





London Luton Airport Planning Application Phase 3 Implementation

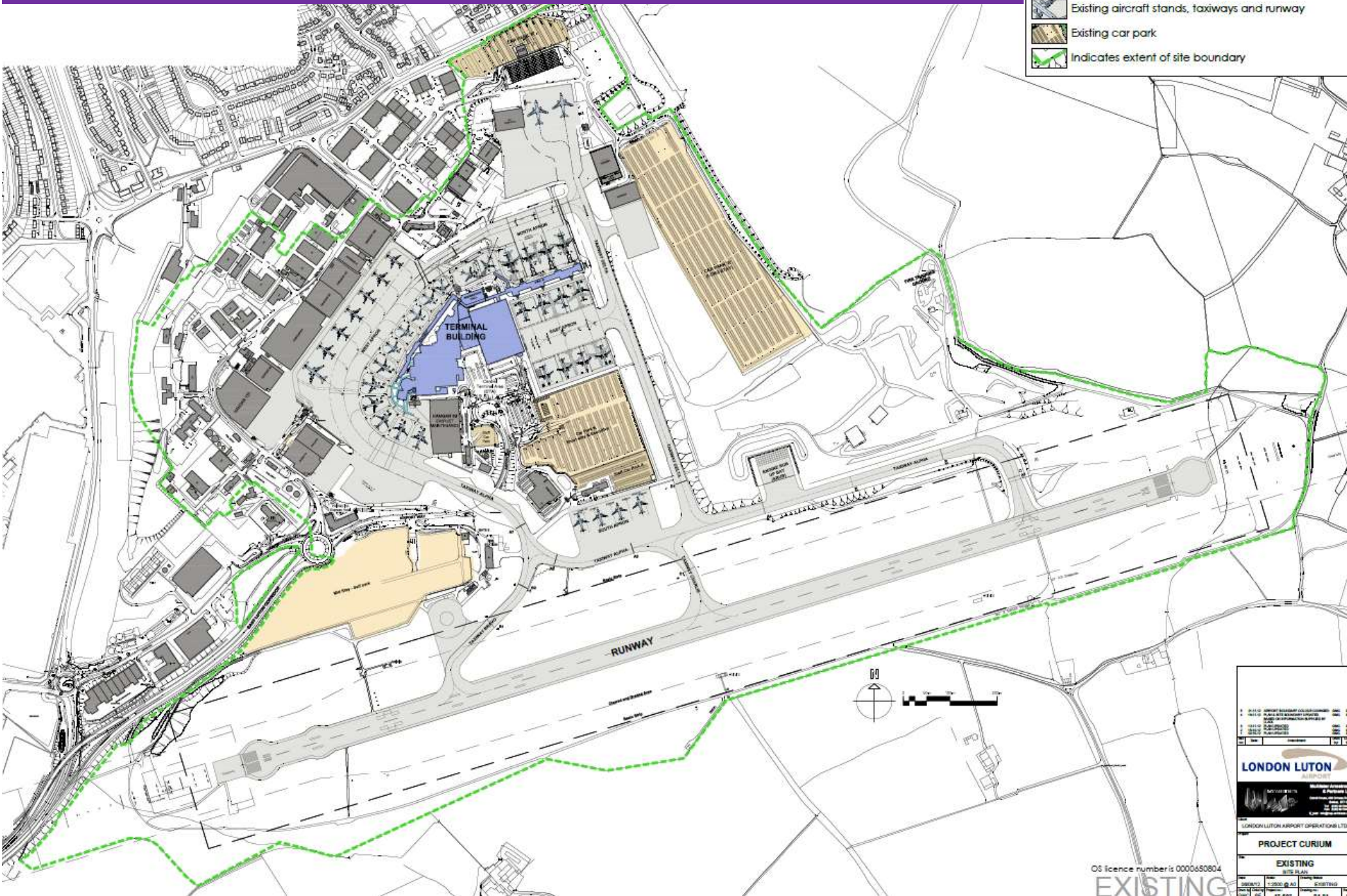
The purpose of this document is to set out the status of the implementation of planning permission 12/01400/FUL (granted 23 June 2014) and 15/00950/VARCON (granted 13 October 2017).

This document has been prepared to replace an earlier version submitted to the inquiry (INQ-73). This new version refers to the approved phasing plans for Phase 3 (16/01484/DOC). In addition, Appendix 1 of this document sets out the status of condition discharge for Phases 1 and 2 of the development, as requested by the Inspectors.

PLANNING APPLICATION DRAWING OF LONDON LUTON AIRPORT PRIOR TO DEVELOPMENT

LEGEND:

-  Existing Terminal Buildings
-  Existing aircraft stands, taxiways and runway
-  Existing car park
-  Indicates extent of site boundary



