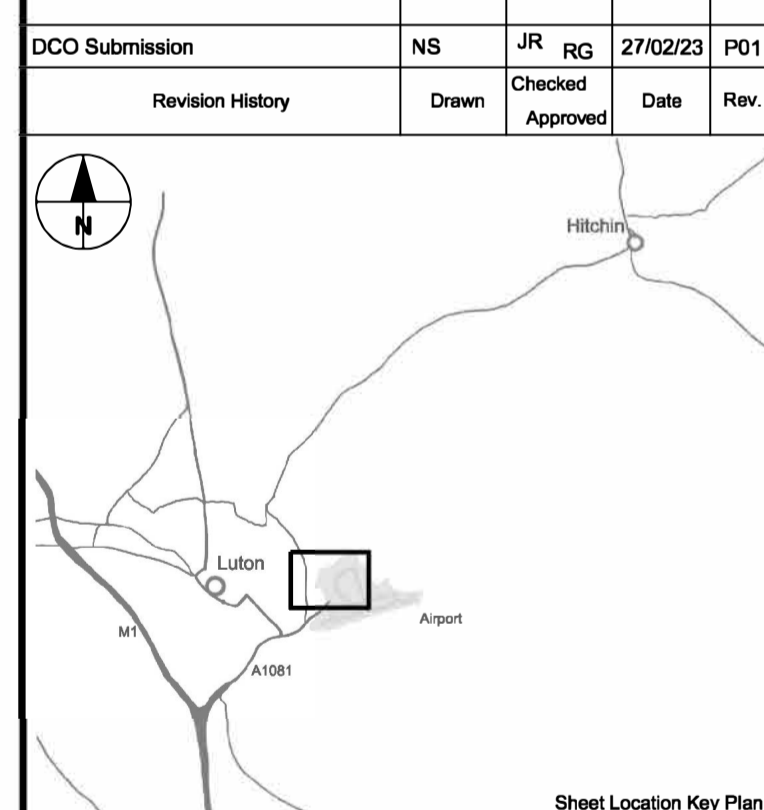
KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker



INDICATIVE LAYOUT

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.

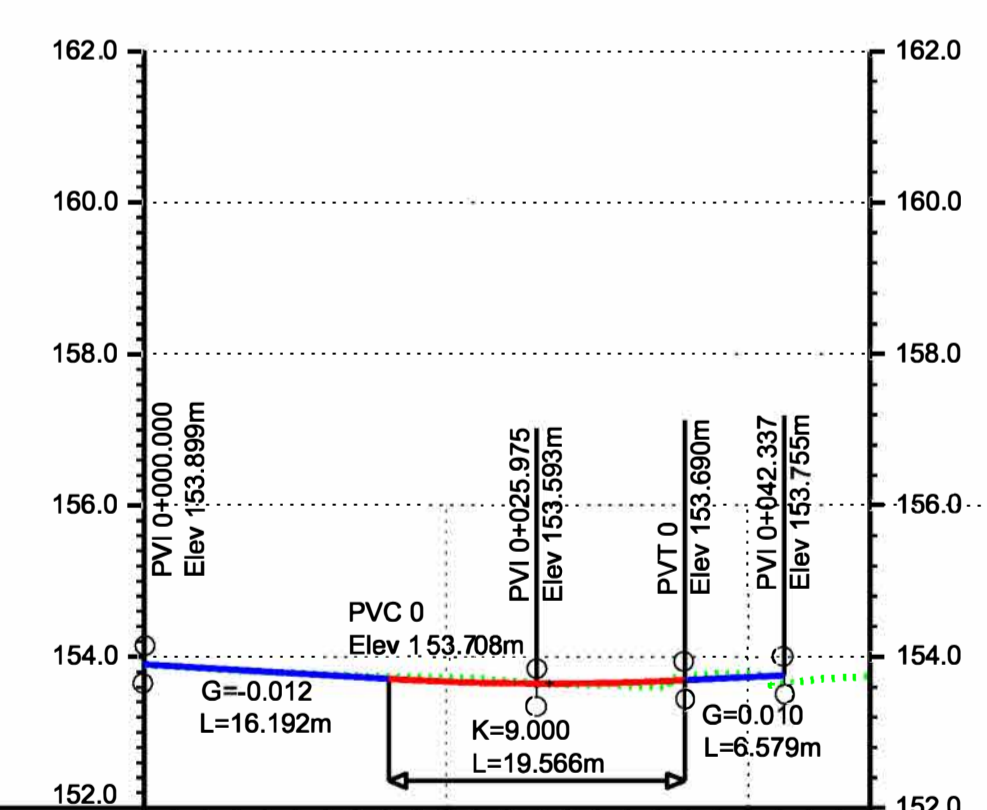


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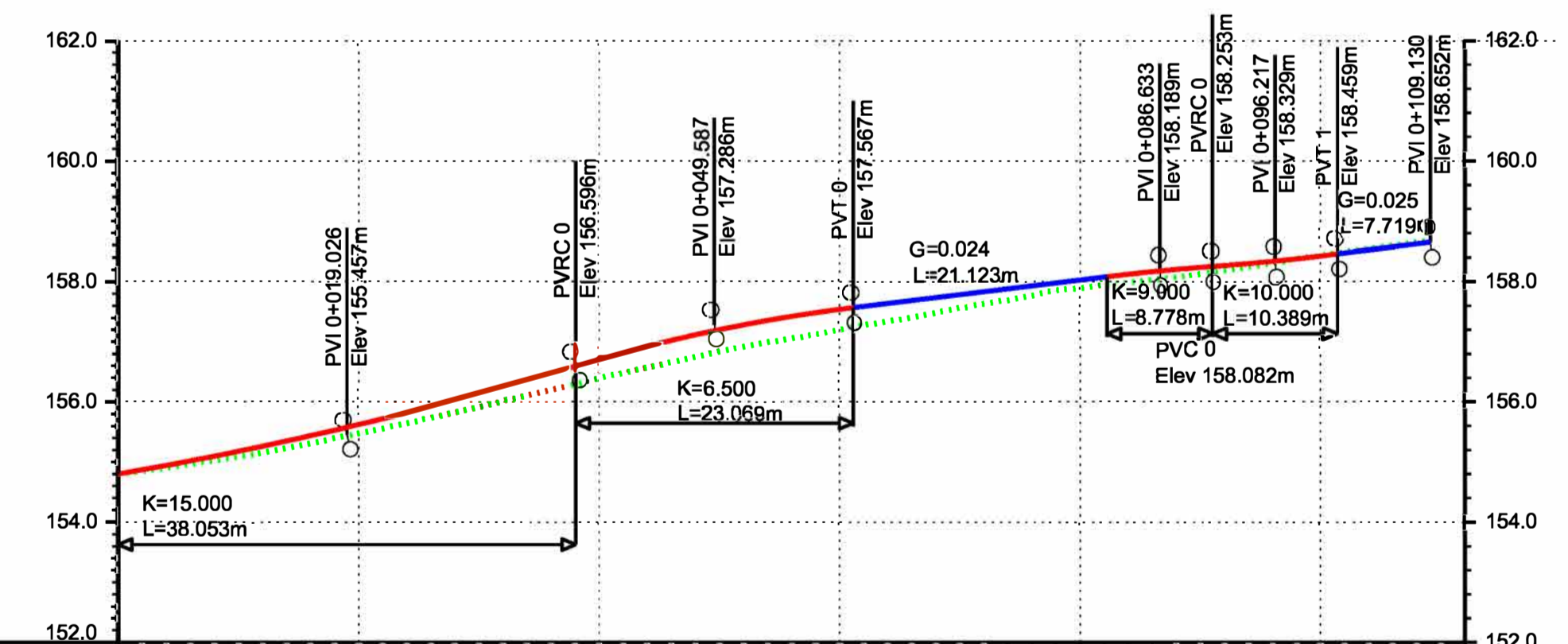
Drawing Title
**AIRPORT ACCESS ROAD
 HIGHWAY SIDE ROADS
 INDICATIVE PLAN / PROFILE
 SHEET 3 OF 7**

Purpose of Issue	Subsidiarity				
DCO SUBMISSION	S6				
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	APPF Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number	Revision				
LLADCO-3C-ARP-SFA-HWM-DR-HY-0703	P01				
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number					



