Gatwick Airport Northern Runway Project

Environmental Statement
Chapter 8: Landscape, Townscape and Visual Resources

Book 5

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8 Landscape, Townscape and Visual Resources

8.1. Introduction

8.1.1 This chapter of the Environmental Statement (ES) presents the findings of the Environmental Impact Assessment (EIA) concerning the potential effects of the proposal to make best use of Gatwick's existing runways and infrastructure (referred to within this report as 'the Project') on landscape, townscape and visual resources.

8.1.2 This chapter assesses the likely significant landscape, townscape and visual effects resulting from the Project. This includes identification of the character and features of the landscape and townscape (landscape within built up areas) and consideration of the changes that would result as a consequence of the Project. In addition, it considers the potential visual effects arising as a result of the Project. The chapter reports on studies, including a combination of field surveys and desktop research, to describe, classify and evaluate the existing resource. The principal objectives of the assessment are:

- to describe, classify and evaluate the existing landscape and townscape likely to be affected by the Project during its construction and operational phases;
- to identify visual receptors with views of the Project; and
- to identify the likely significant effects on landscape, townscape and views, taking into account measures proposed to reduce or avoid any effects identified.

8.1.3 In particular, this ES chapter:

- sets out the existing and future environmental baseline conditions established from desk studies, surveys and consultation to date;
- presents the potential environmental effects on landscape, townscape and visual resources arising from the Project, based on the information gathered and the analysis and assessments undertaken;
- identifies any assumptions and limitations encountered in compiling the environmental information; and
- highlights any necessary monitoring and/or mitigation measures that could prevent, minimise, reduce or offset the possible environmental effects identified in the EIA process.

8.1.4 This chapter is accompanied by a number of appendices and figures listed below:

- Appendix 8.2.1: Summary of Local Planning Policy;
- Appendix 8.3.1: Summary of Stakeholder Scoping Responses;
- Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology;
- Appendix 8.6.1: County Landscape Character Assessments;
- Appendix 8.6.2: Additional Candidate Viewpoint Photography;
- Appendix 8.6.3: CPRE Tranquillity Mapping;
- Appendix 8.8.1: Outline Landscape and Ecology Management Plan;
- Appendix 8.9.1: Summary of Effects at Representative Viewpoints;
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- Figure 8.4.3: National Landscape Character Areas and Landscape Designations;
- Figure 8.4.4: Existing ZTV and Viewpoint Locations;
- Figure 8.4.5 to Figure 8.4.37: Viewpoints 1 to 32 Photography (winter daytime/summer daytime/winter night time);
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- Figure 8.6.6: 2032 Baseline All Overflights;
- Figure 8.6.7: 2032 All Overflights with Proposed Northern Runway Project; and
- Figure 8.9.1 to 8.9.128: Photomontages.

8.1.5 The PEIR chapter identified Next Steps and these have been addressed in this chapter. Illustrative landscape proposals have been developed through an iterative design process.

8.1.6 Landscape concept proposals for replacement public open spaces have also been developed for the following;

- Land east of Museum Field in combination with the flood compensation area linked to the River Mole existing public right of way and land parcels to the north at Brook Farm.
- Land north of Longbridge roundabout linked to existing open space at Church Meadows via a new footbridge over the River Mole, incorporating an attenuation feature for the surface access improvements.
- Two areas of land at existing staff car park B redeveloped as areas of open green space, linked to Riverside Garden Park via a new footpath.

8.1.7 These illustrative landscape proposals are defined in **ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (OLEMP) (Doc Ref. 5.3) and the **Design and Access Statement** (DAS) (Doc Ref. 7.3) that accompany the Development Consent Order (DCO) application.

8.1.8 Illustrative landscape planting proposals have also been developed for the surface access improvements at South Terminal roundabout, North Terminal roundabout and Longbridge roundabout (see **ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3) Figures 1.1.1 to 1.2.18).The proposals seek to reinstate predominantly native woodland and scrub vegetation that would need to be removed to undertake the highway improvements. Further illustrative landscape proposals have been developed for land at Pentagon Field and are included in the Outline LEMP.

8.1.9 An Outline LEMP has been prepared (see **ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3)) which incorporates combined strategies for landscape and ecology. The report defines the various existing landscape zones and the proposed elements which would be created as part of the Project and puts forward the necessary actions required for their ongoing maintenance and management. The proposed outline landscape and ecological mitigation defined in the LEMP will be secured as a DCO requirement in Schedule 2.

8.1.10 Wireline photomontages have been prepared for all 33 representative views described and assessed within the LTVIA. The montages illustrate the scale, massing and location of the main operational elements of the Project, together with temporary construction compounds, within a range of near, mid-distance and distant views towards the Project (see **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2)).

8.2. Legislation and Policy

Legislation

8.2.1 The following legislation is relevant to this assessment and has been taken into account where applicable:

- European Landscape Convention, 2000;
- Countryside and Rights of Way Act, 2000; and
- National Parks and Access to the Countryside Act, 1949.

8.2.2 The European Landscape Convention (Council of Europe, 2000) acknowledges that the quality and diversity of European landscapes constitute a common resource. The convention defines the meaning of 'landscape', and the importance of its characterisation through assessment, its protection, management and planning, and its contribution to the quality of life for people everywhere.

8.2.3 The Countryside and Rights of Way Act, 2000, sets out the rights of the public in relation to access land and public rights of way and the designation of Areas of Outstanding Natural Beauty (AONB) for the purpose of conserving and enhancing natural beauty.

8.2.4 The National Parks and Access to the Countryside Act 1949 provides the original framework for the creation of National Parks and AONBs for the purpose of conserving and enhancing natural beauty, and also addresses rights of way and access to open land.

Planning Policy Context

National Policy Statements

8.2.5 The Airports National Policy Statement (NPS) (Department for Transport, 2018), although primarily provided in relation to a new runway at Heathrow Airport, remains a relevant consideration for other applications for airport infrastructure in London and the south east of England.

8.2.6 The NPS for National Networks (Department for Transport, 2014) sets out the need for development of road, rail and strategic rail freight interchange projects on the national networks and the policy against which decisions on nationally significant road and rail projects will be made[1]. This has been taken into account in relation to the highways improvements proposed as part of the Project.

[1] *The Department for Transport published a revised draft National Policy Statement for National Networks ("NPSNN") for consultation on 14 March 2023. The draft NPSNN confirms in paragraph 1.16 that the existing NPSNN remains the relevant government policy and has full force and effect in relation to any applicable applications for development consent accepted for examination before designation of the updated NPSNN. The draft NPSNN further notes in paragraph 1.17 that the emerging draft NPSNN is capable of being an important and relevant consideration in the Secretary of State's decision making process. As such, the Applicant will continue to monitor*

8.2.7 Table 8.2.1 provides a summary of the relevant requirements of these NPSs and how these are addressed within the ES.

Table 8.2.1: Summary of NPS Information Relevant to this Chapter

Summary of NPS requirement	How and Where Considered in the ES
Airports NPS	
Paragraph 5.213 states *'For airport development, landscape and visual effects also include tranquility effects, which would affect people's enjoyment of the natural environment and recreational facilities. In this context, references to landscape should be taken as covering local landscape, waterscape and townscape character and quality, where appropriate'*.	Landscape and townscape character, condition and quality are described in Section 8.6 of this chapter. Effects on landscape, townscape, visual resources and tranquillity are described in Section 8.9 of this chapter. Cumulative effects on landscape, townscape, visual resources and tranquillity are described in Section 8.11 of this chapter.
Paragraph 5.214 states *'The landscape and visual assessment should reference any landscape character assessment and associated studies as a means of assessing landscape impacts relevant to the preferred scheme. In addition, the applicant's assessment should take account of any relevant policies based on these assessments in local development documents'*.	Relevant policy is included in Section 8.2 of this chapter. Landscape and townscape character, condition and quality are described in Section 8.6 of this chapter. Effects on landscape, townscape and visual resources and tranquillity are described in Section 8.9 of this chapter. Cumulative effects on landscape, townscape, visual resources and tranquillity are described in Section 8.11 of this chapter.
Paragraph 5.215 states that the assessment should include *'surface access proposals', 'aviation activity' and 'landscape character, including historic characterisation'*.	The effects of the surface access proposals (highways improvements) are considered within a 5 km radius study area in Sections 8.9 and 8.11 of this chapter. The effects of aviation activity are considered within a 5 km radius study area in Sections 8.9 and 8.11 of this chapter and effects on tranquillity within nationally designated landscapes within a wider study area for overflying aircraft < 7,000 feet. The effects on the historic landscape are included in **ES Chapter 7: Historic Environment** (Doc Ref 5.1).
Paragraph 5.216 states that *'noise and light pollution effects, including on local amenity, tranquility and nature conservation'* should be included.	The effects of noise in terms of tranquillity and the effects of light generally on night time character and visual amenity have been assessed in Sections 8.9 and 8.11 of this chapter.

the progress of the NPSNN review process and incorporate any updates to the Project's application documentation where considered appropriate in due course.

Summary of NPS requirement	How and Where Considered in the ES
	The effects on nature conservation are included in **ES Chapter 9: Ecology and Nature Conservation** (Doc Ref. 5.1).
NPS for National Networks	
Paragraph 5.146 states, in relation to the assessment of effects on views and visual amenity that it *'should include any noise and light pollution effects, including on local amenity, tranquility and nature conservation'*.	The effects of noise in terms of tranquillity and the effects of light generally on night time visual amenity have been assessed in Sections 8.9 and 8.11 of this chapter. The effects on nature conservation are considered in **ES Chapter 9: Ecology and Nature Conservation** (Doc Ref. 5.1).

National Planning Policy Framework

8.2.8 The National Planning Policy Framework (NPPF) (Department for Levelling Up, Housing and Communities 2021) sets out the planning policies for England. The document sets out broad aims to achieve sustainable development in Section 2, including an environmental objective *'to protect and enhance our natural, built and historic environment'* at paragraph 8.

8.2.9 Strategic policies regarding Plan-making at Section 3 include, at paragraph 20, a requirement for sufficient provision for *'conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure and planning measures to address climate change mitigation and adaption'*.

8.2.10 Section 6: 'Building a strong, competitive economy' recognises that sites may have to be found adjacent to or beyond existing settlements or urban areas. In these circumstances, development *'is sensitive to its surroundings',* which is important for parts of the Project beyond the existing Gatwick Airport boundary.

8.2.11 Section 8: 'Promoting healthy and safe communities' states at paragraph 92 that development should *'enable and support healthy lifestyles,[…..] for example through the provision of safe and accessible green infrastructure… and layouts that encourage walking and cycling'*. Paragraph 99 states that *'Existing open space [….] Should not be built on unless […] the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quality and quantity in a suitable location'*. Paragraph 100 states that *'planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users'*. Public open space at Riverside Garden Park and the public rights of way within the Project site have formed an important element of the EIA process and design development.

