



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 **27 November 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.

Particulars of the Site Inspection

The inspection was undertaken by: Beth Davies, Jo Dowling, Richard Hunt and Andrew Robinson. They were accompanied by Rammiel Burnie and Gina Shorland from the case team.

The inspection was undertaken by foot. Weather conditions were light rain with a temperature circa 6 degrees centigrade. Weather conditions were not suitable to appreciate long range views. The wind was blowing in a southerly direction.

The inspection commenced at approximately 14:00 and finished at approximately 14:30. A list of the locations visited is attached at Annex A.



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Annex A: List of locations visited on the afternoon of 27 November 2023

The ExA commenced the inspection at Wigmore Park car park walking southeast across the park to join the bridleway (28)/ footpath (29). The ExA observed a sign erected by an opening in the hedge which stated 'Private Land. No Trespassing. Access strictly limited to public footpaths only'.

The ExA proceeded along the bridle/ footpath, passing through the County Wildlife site until it reached the plateau area above the fire training ground. The ExA remained in this area whilst a fire training exercise was undertaken.

Two Rescue and Fire Fighting Services (RFFS) vehicles arrived at the top of the fire training approach road where they waited.

The fire training rig was then set alight. The ExA observed the speed at which the flames spread across the rig, the height of the flames and the height and direction of the smoke plume. The RFFS vehicle's emergency lights were activated and the vehicles proceeded at speed down the approach road and into the fire training ground where they advanced in a clockwise direction around the rear of the training rig, where they stopped. Water was then deployed from the front of both vehicles and most flames were extinguished. A remotely operated high reach water turret was deployed from one of the vehicles to access the top of the wing and the upper parts of the training rig. At this point the flames were largely extinguished, the smoke plume had reduced and the training rig was smouldering. Firefighters on the ground then dampened down the training rig with hoses. The fire was then extinguished.

The ExA observed that throughout the training exercise airplanes continued to land and take off at the airport.

The ExA then proceeded to return via the same route to Wigmore Park car park.

Further details on the fire training exercise can be found in document EV1-017, submitted by the Applicant.