Horizontal Alignment	Existing Level	Proposed Level	Chainage
R=90.00 Lc 48.25	153.889	153.889	0+000.000
	153.833	153.840	0+005.000
	153.782	153.781	0+010.000
	153.748	153.722	0+015.000
	153.725	153.671	0+020.000
	153.688	153.647	0+025.000
	153.625	153.651	0+030.000
	153.716	153.683	0+035.000
	153.767	153.732	0+040.000
	153.716		0+045.000

Vertical Profile - Alignment SC03 - Frank Lester Way (North) Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)



Horizontal Alignment	Existing Level	Proposed Level	Chainage
L 56.13	154.801	154.801	0+000.000
	154.934	154.982	0+005.000
	155.088	155.179	0+010.000
	155.268	155.393	0+015.000
	155.474	155.624	0+020.000
	155.687	155.872	0+025.000
	155.918	156.136	0+030.000
	156.155	156.416	0+035.000
	156.384	156.710	0+040.000
	156.614	156.975	0+045.000
	156.832	157.201	0+050.000
	157.027	157.389	0+055.000
	157.200	157.539	0+060.000
	157.367	157.662	0+065.000
	157.554	157.784	0+070.000
	157.730	157.906	0+075.000
	157.893	158.027	0+080.000
	158.010	158.145	0+085.000
	158.128	158.238	0+090.000
	158.271	158.319	0+095.000
	158.435	158.425	0+100.000
	158.570	158.549	0+105.000
			0+110.000

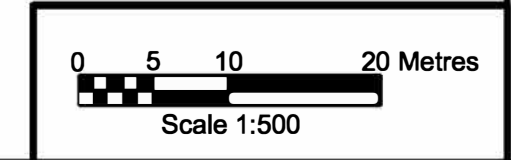
Vertical Profile - Alignment SC02 - Frank Lester Way (South) Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve

2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve

3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve



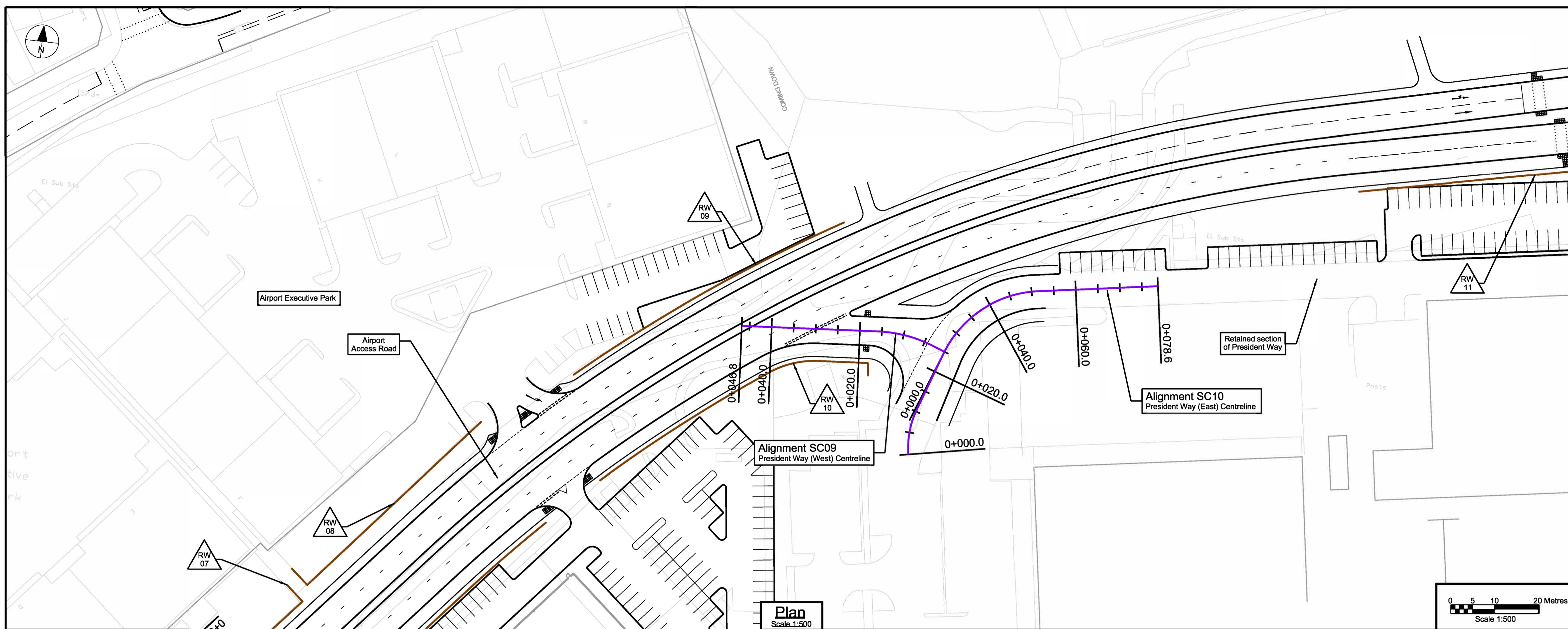
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

NOTES

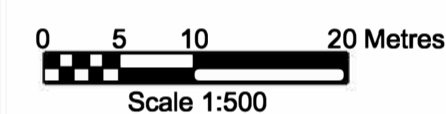
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2. All levels are in metres above ordnance datum level.
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5. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker

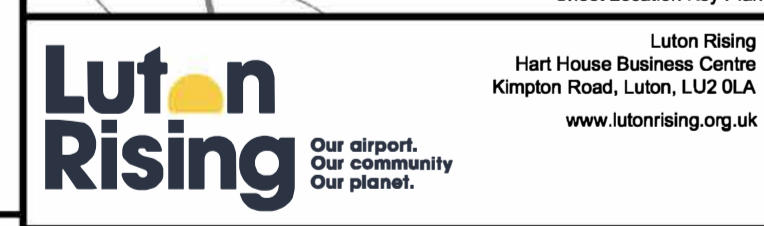
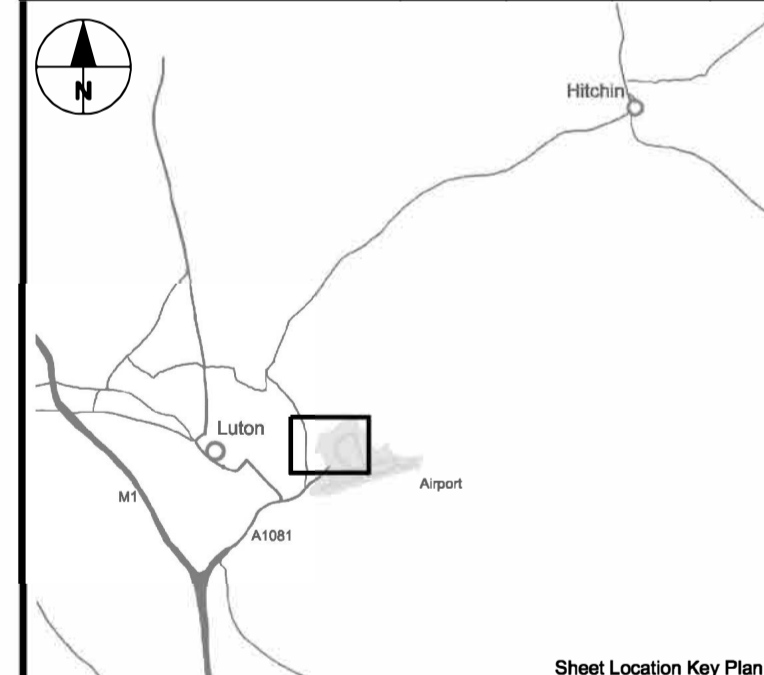


