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February 2023

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 5 Environmental Statement and Related Documents

5.02 Appendix 14.5 Detailed Visual Impact Assessment

Application Document Ref: TR020001/APP/5.02
APFP Regulation: 5(2)(a)

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

London Luton Airport Expansion Development Consent Order 202x

5.02 ENVIRONMENTAL STATEMENT APPENDIX 14.5 DETAILED VISUAL IMPACT ASSESSMENT

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1 VISUAL IMPACT ASSESSMENT SUMMARY TABLE

Table 1: Visual Impact Assessment Summary Table

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Construction						
Impact on visitors to Wigmore Valley Park	Works in accordance with the Code of Construction Practice (CoCP) (**Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with the Outline Landscape and Biodiversity Management Plan (LBMP) (**Appendix 8.2**), and Operational Noise Management (Explanatory Note) (ONM) (**Appendix 16.2**) of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]**	Medium adverse (assessment Phases 1, 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (assessment Phases 1, 2a & 2b), which is **significant**	None proposed	Moderate adverse (assessment Phases 1, 2a & 2b), which is **significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	and **Strategic Landscape Masterplan (SLM) [TR020001/APP/5.10]**.					
Impact on visitors to Someries Castle and grounds	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phases 1, 2a & 2b)	Value: Low to medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**	None proposed	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**
Impact on users of Winsdon Hill	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phase 1), which is not significant, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is not significant rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on visitors to Luton Hoo Memorial Park	Works in accordance with CoCP. Management in accordance with ONM	Very low adverse (assessment Phases 1, 2a & 2b)	Value: High Susceptibility: High Sensitivity: High	Negligible adverse (assessment Phase 1), which is not significant,	None proposed	Negligible adverse (assessment Phase 1), which is not significant

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
				rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**		rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on users of Raynham Recreation Ground and Community Centre	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phase 2a) then further rising to Medium adverse (assessment Phase 2b)	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phases 1 & 2a), which is not significant, rising to Moderate adverse (assessment Phase 2b), which is **significant**	None proposed	Minor adverse (assessment Phases 1 & 2a), which is not significant rising to Moderate adverse (assessment Phase 2b), which is **significant**
Impact on users of the area of greenspace next to Polzeath Close	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Medium adverse (assessment Phase 2a) then reducing	Value: Low to medium Susceptibility: High Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is not significant, rising to Moderate adverse	None proposed	Negligible adverse (assessment Phase 1), which is not significant, rising to Moderate adverse

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
		to Low adverse (assessment Phase 2b)		(assessment Phase 2a), which is significant, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**		(assessment Phase 2a), which is significant, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of Powdrills Field	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phases 2a & 2b)	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant** rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on users of Stockwood Park	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phases 1, 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1 & assessment	None proposed	Negligible adverse (assessment Phase 1 & assessment

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
				Phase 2a), which is **not significant**, rising to Minor adverse (assessment Phase 2b), which is **not significant**		Phase 2a) rising to, which is **not significant** Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of Stopsley Common	Works in accordance with CoCP. Management in accordance with ONM	No change (assessment Phase 1) rising to Very low adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	No effect (assessment Phase 1) rising to Negligible adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	No effect (assessment Phase 1) rising to Negligible adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on residents and users of Luton Hoo hotel and parkland	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**	None proposed	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on residents of Wandon End	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Very Low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on residents of Winch Hill House	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on residents of Winch Hill Cottages	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Low adverse (assessment Phase 1) reducing to Very low adverse (assessment Phases 2a & 2b)	Value: Medium to high Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**	None proposed	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**
Impact on people in South Wigmore	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phase 1) rising to Medium adverse (assessment Phases 2a & 2b)	Value: Low to medium Susceptibility: Low to medium Sensitivity: Low to medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on people in Darleyhall	Works in accordance with CoCP.	Very low adverse (assessment	Value: Medium to high	Negligible adverse (assessment	Additional landscape mitigation	Negligible adverse (assessment

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Phase 1) rising to Medium adverse (assessment Phases 2a & 2b)	Susceptibility: Medium to high Sensitivity: Medium to high	Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a & assessment Phase 2b), which is **significant**	measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03].**	Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a & assessment Phase 2b), which is **significant**
Impact on people in Breachwood Green, The Heath and Lye Hill	Works in accordance with the CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on people in Tea Green	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phase 2a) then Low to medium adverse (assessment Phase 2b)	Value: High Susceptibility: Medium Sensitivity: Medium to high	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phase 2a), which is **not significant,** and Moderate adverse (assessment Phase 2b), which **is significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on visitors of Wigmore Hall	Works in accordance with CoCP. Management in accordance with LBMP. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES	Low adverse (assessment Phase 1) rising to Medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Low to medium Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a &

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	[TR020001/APP/5.03] and **SLM [TR020001/APP/5.10]**.					2b), which is **significant**
Impact on users of the Chiltern Way Cycle Route	Works in accordance with the CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**
Impact on users of Darley Road	Works in accordance with the CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** and **Figure 14.9** of this ES	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a &	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]**	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	[TR020001/APP/5.03] and **SLM [TR020001/APP/5.10]**.			2b), which is **significant**	and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	
Impact on users of Eaton Green Road	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Low adverse (assessment Phase 1) rising to Medium to high adverse (assessment Phase 2a) then reducing to Medium adverse (assessment Phase 2b)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on users of Winch Hill Road	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as	Low adverse (assessment Phase 1) rising to Medium adverse (assessment	Value: Medium to high Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Phases 2a & 2b)		adverse (assessment Phases 2a & 2b), which is **significant**		Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on users of Vauxhall Way	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phase 1) rising to Medium adverse (assessment Phase 2a) then reducing to Low adverse (assessment Phase 2b)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**	None proposed	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**
Impact on users of Kimpton Road and Airport Way	Works in accordance with CoCP. Management in accordance with ONM.	Low to medium adverse (assessment Phase 1) rising to Medium to high adverse (assessment Phase 2a) then reducing to Low to	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a), which is	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a),

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
		medium adverse (assessment Phase 2b)		**significant**, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**		which is **significant**, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of New Airport Way	Works in accordance with CoCP. Management in accordance with ONM.	Medium adverse (assessment Phases 1 & 2a) reducing to Low to medium adverse (assessment Phase 2b)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Moderate adverse (assessment Phases 1 & 2a), which is **significant**, reducing to Minor adverse (assessment Phase 2b), which is **not significant**	None proposed	Moderate adverse (assessment Phases 1 & 2a), which **is significant**, reducing to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of Luton Borough public footpath FP39 to the	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section**	Very low adverse (assessment Phase 1) rising to Low adverse (assessment	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
east of Wigmore	**14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Phases 2a & 2b)		(assessment Phases 2a & 2b), which is **not significant**		adverse (assessment Phase 2a & 2b), which is **not significant**
Users of Luton Borough public footpaths FP29 and FP38 and public bridleways BW28 and BW37 to the south east of Wigmore Valley Park and to the east of the existing airfield	Works in accordance with the CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Low adverse (assessment Phase 1) *PRoW would be stopped up in assessment Phases 2a or 2b. Assessment not undertaken during these assessment Phases.	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phase 1), which is **not significant** *PRoW would be stopped up in assessment Phases 2a or 2b. Assessment not undertaken during these assessment Phases.	None proposed	Minor adverse (assessment Phase 1), which is **not significant** *PRoW would be stopped up in assessment Phases 2a or 2b. Assessment not undertaken during these assessment Phases.
Impact on users of the Chiltern Way long	Works in accordance with the CoCP. Management in accordance with LBMP/ONM.	Low adverse (assessment Phase 1) rising to Medium adverse	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phase 1), which is **not significant**,	Additional landscape mitigation measures as detailed	Minor adverse (assessment Phases 1, 2a & 2b), which

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
distance footpath	Embedded landscape mitigation measures as detailed **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	(assessment Phase 2a & 2b)		rising to Moderate adverse (assessment Phases 2a & 2b), which is significant	in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	is **not significant**
Impact on users of PRoW to the west of Breachwood Green	Works in accordance with the CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Medium adverse (assessment Phase 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM**	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
					[TR020001/ APP/5.10].	
Impact on users of footpaths Kings Walden 041, where not forming part of the Chiltern Way, and Kings Walden 043, which pass through the Main Application Site	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on users of footpaths near Lye Hill	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a &	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/ APP/5.01]** and **Figure**	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a &

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.			2b), which is **significant**	**14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	2b), which is **not significant**
Impact on users of footpaths near Ley Green	Works in accordance with CoCP. Management in accordance with ONM.	No change (assessment Phase 1) rising to Very low adverse (assessment Phases 2a & 2b)	Value: High Susceptibility: High Sensitivity: High	No effect (assessment Phase 1) rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	No effect (assessment Phase 1) rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on users of PRoW south of the airport	Works in accordance with CoCP. Management in accordance with ONM.	Low to medium adverse (assessment Phases 1 & 2a) rising to Medium adverse (assessment Phase 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (assessment Phase 1, assessment Phase 2a & assessment Phase 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES	Moderate adverse (assessment Phases 1 & 2a), which is **significant**, reducing to Minor adverse (assessment Phase 2b), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
					[TR020001/ APP/5.03] and **SLM [TR020001/ APP/5.10].**	
Impact on users of public footpath Hyde 4B, west of Someries Castle	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phase 2a) then reducing to Low adverse (assessment Phase 2b)	Value: Low Susceptibility: High Sensitivity: Medium	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a), which is **significant**, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**,	None proposed	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a), which is **significant**, then reducing to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of the Lea Valley Cycle Route	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Medium	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not**	None proposed	Negligible adverse (assessment Phase 1), which is **not**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
nr. Park Street		adverse (assessment Phases 2a & 2b)		**significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**		**significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on users of footpath Offley 026, west of Cockernhoe	Works in accordance with CoCP. Management in accordance with ONM.	No change (assessment Phase 1) rising to Very low adverse (assessment Phases 2a & 2b)	Value: High Susceptibility: High Sensitivity: High	No effect (assessment Phase 1) rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	No effect (assessment Phase 1) rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on users of footpath St Pauls Walden 024, nr. Bendish	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phase 2a & 2b)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
						not significant
Impact on users of footpath Offley 003, west of Tea Green	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phase 2a) then further to Medium adverse (assessment Phase 2b)	Value: High Susceptibility: High Sensitivity: High	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phase 2a & assessment Phase 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phase 2a & assessment Phase 2b), which is not **significant**
Impact on users of footpaths Offley 004, 005 and 006, east of Tea Green	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phases 2a) & 2b)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a &	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure**	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a &

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
				2b), which is **significant**	**14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	2b), which is **not significant**
Impact on users of footpath Kings Walden 010	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Low adverse (assessment Phase 1) rising to Medium adverse (assessment Phases 2a & 2b)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10].**	Minor adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on users of PRoW on or adjoining the flight	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phases 1, 2a & 2b)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phases 1 & 2a), which is **not**	None proposed	Negligible adverse (assessment Phases 1 & 2a), which is

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
path east of Breachwood Green				**significant**, rising to Minor adverse (assessment Phase 2b), which is **not significant**		**not significant**, rising to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of PRoW on or adjoining the flight path nr. Caddington	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phases 1, 2a & 2b)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Negligible adverse (assessment Phases 1 & 2a), which is **not significant**, rising to Minor adverse (assessment Phase 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phases 1 & 2a), which is **not significant**, rising to Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of PRoW within the AONB	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phases 1, 2a & 2b)	Value: High Susceptibility: High Sensitivity: High	Negligible adverse (assessment Phases 1 & 2a), which is **not significant**, rising to Minor adverse	None proposed	Negligible adverse (assessment Phases 1 & 2a), which is **not significant**, rising to

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
				(assessment Phase 2b), which is **not significant**		Minor adverse (assessment Phase 2b), which is **not significant**
Impact on users of the car park east of Vauxhall Way	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	Very low adverse (assessment Phase 1) rising to High adverse (assessment Phase 2a) then reducing to Medium adverse (assessment Phase 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Moderate adverse (assessment Phases 2a & 2b), which is **significant**
Impact on people in southeast Hart Hill & southwest Wigmore	Works in accordance with CoCP. Management in accordance with LBMP/ONM. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]**	Very low adverse (assessment Phase 1) rising to Low to medium adverse (assessment Phase 2a) then reducing	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a &	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
	and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.	to Low adverse (assessment Phase 2b)		2b), which is **not significant**		Phases 2a & 2b), which is **not significant**
Impact on users of Capability Green Business Park	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (assessment Phase 1) rising to Low adverse (assessment Phases 2a & 2b)	Value: Low to medium Susceptibility: Low Sensitivity: Low	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**	None proposed	Negligible adverse (assessment Phase 1), which is **not significant**, rising to Minor adverse (assessment Phases 2a & 2b), which is **not significant**
Impact on users of bridleway Slip End BW1	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phases 1, 2a & 2b)	Value: High Susceptibility: High Sensitivity: High	Moderate adverse (assessment Phases 1, 2a & 2b), which is **significant**	None proposed	Moderate adverse (assessment Phases 1, 2a & 2b), which is **significant**
Impact on users of Half Moon Lane	Works in accordance with CoCP. Management in accordance with ONM.	Low adverse (assessment Phases 1, 2a & 2b)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (assessment Phases 1, 2a & 2b), which is **not significant**	None proposed	Minor adverse (assessment Phases 1, 2a & 2b), which

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
						is **not significant**
Operation						
Impact on visitors to Wigmore Valley Park	Management in accordance with LBMP/ONM	Medium adverse (max. aircraft movement capacity) reducing to Low to medium adverse (design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (max. aircraft movement capacity & design year), which is significant	None proposed	Moderate adverse (max. aircraft movement capacity & design year), which is significant
Impact on visitors to Someries Castle and grounds	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Winsdon Hill	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on visitors to	Management in accordance with ONM	Very low adverse (max.	Value: High Susceptibility: High	Minor adverse (max. aircraft	None proposed	Minor adverse

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Luton Hoo Memorial Park		aircraft movement capacity & design year)	Sensitivity: High	movement capacity & design year), which is **not significant**		(max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Raynham Recreation Ground and Community Centre	Management in accordance with ONM	Medium adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	None proposed	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**
Impact on users of the area of greenspace next to Polzeath Close	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: High Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Powdrills Field	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on users of Stockwood Park	Management in accordance with ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Stopsley Common	Management in accordance with ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Negligible adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on residents and users of Luton Hoo Hotel and Parkland	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on residents of Wandon End	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year),

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
						which is **not significant**
Impact on residents of Winch Hill House	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on residents of Winch Hill Cottages	Management in accordance with LBMP/ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium to high Susceptibility: Medium Sensitivity Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on people in South Wigmore	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: Low to medium Sensitivity: Low to medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on people in Darleyhall	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement	Value: Medium to high Susceptibility: Medium to high	Moderate adverse (max. aircraft movement capacity), which	Management of additional mitigation planting in	Minor adverse (max. aircraft movement capacity &

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
		capacity) reducing to Low adverse (design year)	Sensitivity: Medium to high	is significant reducing to Minor adverse (design year), which is **not significant**	accordance with LBMP	design year), which is **not significant**
Impact on people in Breachwood Green, The Heath and Lye Hill	Management in accordance with LBMP/ONM	Medium adverse (max. aircraft movement capacity) reducing to Low to medium adverse (design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Negligible beneficial (max. aircraft movement capacity & design year), which is **not significant**
Impact of people in Tea Green	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: High Susceptibility: Medium Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on visitors to Wigmore Hall	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Low to medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity), which is **significant**, reducing to	None proposed	Moderate adverse (max. aircraft movement capacity), which is **significant**,

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
				Minor adverse (design year), which is **not significant**		reducing to Minor adverse (design year), which is **not significant**
Impact on users of the Chiltern Way Cycle Route	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity), which is **not significant**, changing to Minor beneficial (design year), which is **not significant**
Impact on users of Darley Road	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity), which is **not significant**, changing to Minor beneficial

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
						(design year), which is **not significant**
Impact on users of Eaton Green Road	Management in accordance with ONM	Low to Medium adverse (max. aircraft movement capacity & design year)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Winch Hill Road	Management in accordance with LBMP/ONM	Low to Medium adverse (max. aircraft movement capacity) reducing to Low adverse (design year)	Value: Medium to high Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Vauxhall Way	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of	Management in accordance with ONM	Low to medium	Value: Low	Minor adverse (max. aircraft	None proposed	Minor adverse

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Kimpton Road and Airport Way		adverse (max. aircraft movement capacity & design year)	Susceptibility: Medium Sensitivity: Low to medium	movement capacity & design year), which is **not significant**		(max. aircraft movement capacity & design year), which is **not significant**
Impact on users of New Airport Way	Management in accordance with ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Low Susceptibility: Medium Sensitivity: Low to medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Luton Borough public footpath FP39 to the east of Wigmore	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity) reducing to Very low adverse (design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity), which is **not significant** reducing to Negligible adverse (design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity), which is **not significant**, reducing to Negligible adverse (design year), which is **not significant**
Users of Luton Borough	Management in accordance with LBMP/ONM	Medium to high adverse (max. aircraft	Value: Medium Susceptibility: High	Moderate adverse (max. aircraft	None proposed	Moderate adverse (max. aircraft