OS licence number is 0000650804

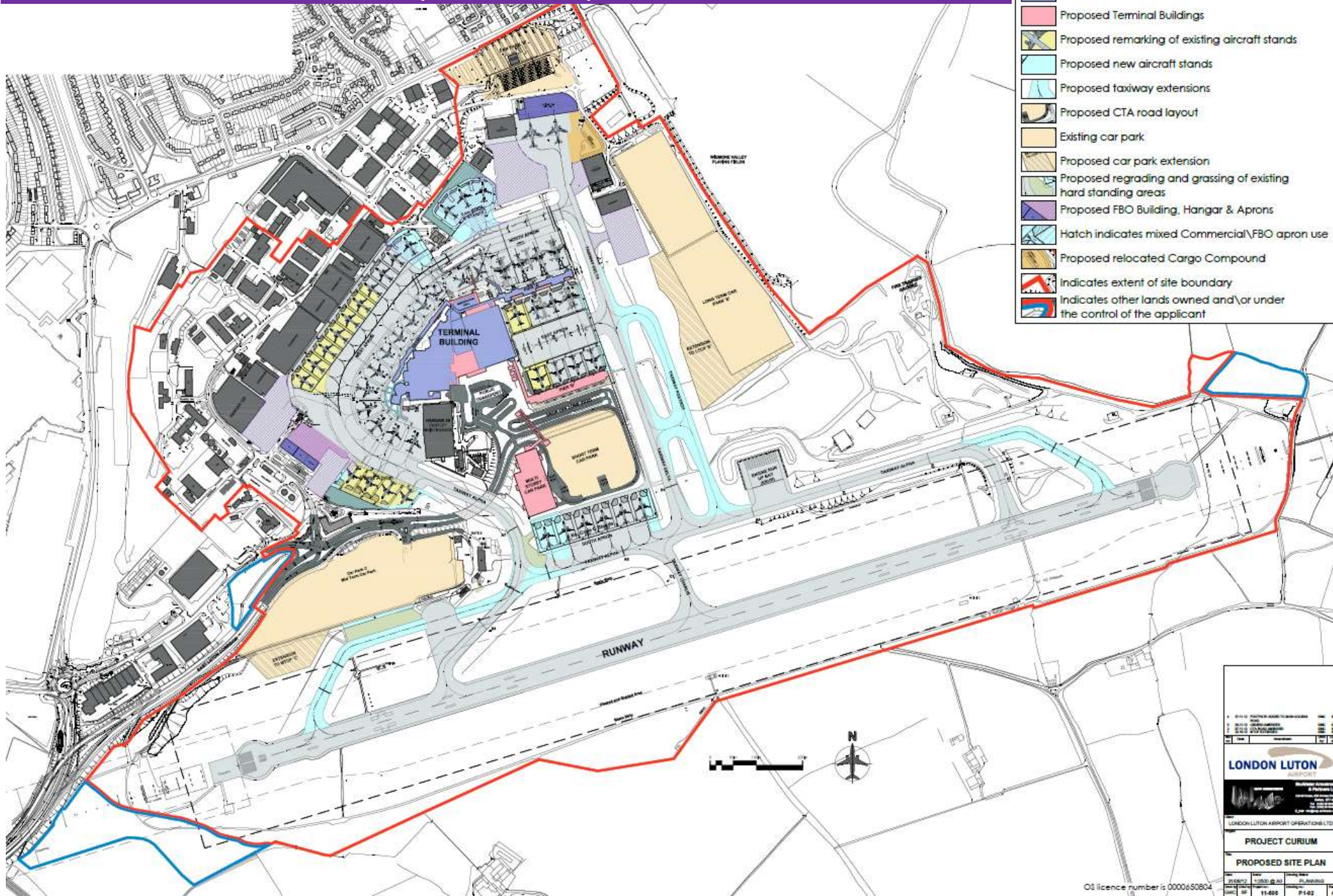
EXISTING

<p>1. 1:10,000 Aerial Photograph (2000/01)</p> <p>2. 1:10,000 Aerial Photograph (2000/01)</p> <p>3. 1:10,000 Aerial Photograph (2000/01)</p> <p>4. 1:10,000 Aerial Photograph (2000/01)</p>	
<p>LONDON LUTON AIRPORT</p>	
<p>PROJECT CURRUM</p>	
<p>EXISTING</p>	
<p>SITE PLAN</p>	
<p>2000/01</p>	<p>1:10,000</p>
<p>2000/01</p>	<p>1:10,000</p>
<p>2000/01</p>	<p>1:10,000</p>
<p>2000/01</p>	<p>1:10,000</p>

PLANNING APPLICATION DRAWING OF FULL COMPLETED DEVELOPMENT (12/01400/FUL)

LEGEND:

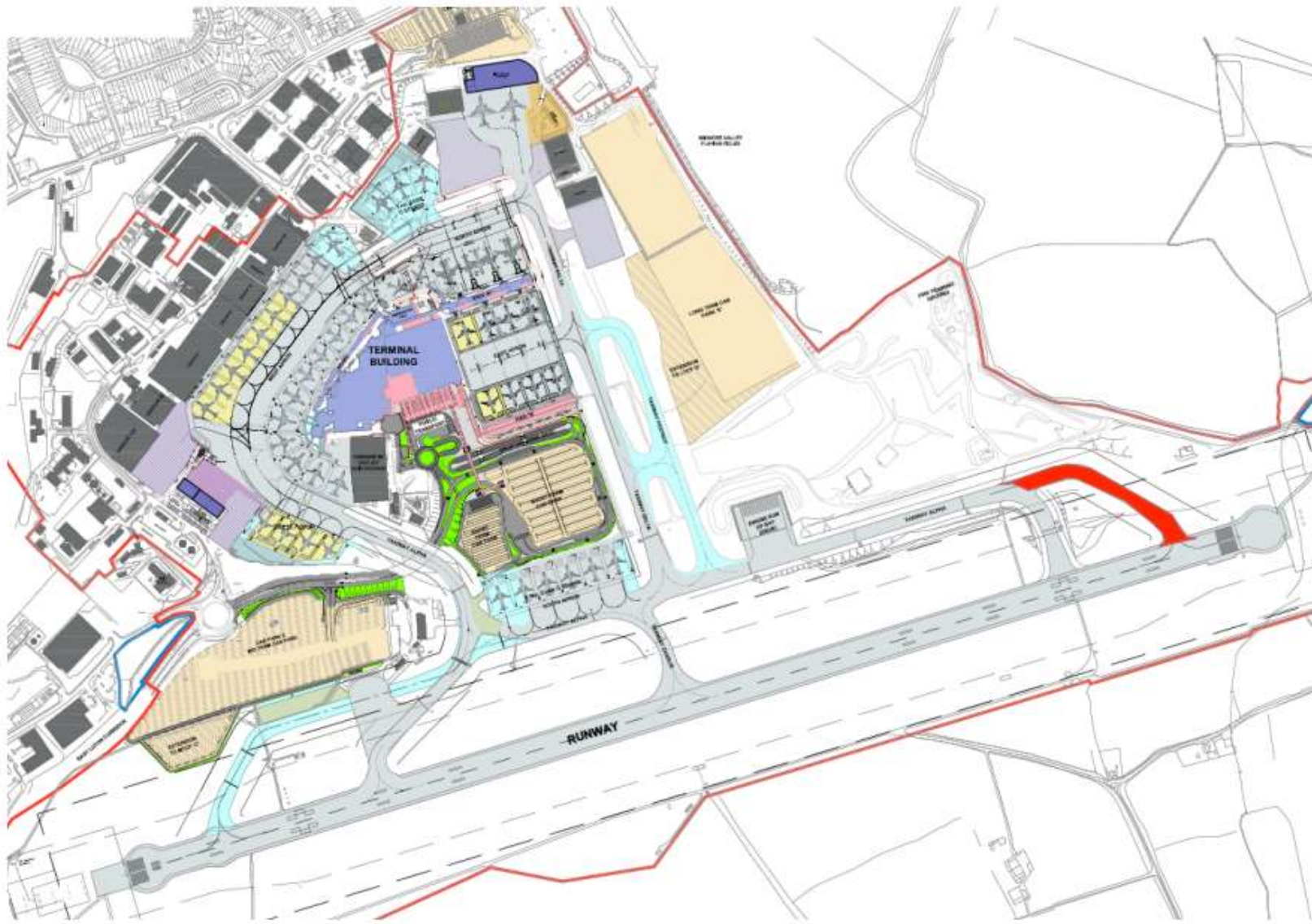
-  Existing Terminal Buildings
-  Proposed Terminal Buildings
-  Proposed remarking of existing aircraft stands
-  Proposed new aircraft stands
-  Proposed taxiway extensions
-  Proposed CTA road layout
-  Existing car park
-  Proposed car park extension
-  Proposed regrading and grassing of existing hard standing areas
-  Proposed FBO Building, Hangar & Aprons
-  Hatch indicates mixed Commercial/FBO apron use
-  Proposed relocated Cargo Compound
-  Indicates extent of site boundary
-  Indicates other lands owned and/or under the control of the applicant