Plan Scale 1:500



INDICATIVE LAYOUT

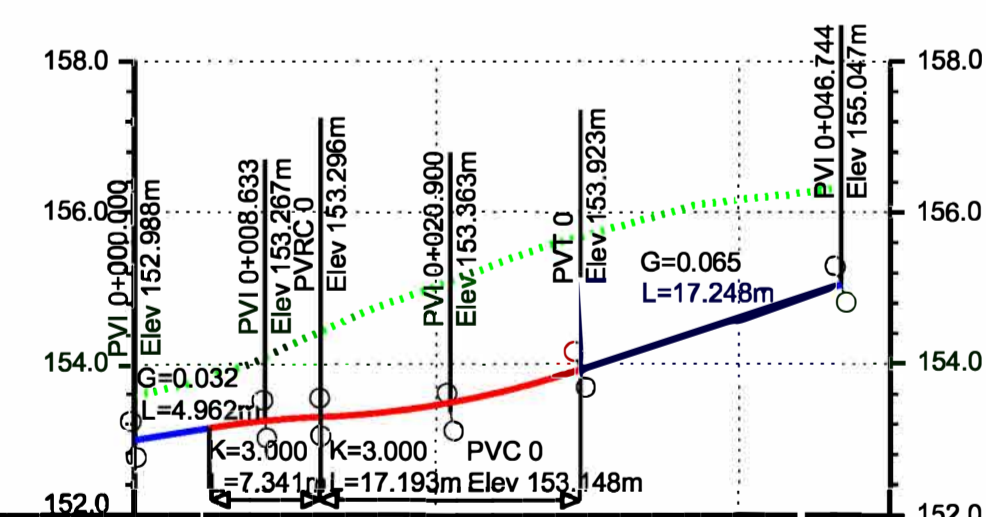
DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



London Luton Airport Expansion Development Consent Order

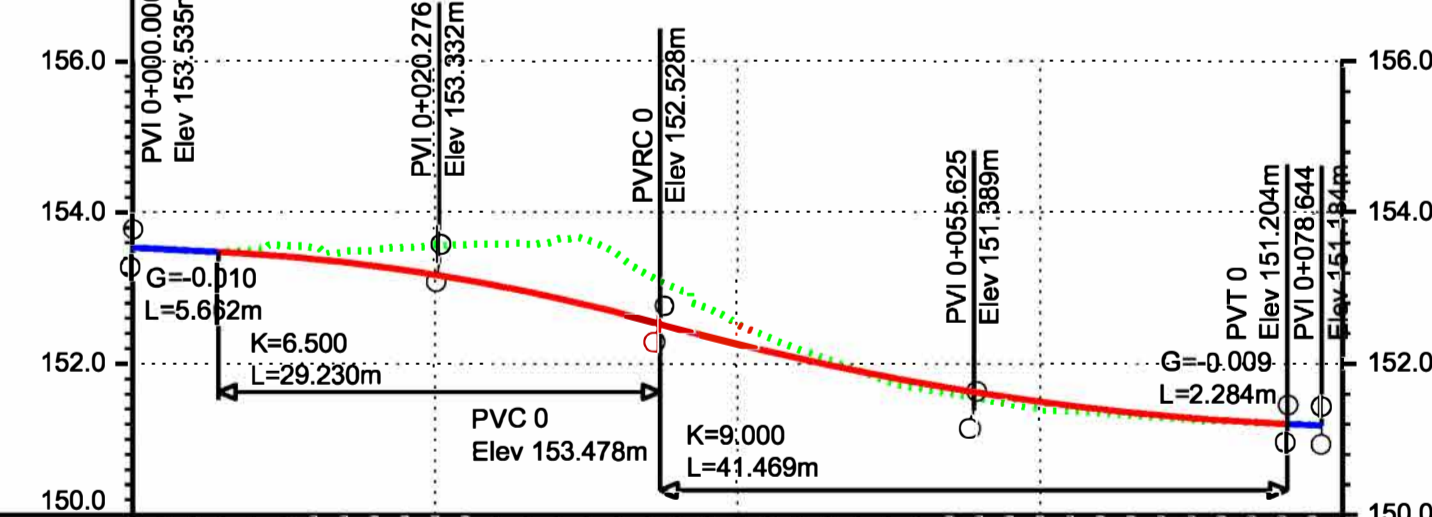
Drawing Title
**AIRPORT ACCESS ROAD
 HIGHWAY SIDE ROADS
 INDICATIVE PLAN / PROFILE
 SHEET 4 OF 7**

Purpose of Issue				Suitability	
DCO SUBMISSION				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	APPF Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number				Revision	
LLADCO-3C-ARP-SFA-HWM-DR-HY-0704				P01	
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disc. - Number					



Horizontal Alignment	Existing Level	Proposed Level	Chainage
L 3.04	153.592	152.996	0+000.000
R=30.00	153.809	153.150	0+005.000
Lc 12.86	154.227	153.269	0+010.000
	154.668	153.329	0+015.000
	155.029	153.455	0+020.000
	155.396	153.664	0+025.000
	155.710	153.956	0+030.000
	155.979	154.282	0+035.000
	156.166	154.608	0+040.000
	156.286	154.934	0+045.000

Vertical Profile - Alignment SC09 - President Way (West) Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)



Horizontal Alignment	Existing Level	Proposed Level	Chainage
R=20.00	153.529	153.535	0+000.000
Lc 10.36	153.477	153.485	0+005.000
L 14.01	153.594	153.420	0+010.000
	153.487	153.317	0+015.000
	153.558	153.176	0+020.000
	153.592	152.997	0+025.000
	153.654	152.779	0+030.000
	153.082	152.522	0+035.000
	152.536	152.262	0+040.000
	152.129	152.029	0+045.000
	151.760	151.825	0+050.000
	151.573	151.648	0+055.000
	151.403	151.498	0+060.000
	151.331	151.377	0+065.000
	151.260	151.283	0+070.000
	151.216	151.217	0+075.000

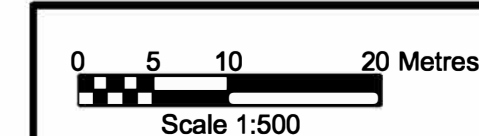
Vertical Profile - Alignment SC10 - President Way (East) Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve

2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve

3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superlevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superlevation (+)ve



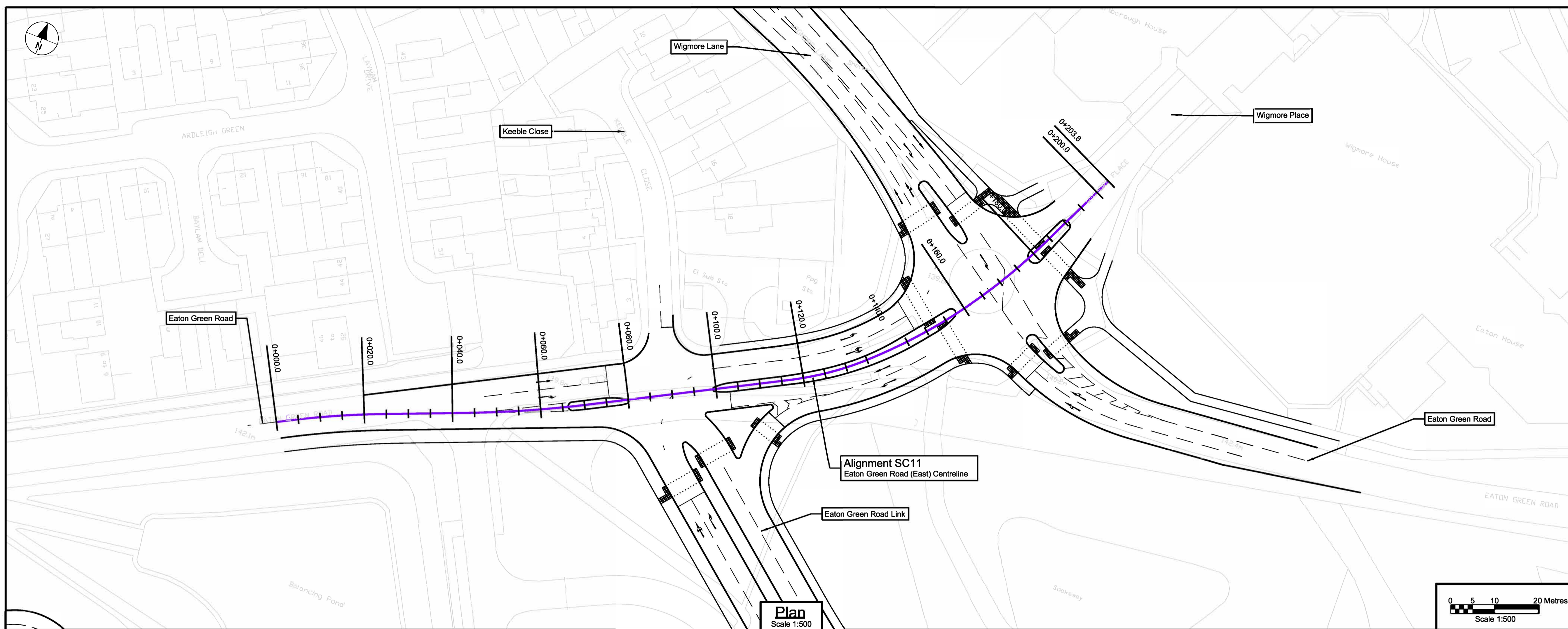
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The charges will be within limits of deviation specified in the Development Consent Order.