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
public footpaths FP29 and FP38 and public bridleways BW28 and BW37 to the south east of Wigmore Valley Park and to the east of the existing airfield		movement capacity) reducing to Medium adverse (design year)	Sensitivity: Medium to high	movement capacity & design year), which is **significant**		movement capacity & design year), which is **significant**
Impact on users of the Chiltern Way long distance footpath	Management in accordance with LBMP/ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of PRoW to the west of Breachwood Green	Management in accordance with LBMP/ONM	Medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor beneficial (max. aircraft movement capacity & design year), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on users of footpaths Kings Walden 041, where not forming part of the Chiltern Way, and Kings Walden 043, which pass through the Main Application Site	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of footpaths near Lye Hill	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of footpaths near Ley Green	Management in accordance with ONM	Very low adverse (max. aircraft movement	Value: High Susceptibility: High Sensitivity: High	Minor adverse (max. aircraft movement capacity & design year),	None proposed	Minor adverse (max. aircraft movement capacity &

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
		capacity & design year)		which is **not significant**		design year), which is **not significant**
Impact on users of PRoW south of the airport	Management in accordance with LBMP/ONM	Medium adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is not **significant**
Impact on users of footpath Hyde 4, west of Someries Castle	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low Susceptibility: High Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of the Lea Valley Cycle Route nr. Park Street	Management in accordance with ONM	Medium adverse (max. aircraft movement capacity & design year)	Value: Low to medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	None proposed	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**
Impact on users of footpath Offley 026,	Management in accordance with ONM	Very low adverse (max. aircraft movement	Value: High Susceptibility: High Sensitivity: High	Minor adverse (max. aircraft movement capacity &	None proposed	Minor adverse (max. aircraft movement

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
west of Cockernhoe		capacity & design year)		design year), which is **not significant**		capacity & design year), which is **not significant**
Impact on users of footpath St Pauls Walden 024, nr. Bendish	Management in accordance with ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact of users of footpath Offley 003, west of Tea Green	Management in accordance with ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: High Susceptibility: High Sensitivity: High	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact of users of footpaths east of Tea Green	Management in accordance with ONM	Low to medium adverse (max. aircraft movement capacity & design year)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Moderate adverse (max. aircraft movement capacity & design year), which is **significant**	Management of additional mitigation planting in accordance with LBMP	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact of users of footpath	Management in accordance with ONM	Low to medium adverse (max.	Value: Medium to high Susceptibility: High	Moderate adverse (max. aircraft	Management of additional	Minor adverse (max. aircraft

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Kings Walden 010		aircraft movement capacity & design year)	Sensitivity: Medium to high	movement capacity & design year), which is **significant**	mitigation planting in accordance with LBMP	movement capacity & design year), which is **not significant**
Impact on users of PRoW on or adjoining the flight path east of Breachwood Green	Management in accordance with ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium to high Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of PRoW on or adjoining the flight path nr. Caddington	Management in accordance with ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: High Sensitivity: Medium to high	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of PRoW within the AONB	Management in accordance with ONM	Very low adverse (max. aircraft movement capacity & design year)	Value: High Susceptibility: High Sensitivity: High	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on users of the car park east of Vauxhall Way	Management in accordance with LBMP/ONM	Medium adverse (max. aircraft movement capacity) reducing to Low adverse (design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Moderate adverse (max. aircraft movement capacity), which is **significant**, reducing to Minor adverse (design year), which is **not significant**	None proposed	Moderate adverse (max. aircraft movement capacity), which is **significant**, reducing to Minor adverse (design year), which is **not significant**
Impact on people in southeast Hart Hill & southwest Wigmore	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**
Impact on users of Capability Green Business Park	Management in accordance with LBMP/ONM	Low adverse (max. aircraft movement capacity & design year)	Value: Low to Medium Susceptibility: Low Sensitivity: Low	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**	None proposed	Minor adverse (max. aircraft movement capacity & design year), which is **not significant**

Impact	Embedded/Good Practice Mitigation and how secured	Magnitude	Receptor Sensitivity	Description of effect and significance	Additional Mitigation	Residual Effect
Impact on users of bridleway Slip End BW1	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (max. aircraft movement capacity & design year)	Value: High Susceptibility: High Sensitivity: High	Negligible adverse (max. aircraft movement capacity & design year)	None proposed	Negligible adverse (max. aircraft movement capacity & design year)
Impact on users of Half Moon Lane	Works in accordance with CoCP. Management in accordance with ONM.	Very low adverse (max. aircraft movement capacity & design year)	Value: Medium Susceptibility: Medium Sensitivity: Medium	Negligible adverse (max. aircraft movement capacity & design year)	None proposed	Negligible adverse (max. aircraft movement capacity & design year)

2 DETAILED VISUAL IMPACT ASSESSMENT

Visitors to Wigmore Valley Park		
Sensitivity of Receptor Representative Viewpoint Number – 13, 57 & 58 Visitors to Wigmore Valley Park experience views of variable quality, with the outlook from some locations featuring unspoilt elements and features of high landscape value, and the appearance elsewhere containing elements that detract and spoil the overall quality of the scene. The value attached to views experienced by visitors to Wigmore Valley Park is accordingly judged to be medium. Visitors to Wigmore Valley Park may be expected to be engaged in passive recreational activities where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of visitors to Wigmore Valley Park to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with Code of Construction Practice (CoCP) contained in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with Operational Noise Management (Explanatory Note) (ONM) contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and Outline Landscape and Biodiversity Management Plan (LBMP) contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would permanently remove mature vegetation to the south and west of the existing Wigmore Valley Park (Work No. 5b(01)) and would introduce an area of Replacement Open Space (Work No. 5b(02)) that would change the footprint of Wigmore Valley Park in this assessment phase. Following completion of the Replacement Open Space (Work No. 5b(02)), proposals would also introduce temporary surface car parking (Work Nos. 4l(01) and 4m(01)), including associated street lighting and vehicular movement, into the western part of the existing park, which would be evident in views experienced by users of the enhanced existing Wigmore Valley Park. As embedded mitigation planting proposed within the existing Wigmore Valley Park (Work No. 5b(01)) and Replacement Open	The effect is assessed to be **moderate adverse**, which is **significant**.

	Space (Work No. 5b(02)) would still be at a relatively early stage of establishment in this assessment Phase, the loss of vegetation and proposed changes associated with earthworks (Work No. 1a), temporary surface car parking (Work Nos. 4l (01) and 4m (01)) and airfield support operations (Work Nos. 2a and 2e) are expected to be evident in middle distance views experienced by visitors to the replaced Wigmore Valley Park at this time. The magnitude of visual impact on this receptor is judged to be medium adverse.	
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Embedded landscape mitigation within the existing Wigmore Valley Park (Work No. 5b(01)) and Replacement Open Space (Work No. 5b(02)) is anticipated to provide some screening and landscape value by this assessment Phase of construction. Temporary landfill remediation and earthworks to enable development (Work No. 1b), alongside works to deliver proposed buildings (notably Work Nos. 3b(01) and 3c(01)) are nonetheless anticipated to remain prominent during this assessment Phase, in views experienced by this receptor from a few locations in the replaced Wigmore Valley Park. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The Proposed Development is assessed to deteriorate the visual amenity experienced by this receptor but only from a few locations. The effect is assessed to remain **moderate adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Embedded landscape mitigation planting within the existing Wigmore Valley Park (Work No. 5b(01)) and Replacement Open Space (Work No. 5b) would be reaching maturity at this stage and is considered to screen proposed works from several locations in the replaced Wigmore Valley Park. Works to deliver the extension to the new terminal building (Work No. 3b(02)) and 3c (02)), alongside several support buildings (notably Work Nos. 4a, 4b and 4r) and operational activities within the expanded airfield, are however expected to remain prominent in middle-distance views experienced by park users from some locations.	The effect is assessed to remain **moderate adverse**, which is **significant**.

	The magnitude of visual impact on this receptor is judged accordingly to remain medium adverse.	

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased and embedded landscape mitigation planting within the existing Wigmore Valley Park (Work No. 5b(01)) and Replacement Open Space (Work No. 5b(02)) would be at an advanced stage of growth and will further screen the Proposed Development in views experienced by this receptor from several locations within the replaced Wigmore Valley Park at this stage. Operational activities and introduced built form are nonetheless expected to remain prominent and visually detracting in views experienced from some locations. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The maturation of embedded landscape mitigation planting, in combination with the further growth of proposed landscaping to the north and east of Terminal 2 is judged to reduce the magnitude of visual impact on this receptor to low to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with works associated with the Green Horizons Park project; and in succession with highway works proposed at the southern edge of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project. These cumulative developments would result in further loss of existing vegetation and the removal of some buildings that are discernible from within the park. These cumulative developments would also introduce further visible built form that would be evident in views experienced by this user group beyond embedded mitigation planting from assessment Phase 2a. The Green Horizons Park project may also introduce construction activities associated with the delivery of improved amenity facilities at Wigmore Valley Park, which may be evident in combination with the Proposed Development in assessment Phase 1. These cumulative developments are judged to increase the total magnitude of visual impact on this receptor to medium to high adverse in assessment Phase 2b and to medium adverse at the design year.		These cumulative developments are assessed to increase the significance of total visual effect on this receptor in assessment Phase 2b to **major adverse**, which is **significant**.

Cumulative Significance of Effect (Additional Effects)

The cumulative developments are judged to not materially increase visibility to the Proposed Development and are accordingly assessed not to result in any additional visual effects on this receptor.

Visitors to Someries Castle and Grounds		
Sensitivity of Receptor Representative Viewpoint Numbers = 21, 22, 23, 24 & 25 Visitors to Someries Castle and ground experience views that are centred around a valued heritage asset but that are otherwise unremarkable, containing features which are in poor condition or that detract and spoil the overall quality of the scene. The value attached to views experienced by visitors to Someries Castle and grounds is accordingly judged to be low to medium. Visitors to Someries Castle and grounds may be expected to have focus on the setting and of the Scheduled Monument and its surroundings. The susceptibility of visitors to Someries Castle and grounds to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would introduce changes at the existing terminal (Work No. 3a), which may be visible in glimpsed, middle-distance views experienced by this receptor. The SMR (Work No. 2a(02)) would also be visible in glimpsed views experienced by this receptor and would be a permanent feature in view. These changes may be seen in combination with a modest increase to aircraft use of the runway. The magnitude of visual impact on this receptor is judged to be low adverse.	The Proposed Development would mostly impact views that are considered unremarkable but would cause some deterioration to the visual amenity experienced by this receptor. The effect is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	The Proposed Development would introduce some airfield works alongside construction of new built form (notably Work Nos. 3b(01) and 3c(01)) and the installation of airfield equipment IRVR (Work No. 2b(02)), which would be permanent and capable of being seen as visitors approach the castle and from some locations in the surrounding landscape outside the Scheduled Monument. These changes would be seen in combination with some further increase to aircraft use of the runway.	The effect on this receptor in is assessed to remain **minor adverse**, which is **not significant**.

	The magnitude of visual impact on this receptor is judged to remain low adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Works to construct Hangars A & B (Work No. 4b) would be visible in glimpsed views experienced by this receptor, beyond the existing easyJet hangar and proposed pier at the existing terminal. The relocation of the fire training ground (Work No. 2d), and intermittently the associated activities that would take place following its relocation, and residual appearance of built form to be delivered in assessment Phase 2a, including the IRVR, would also be discernible from some locations. Further use of the runway is also anticipated. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity. The magnitude of visual impact on this receptor is nonetheless judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed to not increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Winsdon Hill Public Open Space		
Sensitivity of Receptor Representative Viewpoint Number = 6 Users of Winsdon Hill public open space experience open panoramic views across the townscape of Luton. Of local importance, the views over Luton from Winsdon Hill are of mixed quality, containing some valued landscape and townscape assets alongside other detracting features. The value attached to views experienced by users of Winsdon Hill public open space is accordingly judged to be medium. Users of Winsdon Hill public open space may be expected to be engaged in passive recreational activities where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of Winsdon Hill public open space to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.01]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	It is anticipated that very little of the Proposed Development would be discernible in views experienced by this receptor in this assessment Phase, as elements would be an appreciable distance away and mostly screened by intervening vegetation, built form or landform. The magnitude of visual impact on this receptor is accordingly judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Works to erect the new terminal building (Work No. 3b(01)) would be discernible on the horizon in distant views experienced by this receptor, beyond intervening vegetation and built form. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects	Works to expand Terminal 2 (Work No. 3b(02)) and deliver support facilities to its north (notably Work Nos. 4a and 4b) are anticipated to be discernible in the distance and on the horizon at this stage. This change is however considered to only impact a relatively small proportion of the existing view.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

(c.2037 - 2042)	The magnitude of visual impact on this receptor is accordingly judged to be low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain visible in distance views. The magnitude of visual impact on this receptor is accordingly judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with proposed built form at Green Horizons Park in assessment Phases 2a and 2b and in combination with other cumulative developments located within the lower lying townscape to the west of the airport, including: - Power Court; - Bartlett Square; - 16/01102/FUL; - 16/01499/FUL; - 16/01649/FUL; and - 18/01244/FUL. All cumulative developments would be an appreciable distance away and are considered not to materially alter the overall balance of features and elements that comprise the existing view. It is therefore judged that there would be no increase in the total magnitude of visual impact.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Visitors to Luton Hoo Memorial Park		
Sensitivity of Receptor Representative Viewpoint Number = 7 Visitors to Luton Hoo Memorial Park experience views across an area of well managed parkland contained within a historic townscape setting and with few detracting features. There are only glimpsed views from a few locations within the park towards the Control Tower and airport hangars. The value attached to views experienced by visitors to Luton Hoo Memorial Park is accordingly judged to be high. Visitors to Luton Hoo Memorial Park may be expected to be engaged in passive recreational activities where their attention or interest is likely to be focused on landscape and on views. The susceptibility of Visitors to Luton Hoo Memorial Park to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be almost entirely screened in views experienced by this receptor, with only glimpsed and distant views of temporary construction activities potentially discernible from a few locations within this open space. These changes would be seen in combination with a modest increase to aircraft movements, associated with the increase from 18mppa. to 21.5mppa. The magnitude of visual impact on this receptor is judged to be very low adverse.	The increase in aircraft movements would be barely perceptible in views during this period. The effect on this receptor is accordingly assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Although some temporary construction activities may be discernible, the Proposed Development would remain largely screened in views experienced by this receptor in this assessment Phase. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects	Some temporary works alongside a further increase to aircraft movements, associated with the increase from 21.5mppa. to 32mppa., may be discernible between	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

(c.2037 - 2042)	intervening built form from a few locations within this area of open space. The magnitude of visual impact on this receptor is judged nonetheless to remain very low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity. The magnitude of visual impact on this receptor at the year of maximum aircraft movement capacity is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor at the design year is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Raynham Recreation Ground and Community Centre		
Sensitivity of Receptor Representative Viewpoint Number = 14 Users of Raynham Recreation Ground and Community Centre experience a view that is largely unremarkable but where landscape assets make some contribution. The value attached to views experienced by users of Raynham Recreation Ground and Community Centre is judged to be low to medium. Users of Raynham Recreation Ground and Community Centre may be expected to be engaged in outdoor sport and recreation. The setting is however considered a contributor to the quality of the environment and the experience of those using this asset. The susceptibility of users of Raynham Recreation Ground and Community Centre to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be almost entirely screened in views experienced by this receptor. Works to deliver the substation (Work No. 4w) would however be visible beyond security fencing and intervening vegetation in views experienced by this receptor, particularly adjoining Eaton Green Road. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Works to deliver a decked car park (Work No. 4o) would be visible adjoining the introduced substation (Work No. 4w), beyond security fencing and intervening vegetation, in views experienced by this receptor, particularly adjoining Eaton Green Road. A loss of existing vegetation within the airport business park to facilitate the Airport Access Road (Work No. 6a(02)) may also be discernible. The magnitude of visual impact on this receptor is judged to be low to medium adverse	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and	Works to deliver Hangars A & B (Work No. 4b) would be evident in views experienced	The proposals would cause obvious deterioration to the view

interim aircraft movement effects (c.2037 - 2042)	by this receptor, above existing intervening vegetation and built form. The magnitude of visual impact on this receptor is judged rise to medium adverse.	experienced by this receptor. The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain prominent and visually detracting in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain medium adverse at the design year.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Raynham Recreation Ground and Community Centre		
Sensitivity of Receptor Representative Viewpoint Number = 14 Users of Raynham Recreation Ground and Community Centre experience a view that is largely unremarkable but where landscape assets make some contribution. The value attached to views experienced by users of Raynham Recreation Ground and Community Centre is judged to be low to medium. Users of Raynham Recreation Ground and Community Centre may be expected to be engaged in outdoor sport and recreation. The setting is however considered a contributor to the quality of the environment and the experience of those using this asset. The susceptibility of users of Raynham Recreation Ground and Community Centre to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be almost entirely screened in views experienced by this receptor. Works to deliver the substation (Work No. 4w) would however be visible beyond security fencing and intervening vegetation in views experienced by this receptor, particularly adjoining Eaton Green Road. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Works to deliver a decked car park (Work No. 4o) would be visible adjoining the introduced substation (Work No. 4w), beyond security fencing and intervening vegetation, in views experienced by this receptor, particularly adjoining Eaton Green Road. A loss of existing vegetation within the airport business park to facilitate the Airport Access Road (Work No. 6a(02)) may also be discernible. The magnitude of visual impact on this receptor is judged to be low to medium adverse	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement	Works to deliver Hangars A & B (Work No. 4b) would be evident in views experienced by this receptor, above existing intervening vegetation and built form.	The proposals would cause obvious deterioration to the view experienced by this receptor. The effect on

