



The Planning Inspectorate

The Planning Act 2008

Application for Development Consent for London Luton Airport Expansion project

Case Ref: TR020001

The Examining Authority's Note of an Unaccompanied Site Inspection

Background

The Examining Authority ('the ExA') undertook an unaccompanied site inspection to support the examination of an application for development consent for the proposed London Luton Airport Expansion project ('the application') on the afternoon of **Wednesday 24 May 2023**.

The ExA carried out its unaccompanied site inspection from publicly accessible land (roads, footpaths and bridleways). No inspections were undertaken on private land, and advance permission to enter land was not required so these inspections could be undertaken on an unaccompanied basis.

The site inspection was undertaken in order to view the location of the proposed development, offsite highways works in the context of the existing airport, Wigmore Park, Luton, surrounding villages, the wider area and the existing highway network.

Particulars of the Site Visit

The visit was undertaken by: Beth Davies, Jo Dowling, Sarah Holmes, Richard Hunt and Andrew Robinson. The ExA was accompanied by Martin Almond, Operations Manager at the Planning Inspectorate.

The visit was undertaken by car and on foot. Weather conditions were dry and sunny with a temperature circa 19 degrees centigrade. Weather conditions were at all times suitable to appreciate long range views. During the site inspection the ExA used Flightradar24 to identify which planes were passing overhead at the various locations that they visited, where connectivity allowed.

The inspections commenced at approximately 13:00 and finished at approximately 18:00. A list of the locations visited is attached at Annex A, and an overview of the inspection route is attached at Annex B.



Annex A: List of locations visited on the afternoon of Wednesday 24 May 2023

The ExA drove along **Osborne Road**, turning left onto Windmill Road to the junction with the **A505 Kimpton Road** (location of proposed Work No. 6e(a)). The ExA then proceeded along the A505 Kimpton Road (passing through the location of proposed Work No. 6e(c)) and turned left onto **Vauxhall Way** to the junction with **Crawley Green Road** (passing over Eaton Green roundabout, the location of proposed Work No. 6e(r)). The ExA turned off Crawley Green Road and drove along **Brendon Avenue** to **Polzeath Close** to visit Assessment Viewpoint 15 [APP-095]. The ExA exited the vehicle at the end of Polzeath Close to take in the view looking south/ south-east towards the airport and observed the anticipated change to the view from the proposed works as noted in the Assessment Viewpoint.

The ExA then returned to **Crawley Green Road** via **Polzeath Close** and **Brendon Avenue**. The ExA drove east on Crawley Green Road (passing the proposed location of Work No. 6e(j) at the junction with **Lalleford Road**) to the roundabout with **Wigmore Lane** (proposed Work No. 6e(e)). The ExA proceeded along Wigmore Lane southbound to **Raynham Way** to visit Assessment Viewpoint 14 and the accompanying Representative Viewpoint [APP-095 and AS-038]. The ExA exited the vehicle at the end of Raynham Way adjacent to the recreation ground to take in the view south towards the airport and the Proposed Works that would be visible from this location.

The ExA then returned to **Wigmore Lane** via **Raynham Way**. The ExA turned left along Wigmore Lane back to the roundabout with **Crawley Green Road** (proposed Work No.6e(e)) and continued north along Wigmore Lane to **Handcross Road**. The ExA drove along Handcross Road turning right on to **Lancing Road** to view **Slaughter's Wood**. The ExA did not enter Slaughter's Wood.

The ExA then drove back to the roundabout with **Crawley Green Road** using the same route and continued along **Wigmore Lane** to the roundabout with **Eaton Green Road** (location of proposed Work No. 6e(f)). The route continued along Eaton Green Road, passing the entrance to **Wigmore Park** and community centre to the junction with **Darley Road**. The ExA exited the vehicle adjacent to the junction and walked to the marker for public footpath (leading to FP38) to look at the view from the location towards the airport.



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The ExA then proceeded to drive along **Darley Road**, past the junction with **Wandon End Road** and stopping at the junction with **Winch Hill Road** to visit Assessment Viewpoint 29 and the accompanying Representative Viewpoint [APP-097 and AS-040]. The ExA exited the vehicle adjacent to the junction and walked to the marker for a public footpath and the Chiltern Way to look at the view from that location towards the airport and the proposed works that would be visible from this location. The ExA noted that the viewpoint location is situated in the north-east corner of the Replacement Open Space (Work No. 5b(02)), which would be seen in the foreground in views towards the airport along with proposed landscape mitigation comprising new woodland, tree and hedgerow planting. The location of existing buildings and proposed works (as described in the viewpoints) within the airport site were noted.