8.2.12 Section 9: 'Promoting sustainable transport' requires at paragraph 104 that *'the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'*. Paragraph 112 states that development should *'respond to local character and design standards'.*

8.2.13 Section 11: 'Making effective use of land' recognises the need to safeguard and improve the environment when meeting the needs for development. Paragraph 120 promotes new habitat creation or the improvement of public access to the countryside. Paragraph 124 recognises the *'desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change'* and *'the importance of securing well-designed, attractive and healthy places'*. Provision of appropriately designed landscape infrastructure forms an important part of the mitigation strategy for the Project and have been continually developed throughout the EIA process.

8.2.14 Section 12: 'Achieving well-designed places' includes general policies about achieving high quality and inclusive design for all development (paragraph 130). To summarise Section 12; this is to ensure that developments will function well and add to the overall quality of the area, establish a strong sense of place and create an attractive and comfortable place to live, work and visit. Proposals should optimise the potential of the site to accommodate development. Developments should respond to the local character and history and reflect the identity of the surrounding built environment and landscape setting whilst not discouraging appropriate innovative design. New development should create safe and accessible environments that are visually attractive with appropriate and effective landscaping. Landscape proposals have been appropriately designed to provide functional and attractive infrastructure within the airport and complement the surrounding landscapes and townscapes.

8.2.15 Section 15: 'Conserving and Enhancing the Natural Environment' (paragraph 174) states that *'Planning policies and decisions should contribute to and enhance the natural and local environment by; protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)'* and by *'recognising the intrinsic character and beauty of the countryside'* including the benefits of trees and woodland. Paragraph 175 requires that Plans should *'[…] take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries'*. Paragraph 176 states that '*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues'.* Paragraph 185 requires that new development is appropriate to its location and should *'identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason'*, and that the impact on local amenity of light pollution from artificial light is limited within intrinsically dark landscapes. The Project has been designed to avoid or minimise adverse effects on the setting of nationally designated landscapes and the tranquillity enjoyed within them.

National Planning Practice Guidance

8.2.16 The National Planning Practice Guidance (NPPG) (Department for Levelling Up, Housing and Communities 2021) supports the NPPF and provides guidance across a range of topic areas.

8.2.17 The NPPG refers to nationally designated landscapes including National Parks and AONBs and recommends that *'Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and when poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important, or where the landscape character of land within and*

adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account'. Para: 042 Ref. ID:8-042-20190721. The Project has been designed to avoid or minimise adverse effects on the setting of nationally designated landscapes and the tranquillity enjoyed within them.

Other Relevant National Planning Policy

Airspace Design: CAP 1616 (Civil Aviation Authority (CAA), March 2021)

8.2.18 The CAA document requires that any changes to routes and/or traffic patterns of overflying aircraft at height profiles up to 7,000 feet above ground level should be identified to assess effects on landscape tranquillity and visual receptors. The assessment in this chapter of the ES has been defined using guidance within Appendix B 'Environmental metrics and assessment requirements' within CAP1616. Whilst the Project does not require airspace design change, paragraph B76 contains useful guidance with regard to tranquillity assessment and states *'For the purpose of airspace change proposals, impact upon tranquillity need only be considered with specific reference to Areas of Outstanding Natural Beauty (AONB) and National Parks unless other areas for consideration are identified through community engagement'.* The Project has been designed to avoid or minimise adverse effects on the setting of nationally designated landscapes and the tranquillity enjoyed within them.

Local Planning Policy

8.2.19 Gatwick Airport lies within the administrative area of Crawley Borough Council and adjacent to the boundaries of Mole Valley District Council to the north west, Reigate and Banstead Borough Council to the north east and Horsham District Council to the south west. The administrative area of Tandridge District Council is located approximately 1.9 km to the east of Gatwick Airport, while Mid Sussex District Council lies approximately 2 km to the south east. Gatwick Airport is located in the county of West Sussex and immediately adjacent to the bordering county of Surrey.

8.2.20 The relevant local planning policies applicable to landscape, townscape and visual resources based on the extent of the study area for this assessment are summarised in Table 8.2.2 and explained further in **ES Appendix 8.2.1: Summary of Local Planning Policy** (Doc Ref. 5.3). These have been taken into account where applicable to the assessment.

Table 8.2.2: Local Planning Policy

Administrative Area	Plan	Policy
Adopted Policy		
Crawley	Crawley 2030: Crawley Borough Local Plan 2015-2030	Policy CH2: Principles of Good Urban Design
		Policy CH3: Normal Requirements of All New Development
		Policy CH8: Important Views
		Policy CH9: Development Outside the Built-Up Area
		Policy CH10: High Weald Area of Outstanding Natural Beauty
		Policy ENV1: Green Infrastructure
Reigate and Banstead	Reigate and Banstead Local	Policy CS2: Valued Landscapes and the Natural Environment
		Policy CS3: Green Belt

Administrative Area	Plan	Policy
	Plan: Adopted Core Strategy (2014, reviewed 2019)	Policy CS12: Infrastructure Delivery
	Reigate and Banstead Borough Development Management Plan 2018-2027 (Adopted 2019)	Policy NHE1: Landscape Protection
		Policy NHE3: Protecting Trees, Woodland Areas and Natural Habitats
		Policy NHE4: Green/blue Infrastructure
Mole Valley	Mole Valley Core Strategy 2009	Policy CS13: Landscape Character
		Policy CS 14: Townscape, Urban Design and the Historic Environment
	Mole Valley Local Plan 2000 (saved policies)	Policy ENV4 Landscape Character
		Policy ENV22 General Development Control Criteria
		Policy ENV23 Respect for Setting
		Policy ENV25 Landscape Design of New Developments
Tandridge	Tandridge District Core Strategy 2008	Policy CSP 18 Character and Design
		Policy CSP 21 Landscape and Countryside
	Tandridge Local Plan Part 2: Detailed Policies 2014 - 2029	Policy DP7: General Policy for New Development
		Policy DP10: Green Belt
Mid Sussex	Mid Sussex District Plan 2014-2031	Policy DP16: High Weald Area of Outstanding Natural Beauty
	Mid Sussex District Local Plan 2004 (saved policies)	Policy CP1: Countryside
Horsham District Council	Horsham District Planning Framework 2015	Policy 30: Protected Landscapes
High Weald Joint Advisory Committee	High Weald Area of Outstanding Natural Beauty Management Plan 2019 - 2024	Objective OQ3: *'To develop and manage access to maximise opportunities for everyone to enjoy, appreciate and understand the character of the AONB while conserving its natural beauty'*. Objective OQ4: *'To protect and promote the perceptual qualities that people value – aircraft noise – dark skies – scenic impact of intrusive development on valued views'*.
Surrey Hills AONB Board	Surrey Hills Area of Outstanding	Policy RT3: *'Significant viewpoints and vistas will be identified, conserved and enhanced'*.

Administrative Area	Plan	Policy
	Natural Beauty Management Plan 2020 to 2025	Policy P2: *'Development will respect the special landscape character of the locality, giving particular attention to potential impacts on ridgelines, public views and tranquility'.* Policy P6: *'Development that would spoil the setting of the AONB, by harming public views into or from the AONB, will be resisted'*.
Kent Downs AONB Unit	Kent Downs Area of Outstanding Natural Beauty Management Plan 2021 - 2026	*Sustainable Development Policy SD6: 'Activities to increase understanding of the importance and extent of tranquility, remoteness and 'dark night skies' within the Kent Downs will be pursued'.* *Sustainable Development Policy SD8: 'Ensure proposals, projects and programmes do not negatively impact on the distinctive landform, landscape character, special characteristics and qualities, the setting and views to and from the Kent Downs AONB'*.
South Downs National Park Authority	South Downs Local Plan 2014 to 2033	Objective 1: '*To conserve and enhance the landscapes of the National Park'.* Strategic Policy SD6: Safeguarding Views Strategic Policy SD7: Relative Tranquility Strategic Policy SD8: Dark Night Skies Strategic Policy SD23: Sustainable Tourism
Emerging Policy		
Crawley	Draft Crawley Borough Local Plan 2021-2037: Regulation 19 Consultation (2021)	Policy SD1: Presumption in Favour of Sustainable Development
		Policy CL2: Making Successful Places: Principles of Good Urban Design
		Policy CL3: Movement Patterns, Layout and Sustainable Urban Design
		Policy CL5: Development Briefs and Masterplanning
		Policy CL6: Structural Landscaping
		Policy CL7: Important and Valued Views
		Policy CL8: Development Outside the Built-Up Area
		Policy CL9: High Weald Area of Outstanding Natural Beauty
		Policy DD1: Normal Requirements of All Design
		Policy DD2: Inclusive Design
		Policy DD4: Tree Replacement Standards
		Policy DD5 Aerodrome Safeguarding
		Policy OS1: Open Space, Sport and Recreation
		Policy OS3: Rights of Way and Access to Countryside
		Policy GI1: Green Infrastructure
Tandridge	Our Local Plan 2033 Tandridge District Council	Policy TLP03: Green Belt
		Policy TLP32: Landscape Character
		Policy TLP33: Surrey Hills and High Weald Areas of Outstanding Natural Beauty

Administrative Area	Plan	Policy
Mole Valley	Draft Future Mole Valley 2020 to 2037 Proposed Submission Version (2021)	Policy EN1: Development in the Green Belt Policy EN4: Design and Character Policy EN8: Landscape Character

8.3. Consultation and Engagement

8.3.1 In September 2019, GAL submitted a Scoping Report to the Planning Inspectorate, which described the scope and methodology for the technical studies being undertaken to provide an assessment of any likely significant effects and, where necessary, to determine suitable mitigation measures for the construction and operational phases of the Project. It also described those topics or sub-topics which were proposed to be scoped out of the EIA process and provided justification as to why the Project would not have the potential to give rise to significant environmental effects on these.. The Scoping Report is provided in **ES Appendix 6.2.1: Scopinf Report** (Doc Ref. 5.3).

8.3.2 Following consultation with the statutory bodies, the Planning Inspectorate (on behalf of the Secretary of State) provided a Scoping Opinion on 11 October 2019. The Scoping Opinion is provided in **ES Appendix 6.2.2: Scoping Opinion** (Doc Ref. 5.3).

8.3.3 Key issues raised during the scoping process specific to landscape, townscape and visual resources are set out in **ES Appendix 8.3.1: Summary of Stakeholder Scoping Responses – Landscape, Townscape and Visual Resources** (Doc Ref. 5.3) and summarised in Table 8.3.1 of this chapter, together with details of how these issues have been taken into account within the ES.