effects (c.2037 - 2042)	The magnitude of visual impact on this receptor is judged rise to medium adverse.	this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain prominent and visually detracting in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain medium adverse at the design year.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of the area of greenspace next to Polzeath Close		
Sensitivity of Receptor Representative Viewpoint Numbers = 15 Users of the area of Greenspace next to Polzeath Close experience open panoramic views across the south and southeast of Luton. The view is of mixed quality, containing principally industrial townscape features with some valued landscape and heritage assets in the distance. The value of the views experienced by users of the area of greenspace next to Polzeath Close is judged to be low – medium. Users of this steeply sloped area of greenspace are generally passing between Polzeath Close and Brendon Avenue. Their attention, particularly to the top of the slope, is nonetheless expected to be largely focused on the panoramic view. The susceptibility of users of the area of greenspace next to Polzeath Close to change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Off-site highway Works (Work No. 6e(r)) may be discernible in glimpsed views experienced by this receptor. All other works are however likely to be screened by intervening built form. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Site clearance activities and temporary construction activities to deliver the Airport Access Road (Work No. 6a(02)), would be evident in views experienced by this receptor and would introduce further street lighting and vehicular movement and necessitate the removal of some vegetation and buildings. Works to deliver the multi-storey car park in at the tiered car park (Work No. 4g) would also be discernible in glimpsed and distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement	Construction activities at Work Nos. 6a(02) and 4g would be complete by this assessment Phase, however the residual loss of vegetation cover and introduction of new built form, lighting and vehicular	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

effects (c.2037 - 2042)	movement along the Airport Access Road (AAR) would remain evident in the view. The magnitude of visual impact on this receptor is judged to be low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but the residual loss of vegetation cover and introduction of new built form would remain evident in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with the Bartlett Square project and works to be delivered as part of the East of Luton Study, notably the widening of the A505 and junction improvements at Kimpton Road. These cumulative developments are judged to increase the total magnitude of visual impact in assessment Phase 1 to low adverse and in assessment Phase 2b and when operating at the year of maximum aircraft movement capacity and at the design year to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 to **minor adverse**, which is **not significant,** and at assessment Phase 2b, the year of maximum aircraft movement capacity and at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) These cumulative developments would be within the observer's arc of vision when viewing changes to be brought about by the Proposed Development but would be seen separately from these Works. It is accordingly assessed that these cumulative developments would not result in any additional visual effects on this receptor.		

Users of Powdrills Field		
Sensitivity of Receptor Representative Viewpoint Number = 16 Users of Powdrills Field experience views across an area of open grassland, backed onto by mid-20th Century housing and with airport hangars, hotels and office development visible beyond. The value attached to views experienced by users of Powdrills Field is judged to be low to medium. Users of Powdrills Field may be expected to be engaged in passive recreational activities or outdoor sport where user's attention is only partially focused or not focused on the surrounding landscape. The susceptibility of users of Powdrills Field to visual change is judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	It is anticipated that very little of the Proposed Development would be discernible in views experienced by this receptor in this assessment Phase, as elements would be an appreciable distance away and mostly screened by intervening vegetation, built form or landform. The magnitude of visual impact on this receptor is accordingly judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Although the clearance of some built form and vegetation associated with the construction of the Airport Access Road (Work No. 6a(02)) and some construction activities may be discernible, the Proposed Development would remain largely screened in views experienced by this receptor in this assessment Phase. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects	Construction activities to deliver Hangars A & B (Work No. 4b) would be discernible above intervening vegetation and built form, in distant views experienced by this receptor, and may be visible alongside works to extend Terminal 2 (Work Nos. 3b(02)) and deliver the 4* hotel (Work No. 4a).	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

(c.2037 - 2042)	This change would impact a greater proportion of people's view but is not anticipated to materially alter the overall balance of existing features and elements that comprise the existing view. The magnitude of visual impact on this receptor is judged to be low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain perceptible in views experienced by this receptor at this stage. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor at the design year is judged to remain low adverse	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Stockwood Park		
Sensitivity of Receptor Representative Viewpoint Number = None Users of Stockwood Park experience views across an area of well managed parkland enclosed by trees and built form and with few detracting features apart from over flying aircraft. The value attached to views experienced by users of Stockwood Park is judged to be medium. Users of Stockwood Park may be expected to be engaged in outdoor recreation where their attention or interest in the surrounding landscape contributes partially to their experience. The susceptibility of users of Stockwood Park to visual change is judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would be almost entirely screened in views experienced by this receptor. There would however be a modest increase to the frequency of aircraft movements by this stage. Those in the eastern part of the park may also experience glimpsed and filtered views to Work No. 6e(g). The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The Proposed Development would remain entirely screened in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The Proposed Development would again remain almost entirely screened in views experienced by this receptor. There would however be a further increase to the frequency of aircraft movements by this stage. The magnitude of visual impact Is judged to remain very low adverse.	The increase in over-flying aircraft is considered to cause some limited deterioration to people's visual amenity at this stage. The effect on this receptor is assessed to rise to **minor**

		adverse, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The airport would be operating at maximum aircraft movement capacity and the frequency of over-flying aircraft is anticipated to have increased substantially against baseline by this stage. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in succession with glimpsed views of the Newlands project. This cumulative development is judged to increase the total magnitude of visual impact for all assessment Phases to low adverse.		This cumulative development is judged to increase the significance of total visual effect in assessment Phases 1 and 2a to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) This cumulative development would not increase visibility to the Proposed Development and is accordingly assessed not to result in additional visual effects on this receptor.		

Users of Stopsley Common		
Sensitivity of Receptor Representative Viewpoint Number = 42 Users of Stopsley Common experience views toward the Main Application Site across an area of open grassland with mature vegetation and residential development beyond. The value attached to views experienced by users of Stopsley Common is judged to be medium. Users of Stopsley Common may be expected to be engaged in outdoor recreation where their attention or interest in the surrounding landscape and to views contributes partially to their experience. The susceptibility of users of Stopsley Common to visual change is judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would be entirely screened in views experienced by this receptor in this assessment Phase. The magnitude of visual impact on this receptor is accordingly judged to be no change.	The effect on this receptor is assessed to be no effect.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works to deliver the new terminal building (Work Nos. 3b(01) and 3c(01)) may be discernible beyond intervening vegetation and built form in glimpsed, distant views from a few locations within this area of open space. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to deliver the extensions to the new terminal (Work Nos. 3b(02), 3c(02)), the 4* hotel (Work No. 4a) and the hangers (Work No. 4b), may be visible in glimpsed, distant views beyond intervening vegetation and built form. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but proposed built form may remain visible in glimpsed, distant views from a few locations. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **negligible adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **negligible adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed to not increase the significance of total visual effect at any of the assessment Phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of the Luton Hoo Hotel and Parkland		
Sensitivity of Receptor Representative Viewpoint Numbers = 5, 17, 18, 19 & 44 Users of Luton Hoo hotel experience important and largely unspoilt cross-valley views toward Peters Green Plateau. Views toward the Main Application Site and town of Luton from within the grounds are however interrupted by pre-existing development which detracts from views to some extent, notably the Luton DART bridge and Napier Park development. The value attached to views experienced by users of the Luton Hoo Hotel and Parkland is accordingly judged to be medium. Users of Luton Hoo hotel and parkland may be expected to have focus on the setting of heritage asset and be engaged in passive and active recreation where views of the surroundings are an important contributor to their experience. The susceptibility of users of the Luton Hoo hotel and parkland to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would introduce works at the existing terminal building (Work No. 3a) that would be discernible in glimpsed views experienced by this receptor from a few locations within the parkland of Luton Hoo. These changes would principally impact views that are already compromised by development to an extent and are accordingly considered to not materially alter the overall balance of existing features and elements that comprise the existing views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works to deliver the Airport Access Road (Work No. 6a (02)), a multi-storey car park at the tiered car park (Work No. 4g) and some airfield works would be discernible in glimpsed views experienced by this receptor from a few locations within the parkland of Luton Hoo. The magnitude of visual impact on this receptor is judged to rise to low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to deliver Hangars A & B (Work No. 4b) would be discernible from a few locations within the parkland in this assessment Phase and would be seen alongside an increase to the frequency of aircraft movements. Residual changes associated with Work Nos. 4g and 6a(02) would also remain discernible. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain perceptible in glimpsed, middle-distance views experienced by this receptor and would be seen alongside a further increase to the frequency of aircraft movements to ca. 63% against baseline. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with development at Bartlett Square. This development is judged to increase the total magnitude of visual impact in assessment Phase 1 to low adverse.		The cumulative developments are assessed to not increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Residents of Wandon End		
Sensitivity of Receptor Representative Viewpoint Numbers = Viewpoint 10A & 10B Residents of Wandon End experience views across a largely arable landscape with occasional stands of mature hedgerow or woodland vegetation and with residential and airport related development in the middle-distance. The value attached to views experienced by residents of Wandon End is judged to be medium. Views partly contribute to the landscape setting experienced by residents of Wandon End but rooms occupied during waking hours are not orientated toward the Main Application Site. The susceptibility of residents of Wandon End to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) into the arable land immediately southwest of Darley Road and result in the clearance of mature vegetation to the south of the existing Wigmore Valley Park and eastern boundary of the existing airfield. Embedded mitigation within the proposed Replacement Open Space (Work No. 5b(02)) would still be at an early stage of growth but, alongside existing vegetation, is anticipated to largely screen views experienced from within the curtilage of Wandon End Farm. Changes within the airfield (Work Nos. 2a and 2e) and small earthworks (Work No. 1a) would nonetheless be visible in the middle-distance from the track leading to Ivy Cottage and in glimpsed views from the rear of the property and may remain discernible from the yard of Wandon End Farm during Winter months. The landform of the existing ridgeline and intervening vegetation filters these views.	The Proposed Development would cause limited deterioration to the view experienced by this medium sensitivity receptor. The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.

	These changes are considered to contrast and deteriorate the quality of the scene to some extent. The magnitude of visual impact on this receptor is accordingly judged to be very low adverse.	
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Works to prepare the existing landfill to receive development (Work No. 1b); alongside the introduction of built form, notably the new terminal building (Work Nos. 3b(01) and 3c (01)), would be partially screened from the curtilage of Wandon End Farm by this assessment Phase, following the establishment of embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)). Glimpsed middle-distance views from the track leading to Ivy Cottage and from the rear of this property are anticipated to remain. The magnitude of visual impact on this receptor is judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Works to extend the apron and relocate the ERUB (Work Nos. 2c and 2g), the construction of support buildings (Work No. 4a and 4r), and the erecting of the eastern pier and extension to the new terminal (Work Nos. 3b(02) and 3c(02)), alongside operational activities within the expanded airfield, would again be largely screened from Wandon End Farm, following the further establishment of embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)), but readily noticed by residents of Ivy Cottage. The magnitude of visual impact on this receptor is judged to increase to low to medium adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity and embedded mitigation planting within the Replacement Open Space (Work No. 5b(02)). Operational activities and introduced built form would nonetheless remain evident in views from the track leading to Ivy Cottage and in glimpsed views from the rear of this property. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.

Operation effects at the design year (c. 2056)	Operational activities and introduced built form would remain perceptible in the view experienced by residents of Ivy Cottage. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project and the proposed access road into the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project. Residents of Ivy Cottage may additionally experience the Proposed Development in succession with proposed built form within Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project. This cumulative development is judged to increase the total magnitude of visual impact experienced by this receptor in assessment Phases 1 and 2a to medium to high adverse and in assessment Phase 2b to medium adverse. Operational stage impacts would remain unchanged.		This cumulative development is assessed to increase the significance of total visual effect in assessment Phases 1, 2a and 2b to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) This cumulative development would not increase visibility to the Proposed Development and is accordingly assessed not to result in additional visual effects on this receptor.		

Residents of Winch Hill House		
Sensitivity of Receptor Representative Viewpoint Number = None Residents of Winch Hill House experience partial views toward the Main Application Site that overlook an arable landscape with mature hedgerow or woodland vegetation and airport related development beyond. The value attached to views experienced by residents of Winch Hill House is judged to be medium. Views partly contribute to the landscape setting experienced by residents of Winch Hill House but the view experienced from rooms occupied during waking hours is generally contained in the foreground and does not overlook the Main Application Site. The susceptibility of residents of Winch Hill House to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Site clearance activities, temporary works to enable development (Work No. 1a) and some airfield activities may be discernible in glimpsed views experienced by residents of Winch Hill House, beyond existing foreground vegetation on Winch Hill Road and within the curtilage of the property. The hedgerow adjoining Winch Hill Road will be restored at this assessment Phase also but introduced planting would be at an early stage of establishment and would accordingly offer limited if any screening value. The magnitude of visual impact on this receptor is judged to be very low adverse.	The proposals would cause very limited deterioration to the view experienced by this receptor. The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Site clearance activities, the storage of excavated material, works to prepare the existing landfill to receive development (Work No. 1b), works to extend the airfield (Work Nos. 2b) and works to relocate the ERUB (Work No. 2f), works to introduce additional built form, notably the new terminal extensions (Work Nos. 3b(01) and 3c (01)) and works to deliver support facilities, notably the fuel storage area and	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.

	water treatment plant (Work Nos. 4c (01) and 4d) may be discernible in glimpsed views experienced by residents of Winch Hill House, beyond established existing and proposed foreground vegetation. The permanent clearance of existing vegetation within the curtilage of this property, alongside the installation of a fuel pipeline may also be discernible, although likely to be entirely screened from the residential property and its immediate environs. The magnitude of visual impact on this receptor is judged to be low adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Excavation activities, further vegetation clearance and works to deliver an extension to the airfield (Work No. 2c) may be discernible in glimpsed views experienced by residents of Winch Hill House, beyond established foreground vegetation. Operational activities within the expanded airfield alongside works to relocate the ERUB (Work No. 2g), extend Terminal 2 (Work Nos. 3b(02) and 3c(02)) and introduce further built form to the north of the new terminal building- notably the 4* hotel (Work No. 4a) may also be discernible- particularly from the gateway into this property. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but operational activities and introduced built form would remain discernible in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		

Cumulative Magnitude of Impact	Cumulative Significance of Effect (Total Effects)
This receptor may experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Green Horizons Park project. This cumulative development is however judged not to increase the total magnitude of visual impact for any of the assessment Phases.	The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.	

Residents of Winch Hill Cottages		
Sensitivity of Receptor Representative Viewpoint Number = None Residents of Winch Hill Cottages experience views across an arable landscape with occasional stands of mature hedgerow or woodland vegetation and few detractors. The value attached to views experienced by residents of Winch Hill Cottages is judged to be medium to high. Views partly contribute to the landscape setting experienced by residents of Winch Hill Cottages but the view experienced from rooms occupied during waking hours is generally contained in the foreground and does not overlook the Main Application Site. The susceptibility of residents of Winch Hill Cottages to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02].** Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02].** Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03].** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) into the land surrounding these cottages which would be readily seen by residents in these properties. This change is considered to contrast with the characteristics of the existing view but would not markedly deteriorate the overall quality of the scene. The magnitude of visual impact on this receptor is accordingly judged to be low adverse.	The proposed changes would cause limed deterioration to the view experienced by this receptor. The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Embedded mitigation planting within the Replacement Open Space (Work No. 5b(02)) is anticipated to have matured to an extent by assessment Phase 2a and would provide some screening and additional privacy to residents. The magnitude of visual impact on this receptor is accordingly judged to reduce to very low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The magnitude of visual impact on this receptor is judged to remain very low adverse in assessment Phase 2b.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain very low adverse at the year of maximum aircraft movement capacity.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse at the design year.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
None of the cumulative developments are judged to materially impact this receptor.		The cumulative developments are assessed to not increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

People in South Wigmore		
Sensitivity of Receptor Representative Viewpoint Number = 12 People in South Wigmore experience views that are generally unremarkable, often comprising either late-20th Century residential and office developments or airport related buildings, and containing few, if any, landscape or heritage assets. The value attached to views experienced by people in South Wigmore is accordingly judged to be low to medium. Views toward the Main Application Site contribute little to the landscape setting experienced by most people in South Wigmore but may partly contribute to the setting experienced by a few users, particularly those overlooking the entrance to Wigmore Valley Park and the area of greenspace at Raynham Way. The susceptibility of people in South Wigmore to visual change is accordingly judged to be low to medium. In combination of value and susceptibility, this visual receptor is judged to be of low to medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]** Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Works to enhance the Wigmore Valley Park area of open space (Work No. 5b(01)), permanent site clearance activities and works to introduce temporary surface car parking overlying the landfill (Work Nos. 4l (01) and 4m(01)), including associated street lighting and vehicular movement, will be evident in glimpsed and filtered views experienced by this receptor, near to the existing entrance into Wigmore Valley Park. From a few locations the new substation (Work no. 4w) would also be evident in views experienced from a few locations during this assessment Phase. The activities and features associated with these changes would be perceptible but are considered to not markedly deteriorate the overall quality of the scene experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to be low adverse.	The effect on this receptor in assessment Phase 1 is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft	Works to construct a decked car park (Work Nos. 4o(02)), which would adjoin the substation constructed in assessment Phase 1, works to facilitate the AAR (Work No.	The effect on this receptor is assessed to rise to

movement effects (c.2033 - 2036)	6a(02)), specifically where it adjoins Eaton Green Road) and works to improve Wigmore Lane and Eaton Green Road (Work No. 6e(f)) would be evident in views experienced by this receptor during this assessment Phase. People in South Wigmore are likely also to experience some operational use of the AAR and glimpsed views of landfill remediation activities (Work No. 1b) and activities associated with the construction of proposed built form notably the new terminal building and coach station (Work Nos. 3b(01), 3d and 3i). The activities and features associated with these changes would be more prominent than in assessment Phase 1 and are considered to deteriorate the overall quality of the scene experienced by this receptor at a few locations within the South Wigmore area. The magnitude of visual impact on this receptor is judged to rise to medium adverse.	**moderate adverse** , which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Works to extend the new terminal building (Work No. 3b(02)) alongside works to construct support buildings, notably the 4* hotel, short stay MSCP and Hangars A & B (Work Nos. 4a, 4r and 4b) would be visible from some locations adjoining the Main Application Site and in more distant views, above intervening vegetation and built form across a larger proportion of the South Wigmore area. These changes are determined to impact a greater proportion of people's view than at earlier stages. The magnitude of visual impact on this receptor is nonetheless judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse** , which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity. Resulting building form, would however remain prominent in views from some areas of South Wigmore and be seen alongside an increase in operational activities. The magnitude of visual impact on this receptor is accordingly judged to reduce to low to medium adverse.	Proposed built form is anticipated to be more in keeping with that existing in the baseline and less detracting at this stage. The effect on this receptor at the year of maximum aircraft movement capacity is accordingly assessed to reduce to **minor adverse**, which is **not significant**.