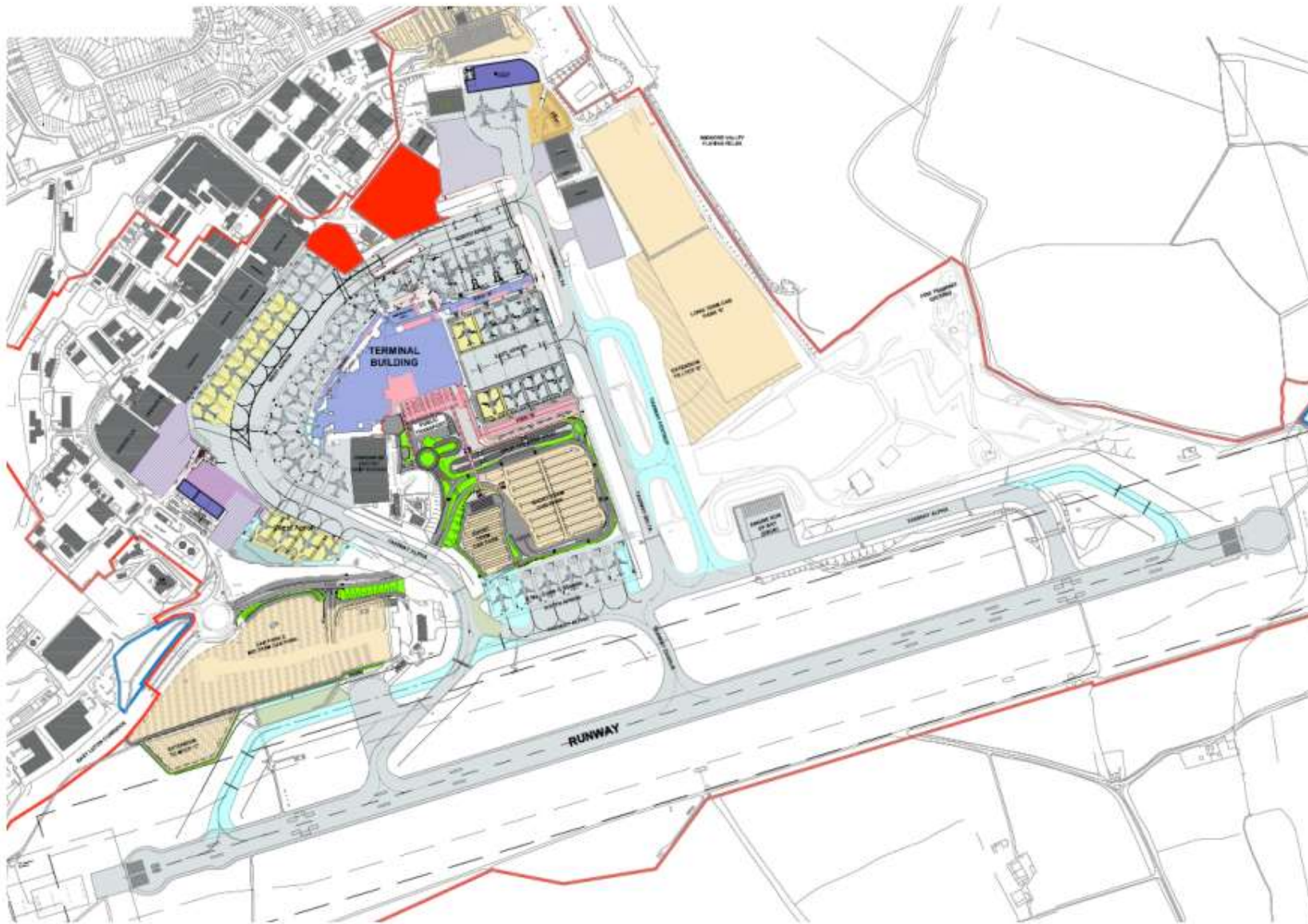
OS licence number is 0000650804

 LONDON LUTON AIRPORT	
LONDON LUTON AIRPORT OPERATIONS LTD	
PROJECT CURIUM	
PROPOSED SITE PLAN	
DATE: 11/01/2020	DRAWN BY: P1402
CHECKED BY: P1402	SCALE: 1:1000
PROJECT NO: 12/01400/FUL	SHEET NO: 1

Phase 3 – Taxiway 26 (Golf) – to be completed



Phase 3 – North Apron extension – to be completed



Condition Discharge and Permitted development

Appendix 1 of this document provides details of condition discharge for Phases 1 and 2 of the development.

LLAOL is currently building out a number of stands under permitted development rights (22/01104/GPDOPD) which are located to the west of Taxiway Foxtrot (Stands 101-104). This will follow with the stands to the east of Stands 80 and 81 (Stands 77 to 79). Stands 16-18 and 10R are to be used for general instead of commercial aviation.

The works proposed do not relate to Phase 3 as indicated on the previous slides. Phase 3 conditions therefore remain to be discharged at a future date.

Appendix 1 – Condition Discharge Status

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

LPA ref: 21/00031/VARCON

PINS ref: APP/B0230/V/22/3296455

Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
1	Phase 1 of the development shall be carried out in accordance with the Phasing Scheme approved on 23 April 2015 (ref: 15/00159/DOC) and Phases 2 and 3 shall be carried out in accordance with the Phasing Scheme approved on 28 October 2016 (ref: 16/01484/DOC). Otherwise no development of any phases shall take place until a scheme for the Phasing of Development shall be submitted to the Local Planning Authority. The scheme as submitted shall include the timescales for commencement of each of the phases. The scheme as approved shall be implemented in full and in accordance with the agreed timescales.	3	No development shall take place until a scheme for the Phasing of Development as set out in Chapter 3 (Development Proposals) of the Environmental Statement shall be submitted to Local Planning Authority. The scheme as submitted shall include the timescales for commencement of each of the phases. The scheme as approved shall be implemented in full and in accordance with the agreed timescales.	1. 14/00841/DOC 2. 15/00159/DOC 3. 16/01484/DOC	1. 9 July 2014 2. 6 February 2015 3. 15 August 2016	1. 8 October 2014 2. 23 April 2015 3. 28 October 2016	1. Approved phase 1 2. Approved phase 1 3. Approved phases 2 & 3
2	The landscaping scheme shall be carried out in accordance with details approved on 21 May 2015 (ref: 15/00449/DOC). Within one month of the completion of the landscaping scheme written confirmation of the completion date shall be submitted to the Local Planning Authority. If within a period of five years from the initial date of planting of any tree or shrub, any such plant is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority, damaged, diseased or defective, another tree or shrub of the same species and size as that originally planted shall be replanted in the same location or as otherwise detailed in the scheme. The scheme as approved shall be implemented in full within the first planting season following completion of each of the agreed phases within Condition 1.	4	No works or development shall take place until full details of a landscaping scheme to include all hard surfaces, grassed areas, tree and shrub plantings and the proposed times of planting, has been approved in writing by the Local Planning Authority. Within one month of the completion of the landscaping scheme written confirmation of the completion date shall be submitted to the Local Planning Authority. If within a period of five years from the initial date of planting of any tree or shrub, any such plant is removed, uprooted or destroyed or dies, or becomes in the opinion of the Local Planning Authority, damaged, diseased or defective, another tree or shrub of the same species and size as that originally planted shall be replanted in the same location or as otherwise detailed in the scheme. The scheme as approved shall be implemented in full within the first planting season following completion of each of the agreed phases within Condition 3.	1. 15/00449/DOC	1. 27 March 2015	1. 21 May 2015	1. Approved.
3	The buildings shall be constructed in accordance with the details and samples	5	No building within any phase of the development shall take place until details	1. 15/00160/DOC	1. 6 February 2015		1. Approved.

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
	approved on 12 November 2015 (ref: 15/00160/DOC).		and or samples of the materials to be used in the construction of the external elevations, fenestration and roofs of the building(s), including the multi storey car park have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.			1. 12 November 2015	
4	Phase 1 of the development shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 28 January 2015 (ref: 14/01471/DOC) and Phases 2 and 3 shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 8 May 2017 (ref: 17/00459/DOC).	6	Notwithstanding the surveys already carried out, prior to development commencing within any phase, a scheme shall be submitted to the Local Planning Authority for the safeguarding of Protected Species. The scheme shall include the carrying out of additional surveys to ensure that no material change will have taken place since any earlier survey upon which assessment and mitigation in the Environmental Statement is based. The details of any additional mitigation required as a result of the additional surveys shall be submitted for approval by the Local Planning Authority and implemented in full prior to the development of that phase of the development commencing.	1. 14/01471/DOC 2. 17/00459/DOC	1. 25 November 2014 2. 9 March 2017	1. 28 January 2015 2. 8 May 2017	1. Approved phase 1 2. Approved all phases
5	Lighting associated with Phase 1 of the development shall be carried out in accordance with the details approved on 4 June 2015 (ref: 15/00451/DOC). No external lighting shall be installed within any subsequent phase of the development, other than in accordance with a scheme to be submitted to and approved by the Local Planning Authority. The scheme as approved shall be implemented in full and shall be subject to review in accordance with such agreed scheme.	7	No external lighting shall be installed within any phase of the development, other than in accordance with a scheme to be submitted to and approved by the Local Planning Authority. The scheme as approved shall be implemented in full and shall be subject to review in accordance with such agreed scheme.	1. 15/00451/DOC 2. 19/00954/DOC	1. 27 March 2015 2. 12 July 2019	1. 4 June 2015 2. 25 September 2019	1. Approved for highways 2. Approved phases 1 & 2.