Table 8.3.1: Summary of Scoping Responses

Details	How/where taken into account in ES
Extent of study area: Review 5 km radius study area when description of development is fixed and include 50 metre high stack at the Central Airfield Maintenance and Recycling (CARE) facility. (PINS ID 4.2.1) Agree study area with relevant consultees. Visual effects of overflying aircraft on heritage assets.	The 5 km radius study area is considered sufficient to inform the ES. A final location for the CARE facility boiler flue stack has been identified and a maximum height of up to 48m confirmed. A separate ZTV for the flue has been prepared, alongside a ZTV based on maximum parameters for all other significant buildings and infrastructure, as a worst case scenario to ensure the study area is sufficient to ensure all impacts that could give rise to potential significant effects on landscape, townscape and visual resources are assessed. Effects of overflying aircraft on heritage assets are addressed in **ES Chapter 7: Historic Environment** (Doc Ref. 5.1).
Extent of tranquility study area: Defined according to CAP1616. The assessment should take account of land elevation, which could result in aircraft over 7,000 feet above mean sea level being less than 7,000 feet above ground. (PINS ID 4.2.2)	The extent of the tranquillity study area has been determined through an appropriate methodology which applies the criteria in CAP1616 Appendix B to consider overflights from aircraft at up to 7,000 ft above local ground level. See also **ES Appendix 14.9.2: Air Noise Modelling** (Doc Ref. 5.3).
Refers to guidance documents. An Approach to Landscape Character Assessment (Natural England, October 2014) and Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute) (PINS ID 4.2.4)	Documents included in methodology in Section 8.4 of this chapter.
Zone of Theoretical Visibility: Relate to maximum parameters including flue stack and agreed with consultees. (PINS ID 4.2.5)	A final location for the CARE facility 48 metre high boiler flue stack has been included in a ZTV and, together with maximum parameters for all other proposed development, forms a worst case scenario to ensure the study area is sufficient to ensure that all impacts that could give rise to potential significant effects on landscape, townscape and visual resources have been assessed.
Methodology: To include Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) (Landscape Institute and Institute of Environmental Management and Assessment, 2013) (PINS ID 4.2.6)	Methodology set out in Section 8.4 of this chapter refers to GLVIA3 and clearly defines all criteria including sensitivity, magnitude and significance of effect.
Baseline studies: Describe surveys and studies undertaken, timing and if professional judgement applied. (PINS ID 4.2.7)	Baseline information has been gathered through a combination of desk studies, consultation and engagement and field surveys. Baseline photography includes

Details	How/where taken into account in ES
Agree with consultees.	summer/winter and day/night. See methodology in Section 8.4 of this chapter of the ES.
Representative viewpoints and visualisations: To include views from High Weald AONB, Kent Downs and Surrey Hills AONBs and Important Viewpoints identified in Crawley Borough Local Plan. (PINS ID 4.2.8)	Viewpoints include High Weald AONB and Tilgate Hill 'Important Viewpoint'. See Visual Resources in Section 8.6 of this chapter of the ES. Target Hill 'Important Viewpoint' was scoped out of assessment as there is no intervisibility with Gatwick. Additional viewpoint within the Surrey Hills AONB at Leith Hill included within baseline and assessment sections of ES chapter to demonstrate extent and nature of intervisibility with existing development at Gatwick and support use of a study area confined to a 5km radius, sufficient to capture all likely significant effects or effects greater than minor adverse. Viewpoint photography within Kent Downs AONB is not relevant to assessment of landscape, townscape and visual effects, due to the distance from Gatwick and lack of intervisibility. Appropriate preliminary visualisations have been undertaken in accordance with Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019).
Tranquility study area: Should be mapped on nationally designated landscapes and orientation and frequency of aircraft movements. An assessment of effects should include users of public rights of way and residents, during the day and night and within the South Downs National Park International Dark Skies Reserve, visitors to heritage assets and historic parks and gardens. (PINS ID 4.2.9)	The extent of the tranquillity study area has been determined through an appropriate methodology (to accommodate specific criteria in CAP1616 Appendix B, para B30 and B56) and incorporated into baseline data for nationally designated landscapes and character areas. See **ES Figure 8.4.3** (Doc Ref. 5.2) for the nationally designated landscape and character areas. Frequency of aircraft movements and general orientation of flights are illustrated in **ES Figures 8.6.3 to 8.6.7** (Doc Ref. 5.2) together with nationally designated landscapes. This informs the assessment including night-time effects and the South Downs National Park International Dark Skies Reserve in Section 8.9 of this chapter of the ES. Effects of overflying aircraft on heritage assets are addressed in **ES Chapter 7: Cultural Heritage** (Doc Ref. 5.1) of the ES.
Visible plumes and Residential Visual Amenity Assessment (RVAA): If a visible plume is produced it should be assessed and if a RVAA is undertaken it should be included in the LVIA. (PINS ID 4.2.10)	Due to the limited intervisibility of visual receptors within the study area and the very limited number of likely significant effects, none of which relate to long term effects on occupiers of residential properties, there is no requirement for an RVAA.

Details	How/where taken into account in ES
	The potential for a visible plume at the CARE facility has been assessed as part of the air quality modelling (see **ES Chapter 13: Air Quality** (Doc Ref. 5.1)). A maximum of 5 hours of visible plume are predicted annually and it is anticipated that there would be no visible plume greater than 20 m in length at any time of year or during any atmospheric conditions. This data has informed the scope of this assessment.
Assessment years and mitigation. Mitigation planting and its implementation should be defined and included in assessment of effects throughout assessment years, and any visualisations. (PINS ID 4.2.11)	Timing of proposed planting is defined, and the level of mitigation achieved throughout the assessment years is set out in Sections 8.8 and 8.9 of this chapter of the ES.
Lighting: Assessment should reference The Guidance Notes for the Reduction of Obtrusive Light (Institution of Lighting Professionals, 2011) (PINS ID 4.2.12)	A lighting framework has been prepared, which takes into account relevant guidance (see **ES Appendix 5.2.2: Operational Lighting Framework**: (Doc Ref. 5.3)). The document provides an overarching creative and technical framework for exterior lighting associated with the Project. Construction period lighting requirements are defined within **ES Appendix 5.3.2 Code of Construction Practice** (Doc Ref. 5.3). The ES chapter considers effects arising from construction and operational lighting, taking into account the two documents.

8.3.4 The PEIR was issued to inform the statutory consultation carried out on the Project in Autumn 2021. It presented the preliminary findings of the EIA process for the Project at that time. The consultation responses specific to the Landscape, Townscape and Visual Resources chapter to the PEIR and the way in which they have been taken into account in this ES chapter are set out in Table 8.3.2. Further detail of the consultation process for the Project and way the consultation responses have been taken into account is provided in the separate **ES Consultation Report** (Doc Ref. 6.1).

Table 8.3.2: Summary of Consultation in Response to the PEIR

Key Themes	How taken into account in ES
County Councils: West Sussex and Surrey	
Further representative viewpoints required, including Longbridge roundabout, edge of settlements and public rights of way.	Further candidate representative viewpoints have been agreed through subsequent engagment with stakeholders. A selection of these have been taken forward through the assessment within the ES (see Section 8.9). Viewpoints with no intervisibility have been identified in **ES Appendix 8.6.2** (Doc Ref. 5.3) for reference.

Key Themes	How taken into account in ES
ZTV methodology and outcome to be reviewed. Expand to cover Surrey Hills AONB (Leith Hill) and Kent Downs AONB.	Revised ZTVs have been generated for the Project at a wider geographic area to include nationally designated landscapes and specifically Leith Hill (see **ES Figure 8.4.2** (Doc Ref. 5.2)), which forms an additional representative viewpoint location to support the scope of this assessment and conclusions (see Section 8.9).
Undertake assessment of sequential effects on visual receptors using public rights of way.	Multiple representative viewpoints on the long distance promoted footpath of the Sussex Border Path demonstrate the potential for sequential effects on walkers within the study area (see **ES Figure 8.4.1** (Doc Ref. 5.2)).
Assess effects of visible plume from CARE facility and undertake Residential Visual Amenity Assessment.	Significant adverse effects on occupiers of residential properties would trigger the need for a RVAA. No significant long term effects are identified (See Section 8.9). The potential for a visible plume at the CARE facility has been assessed. A maximum of 5 hours of visible plume are predicted annually and it is anticipated that there would be no visible plume greater than 20 metres in length at any time of year or during any atmospheric conditions. No significant adverse effects are predicted.
Visual impacts of flood compensation area at Gatwick stream and surface access improvements at north and south terminal junctions.	An assessment of effects on visual receptors at Museum Field flood compensation area and attenuation ponds associated with the surface access improvements has been undertaken (see Section 8.9).
Greater design aspiration required for architecture and landscape and mitigation proposals.	Maximum parameter models have been assessed for elements within the Project (where necessary) and form an appropriate level of detail required for a DCO application (see Table 8.7.1). A greater level of detail is provided for the surface access improvements, in accordance with DMRB, including detailed drawings in **ES Appendix 5.2.1 Surface Access General Arrangement Plans:** (Doc Ref. 5.3) and illustrative landscape planting proposals in **ES Appendix 8.8.1, Outline LEMP** (Doc Ref. 5.3). A **Design and Access Statement (DAS)** (Doc Ref. 7.3) has been prepared to provide design quality control without being too restrictive for future design stages (the DAS is a separate DCO application document). Reinstatement of vegetation has formed an important mitigation measure for the Project. A detailed scheme of planting proposals does not form part of the DCO; however, the details of the landscape planting

Key Themes	How taken into account in ES
	proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as a DCO requirement in Schedule 2.
Loss of public open space and vegetation in Riverside Garden Park to be compensated for with new contiguous provision of space and inclusion of advanced planting.	The proposed noise barrier on the edge of Riverside Garden Park has been removed from the Project, enabling greater vegetation retention (further information is provided in **ES Chapter 3: Alternatives Considered** (Doc Ref. 5.1)). The effects on landscape character and visual amenity of permanent vegetation loss to accommodate the pedestrian access ramp are assessed within this assessment (See Section 8.9). The illustrative design of the surface access improvements has informed the scope of the assessment of landscape, townscape and visual effects within this chapter. Replacement public open space at car park B and Longbridge would provide mitigation and compensation for these effects (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)).
Dispute low level of sensitivity given to landscape character areas and the need to use the SCC Landscape Character Assessment.	The low level of sensitivity takes into consideration the existing airport and the nature of the development in this context. Levels of sensitivity within the SCC LCA are intrinsic and not scheme or location specific.
Dispute negligible magnitude of change due to a 20% increase in overflights in Surrey Hills AONB.	Table 8.8.1 in this chapter identifies the increase in overflights within the Surrey Hills AONB to be around one flight a day, which is considered to be a negligible magnitude of change in the perception of tranquillity.
Dispute low level of sensitivity given to occupiers of vehicles at Norwood Hill viewpoint.	Due to the location of vehicles at this point within a rural context the sensitivity of receptors has been increased to medium for this assessment (See Section 8.9).
Wireline photomontages requested for all viewpoints to be Landscape Institute Type 3 or 4.	Wireline photomontages to LI Type 3 guidance have been prepared for all representative viewpoints (See **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2)).
Local Authorities: Crawley, Tandridge, Horsham DC, Wealden DC, Sevenoaks DC, Tunbridge Wells BC, Mid Sussex DC, Mole Valley DC and Reigate and Banstead BC	
Further representative viewpoints required including footbridge over railway.	Further candidate representative viewpoints have been agreed through subsequent engagment with stakeholders. A selection of these, including a location on the footbridge, have been taken forward through the assessment within this chapter.