Operation effects at the design year (c. 2056)	Introduced built form would remain perceptible in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project. This cumulative development is judged to increase the total magnitude of visual impact on this receptor at assessment Phase 2a and when operating at the year of maximum aircraft movement capacity and at the design year to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect when operating at maximum passenger capacity and at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.		

People in Darleyhall (inc. visitors to the Fox Inn public house)		
Sensitivity of Receptor Representative Viewpoint Number = 41 People in Darleyhall experience open views across a largely arable landscape with occasional stands of mature hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by people in Darleyhall is judged to be medium to high. Views contribute to the landscape setting enjoyed by people in Darleyhall but, apart from in the car park and beer garden of the Fox Inn public house, the attention of people in this user group is generally orientated in views away from the Main Application Site. The susceptibility of people in Darleyhall to visual change is accordingly judged to be medium to high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02].** Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02].** Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Proposed earthworks (Work No. 1a) and an extension to the airfield apron (2a and 2e) may be discernible in glimpsed and distant views experienced by this receptor. The activities and features associated with these changes would be barely noticeable and are not considered to markedly deteriorate the overall quality of the existing scene. The magnitude of visual impact on this receptor is accordingly judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Landfill remediation activities (Work No. 1b), works to extend the airport apron (Work No. 2b) and works to deliver built form, notably the ERUB (Work No. 2f) and the new terminal building (Work Nos. 3b(01) and 3c(01)) would be visible in the distance and on the horizon above intervening vegetation. The activities and features associated with these changes would only impact a relatively small proportion of people's view but would	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

	be more visually detracting than at earlier stages. The magnitude of visual impact on this receptor is accordingly judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Woodland planting proposed within the Replacement Open Space (Work No. 5b(02)) would provide some screening by this assessment Phase. Works to further extend the airfield platform (Work No. 2c); works to relocate the ERUB (Work No. 2g); works to extend the new terminal building (Work No. 3b(02)); and works to deliver support buildings, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would be visible in the distance and on the horizon, across a wider proportion of the view experienced by this receptor, particularly during winter months. Airfield lighting and the movement of aircraft upon the expanded airfield will also be discernible in this period. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Proposed planting would have matured further, and construction activities would have ceased by the year of maximum aircraft movement capacity. Introduced built form, lighting and further movement of aircraft would nonetheless remain an evident detractor in views experienced by this receptor, particularly during Winter months. The magnitude of visual impact on this receptor is judged to reduce to low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2057)	Proposed planting is anticipated to have matured to screen a greater proportion of the Proposed Development that would be visible to this receptor by design year, although some detracting elements may remain discernible particularly during Winter months. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The effect on this receptor at the design year is assessed to reduce to **minor adverse**, which is **not significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		

Year	Residual Magnitude of Impact	Residual Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The additional mitigation measures would be at an early stage of establishment and are accordingly judged to offer limited screening value at this stage. The magnitude of visual impact on this receptor is judged to remain very low adverse	The residual significance of effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	The additional mitigation measures are anticipated to provide some additional screening to the new terminal building and airfield at this time. The magnitude of visual impact on this receptor is nonetheless judged to reduce to low to medium adverse.	The residual significance of effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The additional mitigation measures are considered to screen proposed construction activities and built form to a greater extent at this stage. The magnitude of visual impact on this receptor is accordingly judged to reduce to low to medium adverse.	The residual significance of effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation measures would screen most of the Proposed Development at this stage, particularly during Winter months. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project, with construction activities and built form potentially visible alongside the Proposed Development from assessment Phase 2b. This cumulative development is however assessed not to materially increase the total magnitude of visual impact for any of the assessment Phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.

Cumulative Significance of Effect (Additional Effects)
As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.

People in Breachwood Green, The Heath and Lye Hill

Sensitivity of Receptor

Representative Viewpoint Numbers = 32, 33 & 34

People in Breachwood Green, the Heath and Lye Hill experience open views across a largely arable landscape with occasional hedgerow or woodland vegetation. Views orientated toward the Main Application Site are however often compromised by the existing airport related development, which is visible in the distance and on the horizon. The value attached to views experienced by people in Breachwood Green, the Heath and Lye Hill is accordingly judged to be medium.

Views contribute to the landscape setting enjoyed by people in Breachwood Green, the Heath and Lye Hill but the attention of people in this user group is generally either contained in the foreground or orientated in views away from the Main Application Site. The susceptibility of people in Breachwood Green, the Heath and Lye Hill to visual change is accordingly judged to be medium.

In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.

Embedded Mitigation
Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**
Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.

Year	Magnitude of Impact	Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Site clearance activities and proposed airfield works may be capable of being seen by this receptor in distant views experienced by this receptor. The activities and features associated with these changes would be perceptible but are considered to not markedly deteriorate the overall quality of the existing scene. The magnitude of visual impact on this receptor is accordingly judged to be very low adverse.	The proposals would cause limited deterioration to the view experienced by this receptor. The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Temporary landfill remediation activities (Work No. 1b); works to extend the airport apron (Work No. 2b(03)); and works to deliver proposed built form notably the ERUB (Work No. 2f) and new terminal building (Work Nos. 3b(01) and 3c(01)) would be visible in the distance and on the horizon beyond existing intervening vegetation. The activities and features associated with these changes would only impact a relatively	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

	small proportion of people's view but would be more visually detracting than at earlier stages. The magnitude of visual impact on this receptor is accordingly judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to further extend the airfield platform (Work No. 2c); works to relocate the ERUB (Work No. 2g); works to extend the new terminal building (Work No. 3b(02)); and works to deliver support buildings, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would be visible in the distance and on the horizon at this stage and are considered to impact a greater proportion of people's view than at earlier stages. Airfield lighting and the movement of aircraft upon the expanded airfield may also be discernible in this period. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form, lighting and the further movement of aircraft would remain prominent and visually detracting in distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low to medium adverse	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**. Management in accordance with LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects	The additional mitigation measures would be at an early stage of establishment and would offer limited if any screening value.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

(c. 2025 – 2032)	The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse.	
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The additional mitigation measures would have established to largely screen the Proposed Development in ground level views at this stage. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional mitigation measures are considered to provide a high level of screening to the Proposed Development in ground level views at this stage. Construction activities may however remain discernible in glimpsed views. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation measures would almost entirely screen both the Proposed Development and existing airport at this stage, particularly during summer months. The magnitude of visual impact on this receptor is accordingly judged to change to very low beneficial.	The residual significance of effect on this receptor is assessed to change to **negligible beneficial**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation measures would further still reduce visibility to the Proposed Development and existing airport at this stage. The magnitude of visual impact on this receptor is judged to be very low beneficial.	The residual significance of effect on this receptor is assessed to be **negligible beneficial**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project, with construction activities and built form anticipated to be visible alongside the Proposed Development from assessment Phase 2b. This cumulative development is however assessed not to materially increase the total magnitude of visual impact for any of the assessment Phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

People in Tea Green		
Sensitivity of Receptor Representative Viewpoint Number = 59 & 60 People in Tea Green experience open views across a largely arable landscape with occasional hedgerow or woodland vegetation and few visual detractors apart from light spill at night-time. The value attached to views experienced by people in Tea Green is accordingly judged to be high. Views contribute to the landscape setting enjoyed by people in Tea Green but the attention of people in this user group is generally either contained in the foreground or orientated in views away from the Main Application Site. The susceptibility of people in Tea Green to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be almost entirely screened in views experienced by this receptor at this stage. Some vegetation clearance alongside glimpsed views of construction activities may however remain possible from some locations and would be experienced in combination with a slight increase in visible aircraft movements. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	The Proposed Development would introduce construction activities associated with the erection of proposed built form, notably the ERUB (Work No. 2f) and the new terminal (Work Nos. 3b(01) and 3c(01)), which may be discernible from a few locations in glimpsed and distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to rise to low adverse.	The proposals would cause limited deterioration to the view experienced by this receptor. The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects	The Proposed Development would introduce further construction activities and built form, notably the relocated ERUB (Work No. 2g), extensions to the new terminal (Work Nos. 3b(01) and 3c(02)), the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) that would be discernible beyond existing vegetation in	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

(c.2037 - 2042)	glimpsed and distant views experienced by this receptor at this stage. The magnitude of visual impact on this receptor is accordingly judged to rise to low to medium adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	With the cessation of construction works the magnitude of visual impact on this receptor is judged to reduce to low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]**. Management in accordance with LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The additional mitigation planting would be at an early stage of establishment and would offer limited if any screening value. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The residual significance of effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The additional mitigation measures would have established to provide some screening to the Proposed Development at this stage. The magnitude of visual impact on this receptor is nonetheless judged to remain to low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional mitigation measures are considered to provide a good level of screening to the Proposed Development at this stage, reducing the prominence of construction activities and introduced built form. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The additional mitigation is assessed to reduce the residual significance of effect on this receptor to **minor adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation measures would almost entirely screen the Proposed Development at this stage, but a slight increase in operational lighting may remain discernible. The magnitude of visual impact on this receptor is judged to remain low adverse.	The additional mitigation is assessed to reduce the residual significance of effect on this receptor to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The additional mitigation is assessed to reduce the residual significance of effect on this receptor to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project, which may be discernible in glimpsed views from assessment Phase 2a; and the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, which would comprise a more prominent change in the foreground of views experienced by this receptor. These cumulative developments are judged to increase the total magnitude of visual impact in construction assessment Phases 1, 2a and 2b to high adverse and at when operating at the year of maximum aircraft movement capacity and at the design year to medium adverse.		These cumulative developments are assessed to increase the significance of total visual effect in construction assessment Phases 2a and 2b to **major adverse**, which is **significant,** and in assessment Phase 1, when operating at the year of maximum aircraft movement capacity and at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.		

Visitors to Wigmore Hall		
Sensitivity of Receptor Representative Viewpoint Number = 13 Wigmore Hall is positioned with windows facing primarily east to west. Views towards the Proposed Development are therefore most prominent from within the car park area to its west. Visitors to Wigmore Hall experience views over the northern part of Wigmore Valley Park with airport hangars visible in the distance. The value attached to views experienced by users of Wigmore Hall is judged to be medium. Visitors to Wigmore Hall are typically at a place of work where their attention would normally be focused on their work or activity and not their surroundings. It is however recognised that as Wigmore Hall is grade II listed, the setting may be of interest to some users. The susceptibility of users of Wigmore Hall to visual change is accordingly judged to be low to medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03].** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Site clearance activities and the introduction of surface level car parking (Work Nos. 4l(01) and 4m(01)), including associated street lighting and vehicular movements, would be discernible in views experienced by this receptor during this period. Works to deliver the enhancements to the existing Wigmore Valley Park (Work No. 5b(01)), notably the earth bund to the southwest boundary and associated screen planting, would also be evident during this period. As embedded mitigation planting within the enhancements to the existing Wigmore Valley Park (Work No. 5b(01)) would be at a relatively early stage of establishment, the loss of vegetation and proposed development changes are expected to be perceptible at this time. The magnitude of visual impact on this receptor is judged to be low adverse.	The proposals would be perceptible but would not alter the overall balance of features and elements that comprise the existing view or markedly deteriorate the overall quality of the scene. The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Embedded landscape mitigation planting over the proposed earth bund is anticipated to provide some screening to works areas at this stage. Temporary landfill remediation works (Work No. 1b) alongside the construction of proposed built form, notably the new terminal building (Work No. 3b(01)) and coach station (Work No. 3d) are nonetheless anticipated to remain evident to some extent in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Embedded mitigation planting is anticipated to provide a greater level of screening at this stage. The new terminal extension (Work No. 3b(02)), the 4* hotel and the short stay MSCP (Work Nos. 4a and 4r) are nonetheless anticipated to remain evident in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity and embedded mitigation planting is judged to provide a greater level of screening. Introduced built form would nonetheless remain a perceptible detractor in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to be low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Proposed planting within the public realm, alongside the further establishment of embedded mitigation planting, atop the earth bund, is judged to further screen proposed built form at this stage. The magnitude of visual impact on this receptor is nonetheless judged to remain low to medium adverse.	The embedded mitigation would assimilate the Proposed Development into its surroundings to a greater extent by this stage. The effect on this receptor at the design year is accordingly assessed to reduce to **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		

Cumulative Magnitude of Impact	Cumulative Significance of Effect (Total Effects)
This receptor would experience the changes to be brought about by the Proposed Development in combination with the open space improvements to be delivered by the Green Horizons Park project in assessment Phase 1 and with works to deliver the new built form for that development from assessment Phase 2a. This cumulative development is judged to increase the total magnitude of visual impact in assessment Phase 1, when operating at the year of maximum aircraft movement capacity and at the design year to medium adverse.	The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 and at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.	

Users of the Chiltern Way Cycle Route		
Sensitivity of Receptor Representative Viewpoint Number = 34 The cycle route connects the Chilterns AONB in the north and villages such as Cockernhoe, Tea Green, Breachwood Green via the local road network including Darley Road and Heath Road. Many of the lanes are lined with hedgerows on banks and hedgerow trees and so views are limited in many locations along the route. Users of the Chiltern Way Cycle Route experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, occasional hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by users of the Chiltern Way Cycle Route is judged to be medium. Users of the Chiltern Way Cycle Route would be travelling along transport routes where awareness of views is limited. The susceptibility of users of the Chiltern way cycle route to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) that would be in full but indirect view to this receptor when passing along the adjoining section of Darley Road. Site clearance activities and works to extend the airfield (Work No. 2a) would also be visible in glimpsed, sequential views from distance, and in full but indirect views where adjoining the Replacement Open Space (Work No. 5b(02)). Although the activities and features associated with these changes are considered to contrast and deteriorate the quality of the scene experienced by this receptor, it will only just be perceptible in views. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Proposed planting within the Replacement Open Space (Work No. 5b(02)) would have established to partially screen some closer views experienced by this receptor. Further clearance activities, temporary landfill remediation works (Work No. 1b) and the erection of built form, notably the ERUB and new terminal (Work Nos. 2f, 3b(01) and 3c(01)) would however remain visible on the horizon in glimpsed and more distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Proposed planting within the Replacement Open Space (Work No. 5b(02)) would have further established and is judged to provide a good level of screening from closer views experienced by this receptor. Works to extend the aviation platform (Work No. 2c) and erect proposed built form, notably relocation of the ERUB (Work No. 2g), extension to the new terminal (Work Nos. 3b(02) and 3c(02)), construction of the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would however remain discernible in more distant views experienced by this receptor and would be evident alongside further aircraft movements and operational activities within the expanded airfield. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor at the design year.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.

	The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The additional mitigation measures would be at an early stage of establishment and would accordingly offer limited screening value. The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	The additional mitigation planting would have established to provide some screening to the Proposed Development in distant views experienced by this receptor when passing near Breachwood Green and Tea Green. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The additional mitigation planting would provide a good level of screening to the Proposed Development at this stage, reducing the prominence of construction activities, operational activities within the airfield and introduced built form in views experienced by this receptor when passing near Breachwood Green and Tea Green. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting would reduce the magnitude of visual impact on this receptor at the year of maximum aircraft movement capacity to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting would have matured to largely screen the existing airport and Proposed Development, particularly during summer months.	The residual significance of effect on this receptor is assessed to be **minor beneficial**, which is **not significant**.