NOTES

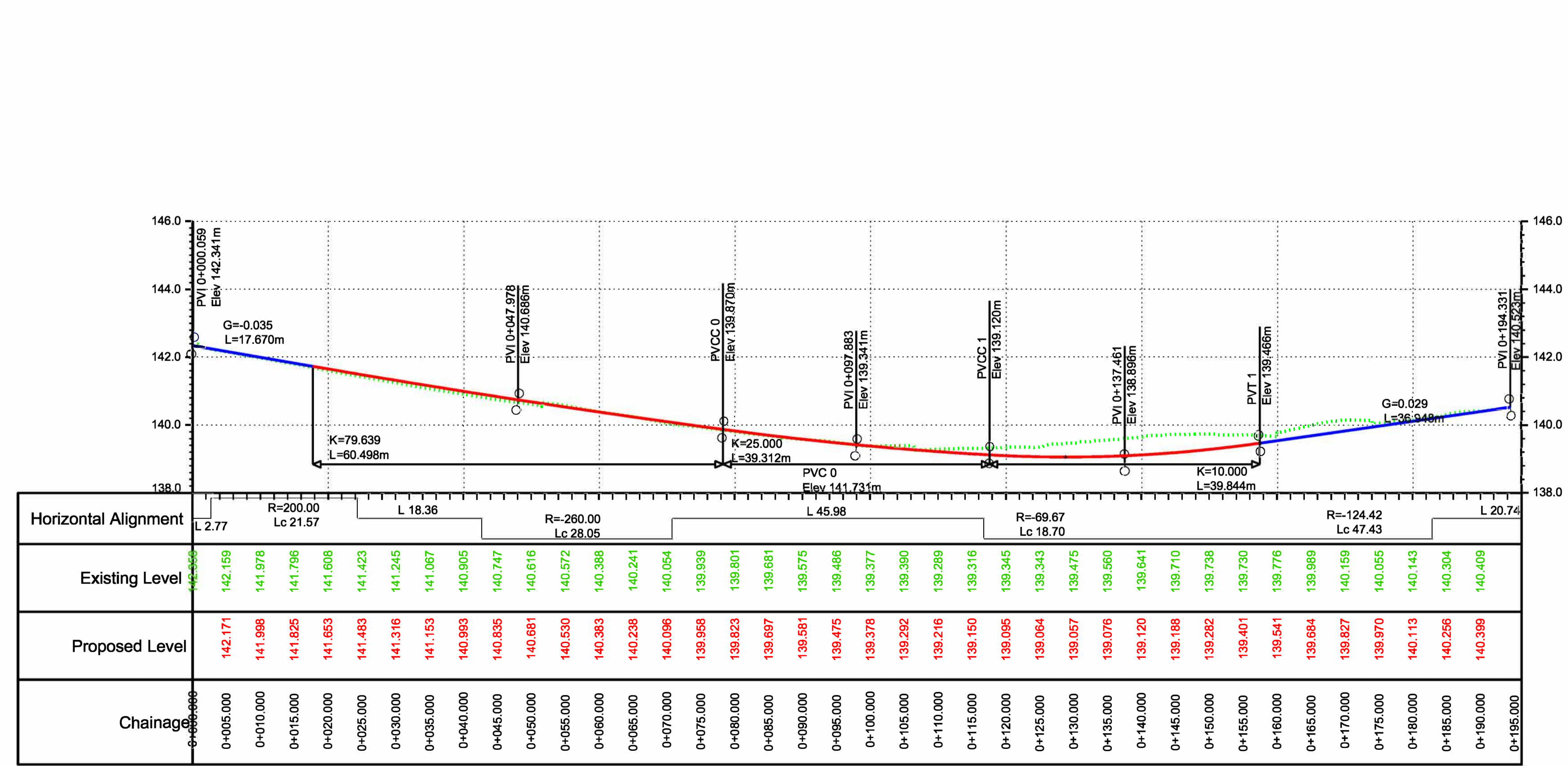
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2. All levels are in metres above ordnance datum level.
3. Levels shown are indicative.
4. Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
5. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker

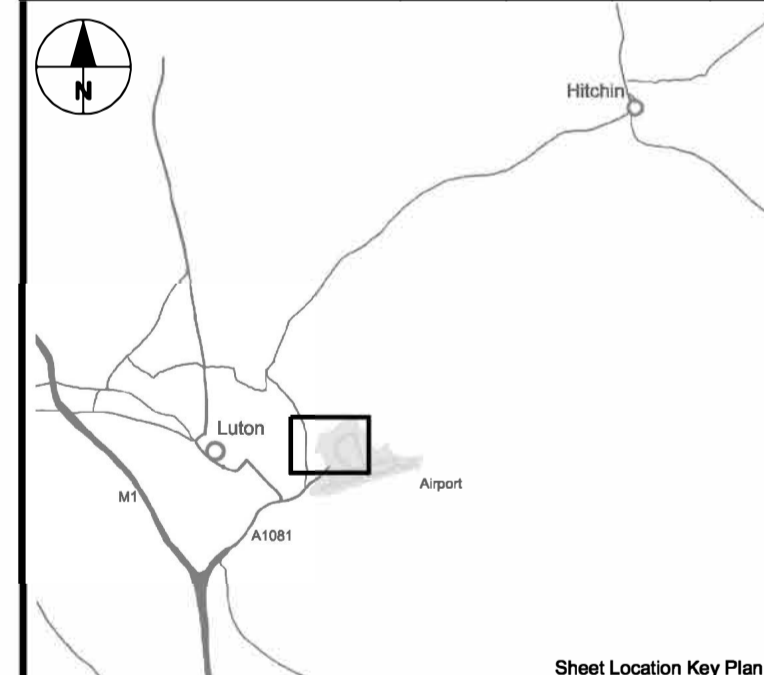


INDICATIVE LAYOUT



Vertical Profile - Alignment SC11 - Eaton Green Road (East) Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



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**London Luton Airport Expansion
 Development Consent Order**

Drawing Title
**AIRPORT ACCESS ROAD
 HIGHWAY SIDE ROADS
 INDICATIVE PLAN / PROFILE
 SHEET 5 OF 7**

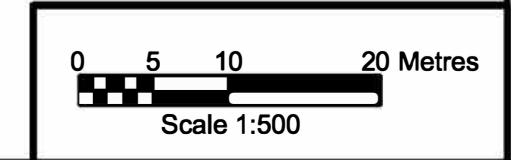
Purpose of Issue				Suitability	
DCO SUBMISSION				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	APPF Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number	Revision				
LLADCO-3C-ARP-SFA-HWM-DR-HY-0705	P01				
Project - Phase - Original - Asset/Zone - Sub Asset - Type - Disp. - Number					

Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve

2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve

3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve



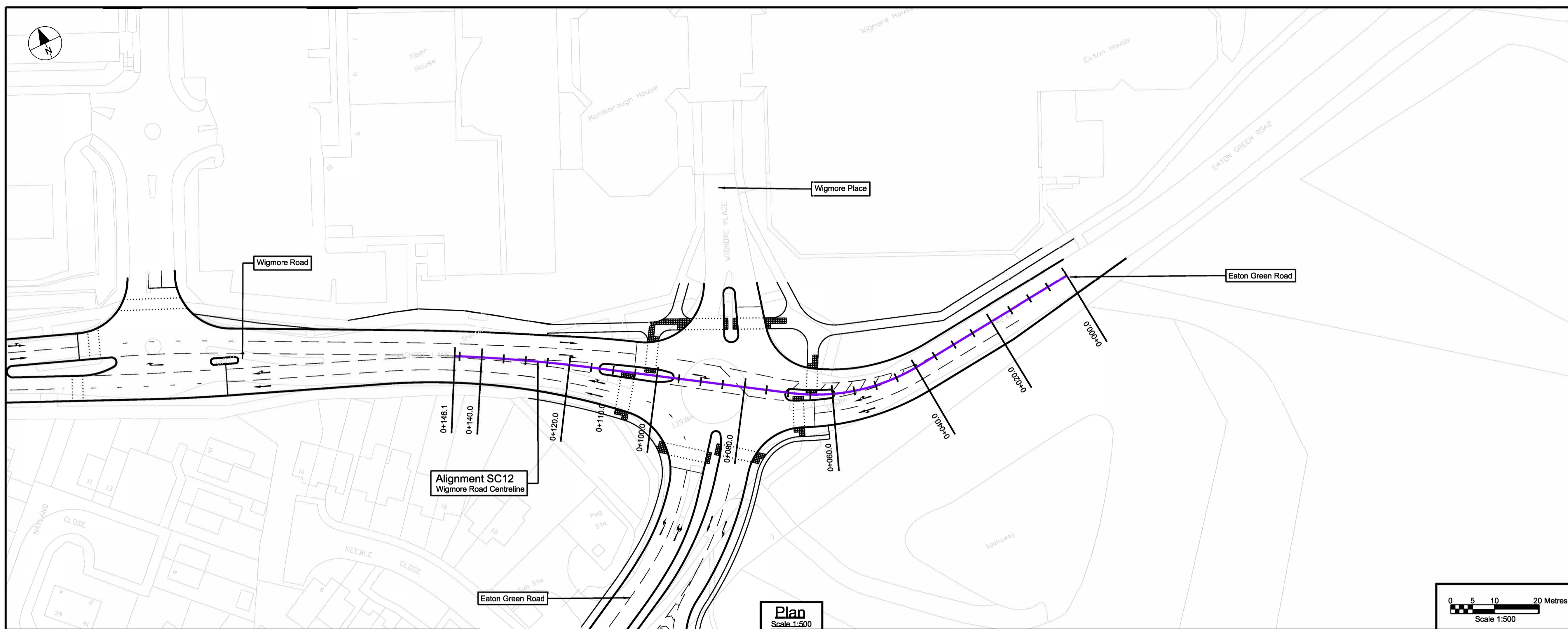
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The charges will be within limits of deviation specified in the Development Consent Order.

NOTES

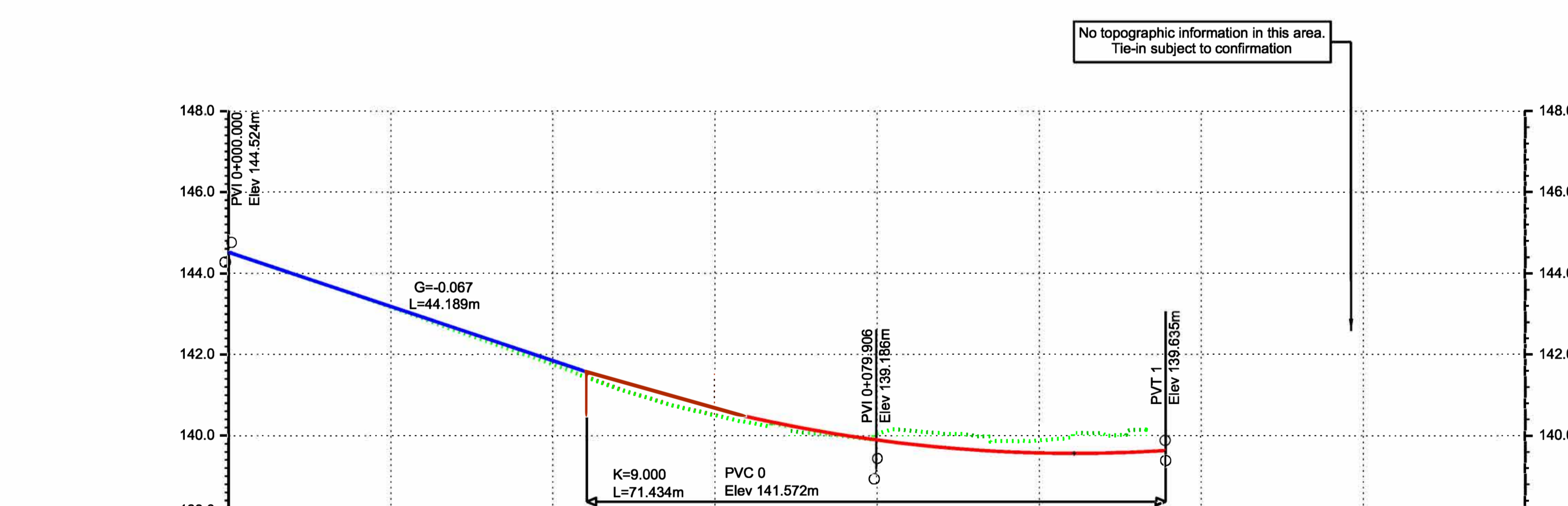
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2. All levels are in metres above ordnance datum level.
3. Levels shown are indicative.
4. Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
5. The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

KEY

- Proposed horizontal alignment
- Proposed vertical alignment
- Existing ground level
- Retaining Structure Extent and Reference Marker



INDICATIVE LAYOUT



Horizontal Alignment	Existing Level	Proposed Level	Chainage
L 39.21	144.524	144.524	0+000.000
	144.191	144.190	0+005.000
	143.852	143.856	0+010.000
	143.517	143.522	0+015.000
	143.171	143.188	0+020.000
	142.810	142.854	0+025.000
	142.454	142.520	0+030.000
	142.115	142.186	0+035.000
	141.761	141.852	0+040.000
	141.394	141.518	0+045.000
	141.033	141.203	0+050.000
	140.736	140.915	0+055.000
	140.506	140.655	0+060.000
	140.297	140.422	0+065.000
	140.100	140.218	0+070.000
	140.011	140.041	0+075.000
	140.050	139.892	0+080.000
	140.108	139.771	0+085.000
	140.037	139.678	0+090.000
	139.867	139.612	0+095.000
	139.677	139.574	0+100.000
	140.059	139.564	0+105.000
	140.008	139.582	0+110.000
		139.627	0+115.000
			0+120.000
			0+125.000
			0+130.000
			0+135.000
			0+140.000
			0+145.000
			0+150.000
			0+155.000

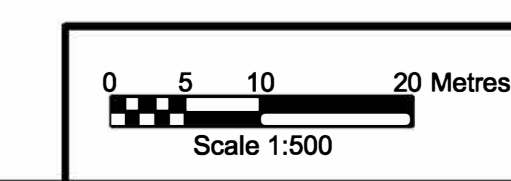
Vertical Profile - Alignment SC12 - Wigmore Road Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

Alignment Key:
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection

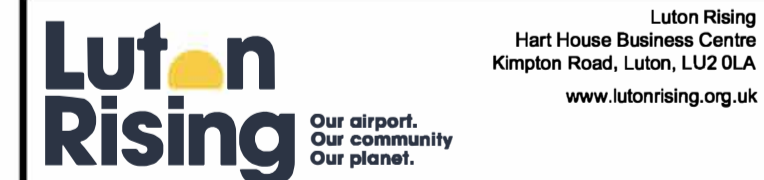
Alignment Sign Convention:
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve

2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve

3. Superelevation
 Crossfall from central reserve/centerline (high) to verge (low): Superelevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superelevation (+)ve

