



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 Access Required Site Inspection

Background

The Examining Authority ('the ExA') undertook an access required site inspection to support the examination of an application for development consent for the proposed London Luton Airport Expansion project ('the application') on **Monday 25 September 2023**.

The ExA undertook an access required site inspection to view the current airside operations. As this was visiting parts of the airport that were beyond passport and customs control and in areas where aircraft were manoeuvring the ExA had to be accompanied by Pravin Patel and Caroline Madden, Operations Duty Managers for the airport. When accessing the air traffic control tower the ExA were also accompanied by Julie Workman from NATS for the visit to the Air Traffic Control Tower.

Particulars of the Site Visit

The visit was undertaken by: Beth Davies, Jo Dowling, Sarah Holmes, Dr Richard Hunt and Andrew Robinson who were accompanied by Siân Evans and Rammiel Burnie from the Planning Inspectorate's case team.

The visit was undertaken by car and on foot. Weather conditions were clear and sunny. Temperatures averaged 19 degrees centigrade. The airport was operating in westerly mode.

The inspections commenced at approximately 14:00 and finished at approximately 16:00. An overview of the locations visited is attached at Annex A.

The ExA commenced the site inspection by car at Percival House, Percival Way, Luton, LU2 9NU where they then drove to the Air Traffic Control Tower (ATCT). The ExA ascended the ATCT where they were able to observe views over the airport in all directions, including long distance views. From the ATCT the ExA observed the existing operational airport including the location of the DART, multi storey car parks, terminal, hangars, surface car parks, the runway and circulation areas. The ExA



The Planning Inspectorate

noted the proposed locations of the fire training ground (Work No. 2d) and the proposed surface movement radar (Work No. 2a(02)). The ExA observed the location of Wigmore Valley Park, the proposed replacement land, the boundaries of the Green Belt, Winch Hill Wood, Someries Castle, Luton Hoo and Luton.

The ExA descended the ATCT and drove along Percival Way turning right into Security Gate 5, passing through security. Once airside the ExA were driven past the hangers, stands and terminal building to location 1 on the map (see Annex 1) where they observed the existing terminal and hangers and the location of the proposed new hangers on the northern boundary of the site (Work No 2c(03)).

The ExA then proceeded to location 2 passing the new stands that are being constructed under the current planning permission. The ExA were able to observe the proposed locations for the new Terminal 2 building (Work No. 3b (01)), DART station (Work. No 3g) and car parks (Works Nos. 4p(01), 4p(02), 4q(01) and 4q(02)).

The ExA then proceeded past the existing long stay car park to location 3 where they observed the eastern section of the main Order limits where large scale earthworks and reprofiling are proposed during Phase 1.

The ExA then drove on to location 4 passing the existing engine run up and testing bay. At location 4 the ExA observed the existing airside central soakaway area which is currently undergoing improvements/maintenance and proposed location of new taxiways (Work No. 2b(04)).

The ExA then proceeded to location 5 which provided further views to the east, including over Wigmore Valley Park, and stockpile areas S1A, S1B and S1C where spoil from the DART/ Project Curium is currently being stored. In moving between locations 4 and 5 the ExA noted the location of the proposed new Terminal 2 building (Work No 3b (01)), DART station (Work No. 3g) and car parks (Works Nos. 4p(01), 4p(02), 4q(01) and 4q(02)). The ExA then made a detour to look at the location of the current fire training ground.

The route then followed the airfield perimeter track and passed stockpiles S4A, S4B and S3B which were created to store the spoil from the DART/ Project Curium. The ExA observed the proposed location for the surface movement radar (Work No. 2a(02)), the proposed new location for the fire training ground (Work No. 2d) and the proximity of Someries Castle to the airport boundary. The ExA then proceeded to the end of the runway and around the edge of the airport alongside the mid-stay car



The Planning Inspectorate

park before returning to security gate 5 and on to Percival House where the access required site inspection concluded at approximately 16:00.

Annex A: Access Required Site Inspection Route