<table>
<tr><td></td><td>This mitigation is judged to change the magnitude of visual impact on this receptor at the design year to low beneficial.</td><td></td></tr>
<tr><th colspan="2">Cumulative Magnitude of Impact</th><th>Cumulative Significance of Effect (Total Effects)</th></tr>
<tr><td colspan="2">This receptor would experience the changes to be brought about by the Proposed Development in succession with highway works proposed as part of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, where adjoining the proposed replacement open space on Darley Road; in combination with built form proposed as part of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, where travelling along Brick Kiln Lane; and sequentially with built form proposed as part of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, when travelling along lower Road, Brick Kiln Lane and Chalk Hill.

This receptor would also experience the Proposed Development in combination with built form proposed as part of the Green Horizons Park project from assessment Phase 2a.

The views in succession to the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project would diminish following the establishment of embedded mitigation planting within the replacement open space and those in combination would diminish following the construction of proposed buildings and the establishment of screening vegetation embedded into the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project.

The in combination change from buildings proposed as part of the Green Horizons Park project would be largely screened by the embedded and additional mitigation measures that are included as part of the Proposed Development.

These cumulative developments are judged to increase the total magnitude of visual impact experienced by this receptor in assessment Phases 1 and 2a to high adverse and in assessment Phase 2b to medium adverse.</td><td>The cumulative developments are assessed to increase the significance of total visual effect in assessment Phases 1, 2a and 2b to moderate adverse, which is significant.</td></tr>
<tr><td colspan="3">Cumulative Significance of Effect (Additional Effects)
The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.</td></tr>
</table>

Users of Darley Road		
Sensitivity of Receptor Representative Viewpoint Number = 10B, 29, 32 & 41 Users of Darley Road experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, gappy hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by users of Darley Road is judged to be medium. Users of Darley Road would be travelling along transport routes where awareness of views is limited. The susceptibility of users of Darley Road to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) that would be in full but indirect view to this receptor when passing along the section of Darley Road near Wandon End. It would also result in the furthering of airfield activities, some loss of vegetation, minor earthworks and the formation of the aviation platform, which would be visible in glimpsed sequential views from the eastern section of Darley Road, and full but indirect views where adjoining the Replacement Open Space (Work No. 5b(02)). The activities and features associated with these changes are considered to contrast and deteriorate the quality of the scene to some extent, however many will be in indirect views and the Replacement Open Space (Work No. 5b(02)) will provide some establishment of planting to the end of this period. The magnitude of visual impact on this receptor is judged to be very low adverse.	The proposals would cause limited deterioration to a view experienced by this receptor. The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The Proposed Development would introduce further construction activities and built form, notably landfill remediation (Work No. 1b), the ERUB (Work No. 2f) and the new terminal building (Work Nos. 3b(01) and 3c(01)), which would be visible on the horizon in more distant views experienced by this receptor and in glimpsed views beyond embedded hedgerow vegetation where adjoining the proposed Replacement Open Space (Work No. 5b(02)). Tree planting within the Replacement Open Space (Work No. 5b(02)) will have established to some extent at this stage and will screen some localised views. The built form would be similar in appearance to that evident in existing views but would appear larger in scale, would impact a greater proportion of people's view and is judged to be more visually detracting. The magnitude of visual impact on this receptor is accordingly judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Proposed planting within the Replacement Open Space (Work No. 5b(02)) would have further established and is judged to provide a good level of screening from closer views experienced by this receptor. Works to extend the aviation platform (Work No. 2c) and erect proposed built form, notably relocation of the ERUB (Work No. 2g), extension to the new terminal (Work Nos. 3b(02) and 3c(02)), construction of the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would however remain discernible in more distant views experienced by this receptor and would be evident alongside further aircraft movements and operational activities within the expanded airfield. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.

	The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	
Operation effects at the design year (c. 2056)	Introduced built and operational changes form would remain prominent and visually detracting in distant views experienced by this receptor at the design year. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The additional mitigation measures would be at an early stage of establishment and would accordingly offer limited screening value. The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The additional mitigation planting would have established to provide some screening to the Proposed Development in distant views experienced by this receptor at the eastern end of Darley Road. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional mitigation planting would provide a good level of screening to the Proposed Development at this stage, reducing the prominence of construction activities and introduced built form in views experienced by this receptor when passing near Breachwood Green. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting would reduce the magnitude of visual impact on this receptor at the year of maximum aircraft movement capacity to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.

Operation effects at the design year (c. 2056)	The additional mitigation planting would have matured to largely screen the existing airport and Proposed Development, particularly during summer months. This mitigation is judged to change the magnitude of visual impact on this receptor at the design year to low beneficial.	The additional mitigation is considered to improve the scene experienced by these receptors to some extent. The residual significance of effect on this receptor is assessed to be **minor beneficial**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession, and in small part combination, with the highway works proposed as part of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, to the north of the proposed replacement open space. This receptor may also experience the Proposed Development in combination with built form proposed as part of the Green Horizons Park project from assessment Phase 2b. The cumulative developments are judged to increase the total magnitude of visual impact experienced by this receptor in assessment Phase 1 to low to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 to **moderate adverse**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.		

Users of Eaton Green Road		
Sensitivity of Receptor Representative Viewpoint Number = 11, 12 & 36 Users of Eaton Green Road experience sequential views toward the Main Application Site that are generally unremarkable, either dominated by dense foreground vegetation or containing nondescript office or airport related buildings. The value attached to views experienced by users of Eaton Green Road is judged to be low. Users of Eaton Green Road would be travelling along transport routes where awareness of views is limited. The susceptibility of users of Eaton Green Road to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of low to medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The proposals would result in the permanent clearance of some existing vegetation, works to deliver enhancements to the existing Wigmore Valley Park (Work No.5b(01) and Replacement Open Space (Work No. 5b(02)), and introduce temporary surface car parking (Work Nos. 4l(01) and 4m(01)), including associated street lighting and vehicular movements, which may be discernible in glimpsed, middle-distance views experienced by those moving within the eastern part of Eaton Green Road, near to the existing entrance into Wigmore Valley Park. Some highway works (notably Work No. 6e(d) and 6e(r)) and the introduction of a substation (Work No. 4w) would also be evident in views experienced by this receptor during this assessment Phase. The activities and features associated with these changes would be perceptible but are considered not to markedly deteriorate the overall quality of the scene.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

	The magnitude of visual impact on this receptor is judged to be low adverse.	
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works to remediate the landfill (Work No. 1b), Works to construct a decked car park (Work No. 4o(02)), works to facilitate the Airport Access Road (Work No. 6a(02)), specifically where it adjoins Eaton Green Road), works at the junction with Frank Lester Way (Work No. 6e(q)) and works to improve Wigmore Lane and Eaton Green Road (Works No. 6e(f)) would be evident in views experienced by this receptor during this assessment Phase. Users of Eaton Green Road are likely also to experience glimpsed views of landfill remediation activities (Work No. 1b) and to the construction activities associated with delivery of proposed built form, notably the new terminal building (Work No. 3b(01)). The activities and features associated with these changes are judged to be more prominent than in assessment Phase 1 but are considered to only deteriorate the overall quality of the scene experienced by this receptor where Work No. 6a(02)) would meet Eaton Green Lane. The magnitude of visual impact on this receptor is accordingly judged to increase to medium to high adverse.	The effect on this receptor is assessed to increase to **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Highway works affecting Eaton Green Road would have been completed by this stage and the proposed highway configurations would be assimilated into the townscape. Construction activities to deliver further built form, notably an extension to the new terminal (Work No. 3b(02)), the 4* hotel and the short stay MSCP (Work Nos. 4a and 4r) would however be discernible in glimpsed and indirect views experienced by those moving within the eastern part of Eaton Green Road, near the entrance into Wigmore Valley Park, to some extent. These changes would however also be seen in combination with proposed mitigation planting embedded into the enhancements to the existing Wigmore Valley Park (Work No.5b(01) and Replacement Open Space (Work No. 5b(02)). Hangars A & B (Works No. 4b) would also be visible in glimpsed and indirect views	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.

	experienced by those moving within the central part of Eaton Green Road. The magnitude of visual impact on this receptor is judged to reduce to medium adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but proposed built form would remain discernible in glimpsed and indirect views experienced by this receptor and are considered to cause a slight deterioration to the overall quality of the scene. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to be **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with works to be delivered as part of the East of Luton Study at the junction with Vauxhall Way. This receptor would also experience changes to be brought about by the Proposed Development in combination with open space improvements to be delivered by the Green Horizons Park project and with works to deliver the built form for that development from assessment Phase 2a. These cumulative developments, are judged to increase the total magnitude of visual impact in assessment Phase 1 to low to medium adverse, at assessment Phase 2b to medium to high adverse and when operating at the year of maximum aircraft movement capacity to medium adverse.		These cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment Phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Winch Hill Road		
Sensitivity of Receptor Nearest Representative Viewpoint Number = 28 & 29 Users of Winch Hill Road experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland and gappy hedgerows in the foreground and woodland vegetation in the middle-distance. Airport development is also discernible in glimpsed views experienced by this receptor. The value attached to views experienced by users of Winch Hill Road is judged to be medium to high. Users of Winch Hill Road would be travelling along transport routes where awareness of views is limited. The susceptibility of users of winch hill lane to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)), which would be visible in full but indirect views by those moving within the northern part of this road. It is anticipated that hedgerow and hedgerow trees that are embedded into the proposals, adjacent to this road (Work No. 5c(01)), would also be planted in this assessment Phase. These features would however be at an early stage of establishment and would accordingly provide limited screening value. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Embedded hedgerow and hedgerow tree mitigation planting would have established by this stage. Site clearance activities, the temporary storage of stripped soils and excavated material and works to deliver the soakaway; fuel storage facility (Work No. 4c(01)); fuel pipeline (Work No. 4c(02)); water treatment plant (Work No. 4d), extended airfield and	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

	new ERUB (Work Nos. 2b and 2f); and new terminal building and pier (Work Nos. 3b(01) and 3c(01)) alongside lighting and vehicular movements associated with the temporary long stay car parks (Work Nos. 4p(01) and 4q(01)), would nonetheless remain evident in views experienced by those moving within the central part of this road. The magnitude of visual impact on this receptor is judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Embedded hedgerow and hedgerow tree mitigation planting would have further established by this stage. Works to extend the airfield platform (Work No. 2c), relocate the ERUB (Work No. 2g), extend the new terminal building and construct the eastern pier (Work Nos. 3b(02) and 3c(02)); deliver a 4* hotel (Work No. 4a); reconfigure the long stay car parking and restore the landscape either side of this road (Work No. 5c(02)) would however remain discernible to those moving within the central part of this road; and would be seen alongside operational activities (notably the movement of aircraft on stands). The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity and the landscape either side of this road would have been restored. Introduced built form and operational activities (notably the movement of aircraft on stands) would however remain evident in glimpsed views through embedded landscape mitigation, particularly to those moving within the central part of this road. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Further establishment of embedded landscape mitigation planting is anticipated to reduce visibility to the Proposed Development in views experienced by those moving within the central part of this road, particularly during winter months. Proposed changes, alongside an increase in aircraft movements, are nonetheless	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.

	considered to remain discernible to this receptor to some extent. The magnitude of visual impact on this receptor is judged to be low adverse.	
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with glimpsed views to the highway works proposed as part of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project and in combination with proposed built development at the Green Horizons Park project. These cumulative developments are however judged not to materially increase the total magnitude of visual impact at any of the assessment Phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Vauxhall Way		
Sensitivity of Receptor Representative Viewpoint Number = 36, 47 & 55 Users of Vauxhall Way experience sequential views toward the Main Application Site and proposed off-site car park areas that are generally unremarkable, either dominated by dense foreground vegetation or compromised by large industrial buildings or areas of open car parking. The value attached to views experienced by users of Vauxhall Way is accordingly judged to be low. Users of Vauxhall Way would be travelling along transport routes where awareness of views is limited. The susceptibility of users of Vauxhall Way to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of low to medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	highway works at the junction with Kimpton Road and Eaton Green Road (Work No. 6e(r)) will be evident in views experienced by this receptor. These changes are however considered to not alter the overall balance of existing features and elements that comprise the existing view. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities and works to deliver the Airport Access Road (Work No. 6a(02)) and Car Parks P1 and P2 (Work Nos. 4h and 4g) would be discernible in glimpsed and partial views experienced by this receptor, most notably when heading southwards from the junction with Eaton Green Road. highway works at the junction with Kimpton Road (Work No. 6e(c)) will also be evident in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects	Construction activities would have ceased in views experienced by this receptor at this stage. Operational activities associated with the AAR (Work No. 6a(02)) and the	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

(c.2037 – 2042)	introduced bult form of Car Park 1 (Work No. 4h) would however remain discernible. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with changes to be delivered as part of the East of Luton Study at the junction of the A505 Kimpton Road/ Vauxhall Way; and in frequently sequential views with works to be delivered as part of the East of Luton Study associated with the Vauxhall Way widening. Works associated with the East of Luton Study would result in the removal of some existing vegetation evident in views experienced by this receptor. It is nonetheless judged that these changes would not result in a material increase to the total magnitude of visual impact experienced by this receptor at any of the assessment Phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Kimpton Road and Airport Way		
Sensitivity of Receptor Representative Viewpoint Number = 47, 48, 49, 53 & 54 Users of Kimpton Road and Airport Way experience views which are characterised by detractors, such as industrial buildings, road infrastructure and poorly managed vegetation. The value attached to views experienced by users of Kimpton Road and Airport Way is accordingly judged to be low. Users of Kimpton Road and Airport Way would be travelling along transport routes where awareness of views is limited. The susceptibility of users of Kimpton Road and Airport Way to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of low to medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Works within the confines of the highway boundary (Work No. 6e(a)), alongside works to create the Airport Access Road Link (Work No. 6a) would be evident in views experienced by this receptor but would not alter the overall balance of features and elements that comprise the existing view or markedly deteriorate the overall quality of the scene. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Users of Kimpton Road will experience glimpsed views in the middle distance to works at Car Park P1 (Work No. 4g) and may experience changes associated with delivery of surface car parking at Car Park 2 (Work No. 4h) and the Airport Access Road at Dairyborn Escarpment (Work No. 6a(02)). Works within the confines of the highway boundary (Work No. 6e(c)) would also be evident in views. Users of Airport Way will additionally experience localised views to the Airport Access Road (Work No. 6a(02)), including notably the erection of a new bridge that will cross over Airport Way.	The effect on this receptor is assessed to increase to **moderate adverse**, which is **significant**.

	The Proposed Development will be prominent and will detrimentally impact views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be medium to high adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Construction activities would have ceased in views experienced by this receptor at this stage. The Airport Access Road (Work No. 6a(02)), lighting and activities associated with its operation and introduced bult form of Car Park P1 (Work No. 4g) would however remain discernible. The magnitude of visual impact on this receptor is judged to reduce to low to medium adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with views to the Courtyard by Marriott project and Bartlett Square project. Changes to be delivered as part of the East of Luton Study associated with the widening of Vauxhall Way, notably at the junction with Kimpton Road, would also be evident in succession, and in part combination, with the Proposed Development from assessment Phase 2a. It is judged that these changes would increase the total magnitude of visual impact experienced by this receptor at assessment Phase 1 to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.		

Users of New Airport Way		
Sensitivity of Receptor Representative Viewpoint Number = 26 Users of New Airport Way experience views toward the Off-Site Car Parks and western part of the Main Application Site that are generally unremarkable, compromised by intervening road infrastructure, nondescript built form and poorly managed vegetation cover. The Luton DART bridge also passes over New Airport Way and is prominent in views. The value attached to views experienced by users of New Airport Way is accordingly judged to be low. Users of New Airport Way would be travelling along transport routes where awareness of views is limited. The susceptibility of users of New Airport Way to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of low to medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works within the confines of the highway boundary (Work Nos. 6e(b), 6e(g) and 6e(n)); and works to create the AAR Link (Work No. 6a(01)) would be evident in views experienced by this receptor but would not alter the overall balance of features and elements that comprise the existing view or markedly deteriorate the overall quality of the scene. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works to deliver Car Parks P1 and P2 (Work Nos. 4h and 4g); further highway works near the junction with the M1 motorway (Work Nos. 6e(h)and 6e(o)); and further highway works to deliver the AAR (Work No. 6a(02)) would be underway in this assessment Phase and would be prominent in views experienced by users of New Airport Way but are determined to not materially alter the overall balance of features and elements that comprise the existing view. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor is assessed to increase to **moderate adverse**, which is **significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works would have ceased in views experienced by this receptor other than near the junction with the M1 motorway (Work No. 6e(p). Operational changes and introduced lighting associated with earlier assessment Phases, notably the AAR (Work No. 6a(02)) and the introduced bult form of Car Park P1 (Work No. 4h) would however remain evident. The magnitude of visual impact on this receptor is judged to reduce to low to medium adverse.	The effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced changes would remain perceptible. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination, in succession and in frequently sequential views with the Courtyard by Marriott project and the Bartlett Square project. These cumulative developments are however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Luton Borough public footpath FP39 to the east of Wigmore		
Sensitivity of Receptor Representative Viewpoint Number = Viewpoint 11 Users of public footpath FP39 to the east of Wigmore experience views into the Main Application Site at its southernmost extent. The view experienced by this user group is partially compromised in the foreground by Eaton Green Road but overlooks arable farmland and dense vegetation at the boundary of Wigmore Valley Park. The value attached to views experienced by users of public footpath FP39 to the east of Wigmore is judged to be medium. Users of public footpath FP39 to the east of Wigmore may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of public footpath FP39 to the east of Wigmore to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Works to deliver the Replacement Open Space (Work No. 5b(02)) would be evident in views from the southernmost point of this PRoW. No other aspects of the Proposed Development would be discernible at this stage. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is judged to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)) would have matured to partially screen views from the southernmost part of this PRoW to development areas within the Main Application Site. Glimpsed views to construction activities associated with the erection of proposed built form, notably the new terminal and ERUB (Work Nos. 3b(01), 3c(01) and 2f) may remain. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is judged to rise to **minor adverse**, which is **not significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)) would have further matured to screen views from the southernmost part of this PRoW. Glimpsed views to construction activities associated with the erection of proposed built form, notably an extension to the new terminal and relocation of the ERUB (Work Nos. 3b(02), 3c(02) and 2g) may remain, alongside operational activities within the expanded airfield. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The construction activities would have been completed by the year of maximum aircraft movement capacity however introduce built form and operational activities may remain visible in glimpsed views beyond mitigation planting. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The maturation of the mitigation woodland planting within the Replacement Open Space (Work No. 5b(02)) would largely screen the Proposed Development in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to reduce to very low adverse.	The effect on this receptor at the design year is judged to reduce to **negligible adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with views towards the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, which would be discernible in sequential views across much of its length. This development is judged to increase the total magnitude of visual impact in all assessment Phases to medium adverse and when operating at the year of maximum aircraft movement capacity or at the design year to low to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect during assessment phases 1, 2a and 2b to **moderate adverse**, which is **significant,** and when operating at the design year to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments would not increase visibility to the Proposed Development and are accordingly assessed not to result in additional visual effects on this receptor.		