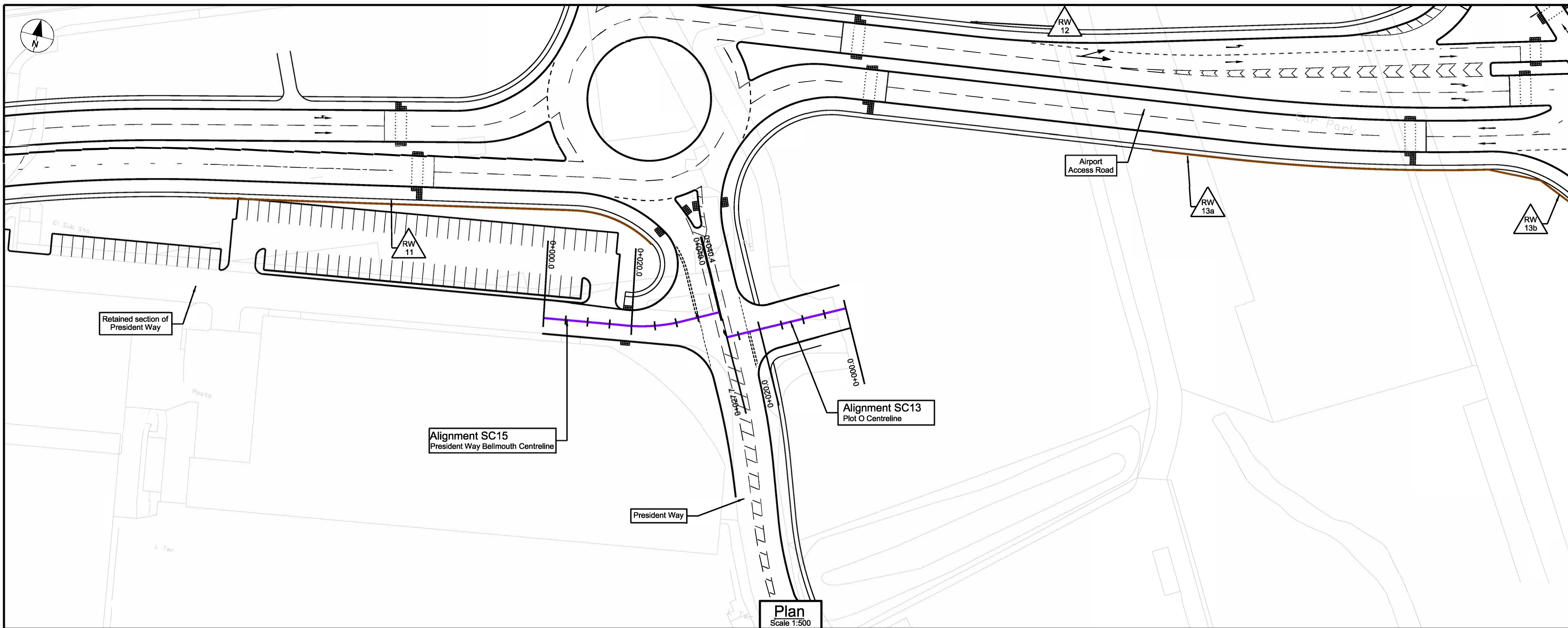


Revision History	NS	JR	RG	27/02/23	P01
Drawn	Checked	Approved	Date	Rev.	



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AIRPORT ACCESS ROAD HIGHWAY SIDE ROADS INDICATIVE PLAN / PROFILE SHEET 6 OF 7				
Purpose of Issue DCO SUBMISSION				Stability S6
Drawn N.Scott	Checked J.Riat	Approved R.Goodall	Date 27/02/23	Scale 1:500
DCO Application Ref. TR020001	APPF Regulation 5(2)(c)	DCO Document Ref. TR020001/APP/4.9	Revision P01	
Drawing Number LLADCO-3C-ARP-SFA-HWM-DR-HY-0706				
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number				



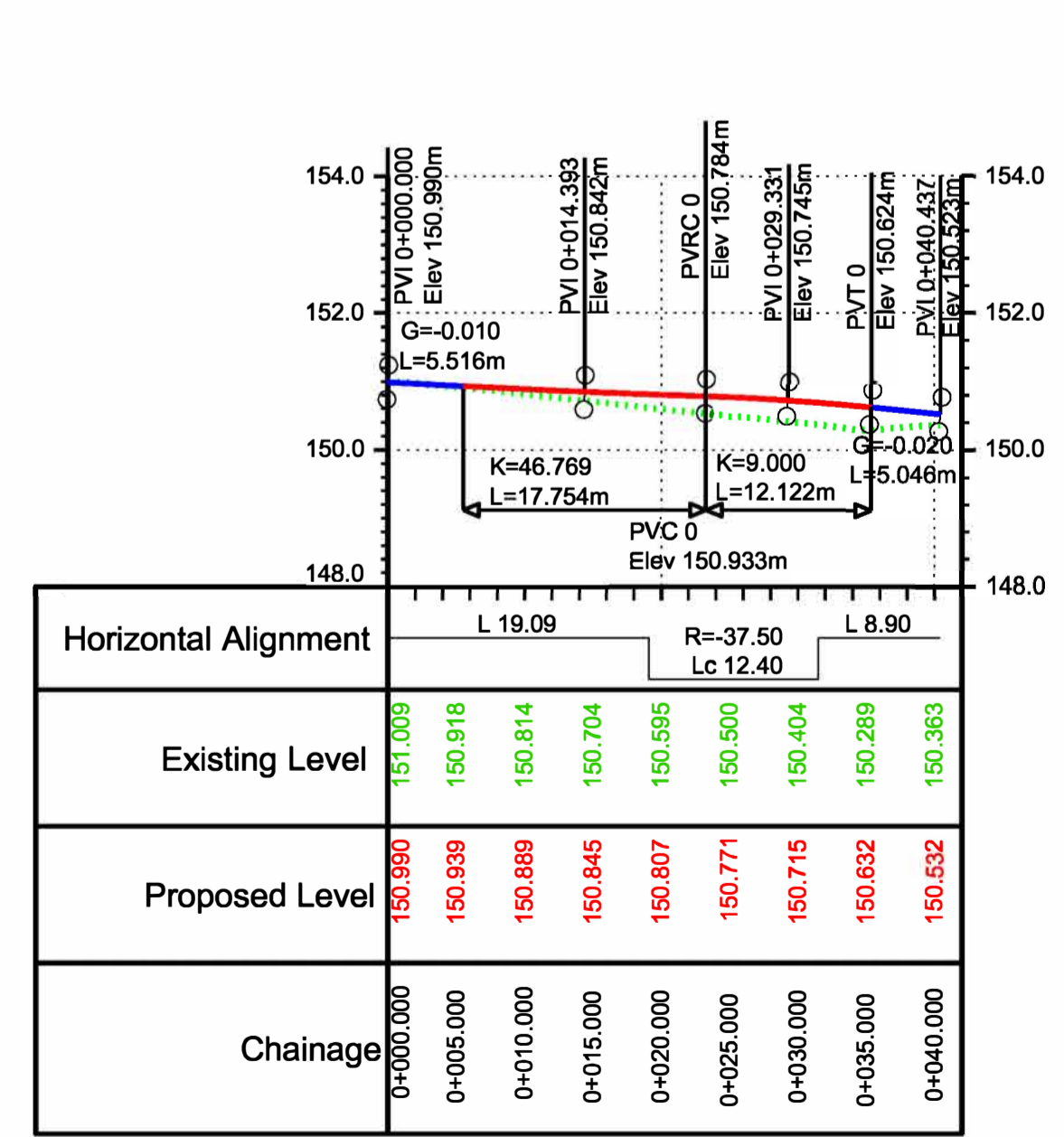
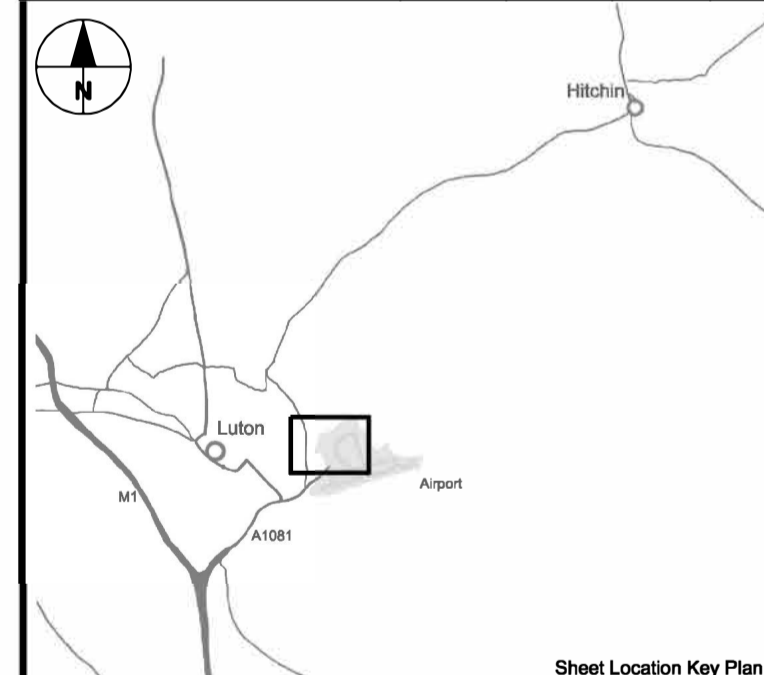
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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

- NOTES**
- All dimensions are in metres unless stated otherwise.
 - All levels are in metres above ordnance datum level.
 - Levels shown are indicative.
 - Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
 - The proposed route of AAR is shown here for illustrative purposes to identify the location of the scheme.

