



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 **Wednesday 9 August 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 at representative locations in order to consider the noise character of areas at distance from the airport that may experience aircraft noise (it is noted that noise conditions may vary due to a range of factors including weather conditions or time of day and that the site visit only represents a snapshot of prevailing conditions at the time of the visit). Observations on noise levels are noted to be subjective (i.e. based on the observer's perception of the noise rather than having a scientific basis) and therefore not necessarily representative of other's experience.

Particulars of the Site Visit

The visit was undertaken by: Dr Richard Hunt.

The visit was undertaken by car and on foot. Weather conditions were dry and clear with temperatures of approximately 20 degrees centigrade. The airport was operating in westerly mode.

The inspections commenced at approximately 06:00 and finished at approximately 07:30. An overview of the locations visited is attached at Annex A and a route overview comprising map is provided at Annex B. During the site inspection the Flightradar24 app and the Luton Airport



The Planning Inspectorate

TraVIS website were used to identify which planes were passing overhead at the various locations visited (where internet connectivity allowed).

Annex A: List of locations visited on Wednesday 9 August 2023

Map A. The site inspection was undertaken at a series of locations with the aim of observing overflight departure noise during westerly operations, having been unable to observe westerly operations during the previous USI [EV-001 to EV-005 and EV-007].

Stop 1: Fairgreen Road, Caddington. Noise character noted to comprise distant noise from both commercial and private aircraft. Motorway traffic noise was noted to be the dominant background noise source. Audible noise of planes departing from Luton was noted. Private jet noise was observed to be more noticeable than other aircraft noise.

Stop 2: Grove Park Rd, Woodside. Existing background noise included bird calls and audible M1 traffic noise. Noise from planes passing overhead (overflights) at altitude was observed, including more noticeable tonal content (e.g. a whine at a specific frequency) with increasing altitude. Noise was noted to become audible as planes passed over Stockwood Park to the east.

Stop 3: Crawley Close, Slip End. Noise from flights passing overhead were noted to be almost directly overhead at approximately 2,000-2,200feet(ft). M1 traffic noise was also noted to be very prominent. A distinctive whining noise was noted from the aircraft.

Stop 4: Brickhill Park, Pepperstock. Background road traffic noise from the M1 was noted to be very prominent. Overflights were noted to be almost directly overhead. Aircraft whine noted to be audible before main aircraft noise.

Stop 5: Parsons Close, Flamstead. Background noise comprised prominent road traffic noise and bird song. Planes were overflying close overhead and were noted to be audible and intrusive.

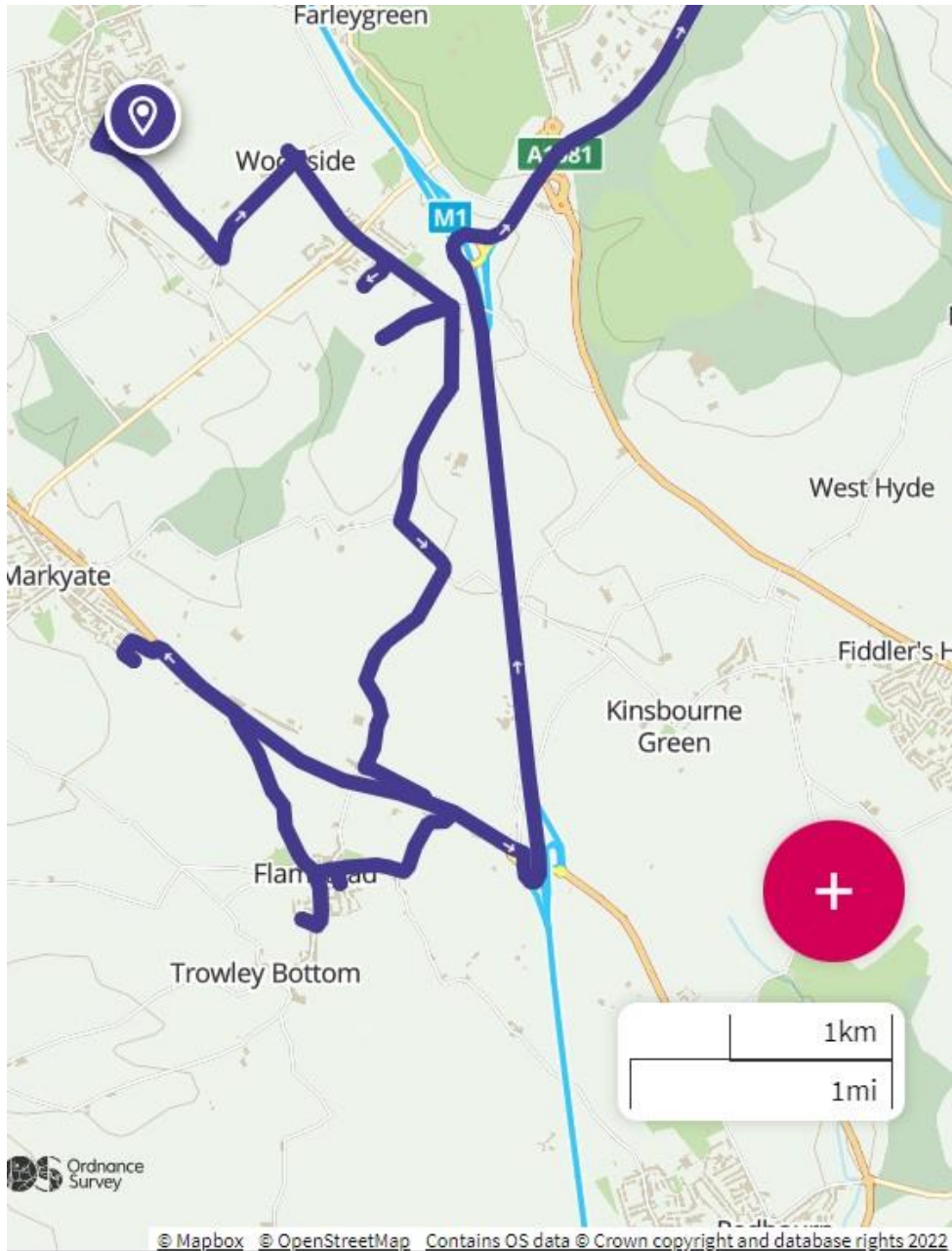
Stop 6: Dammersley Close, Markyate. Background noise comprised audible traffic noise from the M1/A5183. Overflights were noted to be over 3,200ft. Noise with tonal content was audible, with tonal noise heard before the full aircraft noise. Noise was noted to diminish rapidly as the aircraft banked to the south but was noted to remain audible for some distance.



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Annex B

Map A



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