Users of Luton Borough public footpaths FP29 and FP38 and public bridleways BW28 and BW37 to the southeast of Wigmore Valley Park and to the east of the existing airfield

Sensitivity of Receptor

Users of the PRoW to the southeast of Wigmore Valley Park and to the east of the existing airfield experience sequential views over the Main Application Site that are either dominated by foreground vegetation or that are compromised in part by the presence of airport related development. The value attached to views experienced by users of the PRoW to the southeast of Wigmore Valley Park and to the east of the existing airfield is accordingly judged to be medium.

Users of the PRoW to the southeast of Wigmore Valley Park and to the east of the existing airfield may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of the PRoW to the southeast of Wigmore Valley Park and to the east of the existing airfield to visual change is accordingly judged to be high.

In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.

Embedded Mitigation
Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**.
Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.
Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.

Year	Magnitude of Impact	Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works to deliver the enhancements to the existing Wigmore Valley Park (Work No.5b(01) and Replacement Open Space (Work No. 5b(02), alongside some permanent vegetation clearance activities and works within the airfield (notably Work Nos. 1a, 2a and 2e) would be discernible in glimpsed sequential views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	These PRoW would be stopped up throughout assessment Phase 2a, which would restrict users' access along them. An assessment has accordingly not been carried out on this receptor during this assessment Phase of the Proposed Development.	Not applicable

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	These PRoW would be stopped up throughout assessment Phase 2b, which would restrict users' access along them. An assessment has accordingly not been carried out on this receptor during this assessment Phase of the Proposed Development.	Not applicable
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would be complete by the year of maximum aircraft movement capacity and the accessibility of these PRoW would have been restored on a differing alignment (Work Nos. 5b(03) and 5b(04)). The Proposed Development would be largely screened in views experienced by users of this PRoW within the Replacement Open Space (Work No. 5b(03)), where embedded mitigation would have matured. Introduced earthworks and built form, notably the water treatment plant, fuel storage facility and relocated ERUB (Work Nos. 4d, 4c(01) and 2g) alongside street lighting and vehicular movements within the delivered long stay car parks (Work Nos. 4p(02) and 4q(02)) would be evident in the section to be constructed in Work No. 5b(04). The magnitude of visual impact on this receptor is judged to be medium to high adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to be **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The mitigation planting and woodland east of the fuel farm will have matured to provide further screening for users of this PRoW. The magnitude of visual impact on this receptor is judged to reduce to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project, the Land South and North West of Cockernhoe project and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe, once connectivity is restored along this route when operating at maximum aircraft movement capacity and at the design year. These cumulative developments are however judged not to materially increase the total magnitude of visual impact at any of the assessment Phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment Phases
Cumulative Significance of Effect (Additional Effects)		

As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.

Users of the Chiltern Way long distance footpath (specifically users of footpaths and bridleways Offley 002; Kings Walden 004; Kings Walden 006; Kings Walden 041; Kings Walden 052)

Sensitivity of Receptor

Representative Viewpoint Number = 9, 10A, 10B, 29, 30 & 34

Users of the Chiltern Way experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, gappy hedgerow or woodland vegetation and airport related development in the middle or far distance. The value attached to views experienced by users of the Chiltern Way is judged to be medium.

Users of the Chiltern Way may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of Chiltern Way to visual change is accordingly judged to be high.

In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.

Embedded Mitigation
Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**.
Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.
Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.

Year	Magnitude of Impact	Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) that would integrate and resurface sections of Kings Walden 041 and the western part of Kings Walden 052 during this assessment Phase. Vegetation clearance activities and airfield works, (notably Work Nos. 1a, 2a and 2e) may also be discernible in glimpsed, sequential and indirect views experienced by this receptor. The activities and features associated with these changes would be perceptible but are considered not to markedly contrast and deteriorate the quality of the scene. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The Replacement Open Space (Work No. 5b(02)), temporary works to prepare the existing landfill to receive development (Work No. 1b), alongside the introduction of built form, notably the ERUB and new terminal building (Work Nos. 2f, 3b(01) and 3c(01)) would be partially screened in views experienced by users of the Chiltern Way, following the establishment of embedded landscape mitigation delivered within the Replacement Open Space (Work No. 5b(02)). Sequential middle-distance views from footpath Offley 002 and bridleway Kings Walden 052 would however remain. The magnitude of visual impact on this receptor is judged to rise to medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)) would be further matured ahead of assessment Phase 2b and would combine to largely screen proposed construction activities and built form, particularly during summer months. Works to expand the airfield (Work No. 2c), relocate the ERUB (Work No. 2g), expand the new terminal (Work Nos. 3b(02) and 3c(02)) and erect support buildings, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would however remain evident alongside operational changes in sequential views experienced from footpath Offley 002 and bridleway Kings Walden 052. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor from some sections of the Chiltern Way. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor at the design year.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.

	The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Additional mitigation measures would be at an early stage of establishment in this assessment Phase and would accordingly offer limited if any screening value. The magnitude of visual impact on this receptor is accordingly judged to remain low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Additional hedgerow and hedgerow tree planting would have established to also provide some screening of views experienced from footpath Offley 002 and bridleway Kings Walden 052. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional hedgerow and hedgerow tree planting would have further established by this assessment Phase, providing further screening of views experienced from footpath Offley 002 and bridleway Kings Walden 052. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant.**
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting would have matured to largely screen the existing airport and Proposed Development particularly during summer months. The magnitude of visual impact on this receptor is accordingly judged to reduce to very low adverse.	The residual significance of effect on this receptor is judged to reduce to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**

This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project. It would also experience changes in succession and in frequent sequential views with the North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project and in combination, in succession and in frequent sequential views with the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, which would be present in the foreground and that would entirely screen the Proposed Development in views experienced by users of the Offley 002 part of this footpath upon completion. These cumulative developments are judged to increase the total magnitude of visual impact experienced by this receptor in assessment Phase 1 to high adverse, in assessment Phases 2a and 2b to medium to high adverse and when operating at the year of maximum aircraft movement capacity or at the design year to medium adverse.	The cumulative developments are assessed to increase the significance of total visual effect in assessment Phases 1, 2a and 2b to **major adverse**, which is **significant** and when operating at the year of maximum aircraft movement capacity or at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.	

Users of public rights of way to the west of Breachwood Green (specifically users of footpaths and bridleways Kings Walden 007; Kings Walden 008; Kings Walden 009; and, where not forming part of the Chiltern Way, Kings Walden 052)

Sensitivity of Receptor

Representative Viewpoint Number = 31 & 33

Users of PRoW to the west of Breachwood Green experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, gappy hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by users of PRoW to the west of Breachwood Green is judged to be medium.

Users of PRoW to the west of Breachwood Green may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW to the west of Breachwood Green to visual change is judged to be high.

In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.

Embedded Mitigation
Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**;
Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.

Year	Magnitude of Impact	Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Site clearance activities and works to extend the airfield (Work Nos. 1a, 2a and 2e) may be perceptible in glimpsed sequential views experienced by this receptor. The activities and features associated with these changes would be perceptible but are considered to not markedly deteriorate the overall quality of the existing scene. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Assessment Phase Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Temporary landfill remediation activities (Work No. 1b); works to extend the airport apron (Work No. 2b(03)); and works to deliver proposed built form, notably the ERUB and the new terminal (Work Nos. 2f, 3b(01) and 3c(01)) would be visible in the distance and on the horizon in glimpsed, sequential views experienced by this receptor; beyond existing intervening vegetation. The activities and features associated with these changes would only impact a relatively small proportion of people's view but would	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.

	be more visually detracting than at earlier stages. The magnitude of visual impact on this receptor is accordingly judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Works to further extend the airfield platform (Work No. 2c); works to relocate the ERUB (Work No. 2g); works to extend the new terminal building (Work No. 3b(02)); and works to deliver support buildings, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) would be visible alongside operational changes in the distance and on the horizon at this stage and are considered to impact a greater proportion of people's view than at earlier stages. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain medium adverse	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain prominent and visually detracting in distant views experienced by this receptor at the design year. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**. Management in accordance with LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Additional mitigation planting would be at an early stage of establishment in this assessment Phase and would offer limited if any screening value. The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Additional hedgerow and hedgerow tree planting would have established to partially screen the Proposed Development in distant views experienced by users of these PRoW. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The additional hedgerow and hedgerow tree planting would have further established by this assessment Phase. The magnitude of visual impact on this receptor is accordingly judged to reduce to very low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant.**
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting would have matured to screen the existing airport and the Proposed Development in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to change to very low beneficial.	The residual significance of effect on this receptor is judged to change to **minor beneficial**, which is **not significant.**
Operation effects at the design year (c. 2056)	The additional mitigation planting would have matured to screen the existing airport and the Proposed Development in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to change to very low beneficial.	The residual significance of effect on this receptor is judged to change to **minor beneficial**, which is **not significant.**
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project. This cumulative development is however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of footpaths Kings Walden 041, where not forming part of the Chiltern Way, and Kings Walden 043, which pass through the Main Application Site		
Sensitivity of Receptor Representative Viewpoint Number = 10B, 11, 28 & 56 Users of PRoW Kings Walden 041 and 043 experience views over the Main Application Site, comprising arable farmland or areas of open grassland alongside woodland and hedgerow vegetation and, intermittently, airport related development in the middle-distance. The value attached to views experienced by users of PRoW Kings Walden 041 and 043 is judged to be medium. Users of PRoW Kings Walden 041 and 043 may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW Kings Walden 041 and 043 to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would introduce an area of Replacement Open Space (Work No. 5b(02)) that would integrate and resurface sections of Kings Walden 043 during this assessment Phase. Vegetation clearance activities and airfield works (Work Nos. 1a, 2a and 2e) may also be discernible in sequential and indirect views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Embedded landscape mitigation measures would have established to partially screen views towards the airport by this stage, particularly those experienced in summer months by users of Kings Walden 043. Landfill remediation activities (Work No. 1b) alongside the erection of proposed built form, notably the ERUB and new terminal building (Work Nos. 2f, 3b(01) and 3c(01)) may however remain discernible and may be	The effect on this receptor is assessed to increase to **moderate adverse**, which is **significant**.

	seen in combination with glimpsed views to site clearance activities, the storage of excavated materials and proposed built form at the water treatment plant and fuel storage area (Work Nos. 4c(01) and 4d). The magnitude of visual impact on this receptor is judged to increase to low to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Embedded landscape mitigation measures would have further established by this assessment Phase. Works to expand the airfield (Work No. 2c), new terminal building (Work Nos. 3b(02), 3c(02)), the 4* hotel (Work No. 4a) and Hangars A & B (Work No. 4b), alongside operational changes, may however remain discernible. As may activities in associated with the restoration of landscape (Work No. 5c(02)). The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity and mitigation planting within the Replacement Open Space (Work No. 5b(02)) would have matured to largely screen the Proposed Development in views experienced by this receptor, particularly during the summer months. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Embedded mitigation planting would largely screen the Proposed Development particularly during the summer months. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project and in succession and in frequent sequential views with the road junction proposed to the south of the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, until the embedded and additional planting matures. This cumulative development is judged to		The cumulative developments are assessed to increase the significance of total visual effect in assessment Phase 1 to **moderate adverse**, which is **significant**.

increase the total magnitude of visual impact at assessment Phases 1 and 2a to medium adverse.	
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.	

Users of footpaths near Lye Hill (including users of footpaths Kings Walden 003; Kings Walden 005; and Kings Walden 051)		
Sensitivity of Receptor Representative Viewpoint Number = 35 & 35A Users of footpaths near Lye Hill experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, gappy hedgerows and woodland vegetation, with airport related development in the distance. The value attached to views experienced by users of footpaths near Lye Hill is judged to be medium. Users of footpaths near Lye Hill may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpaths near Lye Hill to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Site clearance activities may be discernible in glimpsed views experienced by users of these PRoW. These footpaths also lie beneath the flight path and may experience a slight increase in views of overhead aircraft. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities, temporary landfill remediation (Work No. 1b), the temporary storage of excavated material, earthworks to expand the aviation platform (Work No. 2b) and works to construct the new terminal building (Work Nos. 3b(01) and 3c(01)) would be discernible in glimpsed, sequential and indirect views experienced by this receptor. The magnitude of visual impact on this receptor is judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Assessment Phase Construction assessment	Works to deliver further built form, notably the extension to the new terminal (Work No. 3b(02), 3c(02)) and the 4* hotel (Work No. 4a), alongside operational charges, would be	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.

Phase 2b and interim aircraft movement effects (c.2037 – 2042)	visible in glimpsed and distant views above intervening vegetation during this period, particularly from footpath Kings Walden 005. The magnitude of visual impact on this receptor is judged to remain low to medium adverse	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form would remain perceptible in distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Introduced built form would remain perceptible in distant views experienced by this receptor at the design year. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Additional mitigation planting would be at an early stage of establishment. The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse	The residual significance of effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Additional hedgerow and hedgerow tree planting proposed adjoining footpath Kings Walden 005 would have established to largely screen the Proposed Development during this assessment Phase. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional hedgerow and hedgerow tree planting would have further established by this assessment Phase. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting would have further matured by the year of maximum aircraft movement capacity and is judged to reduce the magnitude of visual impact on this receptor to very low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to very low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Green Horizons Park project. This cumulative development is however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of footpaths near Ley Green (specifically users of footpaths Kings Walden 012 and Kings Walden 022)		
Sensitivity of Receptor Representative Viewpoint Number = 2 Users of footpaths near Ley Green experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, hedgerows and woodland vegetation with few detractors. The value attached to views experienced by users of footpaths near Ley Green is judged to be high. Users of footpaths near Ley Green may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpaths near Ley Green to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be entirely screened in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to result in no change.	The effect on this receptor is assessed to be **no effect**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Works to deliver the new terminal building (Work Nos. 3b(01) and 3c(01)) may be discernible in glimpsed and distant views towards the Main Application Site. These changes would however form a barely noticeable element of the view and consequently would result in very little deterioration to the scene. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Works to extend the new terminal building (Work Nos. 3b(02) and 3c(02)) alongside other support buildings, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) may be discernible in glimpsed and distant views towards the Main Application Site during this assessment Phase. These works would however again be at such a distance that it would form a barely noticeable	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

	element of the view and consequently would result in very little deterioration to the scene. The magnitude of visual impact on this receptor is judged to remain very low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity, further reducing the prominence of these elements. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
All cumulative developments would be screened by intervening vegetation and/or landform.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of PRoW south of the airport (including bridleways Hyde 2 and Hyde 3; and footpaths Hyde 4B - east of Someries Castle, and Hyde 5A)

Sensitivity of Receptor

Representative Viewpoint Number = 27 & 20

Users of PRoW south of the airport experience sequential views toward the Main Application Site, which are characteristically dominated by arable and pastoral farmland, fragmented hedgerows and woodland vegetation alongside airport buildings and the taxiing of aircraft in the middle-distance. The value attached to views experienced by users of PRoW south of the airport is judged to be medium.

Users of PRoW south of the airport may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW south of the airport to visual change is judged to be high.

In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.