Key Themes	How taken into account in ES
Greater design aspiration required for architecture and landscape, and mitigation proposals.	Maximum parameter models have been assessed for elements within the Project (where necessary) and form an appropriate level of detail required for a DCO application (see Table 8.7.1). A greater level of detail is provided for the surface access improvements, in accordance with DMRB, including detailed drawings in **ES Appendix 5.2.1: Surface Access General Arrangement Plans:** (Doc Ref. 5.3) and illustrative landscape planting proposals in **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3). A **Design and Access Statement (DAS)** (Doc Ref. 7.3) has been prepared to provide design quality control without being too restrictive for future design stages (the DAS is a separate DCO application document). Reinstatement of vegetation has formed an important mitigation measure for the Project. A detailed scheme of planting proposals does not form part of the DCO however, the details of the landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as a DCO requirement in Schedule 2.
Loss of countryside within CBC must be replaced within borough.	Land at Pentagon Field would be returned to grazing land following spoil deposition. The Museum Field flood compensation area and adjoining fields would become a publicly accessible green space incorporating landscape and ecological enhancements (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)).
Object to development of sensitive location at Pentagon Field for decked car park.	The decked car park proposed at PEIR stage has been removed from the Project following consultation (see **ES Chapter 3: Alternatives Considered** (Doc Ref. 5.1)). Land at Pentagon Field would be returned to grazing land following spoil deposition (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)).
Loss of public open space and vegetation in Riverside Garden Park, at Longbridge roundabout and Church Meadows to be compensated for with provision of open space and landscape planting.	A very limited loss of land at Riverside Garden Park to accommodate a footpath access ramp and a very limited loss of land at Church Meadow to accommodate widened footway/cycleway would be compensated for by redevelopment of land at car park B as public open space and the creation of replacement public open space west of the River Mole linked by a footbridge (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)).
Review of visual effects on users of public right of way north of surface access contractor compound	Visual effects on walkers using public footpath 362a on the edge of Horley as a result of the Project during

Key Themes	How taken into account in ES
and cumulative effects with North Horley Business Park strategic allocation.	construction and when complete are assessed within this chapter (See Section 8.9). Cumulative visual effects of the Project and the proposed business park are also assessed within this chapter (see Section 8.11).
Dispute levels of effect on tranquillity within Surrey Hills AONB as a result of overflying aircraft.	Table 8.8.1 of this chapter identifies the increase in overflights within the Surrey Hills AONB to be around one flight a day which is considered to result in no more than a minor adverse level of effect (see Section 8.9).
Include relevant Tandridge and Horsham Local Plan policies and Landscape Character Areas within assessment.	Relevant local plan policies and landscape character areas taken into account where relevant for the assessment reported in this chapter (see Sections 8.6 and 8.9)).
Assessment should include change as a result of FASI-S and Heathrow programme and future baseline conditions.	**ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) discusses FASI-S in relation to the Project and also describes the future baseline for the Project. Due to current uncertainty around the proposal for a third runway at Heathrow Airport this is not considered for the main assessment however it is considered for potential cumulative effects with the Project in the event it does come forward (see **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1)).
Mitigation for wider effects beyond Gatwick Airport are required.	No mitigation measures have been included for land outside of the DCO boundary. However, land outside Gatwick Airport forms part of the development proposals, including landscape mitigation measures (see Section 8.8). The future baseline situation would include an aircraft fleet of quieter types (see **ES Appendix 4.3.1: Forecast Data Book** (Doc Ref. 5.3)). Therefore the adverse effects on the perception of tranquillity due to an increase in flights would be offset, to some extent, by the quieter fleet.
Define afteruse of construction compounds and include landscape mitigation.	Publicly accessible green space would be created in locations at car park B and Longbridge roundabout when the temporary construction compounds are removed, representing a benefit to the local community, Gatwick staff and visitors and biodiversity (see Sections 8.8 and 8.9).
Nationally designated landscape authorities: South Downs National Park Authority, High Weald AONB and Kent Downs AONB	

Key Themes	How taken into account in ES
Include South Downs Integrated Landscape Character Assessment 2020 within assessment.	Reference to SDILCA included in this assessment.
Dispute baseline tranquillity and assessment of effects on tranquillity within SDNP.	The ES includes an assessment of effects on the perception of tranquillity within the South Downs National Park (SDNP) based on four representative locations (See Section 8.9). The increase in overflying aircraft at less that 7000 ft above local ground level would range from 6% to 16% which equates to between 0.2 and 1.8 aircraft a day which is considered to result in minor adverse effects (see Table 8.8.1). Approximately half of the aircraft which currently overfly the SDNP are non-Gatwick.
Require assessment of light pollution and dark skies within SDNP including cumulative effects.	Any increase in lighting at Gatwick Airport would not affect the SDNP due to lack of intervisibility. The only possible effect that could be experienced is due to visible lights on overflying aircraft in clear weather conditions. The increase in aircraft numbers are defined above (see Table 8.8.1).
Design details required for architecture, landscape and mitigation proposals generally.	Maximum parameter models have been assessed for elements within the Project (where necessary) and form an appropriate level of detail required for a DCO application (see Table 8.7.1). A greater level of detail is provided for the surface access improvements, in accordance with DMRB, including detailed drawings in **ES Appendix 5.2.1: Surface Access General Arrangement Plans** (Doc Ref. 5.3) and illustrative landscape planting proposals in **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3), A Design and Access Statement (DAS) has been prepared to provide design quality control without being too restrictive for future design stages. Reinstatement of vegetation has formed an important mitigation measure for the Project. A detailed scheme of planting proposals does not form part of the DCO however, the details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as a DCO requirement in Schedule 2.
Request for compensation as a result of contrail effects on dark skies within SDNP.	The increase in overflying planes is minimal, as described above (see Table 8.8.1). No mitigation measure is proposed.
Claims no reference to ‘seeing/hearing’ aircraft within SDNP or effects on users within SDNP within PEIR.	The ES makes reference to these issues throughout the LTVIA reported in this chapter.

Key Themes	How taken into account in ES
Natural England	
Review methodology for ZTV and if it is clipped to a 5 km radius study area. Agreed 5 km radius and 17 representative viewpoints is appropriate for LTVIA.	Revised ZTVs have been generated for the Project at a wider geographic area to include nationally designated landscapes and specifically Leith Hill, which forms an additional representative viewpoint location to support the assessment conclusions within the LTVIA.
Methodology required for preparation of wirelines. Agreed maximum parameters are a worse case scenario.	Methodology for preparation of wirelines included within **ES Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology** (Doc Ref. 5.3).
Expand methodology to include magnitude and significance to support tranquillity assessment.	The methodology described in **ES Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology** (Doc Ref. 5.3) has been expanded to include greater detail for assessment of effects on the perception of tranquillity.
Add nationally designated landscapes to CPRE (The Countryside Charity) and SDNPA tranquillity mapping.	Nationally designated landscapes added to CPRE (The Countryside Charity) tranquillity mapping at **ES Appendix 8.6.3: CPRE Tranquillity Mapping** (Doc Ref. 5.3). Further mapping of SDNPA tranquillity is considered unnecessary as the increase in overflying aircraft would be between 0.2 and 1.8 aircraft a day.
Assessment of effects on nationally designated landscape to include special qualities and landscape character areas.	The assessment of effects on High Weald AONB includes special qualities and landscape character.
Clarify distinction between day and night time effects on tranquillity due to overflights.	The increase in overflights at up to 7,000 feet, compared to the future baseline scenario in 2032, is estimated to be up to approximately 20% during daytime and up to 10% during nightime.
Include mitigation for effects on tranquillity.	No mitigation measures have been included for land outside of the DCO boundary. However, land outside Gatwick Airport forms part of the development proposals, including landscape mitigation measures (see Section 8.8). The future baseline situation would include an aircraft fleet of quieter types. Therefore the adverse effects on the perception of tranquillity due to an increase in flights would be offset, to some extent, by the quieter fleet.

8.3.5 In June 2022 an additional consultation was undertaken to update stakeholders and the local community on the ongoing work and refinement to the Project proposals, which included a targeted, statutory consultation on the design changes to the proposed highway improvement changes. As these changes to the Project could lead to new or materially different significant environmental effects compared to those reported in the PEIR, an updated PEI was issued as

part of this additional consultation. The consultation responses specific to landscape, townscape and visual resources and the way in which they have been taken into account in this ES chapter are set out in Table 8.3.3. Further details of the consultation process for the Project and the way the consultation responses have been taken into account are provided in the separate Consultation Report.

Table 8.3.3: Summary of Consultation in Response to the Updated PEI

Key Themes	How Taken into Account in ES
Surrey County Council	
PEI identified potential for significant adverse landscape or visual effects due to noise barrier and vegetation removal.	The proposed noise barrier on the edge of Riverside Garden Park has been removed from the Project (see **ES Chapter 3: Need and Alternatives Considered** (Doc Ref. 5.1)), enabling greater vegetation retention. A vegetation retention strategy has formed a key mitigation measure within the design development process (See Section 8.8). Visually significant vegetation would be retained, where possible, subject to highway design and engineering requirements. The illustrative design of the surface access improvements has informed the scope of the assessment of landscape, townscape and visual effects within this chapter (see Section 8.9).
Further representative viewpoints are required at Longbridge, London Road and Riverside Garden Park to illustrate effects on residents and users of open space.	Two representative views at Longbridge, two on the A23 London Road/edge of Riverside Garden Park and one on the A23 have been included in the ES, in addition to locations within and adjacent to Riverside Garden Park included in the PEIR assessment. Photomontages have been prepared for all relevant representative viewpoints within the ES (See **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2)).
Construction phase photomontages are required to assess effects of construction compounds and infrastructure.	Photomontages prepared for the ES include maximum parameters for the seven temporary contractor compounds and no other temporary construction infrastructure (see **ES Figures 8.9.1 to 8.9.96** (Doc Ref. 5.2)).
Local Authorities: Mid Sussex DC, Mole Valley DC and Reigate and Banstead BC	
Effects on special qualities of the High Weald AONB should be included in the ES and methodology agreed with Mid Sussex DC.	Effects on special qualities of the High Weald AONB have been included in the ES (See Section 8.9). Table 8.3.2 identifies consultation with High Weald AONB.
The CARE is likely to form a discordant feature in the landscape. Request that detailed drawings of the	Photomontages based on maximum parameter models of the proposed CARE facility have been prepared and

Key Themes	How Taken into Account in ES
design and elevations of buildings and stack are included to demonstrate mass.	form an appropriate level of detail required for a DCO application (see **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2)). The ES includes an assessment of effects on landscape and townscape character and visual amenity as a result of the proposed CARE facility (see Section 8.9). A DAS has been prepared at ES (Doc Ref. 7.3) (this is a separate document for the DCO application) to provide design quality control without being too restrictive for future design stages.
PEI identified potential for significant adverse landscape or visual effects due to noise barrier, maintenance access, footpath access ramp and vegetation removal.	The proposed noise barrier on the edge of Riverside Garden Park has been removed from the Project (see **ES Chapter 3: Alternatives Considered** (Doc Ref. 5.1)), enabling greater vegetation retention. The effects on landscape character and visual amenity of permanent vegetation loss to accommodate the access ramp are assessed within the LTVIA. The illustrative design of the surface access improvements has informed the scope of the assessment of landscape, townscape and visual effects within this chapter (see Section 8.9).
Due to vegetation loss as a result of the surface access improvements semi mature tree planting is requested.	Reinstatement of vegetation has formed an important mitigation measure for the Project. A detailed scheme of planting proposals does not form part of the DCO (see Section 8.8). Landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as a DCO requirement in Schedule 2.
Vegetation loss and retention at Longbridge Roundabout.	East of Longbridge Roundabout a 10 to 25 metre wide strip of woodland would be retained and up to 25 metres of woodland would be removed (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)). The majority of vegetation loss would be temporary, for construction purposes, and would be largely reinstated as part of the Project. In time, the new planting, in combination with retained woodland, would screen and soften the surface access improvements (see Section 8.9). Existing trees within the roundabout would be removed due to the relocation of the junction further to the north-west. Reinstatement of tree and shrub planting would be restricted to the centre of the roundabout to achieve appropriate visibility.