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

LPA ref: 21/00031/VARCON

PINS ref: APP/B0230/V/22/3296455

Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
6	Phase 1 of the development shall be carried out in accordance with the Construction Environmental Management Plan approved on 14 August 2015 (ref: 15/00452/DOC) and Phases 2 and 3 shall be carried out in accordance with the Construction Environmental Management Plan approved on 8 May 2017 (ref: 17/00460/DOC).	8	No demolition or development approved by this permission shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include, but not be limited to the following details: (a) Lorry routing and traffic management (including control of delivery of materials) (b) Noise control measures (c) Dust control measures (d) Site waste management (e) Working hours (f) Details of the local sourcing of materials (g) Measures to prevent pollution of ground and surface water (h) Measures to protect areas of vegetation and wildlife within the vicinity of the development during construction works (i) Compliance with EA requirements relating to nature conservation specifically protected species (j) Details of how the CEMP will be monitored on site Development shall thereafter be carried out in accordance with the details as approved and within agreed timescales.	1. 15/00452/DOC 2. 17/00460/DOC	1. 27 March 2015 2. 9 March 2017	1. 14 August 2015 2. 8 May 2017	1. Approved phase 1 2. Approved all phases
7	The development shall be carried out in accordance with the archaeological Written Scheme of Investigation approved on 24 December 2014 (ref: 14/01496/DOC)	9	Prior to any excavation within any phase of the development commencing the applicant, or their agents or successors in title shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation including details of a phasing timescale. The scheme shall include access by any archaeologist nominated by the Local Planning Authority, to allow the observation of the taxiway extensions and other excavation works to facilitate the recording of any items of interest and	1. 14/01496/DOC	1. 25 November 2014	1. 24 December 2014	1. Approved for all phases (now compliance).

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

LPA ref: 21/00031/VARCON

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			finds within the site. The scheme as approved by the Local Planning Authority shall be implemented in accordance with the approved scheme and within identified timescales.				
8	At no time shall the commercial passenger throughput of the airport exceed 18 million passengers in any twelve month period. From the date of this permission the applicant shall every quarter report in writing to the Local Planning Authority the moving annual total numbers of passengers through the airport (arrivals plus departures). The report shall be made no later than 28 days after the end of each quarter to which the data relates.	10	At no time shall the commercial passenger throughput of the airport exceed 18 million passengers in any twelve month period. From the date of this permission the applicant shall every quarter report in writing to the Local Planning Authority the moving annual total numbers of passengers through the airport (arrivals plus departures). The report shall be made no later than 28 days after the end of each quarter to which the data relates.	Compliance condition	Compliance condition	Compliance condition	Compliance condition
9	The development shall be operated in accordance with the Noise Control Scheme approved on 2 March 2015 (ref: 14/01519/DOC). For the avoidance of doubt the controls within that scheme include: i) Measures with the purpose of phasing out of night time (2300 to 0700) operations by aircraft with a QC value of greater than 1 on either departure or arrival. ii) Monitoring and review of the scheme not later than the 1st and 4th year after its introduction and every subsequent five years. iii) Limits during the night time period (2330 to 0600) of: a) Total annual movements by aircraft (per 12 month period) of no more than 9,650 movements; and b) Total annual noise quota movements of no more than 3,500 which, using all reasonable endeavours, shall be reduced at each review until it reaches a point where it	11	a) Prior to commencement of the development details shall be submitted to the Local Planning Authority of a Noise Control Scheme which shall control the noise of aircraft both during the day (0700 - 2300) and the night (2300 - 0700) period. b) For the Night Quota Period (2330 to 0600) the scheme shall be based on the Noise Quota System count system (QC System) utilised by other UK Airports including Heathrow Airport. c) The scheme shall include sanctions in relation to operators of aircraft which land or take-off in breach of the QC System and shall include exclusion of aircraft movements with a QC value in excess of QC2 during the night time (2300 to 0700), 6 months and more after commencement of the development. An 'aircraft movement' shall be either a landing or take off by an aircraft. d) The scheme shall include details of the	1. 14/01519/DOC	1. 4 December 2014	1. 2 March 2015	1. Approved