Embedded Mitigation
Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**;
Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**

Year	Magnitude of Impact	Significance of Effect
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works to deliver the southern pier at the existing terminal (Works No. 3a(01)) and the SMR (Work No. 2a(02)) would be evident in sequential views experienced by users of these PRoW during this assessment Phase but would not markedly deteriorate the arrangement of the scene. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works to deliver the new terminal building (Work Nos. 3b(01) and 3c(01)), alongside other changes within the airfield, would be partially visible alongside introduced built form during this assessment Phase. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works and operational changes associated with relocating the fire training ground (Work No. 2d) would be prominent in views experienced by users of these PRoW during this assessment Phase and would be seen alongside a further extension to the new terminal building (Work Nos. 3b(02) and 3c(02)) and other introduced built form, and an increase in the use of the runway. The magnitude of visual impact on this receptor is accordingly judged to rise to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity but introduced built form and operational changes would remain prominent and visually detracting in views experienced by users of the PRoW. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain prominent and visually detracting in views experienced by users of the PRoW at the design year. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**. Management in accordance with LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Additional mitigation would be at an early stage of establishment. The magnitude of visual impact on this receptor is accordingly judged to remain low to medium adverse.	The residual significance of effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Construction assessment Phase 2a and interim aircraft movement effects	Additional mitigation measures would have established to partially screen the Proposed Development by this stage. The magnitude of visual impact on this receptor is nonetheless judged to remain low to medium adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.

(c.2033 – 2036)		
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Additional hedgerow and hedgerow tree planting would have further established by this stage and would largely screen the Proposed Development in views experienced users of these PRoW. Operational changes following the relocation of the fire training ground (Work No. 2d) would however remain discernible from some locations. The magnitude of visual impact on this receptor is accordingly judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant.**
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor at the year of maximum aircraft movement capacity is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor at the design year is assessed to reduce to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
All cumulative developments would be screened by intervening vegetation and/or landform.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of public footpath Hyde 4B, west of Someries Castle		
Sensitivity of Receptor Representative Viewpoint Number = 22 & 26 Users of public footpath Hyde 4B, west of Someries Castle, experience sequential views toward the Main Application Site and elevated panoramic views to the Off-site Car Park areas at its westernmost extent. The views experienced by users of this PRoW varies, with views into the Main Application Site along most of the route containing valued foreground elements but compromised across the middle-distance by airport-related buildings and infrastructure; and that to the Off-site Car Parks compromised by features that are generally unremarkable, including industrial buildings, road infrastructure and poorly managed vegetation cover. The value attached to views experienced by users of public footpath Hyde 4, west of Someries Castle, is accordingly judged to be low. Users of public footpath Hyde 4, west of Someries Castle, may however be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of public footpath Hyde 4, west of Someries Castle, to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works to deliver the southern pier of the existing terminal (Work No. 3a(01)), alongside works at the mid-stay car park and associated with the AAR (Works Nos. 4i and 6a (01)), may be discernible in partial and sequential views experienced by this receptor, but are considered not to alter the overall balance of existing features and elements that comprise the existing view or markedly deteriorate the overall quality of the scene. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works at Car Parks P1 and P2 (Work Nos. 4h and 4g) and works to deliver the Airport Link Road and Airport Access Road (Work No. 6a(02)) would be evident in views experienced by those at the westernmost point of this PRoW. Works to deliver an IRVR within the airfield (Work No. 2b(02)) and works to construct the new terminal and western pier (Work Nos. 3b(01) and 3c(01)) may also be discernible	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.

	in views experienced by those travelling eastward along this PRoW near Someries Castle. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Car Park 01, the Airport Access Road, the IRVR and the new terminal building would remain discernible in views experienced by users of this PRoW during this period. These changes may be experienced alongside glimpsed and distant views to the fire training ground and Hangars A & B (Work No. 2d and Work No. 4b) and increased use of the runway. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activity would have ceased by this point. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Bartlett Square project and aspects of works to be delivered as part of the East of Luton Study, where adjoining New Airport Way at the westernmost extremity of this footpath. These cumulative developments are judged to increase the total magnitude of visual impact in assessment Phase 1 to low to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of the Lea Valley Cycle Route, nr. Park Street		
Sensitivity of Receptor Representative Viewpoint Number = 46 Users of the Lea Valley Cycle Route experience sequential views toward the Off-site Car Parks and Main Application Site beyond. The views experienced by users of this route are of mixed quality, containing some valued elements, notably the tree cover that aligns the Lea Valley corridor, alongside other detracting features, notably the engineered embankments of New Airport Way and the western end of the runway, and the glimpsed presence of nondescript built form. The Luton DART station and Napier Park development are also visible from this cycle route. The value attached to views experienced by users of the Lea Valley Cycle Route is accordingly judged to be low to medium. Users of the Lea Valley Cycle Route may be expected to be engaged in activities where awareness of their surroundings only partly contributes to their experience. The susceptibility of users of the Lea Valley Cycle Route to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Work Nos. 4i and 6e(b) may be discernible in glimpsed views experienced by this receptor during this assessment Phase but would not alter the overall balance of existing features and elements that comprise the existing view. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works associated with the construction of the Airport Access Road and Airport Link Road (Work No. 6a(02)) and works to deliver Car Park P1 (Work No. 4g) would be evident in full direct views and glimpsed sequential indirect views experienced by this receptor during this assessment Phase. These works are anticipated to result in the clearance of some existing vegetation, the introduction of additional street lighting and vehicular movement, and to introduce large construction works and cranes into the scene visible to this receptor. The activities and features associated with these changes are considered to contrast and deteriorate the quality of the scene to	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

	some extent. The magnitude of visual impact on this receptor is judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Construction activities would have ceased in views experienced by this receptor before this assessment Phase, but the introduced built form would remain prominent and visually detracting. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Bartlett Square project. This cumulative development is judged to increase the total magnitude of visual impact at assessment Phase 1 to low adverse.		The cumulative developments are assessed to increase the significance of total visual effect at assessment Phase 1 to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of footpath Offley 026, west of Cockernhoe		
Sensitivity of Receptor Representative Viewpoint Number = 39 Users of footpath Offley 026 experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, hedgerows and woodland vegetation with few detractors. The value attached to views experienced by users of footpath Offley 026 is judged to be high. Users of footpath Offley 026 may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpath Offley 026 to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Intervening tree and hedgerow planting would screen the Proposed Development in this assessment Phase. The magnitude of visual impact on this receptor is judged to result in no change.	The effect on this receptor is assessed to have **no effect**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Users of this footpath may experience glimpsed views to construction activities and built form associated with the Proposed Development during this assessment Phase, notably works associated with the new terminal buildings (Work No. 3b(01)). The magnitude of visual impact on this receptor is judged to rise to very low adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The Proposed Development would introduce further construction activities and built form the extension to the new terminal (Work Nos. 3b(01) and 3c(01)), relocation of the ERUB (Work No. 2g), 4* hotel (Work no. 4a), Short Stay MSCP (Work no. 4r) and airport support buildings, which may be discernible on the horizon in glimpsed views and between the intervening vegetation in views experienced by this receptor. The magnitude of visual Impact on this receptor is nonetheless judged to remain very low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased at the year of maximum aircraft movement capacity. The magnitude of visual impact on this receptor is judged to remain very low adverse	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Land West of Cockernhoe / Land East of Copthorne Cockernhoe project, which would be present in the foreground and that would entirely screen the Proposed Development from this receptor upon completion. This cumulative development is judged to increase the total magnitude of visual impact experienced by this receptor in all assessment Phases to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect in all assessment Phases to **major adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of footpath St Pauls Walden 024, nr. Bendish		
Sensitivity of Receptor Representative Viewpoint Number = 3 Users of footpath St Pauls Walden 024 experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, gappy hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by users of footpath St Pauls Walden 024 is judged to be medium to high. Users of footpath St Pauls Walden 024 may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpath St Pauls Walden 024 to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Site clearance activities and works to expand the airfield (Work Nos. 1a, 2a and 2e) may be discernible in distant, sequential and glimpsed views experienced by this receptor, particularly during the winter months. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is judged to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities; temporary landfill remediation activities (Work No. 1b); works to expand the airfield (Work No. 2b); and works to construct the new ERUB, terminal building and western pier (Work Nos. 2f, 3b(01) and 3c(01)) would be discernible in distant, sequential and glimpsed views experienced by this receptor, particularly during the winter months. The magnitude of visual impact on this receptor is judged to rise to low adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to further expand the airfield (Work No. 2c); works to relocate the ERUB (Work No. 2g) and works to deliver new built form, notably the new terminal extension, the 4* hotel and Hangars A & B (Work Nos. 3b(02), 3c(02), 4a and 4b) would be discernible in views experienced by this receptor; on the horizon and beyond intervening vegetation, particularly during the winter months. The	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.

	magnitude of visual impact on this receptor is judged to remain low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Green Horizons Park project and to an extent with the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project. These cumulative developments are however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of footpath Offley 003, west of Tea Green		
Sensitivity of Receptor Representative Viewpoint Number = 59 Users of footpath Offley 003 experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, hedgerows and woodland vegetation with few detractors. The value attached to views experienced by users of footpath Offley 003 is judged to be high. Users of footpath Offley 003 may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpath Offley 003 to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would be largely screened in views experienced by this receptor during this assessment Phase. Site clearance activities, some earthworks and some increase in aircraft movements may however remain discernible. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities, temporary landfill remediation (Work No. 1b), earthworks to expand the aviation platform (Work No. 2b) and work to construct the new terminal building (Work Nos. 3b(01) and 3c(01)) would be visible in the distance and on the horizon, between intervening vegetation, within indirect sequential views during this period. This change is considered to cause perceptible damage to the view experienced by this receptor. The magnitude of visual impact on this receptor is judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.
Construction assessment	Earthworks and construction activities to deliver the further built form, notably the	The effect on this receptor is assessed to remain

Phase 2b and interim aircraft movement effects (c.2037 – 2042)	ERUB (Work No. 2g), the terminal extension and eastern pier (Work Nos. 3b(01) and 3c(02)), 4* hotel (Work No. 4a), operational buildings to the east of the airport, Short Stay MSCP (Work No. 4r), and Hangars A & B (Work No. 4b) would be seen alongside operational changes, and would cause noticeable damage to views experienced by this receptor during this period. The magnitude of visual impact on this receptor is judged to rise further to medium adverse.	**moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased by the year of maximum aircraft movement capacity and although introduced built form and operational changes would remain noticeable and visually detracting in distant views experienced by this receptor, planting within the Replacement Open Space (Work No. 5b(02)) should have established to provide some screening by this stage. The magnitude of visual impact on this receptor is accordingly judged to reduce to low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain noticeable and visually detracting in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Additional mitigation measures would be at an early stage of establishment during this assessment Phase. The magnitude of visual impact on this receptor is judged to remain as very low adverse.	The residual significance of effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects	The additional hedgerow and hedgerow tree planting would have established and would partially screen the Proposed Development in views experienced by users of this footpath. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.

(c.2033 – 2036)		
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project, which would be present in the foreground and that would entirely screen the Proposed Development from this receptor upon completion. This cumulative development is judged to increase the total magnitude of visual impact experienced by this receptor in assessment Phase 1 to high adverse, in assessment Phases 2a and 2b to medium to high adverse and when operating at the year of maximum aircraft movement capacity or at the design year to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect in assessment Phases 1, 2a and 2b to **major adverse** , which is **significant** and when operating at the year of maximum aircraft movement capacity or at the design year to **moderate adverse**, which is **significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of footpath Offley 004, 005 and 006, east of Tea Green		
Sensitivity of Receptor Representative Viewpoint Number = None Users of footpaths east of Tea Green experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, fragmented hedgerow or woodland vegetation and airport related development in the distance. The value attached to views experienced by users of footpaths east of Tea Green is judged to be medium to high. Users of footpaths east of Tea Green may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpaths east of Tea Green to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development would be largely screened in views experienced by this receptor during this assessment Phase. Site clearance activities and some works associated with the airfield expansion (Work Nos. 1a, 2a and 2e) may however remain discernible. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 - 2036)	Site clearance activities, temporary landfill remediation (Work No. 1b), earthworks to expand the aviation platform (Work No. 2b) and work to construct the new terminal building (Work Nos. 3b(01) and 3c(01)) would be visible in the distance and on the horizon, between intervening vegetation, within indirect sequential views during this period. This change is considered to cause perceptible damage to the view experienced by this receptor. The magnitude of visual impact on this receptor is judged to rise to low to medium adverse.	The effect on this receptor is assessed to rise to , which is **significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	Earthworks and construction activities to deliver the further built form, notably the ERUB (Work No. 2g), the terminal extension and eastern pier (Work Nos. 3b(01) and 3c(02)), 4* hotel (Work no. 4a), operational buildings to the east of the airport, Short Stay MSCP (Work no. 4r), and Hangars A & B (Work no. 4b) would be seen alongside operational changes, and would cause perceptible damage to views experienced by this receptor during this period. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased at the year of maximum aircraft movement capacity but introduced built form would remain evident and visually detracting in distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form would remain evident and visually detracting in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**. Management in accordance with LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	Additional mitigation measures would be at an early stage of establishment during this assessment Phase. The magnitude of visual impact on this receptor is judged to remain as very low adverse.	The residual significance of effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects	The additional hedgerow and hedgerow tree planting would have established and would partially screen the Proposed Development in views experienced by users of this footpath. The magnitude of visual impact on	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.

(c.2033 - 2036)	this receptor is judged to reduce to low adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The additional mitigation planting is judged to reduce the magnitude of visual impact on this receptor to low adverse.	The residual significance of effect on this receptor is assessed to reduce to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with glimpsed views of the Green Horizons Park project and the Land South and North West of Cockernhoe and East of Wigmore (Stubbocks Walk) Brick Kiln Lane Cockernhoe project. These cumulative developments are judged to increase the magnitude of visual impact in assessment Phase 1 to low to medium adverse.		The cumulative developments are judged to increase the significance of total visual effect in construction assessment Phase 1 to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of footpath Kings Walden 010		
Sensitivity of Receptor Representative Viewpoint Number = 41 Users of footpath Kings Walden 010 experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, fragmented hedgerows and farm buildings and, in part, airport related development in the distance. The value attached to views experienced by users of footpath Kings Walden 010 is judged to be medium to high. Users of footpath Kings Walden 010 may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of footpath Kings Walden 010 to visual change is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works to introduce an area of Replacement Open Space (Work No. 5b(02)) into the arable land immediately south of Darley Road which would be visible in glimpsed sequential views experienced by users of the footpath. These changes may be seen alongside site clearance activities and works to extend the airfield (Work Nos. 1a and 2a), which would be discernible in the distance and beyond intervening vegetation. The activities and features associated with these changes would be discernible but are not considered to contrast or deteriorate the quality of the scene to a great extent. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects	Embedded landscape mitigation would have matured to some extent by this stage and would partially screen development areas in views experienced by this receptor. Some site clearance activities, works to remediate the landfill (Work No. 1b) and works	The effect on this receptor is assessed to rise to **moderate adverse**, which is **significant**.

(c.2033 – 2036)	associated with the erection of proposed built form, notably the new terminal building and ERUB (Work Nos. 2f, 3b(01) and 3c(01)) would however remain visible in the distance and on the horizon beyond intervening vegetation and existing built form and would cause perceptible damage to the view. The magnitude of visual impact on this receptor is judged to rise to medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Embedded landscape mitigation within the Replacement Open Space (Work No. 5b(02)) would have further established to provide a good level of screening by this assessment Phase. Works to expand the airfield (Work No. 2c); relocate the ERUB (Work No. 2g); extend the new terminal (Work Nos. 3b(02) and 3c(02)); and erect support building, notably the 4* hotel and Hangars A & B (Work Nos. 4a and 4b) may however remain discernible, particularly during winter months. The magnitude of visual impact on this receptor is accordingly judged to remain medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	Construction activities would have ceased at the year of maximum aircraft movement capacity and planting within the Replacement Open Space (Work No. 5b(02)) would have matured by this stage to provide a good level of screening. Introduced built form and some operational changes may however remain noticeable and visually detracting in distant views experienced by this receptor. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Introduced built form and operational changes would remain noticeable and visually detracting in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain low to medium adverse.	The effect on this receptor at the design year is assessed to remain **moderate adverse**, which is **significant**.
Additional Mitigation Additional landscape mitigation measures as detailed in **Section 14.10** of this ES **[TR020001/APP/5.01]** and **Figure 14.10** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Residual Magnitude of Impact**	**Residual Significance of Effect**

Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Additional mitigation measures would be at an early stage of establishment during this assessment Phase. The magnitude of visual impact on this receptor is judged to remain low adverse.	The residual significance of effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Additional landscape mitigation measures would partially screen the Proposed Development in longer distance views by this stage, particularly during summer months. The magnitude of visual impact on this receptor is judged to reduce to low to medium adverse.	The residual significance of effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Additional landscape mitigation measures would again partially screen the Proposed Development in longer distance views by this stage, particularly during summer months. The magnitude of visual impact on this receptor is judged to reduce to low to medium adverse.	The residual significance of effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor at the year of maximum aircraft movement capacity is assessed to reduce to **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The residual significance of effect on this receptor at the design year is assessed to reduce to **minor adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Green Horizons Park project. This cumulative development is however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of rights of way on or adjoining the flight path east of Breachwood Green		
Sensitivity of Receptor Representative Viewpoint Number = None Users of PRoW on or adjoining the flight path east of Breachwood Green experience sequential views toward the Main Application Site, which are characteristically dominated by arable farmland, fragmented hedgerows and woodland vegetation with few detractors apart from over flying aircraft. The value attached to views experienced by users of PRoW on or adjoining the flight path east of Breachwood Green is judged to be medium to high. Users of PRoW on or adjoining the flight path east of Breachwood Green may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW on or adjoining the flight path east of Breachwood Green to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to High sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works would be entirely screened in views experienced by this receptor due to distance and intervening vegetation. Users of these footpaths may however experience a very slight increase in views towards overhead aircraft, associated with the increase from 18mppa. to 21.5mppa. The magnitude of visual impact on this receptor is judged to be very low adverse.	The increase in aircraft movements would be barely perceptible in views during this period. The effect on this receptor is accordingly assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works would again be entirely screened in views experienced by this receptor. The magnitude of visual impact on this receptor is accordingly judged to remain very low adverse.	The effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works would again be entirely screened in views experienced by this receptor. A further increase in the number of overhead aircraft is however likely to be discernible in this assessment Phase, associated with the increase from 21.5mppa. to 32mppa.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.