Key Themes	How Taken into Account in ES
	Existing trees and shrubs to the north and west of the roundabout would be removed due to the relocation of the junction further to the north-west. Reinstatement of tree and shrub planting would be restricted to achieve appropriate visibility and to accommodate underground services (see **ES Appendix 8.8.1: Outline LEMP** (Doc Ref. 5.3)).
Candidate viewpoint photography for additional locations is welcomed however, winter photography is requested.	Winter photography has been undertaken for the viewpoints during the appropriate season.

8.3.6 Outside of the above-described public consultations, GAL also continued to engage with key stakeholders and during such engagement, key issues raised specific to landscape, townscape and visual resources are listed in Table 8.3.4, together with details of how these issues have been taken into account within the ES.

Table 8.3.4: Summary of Consultation and Engagement

Consultee	Date	Details	How taken into account in ES
Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Mid Sussex District Council, Surrey County Council and West Sussex County Council	20.8.2019	Presentation at Gatwick Airport of key aspects of Landscape, Townscape and Visual Resources within Scoping Report. No specific issues were raised in relation to this topic.	NA
Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Mid Sussex District Council, Surrey County Council and West Sussex County Council	3.2.2020	Presentation at Gatwick Airport of key aspects of Landscape, Townscape and Visual Resources baseline and assessment findings within PEIR. No specific issues were raised in relation to this topic.	NA
Natural England	25.6.2021	MS Teams Meeting. Presentation of landscape tranquility methodology based on CAA CAP 1616 Airspace Change document, and air quality HRA. Natural England recommended consultation with High Weald AONB.	NA
High Weald AONB Joint Advisory Committee	29.6.2021	Email to Landscape Officer seeking consultation on	NA

Consultee	Date	Details	How taken into account in ES
		methodology including landscape tranquility.	
High Weald AONB Joint Advisory Committee	1.7.2021	Email from High Weald AONB stating overall duty and purpose and specifically AONB Management Plan Objectives OQ4 and G3. Response referred back to two HWAONB consultation responses in 2019 regarding airspace modernization programme and Gatwick masterplan.	NA
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	29.7.2021	Presentation via MS Teams summarizing Landscape, Townscape and Visual Resources progress before Project pause due to Covid, current situation, any changes to assessment in PEIR and ongoing work.	NA
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	14.10.2021	Presentation via MS Teams to Land based Topic Working Group summarizing scope of Landscape, Townscape and Visual Resources assessment.	NA
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	10.05.2022	Presentation via MS Teams to Land based Topic Working Group setting out key themes raised by consultees during PEIR consultation and outline of proposed response to further work.	NA
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	9.06.2022	Presentation via MS Teams to Land based Topic Working Group providing an update on progress agreeing candidate representative viewpoint locations and photography. Draft photography circulated to consultees for feedback.	NA

Consultee	Date	Details	How taken into account in ES
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	29.06.2022	Presentation via MS Teams to Land based Topic Working Group setting out preferred approach to use of candidate viewpoints within ES.	NA
Crawley Borough Council, Surrey County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	26.9.2022	Presentation via MS Teams to Land based Topic Working Group summarising landscape mitigation and enhancement strategy.	NA
Crawley Borough Council, Surrey County Council, West Sussex County Council, East Sussex County Council, Kent County Council, Reigate and Banstead Borough Council, Mole Valley Borough Council, Tandridge Borough Council, Horsham Borough Council and Mid Sussex District Council	10.01.2023	Presentation via MS Teams to Land based Topic Working Group summarising additional representative viewpoints, wireline photomontages, sequential effects and special qualities of the High Weald AONB.	NA

8.4. Assessment Methodology

Relevant Guidance

8.4.1 As a matter of best practice, this assessment has been undertaken based on the relevant guidance on landscape and visual assessment. This includes:

- Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) (Landscape Institute and Institute of Environmental Management and Assessment, 2013);
- An Approach to Landscape Character Assessment (Natural England, 2014);
- Landscape Character Assessment – Guidance for England and Scotland (The Countryside Agency and Scottish Natural Heritage, 2002);
- Airspace Design: CAP 1616 (Civil Aviation Authority, 2021);
- Tranquillity – An Overview, Technical Information Note 1/17 (Landscape Institute, 2017); and
- Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019).

Scope of the Assessment

8.4.2 The scope of this ES has been developed in response to the PINS Scoping Opinion of 11 October 2019 and in consultation with relevant statutory and non-statutory consultees as detailed in Section 8.3, Table 8.3.1, Table 8.3.4 and Table 8.3.3. This chapter includes an appraisal of

the landscape, townscape and visual baseline conditions within the study area and their value and sensitivity to change as a result of the Project. The relevant aspects of the Project are described and the effects on landscape, townscape and visual resources assessed. Design development and mitigation measures are described which would minimise adverse effects. This chapter includes a summary of the methodology, with an extended version of the methodology contained within **ES Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology** (Doc Ref. 5.3).

8.4.3 Taking into account the scoping and consultation process, Table 8.4.1 summarises the issues considered as part of this assessment.

Table 8.4.1: Issues Considered within the Assessment

Activity	Potential Effects
Construction Phase (including Demolition): Landscape/Townscape Characters	
Construction and demolition activities (generally)	Change in character (to landscape designations/types/areas) as a result of construction activity (including lighting).
Construction of updated highway junctions	Change in character (to landscape designations/types/areas, specifically Riverside Garden Park) as a result of construction of upgraded highway junctions (including lighting).
Use of construction compounds and creation of mitigation areas	Change in character (to landscape designations/types/areas) as a result of use of construction compounds and creation of mitigation/enhancement areas (including lighting) beyond the existing airport boundary. Specifically, effects of new attenuation ponds/flood compensation areas excavation/River Mole floodplain and Museum Field/Brook Farm and Longbridge Roundabout/Church Meadows.
Construction Phase (including Demolition): Visual Effects	
Construction and demolition activities	Effects on views as a result of demolition and construction activity (including lighting). Scope of assessment focuses on the following elements of the Project that have some potential to result in significant effects on visual resources: construction of upgraded highway junctions, new hotels, office block and multi-storey car parks at South Terminal, attenuation ponds and use of construction compounds.
Operational Phase: Landscape/Townscape Character	
Use of airport, including upgraded highway junctions	Change in character as a result of operational activity (including perception of tranquillity). Scope of assessment focuses on the following elements of the Project that have some potential to result in significant effects on landscape/townscape: extension to North and South Terminals, new hotels, new office block, multi-storey and decked car parks, surface access improvements, attenuation ponds/River Mole floodplain and lighting.
Operational Phase: Visual Effects	
Use of airport,	Effects on views as a result of airport and operational activities, and moving and stationary aircraft (including effects on perception of tranquillity). Includes consideration of day time and

Activity	Potential Effects
including upgraded highway junctions	night time effects. Scope of assessment focuses on the following elements of the Project that have some potential to result in significant effects on visual resources: extension to North and South Terminals, new hotels, new office block, multi-storey and decked car parks, surface access improvements, attenuation ponds/River Mole floodplain, and lighting.

8.4.4 Effects which are not considered likely to be adverse have been scoped out of the assessment. A summary of the effects scoped out are presented in Table 8.4.2.

Table 8.4.2: Issues Scoped Out of the Assessment

Issue	Justification
Effects on seascape character	The West Sussex coastline is approximately 35 km from Gatwick Airport and lies outside the study areas, including the study area for overflying aircraft below 7,000 feet, which informs the assessment of effects on the perception of tranquillity. Therefore, there would be no change or impact on receptors within this area. This approach was agreed by the Planning Inspectorate in the Scoping Opinion of October 2019, at ID ref. 4.2.3 of the Aspect Based Scoping Tables.
Effects which may arise as a result of reconfiguration of internal spaces within existing buildings/structure, eg amendments to the cargo hall and redevelopment of internal spaces within North and South Terminals.	There would be no external works or changes to the buildings' appearance. Therefore, there is no pathway for impacts on landscape, townscape or visual amenity. No requirement for the assessment of impact on landscape character and visual amenity as a result of change to internal building spaces was made by the Planning Inspectorate in the Scoping Opinion of October 2019.
Effects on the perception of tranquillity within nationally designated landscapes as a result of overflying aircraft greater than 7,000 feet above local ground level.	Any change in baseline conditions as a result of the proposals is unlikely to make a significant contribution to adverse effects.

Study Area

8.4.5 The existing and proposed ZTVs have informed the extent of the study area to ensure that all landscape, townscape and visual receptors that may experience significant effects are captured (see **ES Figure 8.4.1** (Doc Ref. 5.2)). Following feedback received during consultation for the PEIR, ZTVs have been generated which extend beyond a 15 kilometre radius from the Project site boundary to identify the potential for intervisibility between development at Gatwick, the surrounding landscape and the visual receptors within it (see **ES Figure 8.4.2** (Doc Ref. 5.2)). Viewpoint photography at Leith Hill, located approximately 11.3 kilometres from the Project site within the Surrey Hills AONB, was undertaken to demonstrate the nature of very distant views from surrounding high land, of which Leith Hill is the highest in the south east of England. The limited visibility of development at Gatwick in the existing view and the likely barely perceptible change in the view as a result of the proposed development, together with the outcome of the assessment of visual receptors within the 5 kilometre radius, has informed the extent of the 5 kilometre radius study area as the main focus for the assessment within the ES.

8.4.6 The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within the 5 kilometre radius area. This has defined an appropriate study area to capture the relevant landscape, townscape and visual receptors that are likely to be affected by the Project and to ensure that all likely significant effects have been identified. The small size of the predicted visible plume from the CARE facility flue (up to 20 m length) and its infrequent nature (no more than 5 hours a year) has not led to an increase in the scope of the ZTV.