The ExA then proceeded to drive along **Winch Hill Road**, past Old Winch Hill Cottage, stopping adjacent to both Winch Hill House and 'EP Gate No 6' to take the views towards the airport.

The ExA continued to drive along **Winch Hill Road**, turning left onto **Whiteway Bottom** to the end of **Sloughs Wood**. The ExA then turned around and drove back along Whiteway Bottom to turn right along **Lye Hill** past **Limekin Wood**. The ExA stopped at the junction with **Baileys Lane/ Chapel Lane, Breachwood Green** and walked to the public footpath marker off Chapel Road to look at the view towards the airport and the content of Assessment Viewpoint 34 and the accompanying Representative Viewpoint [APP-098 and AS-40]. The ExA observed the character and appearance of the surrounding landscape, the appearance of the airport, background noise and planes approaching the airport from the east. The location of proposed built work, notably Works Nos. 3b, 3c, 2f and 2g, and proposed planting of additional hedgerow trees were also noted.

The ExA then drove along **Baileys Lane**, turning left onto **Pasture Lane** (around the perimeter of the recreation ground) at Baileys Farm and left again onto **Oxford Road**, then right onto **Chapel Road**. The ExA followed Chapel Road as it changed to **Heath Road** and **The Heath** until turning off right onto **Church Road**. The ExA continued along Church Road to the groundwater abstraction for public water supply near **Kings Walden**. The ExA then turned around and drove back along Church Road, turning left onto **Lilley Bottom Road** and driving to **Whitwell**.

The ExA turned off **Lilley Bottom Road** onto the **B651 (Horn Hill/ Hitchin Road)** leaving **Whitwell** and driving to **Kimpton**. The ExA



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continued to follow the **B651 (High Street)** through Kimpton, turning off briefly to drive up **Claggy Road** to the village edge and then back to the High Street.

At the edge of **Kimpton** the ExA turned off the **B651** to follow **Luton Road** to **Kimpton Road**. The ExA drove along Kimpton Road to **Peters Green**. At Peters Green the ExA turned right, at the Green, to drive along **Lawrence End Road**. The ExA drove the entire length of Lawrence End Road and turned around at the junction with **Whiteway Bottom**, returning back to Peters Green.

At **Peters Green** the ExA turned right onto **Chiltern Green Road**, driving through **Chiltern Green**, past **Horsley's Wood** to **New Mill End**. At New Mill End the ExA turned right onto the **B653 (Lower Harpenden Road)** and followed it until the junction with **A1081 (New Airport Way)**. The ExA then proceeded along the A1080 westbound to the **parkway junction** (location of proposed Works Nos. 6e(g) and (h)) in order to access **London Road** southbound. The ExA turned right off London Road to drive along **Newlands Road** to turn left onto **Church Road**. The ExA drove along Church Road, crossing underneath the M1, to **Slip End**.

At **Slip End** the ExA turned left onto **Front Street** and then left again onto **Half Moon Lane**, stopping just as it crossed over the **M1** and exiting the vehicle to view the traffic conditions on the M1 (location of proposed Works Nos. 6e (n), (o) and (p)) including the traffic on the **northbound off-slip to junction 10**.

The ExA then drove back to **Slip End** via **Front Street** to **Grove Road**, turning off Grove Road to view the **privately run car parks to the northwest of Slip End**. Following viewing the car parks the ExA returned to Grove Road, crossing over to **Farmers View** and turning around at the end of Farmers View cul-de-sac.

The ExA then re-joined **Grove Road** driving north away from **Slip End** towards **Woodside**, turning right on to **Woodside Road**. The ExA drove along Woodside Road to the junction with **Luton Road** and then turned left towards **Caddington**.

The ExA drove into the centre of **Caddington** and then turned left onto **Manor Road**, driving south to **Aley Green**. At Aley Green the ExA turned left onto **Woodside Road** to join **Mancroft Road** at the junction with **Markyate Road**.



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The ExA turned left at the junction onto **Markyate Road**, driving back through **Slip End**, underneath the **M1** and to the junction on the **A1081**. The ExA joined the A1080 (New Airport Way) travelling east towards the Airport, exiting at the **parkway junction** (proposed Work No. 6e(b)) to follow **Gypsy Way** back to **Osbourne Road** (passing through the location of proposed Work No. 6e(a)).



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Annex B: Map of route taken on the afternoon of Wednesday 24 May 2023



Map data from [OpenStreetMap](https://openstreetmap.org/)