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

LPA ref: 21/00031/VARCON

PINS ref: APP/B0230/V/22/3296455

Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
	<p>does not exceed 2,800 by 2028.</p> <p>iv) Limits for the Early Morning Shoulder Period (0600 to 0700) of not more than 7,000 movements in any 12 month period.</p> <p>v) Reporting of the actual and forecast total number of aircraft movements for the preceding and next 12 months to the Local Planning Authority every three months.</p> <p>vi) Within six months of the commencement of the development, a progressive reduction in the night-time (2300-0700) maximum Noise Violation Limits (NVL) by the noisiest aircraft shall be implemented, as follows:</p> <ul style="list-style-type: none"> o 80dB(A) the date hereof o 79dB(A) from 1st January 2020 o 77dB(A) from 1st January 2028 <p>vii) Within six months of the commencement of the development, a progressive reduction in the daytime (0700 - 2300) maximum NVL by the noisiest aircraft shall be implemented, as follows:</p> <ul style="list-style-type: none"> o 82 dB(A) the date hereof o 80 dB(A) from 1st January 2020 		<p>procedures to be adopted and shall include measures with the purpose of phasing out of night time (2300 to 0700) operations by aircraft with a QC value of greater than 1 on either departure or arrival.</p> <p>e) The scheme including the QC System shall be monitored and reviewed on a regular basis. Such a review shall take place, not later than the 1st and 4th year after introduction and every subsequent 5 years.</p> <p>f) For the Night Quota Period (2330 - 0600) this shall have the following limits incorporated into the scheme:</p> <p>(i) Total annual movements by aircraft (per 12 month period) shall be limited to 9,650;</p> <p>(ii) The total annual noise quota in any 12 month period shall be limited to 3,500 which, using all reasonable endeavours, shall be reduced at each review until it reaches a point where it does not exceed 2,800 by 2028.</p> <p>g) For the Early Morning Shoulder Period (06.00 - 07.00) this shall have the following limit incorporated into the schemes: Total annual movements by aircraft in any 12 month period shall be limited to 7000.</p> <p>h) The actual and forecast total number of aircraft movements for the preceding and next 12 month periods shall be reported to the Local Planning Authority every three months</p> <p>i) Within six months of the commencement of development and in accordance with the approved Noise Control Scheme the maximum Noise Violation Limits (NVL) for all aircraft, as recorded by departing aircraft at the fixed noise monitoring terminals, shall be reduced to values which are determined</p>				

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
			by the noise classification of individual aircraft as follows: Aircraft Classification on Departure NVL (dBA) QC 4 (daytime only) 85 QC 2 82 QC 1 79 QC 0.5 and below 76 j) Within six months of the commencement of the development, a progressive reduction in the daytime (0700 - 2300) maximum NVL by the noisiest aircraft shall be implemented, as follows: (i) 85 dB(A) from the date of the commencement of development (ii) 82 dB(A) from 1st January 2015 (iii) 80 dB(A) from 1st January 2020				
10	The development shall be operated in accordance with the Noise report approved on 2 March 2015 (ref: 14/01519/DOC), including providing details of forecast aircraft movements and consequential noise contours as set out in that report. The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour shall not exceed 19.4 sq km for daytime noise, and the area enclosed by the 48dB(A) Leq8hr (2300-0700) contour shall not exceed 37.2 sq km for night-time noise, when calculated by the Federal Aviation Authority Integrated Noise Model version 7.0-d (or as may be updated or amended). Within five years of the commencement of development a strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be	12	The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour shall not exceed 19.4 sq km for daytime noise, and the area enclosed by the 48dB(A) Leq8hr (2300-0700) contour shall not exceed 37.2 sq km for night-time noise, when calculated by the Federal Aviation Authority Integrated Noise Model version 7.0.d (or as may be updated or amended). Within five years of the commencement of development a strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be used by LLAOL or any successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.2km2 for the area exposed to 57dB(A) Leq16hr (0700-2300) and above and for night-time noise to	1. 14/01519/DOC 2. 20/00131/DOC	1. 4 December 2014 2. 3 February 2020	1. 2 March 2015 2. TBC	1. Approved 2. Not determined .

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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	used by LLAOL or any successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.2sq km for the area exposed to 57dB(A) Leq16hr (0700-2300) and above and for night-time noise to 31.6 sq km for the area exposed to 48dB(A) Leq8hr (2300-0700) and above.		31.6 km2 for the area exposed to 48dB(A) Leq8hr (2300-0700) and above. From the 1st January 2014 forecast aircraft movements and consequential noise contours (Day, Night and Quota Periods) for the forthcoming calendar year shall be reported on the 1st December each year to the Local Planning Authority, which shall utilise the standard 92 day summer contour.				
11	The development shall be operated in accordance with the Noise Control Monitoring Scheme as approved on 2 March 2015 (ref: 14/01519/DOC). For the avoidance of doubt the controls include: i) Fixed noise monitoring terminals and track keeping system (vertical and horizontal) ii) Complaint handling system iii) Sanctions to be imposed on infringement by aircraft in respect of track keeping and noise violation limits in accordance with condition 9 (parts vi and vii) of this permission iv) Arrangements for the verification of the submitted information A review shall take place not later than the 1st and 4th year after introduction and every subsequent 5 years.	13	Within 6 months of the development hereby permitted commencing a Noise Control Monitoring Scheme for the airport shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme or scheme review as applicable shall include, but shall not be confined to, the following: (i) Details of the fixed noise monitoring terminals and track keeping system (vertical and horizontal). (ii) Details of the complaint handling system. (iii) Sanctions to be imposed on infringement by aircraft in respect of noise limits and track keeping. (iv) Arrangements for the verification of the submitted information. Within six months of either commencement of development or the approval of the scheme by the Local Planning Authority, whichever is the later the scheme shall be implemented as approved. Such a review shall take place, not later than the 1st and 4th year after introduction and every subsequent 5 years.	1. 14/01519/DOC	1. 4 December 2014	1. 2 March 2015	1. Approved