8.4.7 A separate wider study area has been established to coincide with overflying aircraft at height profiles up to 7,000 feet above ground level to address effects on the perception of tranquillity. This study area is considered appropriate to capture receptors in the wider rural landscape, including the High Weald AONB, Surrey Hills AONB, Kent Downs AONB and South Downs National Park (see **ES Figure 8.4.3** (Doc Ref. 5.2)).

Methodology for Baseline Studies

8.4.8 The baseline assessment includes an appraisal of the landscape and townscape within the study area and was undertaken between 2020 and 2022. The studies identify the landscape/townscape resources and character, including individual features, key characteristics and the wider landscape/townscape character. The baseline year for assessing overflights data which informs the assessment of effects on the perception of tranquillity is 2019, which was the last year of peak operations pre-Covid restrictions.

8.4.9 Baseline information on the landscape/townscape has been gathered through a combination of desk studies, consultation and field surveys.

Desk Study

8.4.10 The scope of work has included the following core activities:

- a review of relevant planning policy related to landscape/townscape and visual issues; and
- a desk study and web search of relevant background documents and maps, including reviews of aerial photography, web searches, county and local planning authority publications, National Park and AONB publications and relevant landscape character assessments for the Project site and study areas.

8.4.11 Documents used to inform the assessment include aerial photographs, Ordnance Survey maps and published landscape character assessments.

8.4.12 Relevant national, county and district landscape character assessments have been reviewed. Particular attention has been paid to the key landscape characteristics of the relevant landscape types/character areas and special qualities of the High Weald AONB, Surrey Hills AONB, Kent Downs AONB and South Downs National Park. Valued landscape resources have been identified at national and local levels.

Site-Specific Surveys

8.4.13 The scope of work has included the following field assessments and photographic surveys of the character and fabric of the Project site and its surroundings, and of the views available to and from the Project site. Field surveys allow a better understanding of the landscape, to determine its character, condition (quality), value and intrinsic sensitivity and identify visual receptors and visual

barriers. The surveys have established the landscape and townscape resources that combine to give the landscape and townscape a distinct sense of place.

8.4.14 A series of representative daytime summer and winter views and winter night time views have been identified. These are shown relative to the existing and theoretical ZTV's, landscape designations and PRoW network on **ES Figures 8.4.1, 8.4.2 and 8.4.4** (Doc Ref. 5.2) with panoramic photography at **ES Figures 8.4.5 to 8.4.37** (Doc Ref. 5.2). The representative viewpoints have been used to assess the potential visual impacts of the Project on the different range of views within or towards the Project site. The selected viewpoints include views within the Project site or from close quarters through to distant views in which the Project site is part of a wider landscape.

8.4.15 The landscape, townscape and visual assessment process has identified the existing 'baseline' and projected 'future baseline' condition, value and character of the landscape/townscape and its visual relationship with its surroundings, building on the initial appraisal of existing baseline conditions. The future baseline within the identified assessment years (see **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1)) as a result of committed or consented developments has also been described.

Tranquillity

8.4.16 This section reviews commentary and guidance on tranquillity assessment from key sources including the Landscape Institute, Natural England (and its predecessor the Countryside Agency) and CPRE (The Countryside Charity) (formerly the Campaign to Protect Rural England (CPRE)) to define tranquillity for the purposes of this chapter.

8.4.17 The assessment of effects on the perception of tranquillity has been informed by guidance contained within 'Tranquillity – An Overview, Technical Information Note 1/17'. (Landscape Institute, 2017). The Technical Information Note states that:

'Tranquillity is defined as a consideration in planning, particularly in England's NPPF and is a recognised factor in the landscape characterisation process. However, how it is actually considered in practice is not clear and there is limited documented evidence to demonstrate how tranquillity assessment is carried out'.

8.4.18 Professional judgement has been used to interpret the public perception of tranquillity, based on the following key aspects identified within the Countryside Agency's 'Research Paper CRN 92' (Countryside Agency, 2005) following a public perception study:

- perceived links to nature and natural features (seeing, hearing and experiencing);
- natural landscapes, open views and night skies;
- the importance of wildlife; and
- peace, quiet and calm - the absence of people and a feeling of 'getting away from it all'.

8.4.19 The perceptual aspects that the public considered not to be tranquil included the following:

- large concentrations of people;
- traffic including noise;
- industrial and commercial development;
- lighting; and
- low flying aircraft.

8.4.20 CPRE undertook tranquillity mapping between 1991 and 1995 to create the first map of tranquil areas. CPRE's definition of tranquillity includes:

'places that are sufficiently far away from the visual or noise intrusion of development or traffic to be considered unspoilt by urban influences'.

8.4.21 Subsequent mapping projects on behalf of CPRE included subjective factors to define relative levels of tranquillity as follows:

'remoteness from people, habitat type, presence and visibility of rivers and woodlands, presence and visibility of unnatural features and detractors, openness of the landscape, overhead skyglow and identification of noise sources'.

Assessment Criteria and Assignment of Significance

8.4.22 The significance of an effect is determined based on the sensitivity of a receptor and the magnitude of an impact. This section describes the criteria applied in this chapter to characterise the sensitivity of receptors and magnitude of potential impacts. The terms used to define magnitude and sensitivity are based on and have been adapted from those used in the Design Manual for Roads and Bridges (DMRB) methodology (Highways England *et al*., 2020), which is described in further detail in **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1).

Receptor Sensitivity/Value

8.4.23 The sensitivity of a landscape or townscape and its susceptibility to change vary according to the nature of the existing resource and the nature of the proposed change. Considerations of value, integrity and capacity are all relevant when assessing sensitivity. For the purpose of this assessment, these terms are defined as follows.

- Value: the relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a variety of reasons. Landscapes can be recognised through national, regional or local designation. Views tend not to be designated, but value can be recognised through a named location shown on a map, or through the creation of a parking lay-by or location of a bench to appreciate a view.
- Integrity: the degree to which the value has been retained, the condition and integrity of the landscape or the view.
- Capacity: the ability of a landscape, townscape or view to accommodate the proposed change while retaining the essential characteristics which define it.

8.4.24 Sensitivity, or susceptibility, are not readily graded in bands. However, in order to provide both consistency and transparency to the assessment process, Tables 8.4.3 and 8.4.4 below define the criteria which have guided the judgement as to the sensitivity of the receptor and the susceptibility to change.

8.4.25 The sensitivity of the landscape and townscape character areas to the type of change associated with the Project has been considered, based on guidance contained within GLVIA3. Table 8.4.3 below summarises criteria used to assess the sensitivity of the landscape to change.

Table 8.4.3: Landscape/Townscape Sensitivity Criteria

Sensitivity	Definition
Very High	Landscape/townscape value recognised by international or national designation. The landscape/townscape resource has very little ability to absorb change of the type proposed without fundamentally altering its present character and is of very high importance, rarity and value. Sense of relatively high levels of tranquillity or remoteness specifically noted in landscape character/tranquillity assessment. High sensitivity to disturbance specifically noted in landscape character assessment. The qualities for which the landscape/townscape is valued are in very good or good condition, with a clearly apparent distinctive character and absence of detractors. Very limited potential for substitution.
High	Landscape/townscape value recognised by national designation. The landscape/townscape resource has little ability to absorb change of the type proposed without fundamentally altering its present character and/or is of high importance, rarity or value. Sense of relatively high levels of tranquillity or remoteness specifically noted in landscape character/tranquillity assessment. High sensitivity to disturbance specifically noted in landscape character assessment. The qualities for which the landscape/townscape is valued are in good condition, with a clearly apparent distinctive character and absence of detractors. Limited potential for substitution.
Medium	Landscape/townscape value is recognised or designated locally. The landscape/townscape resource has moderate capacity to absorb change of the type proposed without significantly altering its present character and/or is of medium importance, rarity or value. The landscape/townscape is relatively intact, with a distinctive character and some detractors; and is reasonably tolerant of change. Sense of moderate levels of tranquillity or remoteness noted in landscape character/tranquillity assessment. Medium sensitivity to disturbance. Limited potential for substitution.
Low	The landscape/townscape resource is tolerant of change of the type proposed without detriment to its character and/or is of low importance, rarity or value. Landscape/townscape integrity is low, with a poor condition with the presence of detractors; and the landscape/townscape has the capacity to potentially accommodate high levels of change. Sense of relatively low levels of tranquillity or remoteness noted in landscape character/tranquillity assessment. Low sensitivity to disturbance.
Negligible	The landscape/townscape resource is tolerant of change of the type proposed without detriment to its character and/or is of low importance, rarity or value. Landscape/townscape integrity is low, with a poor condition and a degraded character with the presence of detractors such as dereliction; and the landscape/townscape has the capacity to potentially accommodate considerable change. Sense of relatively low levels of tranquillity or remoteness noted in landscape character/tranquillity assessment. Negligible sensitivity to disturbance.

8.4.26 The sensitivity of visual receptors has been assessed, based on guidance contained within GLVIA3. Sensitivity is dependent upon several factors including the location and context of the

viewpoint, whether views are continuous, fragmented, or intermittent (ie the dynamic nature of a view gained while travelling through an area), the importance of views and the occupation and activity of the visual receptor. Influences such as the number of receptors affected, popularity of views and the significance of the views in relation to valued landscapes or features also determine the importance of views.

Table 8.4.4: Visual Sensitivity Criteria

Sensitivity	Definition
Very High	Large number of viewers whose attention is very likely to be focused on the landscape within nationally designated landscapes where high levels of tranquillity are most likely to be experienced. Eg users of strategic recreational footpaths and cycleways; people experiencing views from important landscape features of physical, cultural or historic interest, beauty spots and picnic areas.
High	Large number of viewers whose attention is likely to be focused on the landscape. Includes areas within nationally designated landscapes where high levels of tranquillity may be experienced. Eg residents experiencing views from dwellings; users of strategic recreational footpaths and cycleways; people experiencing views from important landscape features of physical, cultural or historic interest, beauty spots and picnic areas. Occupiers of vehicles in highly scenic areas or on recognised tourist routes.
Medium	Viewers' attention may be focused on landscape, such as users of pavements, footways and secondary footpaths in urban areas, and people engaged in outdoor sport or recreation eg horse riding or golf. Occupiers of vehicles in rural areas.
Low	People at their place of work, or engaged in similar activities, whose attention may be focused on their work or activity and who may therefore be potentially less susceptible to changes in view. Occupiers of vehicles whose attention may be focused on the road.
Negligible	People at their place of work, or engaged in similar activities, whose attention may be focused on their work or activity and who may therefore be potentially less susceptible to changes in view. Occupiers of vehicles in urban areas.