	The magnitude of visual impact on this receptor is nonetheless judged to remain very low adverse.	
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The airport would be operating at 32mppa at the year of maximum aircraft movement capacity. The magnitude of visual impact on this receptor is nonetheless judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
All cumulative developments would be screened by intervening vegetation and/or landform.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of PRoW on or adjoining the flight path near Caddington		
Sensitivity of Receptor Representative Viewpoint Number = None Users of PRoW on or adjoining the flight path near Caddington experience views toward the Main Application Site that are dominated by arable farmland, fragmented hedgerows and woodland vegetation but that contain also detractors from road infrastructure and, intermittently, over flying aircraft. The value attached to views experienced by users of PRoW on or adjoining the flight path near Caddington is judged to be medium. Users of PRoW on or adjoining the flight path near Caddington may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW on or adjoining the flight path near Caddington to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of medium to high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works would be entirely screened in views experienced by this receptor due to distance and intervening landform and vegetation. Users of these footpaths may however experience a slight increase in views towards overhead aircraft, associated with the increase from 18mppa. to 21.5mppa. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works would again be entirely screened in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works would again be entirely screened in views experienced by this receptor. A further increase in the number of overhead aircraft may however be discernible, associated with the increase from 21.5mppa. to 32mppa. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to be **minor adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is judged to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is judged to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor may experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Newlands Park project. This cumulative development is however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of rights of Way on or adjoining the flight path within the Chilterns AONB		
Sensitivity of Receptor Representative Viewpoint Number = 1, 45 & 50 Users of PRoW on or adjoining the flight path within the Chilterns AONB experience views toward the Main Application Site, which are characteristically dominated by arable farmland, hedgerows and woodland vegetation with few detractors apart from intermittent over flying aircraft. The value attached to views experienced by users of PRoW on or adjoining the flight path within the Chiltern AONB is judged to be high. Users of PRoW on or adjoining the flight path within the Chiltern AONB may be expected to be engaged to and outdoor recreation where their attention or interest is likely to be focused on the landscape and on views. The susceptibility of users of PRoW on or adjoining the flight path within the Chiltern AONB to visual change is judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]**		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Works would be entirely screened in views experienced by this receptor due to distance, intervening landform and vegetation. Users of these footpaths may however experience a slight increase in views towards overhead aircraft, associated with the increase from 18mppa. to 21.5mppa. The magnitude of visual impact on this receptor is judged to be very low adverse.	The increase in aircraft movements would be barely perceptible in views during this period. The effect on this receptor is accordingly assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Works would again be entirely screened in views experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor is assessed to remain **negligible adverse**, which is **not significant**.
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works would again be entirely screened in views experienced by this receptor. A further increase in the number of overhead aircraft may however be discernible, associated with the increase from 21.5mppa. to 32mppa. The magnitude of visual impact on this receptor is nonetheless judged to remain very low adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.

Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with glimpsed views to the Green Horizons Park project and may experience views in succession with other cumulative developments. These cumulative developments are however judged not to materially increase the total magnitude of visual impact at any of the assessment phases.		The152cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out		

Users of the car park east of Vauxhall Way		
Sensitivity of Receptor Representative Viewpoint Number = None This receptor group experiences views along and up Dairyborn Escarpment and to some of the buildings that are located atop of the Dairyborn Escarpment. Views out from the car park are limited, due to the presence of existing vegetation screening views. Dairyborn Escarpment does however make some positive contribution to the view. The value attached to views experienced by users of the car park east of Vauxhall Way is judged to be medium. The attention of this receptor is primarily focussed on the road rather than the surrounding landscape, therefore the susceptibility of users of the car park east of Vauxhall Way to visual change is judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Work No. 6e(r) within the highway limits at the junction of Vauxhall Way and Eaton Green Road will be discernible in views experienced by those in the northern part of this car park. All other works would be screened by intervening vegetation and landform. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities on Dairyborn Escarpment and works to deliver the Airport Access Road (Work No. 6a(02)) would be prominent in views experienced by this receptor during this assessment Phase. Works to deliver Car Parks P1 and P2 (Work Nos. 4h and 4g) and Work No. 6e(c), within the highway limits at the junction of Vauxhall Way and Kimpton Road, will also be discernible in views experienced by those using the footbridge at the southern part of this car park.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.

	The magnitude of visual impact on this receptor is judged to increase to high adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to deliver the car parks and AAR would be complete by this assessment Phase, but mitigation planting on the formed slopes would be at an early stage of establishment and operational changes would remain. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The introduced built form and engineered slope and loss of vegetation cover on Dairyborn Escarpment will remain evident in views experienced by this receptor at this stage. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the design year (c. 2056)	Mitigation planting on Dairyborn Escarpment would have established to assimilate the engineered slope and Airport Access Road into the adjoining hillside within views experienced by users of this car park by this stage. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The effect on this receptor at the design year is assessed to reduce to **minor adverse**, which is **not significant.**
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with glimpsed views to the Bartlett Square project and works to be delivered as part of the East of Luton Study, associated with the widening of Vauxhall Way. These cumulative developments are judged to increase the total magnitude of visual impact in assessment Phase 1 to medium adverse.		The cumulative developments are assessed to increase the significance of total visual effect in assessment Phase 1 to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

People in southeast Hart Hill & southwest Wigmore		
Sensitivity of Receptor Representative Viewpoint Number = 15, 16, 36, 38, 52 & 55 Views from Hart Hill and southwest Wigmore are generally enclosed by built form and vegetation, and of a typical suburban character. However, receptors do experience cross valley views of the airport in some areas of southeast Hart Hill and receptors in southwest Wigmore, particularly along Eaton Green Road, have near distance, albeit filtered, views towards the airport. Landscape assets within views from these receptors make some positive contribution to the view. The value attached to views experienced by people in southeast Hart Hill and southwest Wigmore is judged to be medium. The view partly contributes to the landscape setting experienced by residents in the area and therefore the susceptibility of the people in southeast Hart Hill and southwest Wigmore is judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	Off-site Highway Work Nos. 6e(d) and 6e(r) may be discernible in glimpsed views experienced by this receptor. All other works are however likely to be screened by intervening built form. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is assessed to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities and construction works to deliver the Airport Access Road (Work No. 6a(02)), will be evident in glimpsed and occasionally open views experienced by this receptor. Works to deliver Car Park P1 (Work No. 4g), highway works at the junction of Eaton Green Road and Frank Lester Way (Work No. 6e(q)) and the new terminal building (Work No. 3b(01)) may also be discernible from some locations. The magnitude of visual impact on this receptor is judged to be low to medium adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to deliver the Airport Access Road would be complete by this assessment Phase but mitigation planting on the formed slopes would be at an early stage of establishment. Works to deliver proposed built form, notably the new terminal extension, the 4* hotel and Hangars A & B (Work Nos. 3b(02), 4a and 4b), may also be discernible in this assessment Phase. The magnitude of visual impact on this receptor is judged to reduce to low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The introduced built form and engineered slope and loss of vegetation cover on Dairyborn Escarpment will remain evident in middle distance views experienced by this receptor group. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Mitigation planting on Dairyborn Escarpment would have established to assimilate the engineered slope and AAR into the adjoining hillside by this stage. The magnitude of visual impact on this receptor is nonetheless judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in combination with works to widen Vauxhall Way, associated with the East of Luton Study. This cumulative development is judged to increase the magnitude of total visual impact in assessment Phase 1 to low adverse.		The cumulative developments are assessed to increase the significance of total visual effect in assessment Phase 1 to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of Capability Green Business Park		
Sensitivity of Receptor Representative Viewpoint Number = 51 Employees within Capability Green Business Park experience distant, cross valley views towards the airport to the northeast, as the landform slopes downwards towards the River Lea valley. These views are largely experienced by employees along the northeast/southwest road axis, otherwise built form within the business park screens views out. Views are unremarkable from most of the business park; however, the long-distance views do have some positive contribution to the views. The value attached to views experienced by users of Capability Business Park is judged to be low to medium. Receptors within the business park are likely to be people at their place of work whose attention may be focussed on their work or activity, not their surroundings, and where setting is not important to the quality of their working. The susceptibility of users of Capability Green Business Park is accordingly judged to be low. In combination of value and susceptibility, this visual receptor is judged to be of low sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**. Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02]** and LBMP contained in **Appendix 8.2** of this ES **[TR020001/APP/5.02]**. Embedded landscape mitigation measures as detailed in **Section 14.8** of this ES **[TR020001/APP/5.01]** and **Figure 14.9** of this ES **[TR020001/APP/5.03]** and **SLM [TR020001/APP/5.10]**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The mid-stay car park and the Airport Access Road and link road (Work Nos. 4i and 6a(01)) may be discernible in glimpsed and partial views experienced by this receptor during this period. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor is judged to be **negligible adverse**, which is **not significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	Site clearance activities and works to deliver the Airport Access Road (Work No. 6a(02)), notably the engineered slope and bridged section over Airport Way, will be discernible in distant views experienced by employees within the easternmost parts of the business park. The magnitude of visual impact on this receptor is judged to increase to low adverse.	The effect on this receptor is assessed to rise to **minor adverse**, which is **not significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	Works to deliver the Airport Access Road would be complete by this assessment Phase but mitigation planting on the formed slopes (Work No. 5a) would be at an early stage of establishment. Works to deliver proposed built form, notably the new terminal extension, 4* hotel and Hangars A & B (Work Nos. 3b(02), 4a and 4b) may also be discernible from elevated locations within the business park. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The introduced built form and engineered slope and loss of vegetation cover on Dairyborn Escarpment will remain evident in middle distance views experienced by this receptor group. The magnitude of visual impact on this receptor is judged to remain low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to remain **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Mitigation planting on Dairyborn Escarpment will establish to assimilate the engineered slope and Airport Access Road into the adjoining hillside by this assessment Phase. The magnitude of visual impact on this receptor is nonetheless judged to remain low adverse.	The effect on this receptor at the design year is assessed to remain **minor adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
This receptor would experience the changes to be brought about by the Proposed Development in succession with the Bartlett Square project and Land North of Kimpton Road project. These cumulative developments are judged to increase the magnitude of total visual impact in assessment Phase 1 to low adverse.		The cumulative developments are assessed to increase the significance of total visual effect in assessment Phase 1 to **minor adverse**, which is **not significant**.
Cumulative Significance of Effect (Additional Effects) The cumulative developments are considered not to increase visibility to the Proposed Development, no additional effects are therefore anticipated.		

Users of public bridleway Slip End BW1, to the west of Junction 10 of the M1		
Sensitivity of Receptor Representative Viewpoint Number = None Users of public bridleway Slip End BW1, to the west of Junction 10 of the M1 experience glimpsed, sequential views of an arable field located to the west of junction 10 of the M1 and immediately to the north of Half Moon Lane. Views are filtered in the foreground by intervening mature hedgerow vegetation but contain few visible detractors. The value attached to views experienced by users of public bridleway Slip End BW1 is judged to be high. Users of public bridleway Slip End BW1 may be expected to be engaged in outdoor recreation where their attention or interest is likely to be focussed on the landscape and on views. The susceptibility of the users of users of public bridleway Slip End BW1 is accordingly judged to be high. In combination of value and susceptibility, this visual receptor is judged to be of high sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 – 2032)	The Proposed Development would remove some visible vegetation and would temporarily introduce a construction compound (Work No. 6e(n)) into the area of arable farmland that is discernible in filtered views experienced by this receptor during this assessment Phase. The affected compound area would be reverted to arable farmland before the end of the assessment Phase 1. This change would be perceptible but would not markedly contrast or deteriorate the quality of the scene. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Construction assessment Phase 2a and interim aircraft movement effects (c.2033 – 2036)	The Proposed Development would again introduce a construction compound (Work No. 6e(o)) into the area of arable farmland that is discernible in filtered views experienced by this receptor during this assessment Phase. This change would again be perceptible but would not markedly contrast or deteriorate the quality of the scene. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.

Construction assessment Phase 2b and interim aircraft movement effects (c.2037 – 2042)	The construction–compound delivered in assessment Phase 2a would temporarily remain in this assessment Phase (Work No. 6e(p)) but would be reverted to arable farmland before the end of this assessment Phase and would again not markedly contrast or deteriorate the quality of the scene. The magnitude of visual impact on this receptor is judged to remain low.	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The arable field would have been restored by this stage, but some residual loss of vegetation may remain discernible. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to be **negligible adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	The magnitude of visual impact on this receptor is judged to remain very low adverse.	The effect on this receptor at the design year is assessed to remain **negligible adverse**, which is **not significant**.
Additional Mitigation None proposed		
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		

Users of Half Moon Lane		
Sensitivity of Receptor Representative Viewpoint Number = None Users of Half Moon Lane experience views toward junction 10 of the M1, where the lane bridges over the motorway, alongside a glimpsed view of the arable field to its west, where passing the field entrance. Views overlooking the junction are open but to the arable field are filtered in the foreground by intervening hedgerow vegetation. The value attached to views experienced by users of Half Moon Lane is judged to be medium. Users of Eaton Green Road would be travelling along transport routes where awareness of views is limited. The susceptibility of users of Eaton Green Road to visual change is accordingly judged to be medium. In combination of value and susceptibility, this visual receptor is judged to be of medium sensitivity.		
Embedded Mitigation Works in accordance with CoCP provided in **Appendix 4.2** of this ES **[TR020001/APP/5.02]**; Management in accordance with ONM contained in **Appendix 16.2** of this ES **[TR020001/APP/5.02**.		
Year	**Magnitude of Impact**	**Significance of Effect**
Construction assessment Phase 1 and interim aircraft movement effects (c. 2025 - 2032)	The Proposed Development (Work No. 6e(n)) would result in the permanent removal of a section of the hedgerow that borders Half Moon Lane, to the west of the motorway, and would result in the loss of some other visible vegetation, which is discernible in the middle-distance in views experienced by this receptor. The Proposed Development would also temporarily introduce construction activities into the junction area and a construction compound, accessed off Half Moon Lane, into the area of arable farmland to its west. The affected compound area would be reverted to arable farmland before the end of the construction period. The change would form a visible change that would deteriorate the quality of the scene experienced by this receptor. The magnitude of visual impact on this receptor is judged to be medium adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Construction assessment Phase 2a and interim aircraft movement effects	The Proposed Development would again introduce construction activities and a construction compound (Work No. 6e(o)) into the junction area and area of arable farmland that is discernible views experienced by this receptor. The residual loss of vegetation	The effect on this receptor is assessed to remain **moderate adverse**, which is **significant**.

(c.2033 - 2036)	from construction assessment Phase 1 would also remain. The change would again form a visible change that would deteriorate the quality of the scene experienced by this receptor. The magnitude of visual impact on this receptor is judged again to be medium adverse.	
Construction assessment Phase 2b and interim aircraft movement effects (c.2037 - 2042)	The construction compound delivered in assessment Phase 2a would temporarily remain in this assessment Phase and would again be seen alongside construction activities around the motorway junction (Work No. 6e(p)). The field affected by the compound area would again be reverted to arable farmland and affected hedgerow and woodland vegetation from construction assessment Phase 1 would be reinstated before the end of this assessment Phase. The Proposed Development would again form a visible change that would deteriorate the quality of the scene experienced by this receptor. The magnitude of visual impact on this receptor is judged to remain medium adverse.	The effect on this receptor is assessed to be **moderate adverse**, which is **significant**.
Operation effects at the year of maximum aircraft movement capacity (c. 2043)	The junction improvements would be largely assimilated into the view and the arable field would have been restored by this stage. The residual loss of hedgerow and woodland vegetation would however remain discernible. The magnitude of visual impact on this receptor is judged to be low adverse.	The effect on this receptor at the year of maximum aircraft movement capacity is assessed to be **minor adverse**, which is **not significant**.
Operation effects at the design year (c. 2056)	Hedgerow and woodland vegetation restored in construction assessment Phase 2b would have matured by this stage. The magnitude of visual impact on this receptor is judged to be very low adverse.	The effect on this receptor at the design year is assessed to be **negligible adverse**, which is **not significant**.
Cumulative Magnitude of Impact		**Cumulative Significance of Effect (Total Effects)**
The cumulative developments would not materially impact views experienced by this receptor.		The cumulative developments are assessed not to increase the significance of total visual effect at any of the assessment phases.
Cumulative Significance of Effect (Additional Effects) As no 'total effects' are considered likely, the subsequent 'additional effects' assessment has not been carried out.		