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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12	The development shall be operated in accordance with the scheme to control ground noise approved on 2 March 2015 (ref: 14/01519/DOC).	14	Before any part of the development hereby permitted is commenced a scheme concerning ground noise associated with aircraft at the airport shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include, but not be confined to, the following: i) Measures to limit the ground running of aircraft propulsion engines within Luton Airport between 2300 and 0700 ii) Preferential use of stands and taxiways for arriving/departing aircraft between 2300 and 0700 iii) Steps to limit the use of auxiliary power units (including the provision of fixed electrical ground power to stands and or suitably quietened ground power units) iv) No ground running of aeroplane engines for testing or maintenance purposes between 2300 and 0700 and designation of areas for such testing between 0700 and 2300. Within six months of either commencement of development or the approval of the scheme, (or whichever is the later) by the Local Planning Authority, the scheme shall be implemented as approved. A review shall take place, not later than the 1st and 4th year after introduction and every subsequent 5 years.	1. 14/01519/DOC	1. 4 December 2014	1. 2 March 2015	1. Approved
13	The development shall be implemented in accordance with the Comprehensive Surface Water Management Strategy approved on 18 May 2015 (ref: 15/00187/DOC).	15	The development hereby permitted shall not be commenced until such time as a Comprehensive Surface Water Management Strategy to outline the options for the monitoring and management of surface water runoff has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include: - Methods to effectively manage acute	1. 15/00187/DOC	1. 13 February 2015	1. 18 May 2015	1. Approved for all phases [Reviews every 6 months]

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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			and chronic pollution events. - Requirements for additional storage or flow balancing to effectively deal with contaminated surface water runoff and provide details of effluent treatment infrastructure to handle effluent prior to disposal. - Details of the proposed phasing. - Techniques to continuously monitor the quality and quantity of surface water runoff from all points of discharge to either groundwater or to surface waters. The scheme shall be implemented as approved by the Local Planning Authority.				
14	The detailed surface water drainage scheme for Phase 1 shall be carried out in accordance with the details approved on 8 December 2015 (ref: 15/00291/DOC). No subsequent phase of development shall begin until a detailed surface water drainage scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be generally in accordance with the Flood Risk Assessment (FRA) prepared by Jacobs, reference B1074100/22.2, issue 3, dated November 2012, (within Technical Appendix J of the Environmental Statement submitted with application 12/01400) and the scheme shall include details of soakaways and a restriction in run-off and surface water storage on site. The scheme as approved shall be implemented in full before completion of the relevant phase.	16	No phase of development shall begin until a detailed surface water drainage scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be generally in accordance with the Flood Risk Assessment (FRA) prepared by Jacobs, reference B1074100/22.2, issue 3, dated November 2012, (within Technical Appendix J of the Environmental Statement) and the scheme shall include details of soakaways and a restriction in run-off and surface water storage on site. The scheme as approved shall be implemented in full before completion of the relevant phase.	1. 15/00291/DOC 2. 18/01463/DOC	1. 9 March 2015 2. 24 September 2018	1. 18 December 2015 2. 21 January 2019	1. Approved phase 1 2. Approved phase 2
15	Phase 1 of the development shall be carried out in accordance with the details approved on 24 March 2016 in relation to measures to deal with contamination (ref: 15/00756/DOC) and Phases 2 and 3 shall be	17	No development in respect of any phase of the development shall be commenced until a scheme to deal with potential contamination on the site of that phase shall be submitted to and approved, in	1. 15/00756/DOC 2. 17/00173/DOC	1. 26 May 2015 2. 25 Jan 2017	1. 24 March 2016 2. 4 April 2017	1. Approved phase 1 2. Approved

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

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	carried out in accordance with the Contamination Risk Assessment Report approved on 7 April 2017 (ref: 17/00173/DOC).		writing, by the Local Planning Authority including: 1) A preliminary risk assessment which has identified: - all previous uses - potential contaminants associated with those uses - a conceptual model of the site indicating sources, pathways and receptors - potentially unacceptable risks arising from contamination at the site. 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.				phases 2 & 3
16	No phase of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation for that phase has first been submitted to and approved, in writing, by the Local Planning	18	No phase of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation for that phase has first been submitted to and approved, in writing, by the Local	1. Not required. 2. 19/01408/DOC	1. Not required 2. 15 October 2019	1. Not required 2. 27 November 2019	1. Not required for Phase 1 2. Approved for Phase 2

London Luton Airport – Phase 1 and 2 condition discharge summary – 17/11/2022

LPA ref: 21/00031/VARCON

PINS ref: APP/B0230/V/22/3296455

Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
	Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.		Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.				
17	If, contamination not previously identified is found to be present at the site during the construction of a phase of development, no further development of the phase shall be carried out until the developer has first submitted a remediation strategy for approval to the Local Planning Authority and that such a strategy shall have been approved in writing. The remediation strategy shall be implemented as approved.	19	If, contamination not previously identified is found to be present at the site during the construction of a phase of development, no further development of the phase shall be carried out until the developer has first submitted a remediation strategy for approval to the Local Planning Authority and that such a strategy shall have been approved in writing. The remediation strategy shall be implemented as approved.	1. 18/01819/DOC	1. 3 December 2018	1. 21 May 2019	1. Approved for Phase 2 (Foxtrot).
18	No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority first having been obtained. The development shall be carried out in accordance with the approved details in accordance with an agreed timescale and phasing as applicable.	20	No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority first having been obtained. The development shall be carried out in accordance with the approved details in accordance with an agreed timescale and phasing as applicable.	Compliance condition	Compliance condition	Compliance condition	Compliance condition