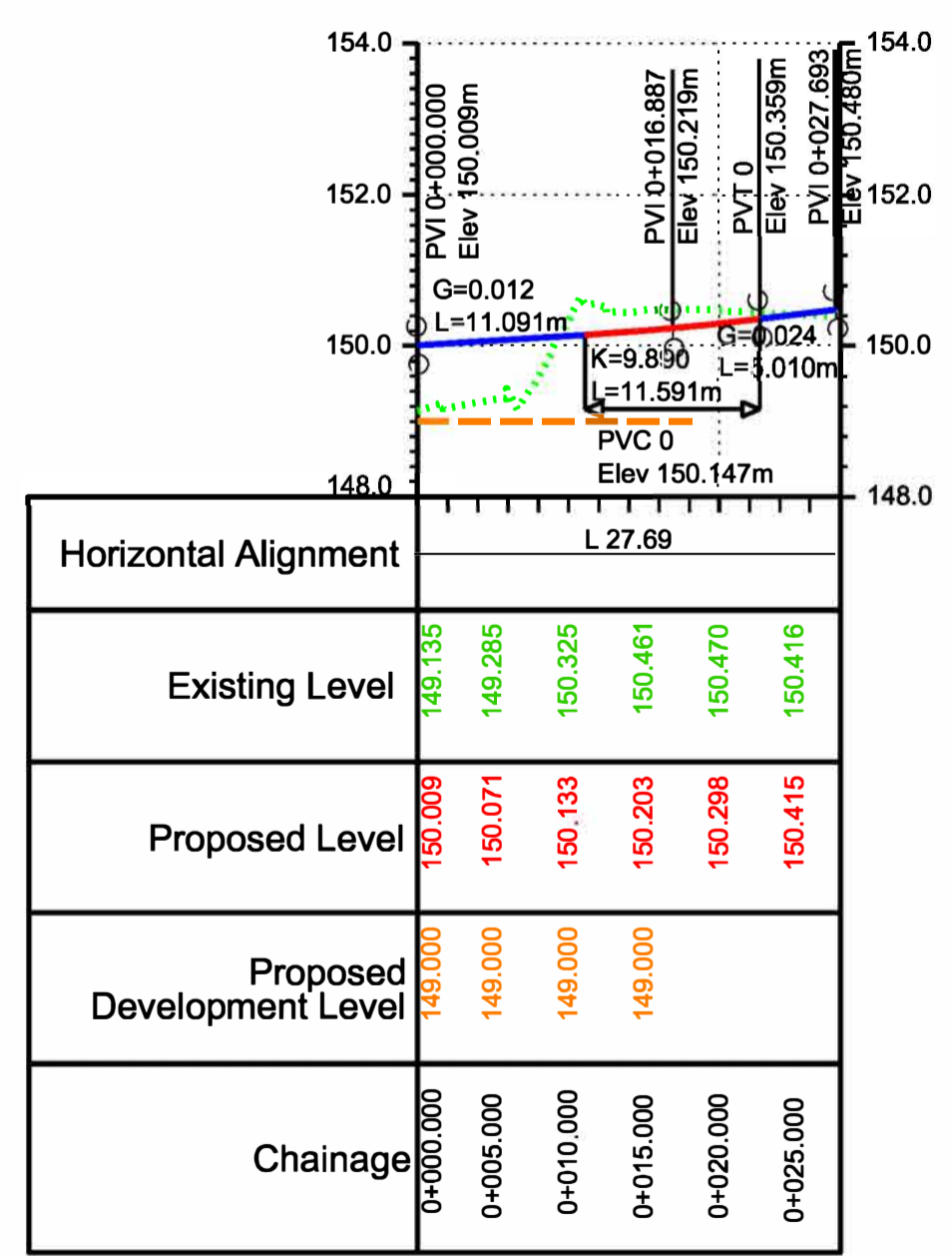
- KEY**
- Proposed horizontal alignment
 - Proposed vertical alignment
 - Existing ground level
 - Retaining Structure Extent and Reference Marker

INDICATIVE LAYOUT

DCO Submission	NS	JR	RG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.

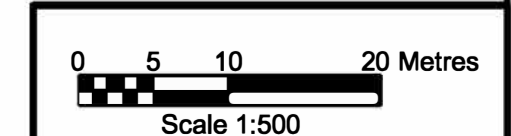


Vertical Profile - Alignment SC15 - President Way Bellmouth Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)



Vertical Profile - Alignment SC13 - Plot O Centreline
 Scale 1:100 / 1:500 (Vertical/Horizontal)

- Alignment Key:**
 G = Gradient
 L = Length
 PVC = Point of Vertical Curve
 PVT = Point of Vertical Tangent
 PVI = Point of Vertical Intersection
- Alignment Sign Convention:**
 1. Horizontal Alignment
 Left hand curve in direction of increasing chainage: Radius, R = (-)ve
 Right hand curve in direction of increasing chainage: Radius, R = (+)ve
2. Vertical Alignment
 Crest curve: K Value = (-)ve
 Sag curve: K Value = (+)ve
3. Superelevation
 Crossfall from central reserve/centreline (high) to verge (low): Superlevation (-)ve
 Cross fall from verge (high) to central reserve/centreline (low): Superlevation (+)ve



London Luton Airport Expansion Development Consent Order

Drawing Title
AIRPORT ACCESS ROAD HIGHWAY SIDE ROADS INDICATIVE PLAN / PROFILE SHEET 7 OF 7

Purpose of Issue				Subsidiarity	
DCO SUBMISSION				S6	
Drawn	Checked	Approved	Date	Scale	Size
N.Scott	J.Riat	R.Goodall	27/02/23	1:500	A1
DCO Application Ref.	APPF Regulation	DCO Document Ref.			
TR020001	5(2)(c)	TR020001/APP/4.9			
Drawing Number				Revision	
LLADCO-3C-ARP-SFA-HWM-DR-HY-0707				P01	
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number					

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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

NOTES

1. All dimensions shown in metres unless otherwise stated.
2. Parameter heights are shown in metres Above Ordnance Datum (AOD).
3. Exact details concerning configuration and dimensions will be determined and designed at the detailed design stage in line with provisions of the DCO.
4. For wider context, refer to proposed facility 4 on the Scheme Layout Plans [TR020001/APP/4.02].
5. For indicative Terminal 2 Luton DART station plan and longitudinal section see drawing LLADCO-3C-ARP-RAL-MPT-DR-AR-6002.