Magnitude of Impact

8.4.27 The next stage of the assessment process has identified the potential magnitude of change to landscape or townscape character and views arising from the Project. The assessment distinguishes between landscape or townscape impacts and impacts upon views, based on guidance contained within GLVIA3. The former considers the impact upon landscape or townscape character, taking account of impacts upon the physical resource (landform, vegetation, pattern, etc.) and any impacts arising from the Project which would be sufficient to impact on the inherent character of a landscape or townscape area. The latter considers the impact on views perceived by people from publicly accessible locations. Potential impacts are also considered in terms of their duration ie whether they are permanent or temporary.

8.4.28 The magnitude or scale of change brought about by the Project upon both the existing landscape or townscape resource and upon views, both beneficial and adverse, has been assessed as set out in Table 8.4.5 below.

Table 8.4.5: Impact Magnitude Criteria

Magnitude of Impact	Definition
High	The proposed change forms a dominant or immediately apparent feature that would significantly alter and change view. Where there are substantial changes affecting the character of the landscape/townscape, or important elements through loss of or severe damage to key existing characteristics, features or elements. Proposed development within affected landscape/townscape. Scale, mass and form of development out of character with existing elements. Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements (adverse). Substantial change to sense of tranquillity due to proposed disturbance.
	Large scale or major improvement of landscape/townscape character or view; extensive restoration or enhancement of quality (beneficial).
Medium	The proposed change forms a prominent new element that would affect and change the view. The proposed development forms a visible and recognisable feature in the landscape/townscape. Proposed development is within or adjacent to affected landscape/townscape. Scale of development fits with existing features. Partial loss of/damage to key characteristics, features or elements, but not adversely affecting the integrity of landscape/townscape (adverse). Prominent change to sense of tranquillity due to proposed disturbance.
	Moderate scale improvement of landscape/townscape character or view; partial restoration or enhancement of quality (beneficial).
Low	The proposed change constitutes only a minor component of view, which is recognisable, although might be missed by the casual observer. Awareness of the proposed change would not change the overall nature and character of the view. Receptor may be located at distance from the Project. Minor loss of, or alteration to, one (maybe more) key characteristics, features or elements (adverse). Minor change to sense of tranquillity due to proposed disturbance.
	Minor benefit to, or addition of, one (maybe more) key landscape/townscape characteristics, features or elements or improvement in quality of view due to partial restoration or enhancement (beneficial).
Negligible	Only a very small part of the proposed change would be discernible, and/or it is at such a distance that it would be scarcely appreciated. Consequently, it would have very little effect on view. The effect of change on the perception of the landscape/townscape, the physical characteristics, features or elements is barely discernible (adverse). Barely discernible change to sense of tranquillity due to proposed disturbance.
	Very minor benefit to or positive addition of one or more landscape/townscape characteristics, features or elements (beneficial).

Magnitude of Impact	Definition
No Change	No loss of or alteration to landscape/townscape characteristics, features or elements or sense of tranquillity; no observable adverse or beneficial impact.

Significance of Effect

8.4.29 The significance of the effect upon landscape, townscape or visual resources has been determined by taking into account the sensitivity of the receptor and the magnitude of the impact. The method employed for this assessment has taken into account the matrix presented in Table 8.4.6. The assessment matrix provides a framework for the assignment of levels of effect for each impact identified, together with professional judgement. Where a range of significance levels are presented, the final assessment for each effect is based upon professional judgement.

8.4.30 In all cases, the evaluation of receptor sensitivity, impact magnitude and significance of effect has been informed by professional judgement and is underpinned by narrative to explain the conclusions reached.

8.4.31 For the purpose of this assessment, any individual effects with a significance level of moderate or less are not considered to be significant.

Table 8.4.6: Assessment Matrix

Sensitivity	Magnitude of Impact				
	No Change	Negligible	Low	Medium	High
Negligible	No change	Negligible	Negligible or Minor	Negligible or Minor	Minor
Low	No change	Negligible or Minor	Negligible or Minor	Minor	Minor or Moderate
Medium	No change	Negligible or Minor	Minor	Moderate	Moderate or Major
High	No change	Negligible or Minor	Minor or Moderate	Moderate or Major	Major or Substantial
Very High	No change	Minor	Moderate or Major	Major or Substantial	Substantial

8.4.32 A description of the levels of effect is provided below:

- Substantial: Where the proposed changes cannot be mitigated; would be completely uncharacteristic and would substantially damage the integrity of a valued and important landscape or townscape, or the ability to perceive high levels of tranquillity. Where the proposed changes would form the dominant feature or would be completely uncharacteristic and substantially change the scene in highly valued views. Only adverse effects are normally assigned this level of significance.
- Major: Where the proposed changes cannot be fully mitigated; would be uncharacteristic and would damage a valued aspect of the landscape or townscape, or the ability to perceive relatively high levels of tranquillity. Where the proposed changes would form a major part of

the view, or would be uncharacteristic, and would alter valued views. These beneficial or adverse effects are considered to be very important considerations.

- Moderate: Where some elements of the proposed changes would be out of scale or uncharacteristic of an area, or would result in an immediately identifiable reduction in the perception of levels of tranquillity. Where the proposed changes to views would be prominent, out of scale or uncharacteristic with the existing view. These beneficial or adverse effects may be important factors. The cumulative effects of such factors may lead to an increase in the overall adverse effect on a particular resource or receptor.
- Minor: Where the proposed changes would be at slight variance with the character of an area or result in a slight reduction in the perception of tranquillity. Where the proposed changes to views would be recognisable or at slight variance with the existing view. These beneficial or adverse effects may be raised as local factors and may inform the subsequent design of the Project.
- Negligible: Where the proposed changes would be barely discernible within the landscape/townscape or have a barely discernible influence over a landscape/townscape, or result in a barely discernible reduction in the perception of tranquillity. Where the proposed changes would be barely discernible within the existing view.

8.4.33 In the assessment those levels of effect indicated as being 'substantial' or 'major' may be regarded as significant effects for EIA purposes. An accumulation of individual 'moderate' effects, for instance experienced by a visual receptor during a journey, may also be regarded as a significant sequential effect when considered in combination. Where negligible adverse and beneficial effects occur within the same view or same landscape/townscape, the effect may be described as neutral on balance.

8.4.34 Long term, day time operational effects form the primary focus of this assessment as these are most likely to result in significant effects. All assessment conclusions are supported by reasoned justification.

8.5. Assumptions and Limitations of the Assessment

8.5.1 Assumptions associated with the assessment of landscape and visual effects are based on either:

- the ability to retain existing vegetation to protect landscape or townscape character and screen views of the Project and/or existing development at Gatwick Airport;
- the need to completely remove existing vegetation to provide suitable access for construction activities and/or to accommodate the Project; and/or
- the provision of mitigation planting to replace removed planting and, in the long term, restore or enhance character and screen views of the Project and/or existing development at Gatwick Airport.

8.5.2 The assessment scenarios that have been assumed for specific elements of the Project are described below and the approach to mitigation and enhancement measures is defined in Section 8.8 of this chapter.

8.5.3 Partial retention of existing vegetation in the following areas:

- A23/M23 spur surface access improvements corridor (North Terminal, South Terminal and Longbridge Roundabouts);

- South Terminal hotel/car park H and office block;
- Pentagon Field spoil deposition area;
- Replacement Purple Parking at Car Park X;
- Gatwick Museum flood compensation area;
- Gatwick Stream flood storage area; and
- Car Park B public open space.

8.5.4 Complete vegetation removal:

- construction compounds;
- CARE facility;
- noise mitigation feature; and
- River Mole diversion.

8.5.5 Mitigation planting proposals included within the following areas:

- Pentagon Field spoil deposition area;
- North and South Terminal roundabout and Longbridge roundabout improvements, including Riverside Garden Park;
- Car Park B public open space;
- noise bund and wall at the western end of the runway;
- relocation of Pond A;
- flood compensation at Museum Field and Brook Farm;
- replacement parking at Car Park X (Purple Parking);
- South Terminal and North Terminal extensions and forecourts;
- CARE facility;
- new hangar;
- River Mole diversion works; and
- North Terminal Long Stay decked car parking.

8.5.6 No assumptions and limitations have been identified in the preparation of this chapter with regard to landscape, townscape and visual resources that have prevented an assessment of the potential effects being made for the purposes of this chapter of the ES.

8.6. Baseline Environment

Current Baseline Conditions

Topography

8.6.1 Landform elevation (height) throughout the study area is shown on **ES Figure 8.6.1** (Doc Ref. 5.2). The Low Weald landscape extends over much of the study area. The landform is smooth and gently undulating with occasional rounded low hills interrupting an otherwise low-lying landscape. Gatwick Airport lies within this landscape, occupying a relatively level area at about 60 metres above ordnance datum (AOD). Occasional higher hills, such as the Low Weald hills to the west of Gatwick Airport rise to about 120 metres AOD. The large settlement of Crawley lies immediately to the south of Gatwick rising to about 70 metres AOD. Further south east the landform rises again to the High Weald AONB to between 140-160 metres AOD. The landscape of the AONB is visible from the Weald as an escarpment.

8.6.2 The most notable watercourse within the study area is the River Mole which rises to the south west of the airport near Rusper before flowing north to the River Thames. The watercourse is culverted beneath the runway and emerges to flow through a naturalised linear green space on the north western side of Gatwick Airport. Crawter's Brook flows through the southern edge of Gatwick Airport around the fringes of Lowfield Heath before joining the River Mole culvert. Gatwick Stream rises in the Worth Forest in the High Weald AONB and flows through the eastern part of Gatwick Airport, east of the railway via South Terminal, to Riverside Garden Park and its confluence with the River Mole. Man's Brook flows south of Charlwood, easterly through Brook Farm into the River Mole diversion.

Land Use

8.6.3 Due to the scale and nature of development at Gatwick, the airport forms its own distinctive and well-defined urban townscape (see **ES Figure 8.6.2** (Doc Ref. 5.2)). Gatwick Airport extends over an area of 850 hectares and occupies the majority of land within the Project site boundary. The remainder of the land within the Project site boundary is formed of smaller areas of farmland and open space beyond the current airport boundary. The majority of the land within the Project site is flat and open, occupied by runways, taxiways, stands, surface car parking and mown grassland. The main built form is located at the North Terminal and South Terminal clusters. Architectural treatments and materials vary throughout the Project site, forming a varied built form typical of an international airport which has evolved and expanded over time. Several large aircraft hangars, a cargo hall, hotels, multi-storey car parks and control towers form other large scale or prominent buildings within the airport. The M23 spur forms the main road transport route into the airport from the east, linking the M23 to the South Terminal and the A23 to the North Terminal and surrounding settlements. The London to Brighton railway passes through the Project site on a north-south alignment, linking to the Gatwick Airport Station. There are earth bunds in various locations along the western airport perimeter which provide acoustic and visual screening of the airport. They are visible only locally and contrast with the natural landform.

8.6.4 Gatwick Airport, in the vicinity of the terminals, stands and car parks, is a well-lit environment for the practical and safe function of the airport. Lighting columns are located along the A23 surface access roads, internal circulatory roads and within car parks. Light sources are also located within all terminal buildings, hotels, multi-storey car parks, hangars and ancillary buildings and are visible at night through windows and doors. Lighting on aircraft and cars forms moving sources of light within and around the airport.