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Condition no. 15/00950/VARCON	Description (granted 13 October 2017)	Condition no. 12/01400/FUL	Description in original parent permission 12/01400/FUL (granted 23 June 2014)	Submission reference	Date submitted	Date determined	Status / comments
19	Phase 1 of the development shall be carried out in accordance with the details approved on 18 December 2015 in relation to piling (ref: 15/00756/DOC). No subsequent phase of the development which involves piling or other penetrative methods of forming foundations shall take place other than in accordance with a scheme which shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.	21	No phase of the development which involves piling or other penetrative methods of forming foundations shall take place other than in accordance with a scheme which shall have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.	1. 15/00453/DOC	1. 27 March 2015	1. 18 December 2015	1. Approved Phase 1 [no piling for phases 2 & 3]
20	Phase 1 of the development shall be implemented in accordance with the measures to protect existing monitoring boreholes approved on 11 May 2015 (ref: 15/00454/DOC) and phases 2 and 3 shall be carried out in accordance with the Borehole Protection Report approved on 28 March 2017 (17/00176/DOC).	22	Before the development hereby permitted is commenced a scheme for the protection of existing monitoring boreholes shall first be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented.	1. 15/00454/DOC 2. 17/00176/DOC	1. 27 March 2015 2. 25 January 2017	1. 11 May 2015 2. 28 March 2017	1. Approved phase 1 2. Approved phases 2 & 3
21	Phase 1 of the development shall be carried out in accordance with the foul drainage details approved on 14 August 2015 (ref: 15/00188/DOC). Before the commencement of each subsequent phase, full details of the proposed means of foul drainage shall first be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to each phase coming into operation.	23	Before the development hereby permitted is commenced, full details of the proposed means of foul drainage shall first be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to each phase coming into operation.	1. 15/00188/DOC	1. 13 February 2015	1. 14 August 2015	1. Approved phase 1. No foul drainage proposed for Phases 2 and 3.

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22	The car parking areas within Phase 1 shall be constructed and managed in accordance with details approved on 21 January 2016 (ref: 15/00659). The scheme as approved shall be implemented in full prior to that phase coming into operation. The areas within the application site which are shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles by passengers, staff and contractors servicing the airport.	24	The areas within the application site which are shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles by passengers, staff and contractors servicing the airport. The car parking areas within each phase shall be constructed and managed in accordance with a scheme to be submitted for approval in writing by the Local Planning Authority prior to the development of each phase. The scheme as approved shall be implemented in full prior to that phase coming into operation.	1. 15/00659/DOC	1. 8 May 2015	1. 21 January 2016	1. Approved phase 1 [no parking in Phases 2 & 3]
23	The surfacing and drainage of car parking areas shall be carried out in accordance with the details approved on 22 September 2015 (ref: 15/00455/DOC).	25	Details of the surfacing and drainage of any car parking area(s) provided in accordance with the requirements of this permission shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The development shall be implemented in accordance with the approved details prior to the car park coming into use.	1. 15/00455/DOC	1. 27 March 2015	1. 22 September 2015	1. Approved
24	The Passenger and Staff Travel Plan shall be implemented in accordance with the details approved on 23 September 2015 (ref: 15/00761/DOC).	26	A scheme comprising a Framework Travel Plan shall be submitted to the Local Planning Authority prior to the development commencing. The scheme shall include the following: - Review of the Framework Travel Plan - Passenger Travel Plan - Details of monitoring and improvements - Targets to be met - Penalties for failure to meet target The scheme as approved shall be implemented in full and be subject to a review following the 1st and 3rd year and	1. 15/00761/DOC	1. 26 May 2015	1. 23 September 2015	1. Approved

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			subsequently each following 5 years, the details of which shall be submitted to and approved by the Local Planning Authority.				
25	The Highway Improvement Schemes (comprising [i] improvements to the airport access road and [ii] improvements to the Percival Way roundabout) shall be carried out in accordance with the details approved on 8 May 2015 (ref: 15/00456/DOC) or otherwise in accordance with the provisions of the agreement dated 11 November 2015 under Section 278 of the Highways Act 1980 (or any variation to or replacement of such agreement).	27	No development hereby permitted shall commence until detailed drawings for the construction of the following highway improvement schemes have been submitted to and approved in writing by the Local Planning Authority: (i) Improvements to the airport access road (ii) Improvements to the Percival Way roundabout The highway improvements shall be carried out in accordance with the plans approved by the Local Planning Authority.	1. 15/00456/DOC	1. 27 March 2015	1. 8 May 2015	1. Approved
26	The extensions to the passenger terminal hereby permitted shall not be brought into use for passengers unless and until either the approved highway improvement schemes referred to in Condition 25 have been carried out and completed by the applicant in accordance with the approved details or the applicant's obligations have fallen due under the agreement referred to in Condition 25 have been fully complied with.	28	The extensions to the passenger terminal hereby permitted shall not be brought into use for passengers until the approved highway improvement schemes referred to in Condition 27 have been carried out and completed in accordance with the approved details.	Compliance condition	Compliance condition	Compliance condition	Compliance condition
27	The development shall be carried out in accordance with the Renewable Energy Strategy approved on 23 September 2015 (ref: 15/00734/DOC).	29	The extensions to the terminal building shall be designed to minimise carbon emissions and energy demand in accordance with the objectives of the Design and Access Statement and Sustainability Statement. No development shall be carried out until details of a	1. 15/00734/DOC	1. 8 May 2015	1. 23 September 2015	1. Approved

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			scheme for renewable or low carbon energy generating shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall propose measures to be taken with the purpose of achieving wherever practicable at least 10% of the total energy requirement of the extensions hereby approved being derived from renewable or low carbon sources. The development shall be carried out in accordance with the approved details.				
28	The development hereby permitted shall not be carried out other than in complete accordance with the approved plans and specifications as set out in the schedule of documents and the Environmental Statement contained in the Terence O'Rourke letters dated 30th November and 14th December 2012 submitted with application 12/01400/FUL and with the following documents: - Noise Impact Assessment, Bickerdike Allen Partners dated 15 May 2015; - Contour Methodology Update, Bickerdike Allen Partners dated 14 August 2015; - Environmental Statement Addendum, Terence O'Rourke dated July 2015dated July 2015	30	The development hereby permitted shall not be carried out other than in complete accordance with the approved plans and specifications as set out in the schedule of documents and the Environmental Statement contained in the Terence O'Rourke letters dated 30th November and 14th December 2012.	Compliance condition	Compliance condition	Compliance condition	Compliance condition