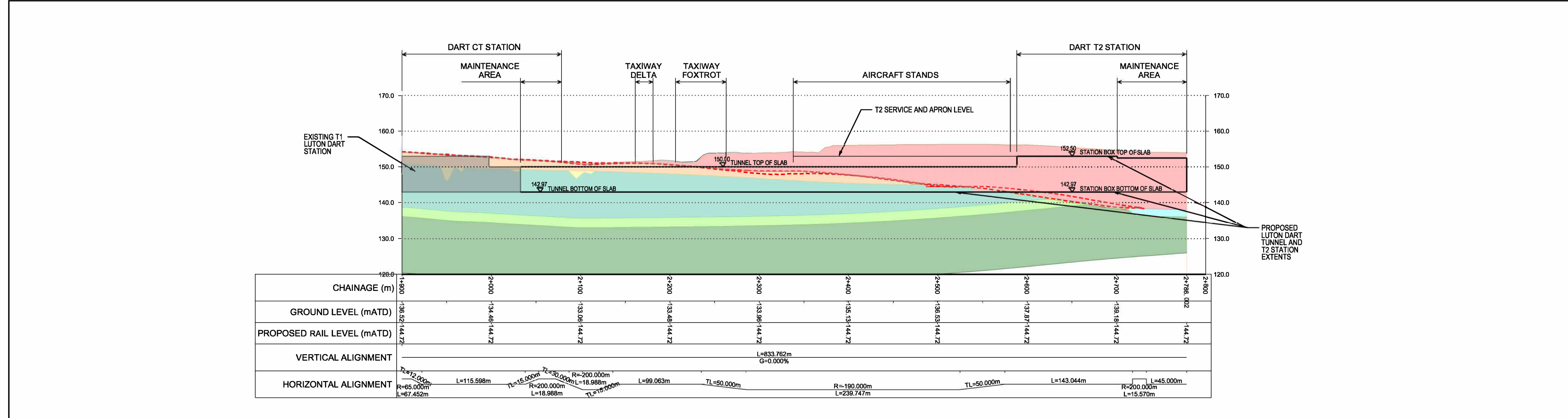
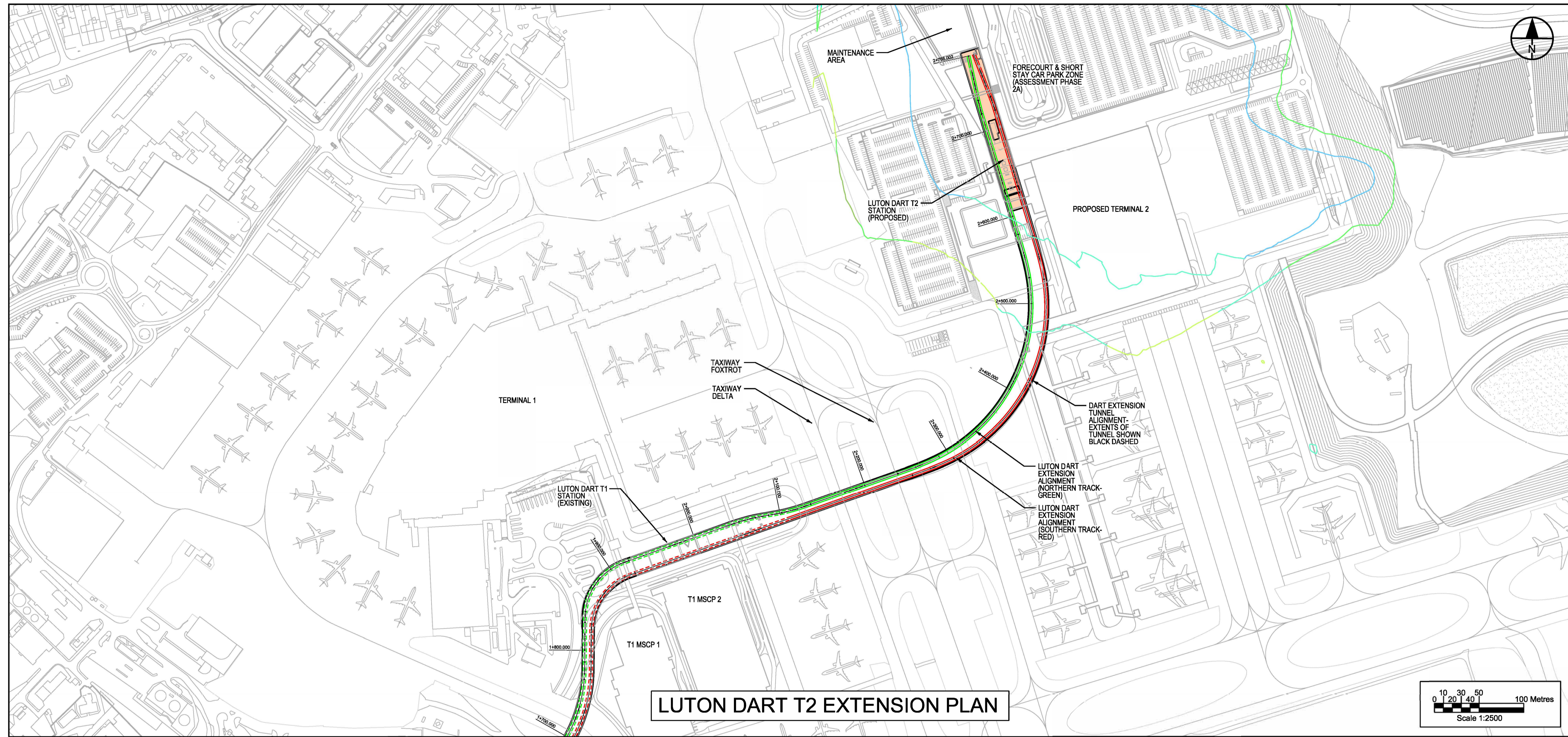
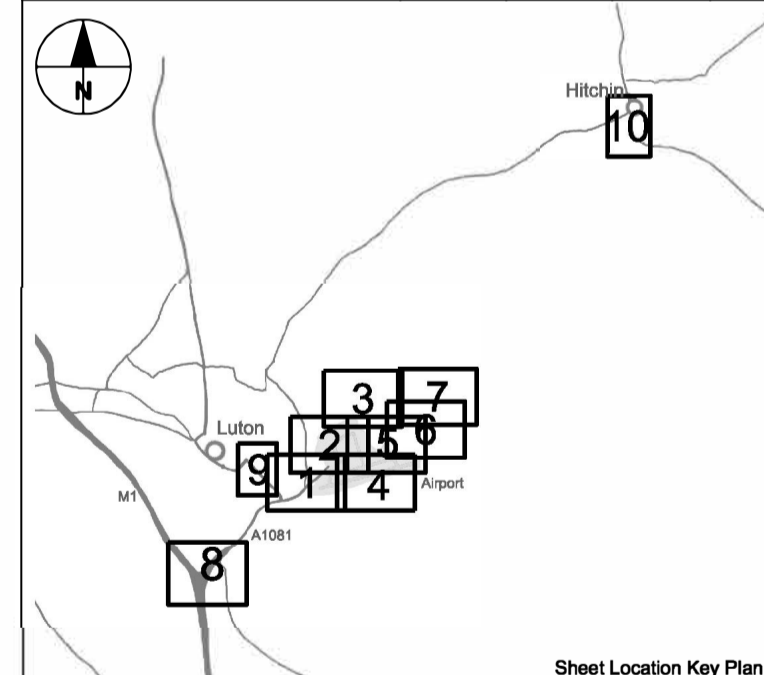
KEY

- Luton DART Tunnel and Station Extents
- Existing Luton DART Alignment
- Proposed Luton DART Extension Alignment (North Track)
- Proposed Luton DART Extension Alignment (South Track)
- Top Soil
- Landfill / Made Ground
- Dry Valley Deposits
- Head
- Clay with Flints
- Pipe
- Chalk
- Chalk Rock
- Chalk
- Landfill Depth at Proposed Luton DART Tunnel Edges (shown on profile)

INDICATIVE LAYOUT

DCO Submission	NS	CG	CG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.

DCO Submission	NS	CG	CG	27/02/23	P01
Revision History	Drawn	Checked	Approved	Date	Rev.



LUTON DART NORTHERN TRACK (GREEN TRACK) ALIGNMENT PROFILE

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INDICATIVE LUTON DART TUNNEL EXTENSION ALIGNMENT PROFILE

Purpose of Issue	DCO SUBMISSION				Suitability	S6
Drawn	Checked	Approved	Date	Scale	Size	
N.Scott	C.Gainey	C.Gainey	27/02/23	1:2500	A1	
DCO Application Ref.	APFP Regulation	DCO Document Ref.				
TR020001	5(2)(c)	TR020001/APP/4.09				
Drawing Number	LLADCO-3C-ARP-RAL-MPT-DR-CE-0002				Revision	P01
Project - Phase - Originator - Asset/Zone - Sub Asset - Type - Disp. - Number						