8.6.5 Due to the large number and scale of passenger aircraft at stands and piers across the airport, aircraft form a significant and distinctive element of the character of Gatwick Airport.

8.6.6 The main areas of green infrastructure are associated with the River Mole to the north west and the land to the east of the railway and south of South Terminal. The broad, naturalised riparian corridor through which the River Mole flows includes the sinuous watercourse, wet meadow terraces and marginal habitats, and belts of native tree and shrub planting. Open areas of grassland and grazing land are located on the eastern edge of the Project at Pentagon Field. Mature hedgerows define many of the perimeters of car parks and form remnants of the agricultural landscape. Mature tree, shrub and amenity planting is associated with the North and South Terminals and the A23 surface access network. The green infrastructure throughout the Project site combines to form an attractive and diverse element of the airport.

8.6.7 Important landscape features which formerly lay within the Project site boundary at PEIR stage but are now outside the boundary include a small block of mature, ancient woodland at Brockley Wood east of the River Mole. A larger area of green infrastructure to the east of the railway is also now located outside of the Project site boundary. Blocks of mature woodland, some of which is designated as ancient, is located at Horleyland Wood and Upper Pickett's Wood, outside of the Project site. These features are linked by woodland belts, hedgerows and copses to form an extensive network of native trees and shrubs which merge with neighbouring gardens of residential properties and form a well treed context for the airport. Open areas of grassland at the surface water attenuation feature south of the Crawley Sewage Treatment Works are now located outside of the Project ste boundary to the south.

8.6.8 Land within the Project site boundary that lies outside of Gatwick Airport includes the Riverside Garden Park. This is a public open space which separates Gatwick Airport and the residential edge of Horley. The space comprises informal mature woodland, trees, amenity planting, grassland and lakes. A small area of public open space at Church Meadows and grazing land west of the River Mole are surrounded by mature hedgerows and trees and lie north of the Longbridge roundabout on the A23. Several fields of grazing land surrounded by hedgerows and trees lie to the west between the River Mole, Horley Road and Gatwick Aviation Museum. A separate area comprising several fields of grazing land surrounded by hedgerows and trees lies to the north of the A23 at the South Terminal roundabout.

8.6.9 Apart from the woodlands and parts of the River Mole corridor, the character of the Project site is intensely urban, particularly within and around the development clusters at the terminals.

Public Rights of Way

8.6.10 Several public rights of way are located within the Project site (see **ES Figure 8.4.4** (Doc Ref. 5.2)). Public footpath 346 forms the longest route linking the North and South Terminals via Perimeter Road and continuing along the A23 to the River Mole crossing. The route continues south along the river and joins the Horley Road at the Bear and Bunny Nursery. A small section of footpath 347 links footpath 346 to Horley Road via woodland planting. Footpath 355 lies parallel to the eastern side of the railway line south of the A23. This footpath links with footpaths 360, 361 and 359 which lie adjacent to hedgerows and trees surrounding car parks and passes through Upper Picketts Wood and between residential properties to connect to Radford Road. Other footpaths associated with this area of green infrastructure east of the railway line, including 360 and 358, pass through woodlands and between attenuation ponds. Footpath 359 extends north to follow the western and northern edge of grazed land at Pentagon Field. Footpath 367 passes through the proposed construction compound site north of the M23 linking Balcombe Road and Fernhill Road. Footpath 574 passes through Church Meadows, between the cemetery and Longbridge roundabout west of Horley.

8.6.11 The Sussex Border Path long distance route coincides with many of these definitive rights of way to form a continuous route linking Russ Hill and Charlwood in the west to the M23 in the east via the airport.

8.6.12 National Cycle Route 21 passes through Horley and the Riverside Garden Park, beneath the A23 and the Inter-Terminal Transit System (ITTS) and continues south between the A23 and railway to Crawley.

Landscape Designations

8.6.13 Gatwick Airport is located outside of any designated AONB or National Park. There are three AONBs and a National Park within the wider study area (see **ES Figure 8.4.3** (Doc. Ref 5.2)) comprising:

- High Weald AONB;
- Surrey Hills AONB;
- Kent Downs AONB; and
- South Downs National Park.

8.6.14 The landscapes within these designated areas are relevant to the assessment of the influence of overflying aircraft on the perception of tranquillity.

8.6.15 The primary purpose of the AONB designation is to conserve and enhance natural beauty, maintain a thriving community life and promote understanding of the area's special qualities.

High Weald Area of Outstanding Natural Beauty Management Plan 2019 to 2024

8.6.16 The High Weald AONB extends over a broad swathe of south east England from Horsham in the west to Rye in the east. The AONB is located approximately 3 km to the south east of the Project site, separated from the airport by the town of Crawley. The designation extends over a large part of the study area between approximately 5 km and 15 km to the south and east of the airport.

8.6.17 The High Weald Joint Advisory Committee make the following commitments within the High Weald Area of Outstanding Natural Beauty Management Plan 2019 – 2024 (High Weald Joint Advisory Committee, 2019):

- *'Use the plan to assess whether activities in the 'setting' of the High Weald affect land in the AONB'.*
- *'Use the plan to identify effects of proposed development on the AONB helping ensure development is 'landscape-led' and contributes to conserving and enhancing natural beauty'*.

8.6.18 The Management Plan's Statement of Significance identifies the five defining components of the High Weald which comprise its special qualities, which are as follows.

- *'Geology, landform and water systems: a deeply incised, ridged and faulted landform of clays and sandstone with numerous gill streams.*
- *Settlement: dispersed historic settlements including high densities of isolated farmsteads and late medieval villages founded on trade and non-agricultural rural industries.*
- *Routeways: a dense network of historic routeways (now roads, tracks and paths).*
- *Woodland: abundance of ancient woodland, highly connected and in small holdings.*
- *Field and Heath: small, irregular and productive fields, bounded by hedgerows and woods, and typically used for livestock grazing; with distinctive zones of lowland heaths, and inned river valleys'*.

8.6.19 The Management Plan also defines 'Other Qualities' as follows:

'These include locally distinctive features which enrich the character components such as historic parks and gardens, orchards, hop gardens, veteran trees along with the rich and varied biodiversity and a wide range of appealing and locally distinctive historic

buildings including oast houses, farm buildings, Wealden Hall houses and their associated features such as clay-tile cat slide roofs. People value the wonderful views and scenic beauty of the High Weald with its relative tranquillity. They appreciate the area's ancientness and sense of history, its intrinsically dark landscape with the opportunity to see our galaxy – the Milky Way – and the ability to get close to nature through the myriad public rights of way'.

8.6.20 A key issue defined for 'Other Qualities' which is relevant to the assessment is as follows:

'Development including traffic, noise and light pollution, degrading the AONB's tranquil and dark qualities'.

8.6.21 The Objective identified is OQ4:

'To protect and promote the perceptual qualities that people value'.

8.6.22 The rationale is;

'To ensure that the special qualities people value, such as tranquillity, dark skies, sense of naturalness and clean air, are recognised and taken account of in AONB management'.

8.6.23 Areas of landscape within the High Weald AONB that lie closer to Gatwick Airport and the large settlement of Crawley are influenced by a combination of the expanse of development, the concentration of people, the movement of traffic and overflying aircraft, the light generated by these and the noise from aircraft. A combination of these elements influences the level of perceived tranquillity. This area of landscape coincides, to a limited extent, with the ZTV for the Project within a 5 km radius and forms part of the wider study area for overflying aircraft less than 7,000 feet above ground level.

Surrey Hills Area of Outstanding Natural Beauty Management 2020 to 2025

8.6.24 The Surrey Hills AONB extends over an area of upland landscape which links to the South Downs National Park to the west and the Kent Downs AONB to the east. Parts of the AONB at Dorking, Reigate and Redhill are located within the wider study area for overflying aircraft.

8.6.25 The Surrey Hills Area of Outstanding Natural Beauty Management Plan 2020 to 2025 (Surrey Hills AONB Board, 2020) includes a section 'Defining the natural beauty of the Surrey Hills AONB'. The key characteristics are as follows:

'Although the Surrey Hills is now one of the most wooded of the nationally protected areas in the country, it is still an intriguingly diverse landscape characterised by hills and valleys, traditional mixed farming, a patchwork of chalk grassland and heathland, sunken lanes, picturesque villages and market towns. It has associations with many of the country's great artists, writers, musicians and designers. It is often regarded as the first real countryside south of London and is a rural retreat for many thousands of daily commuters'.

'The Hills stretch across the chalk North Downs that run from Farnham in the west, above Guildford, Dorking and Reigate, to Oxted in the east. They contain a mosaic of

woodland, scrub and open downland with combes, spring lines, chalk pits, quarries and striking cliffs. To the south are the Greensand Hills that include Black Down, the Devil's Punch Bowl and Leith Hill, with ancient sunken lanes and geometric fields that have been enclosed from heaths and wooded commons. In between are the valleys of the Wey, Tillingbourne and Mole rivers, and heaths of Frensham, Thursley and Blackheath. The Low Weald forms the southern fringe of the Area of Outstanding Beauty, with its extensive woodlands and small irregular fields, hedgerows and wooded shaws'.

'Although geology, soils and climate have created the bones of the landscape, the appearance of the Surrey Hills has been shaped for centuries by the changing patterns of land use and settlement. Over much of the Surrey Hills the historic settlement pattern remains largely intact: small picturesque villages of Saxon and medieval origin in the valleys; isolated farmsteads on chalk slopes, valley bottoms and in clearings won from the woodland; large country houses with designed landscapes including parklands; market towns; and remnants of seventeenth and eighteenth century industry'.

8.6.26 The 11 features, listed in order, that define the special character of the Surrey Hills, based on consultation feedback during the preparation of the Management Plan are as follows:

- views;
- woodland;
- heathland;
- tranquillity;
- commons;
- downland;
- country lanes;
- farmland;
- dark skies
- historic buildings; and
- parkland.

Kent Downs Area of Outstanding Natural Beauty Management Plan 2014 to 2019

8.6.27 The Kent Downs AONB extends over a band of landscape associated with the M25 and M20 around Sevenoaks and east to Rochester.

8.6.28 Special qualities are defined in the Kent Downs Area of Outstanding Natural Beauty Management Plan 2021 to 2026 (Kent Downs AONB Unit) as follows.

- Dramatic landform and views – Impressive south facing steep scarp slopes of chalk, hidden dry valleys, open plateaux, river valleys and iconic chalk cliffs. 'Breathtaking', long-distance panoramas.
- Biodiversity rich habitats – Rich mosaic of semi-natural chalk grassland, ancient semi-natural woodland, traditional orchards, chalk cliffs and sea platform, chalk rivers, wet pasture, spring lines, heath and acid grassland.
- Farmed landscape – Mixed farming including pasture, orchards, hop gardens, arable crops and horticulture.

- Woodland and trees – Deciduous and mixed woodland on the upper scarp slopes, dry valleys and plateaux tops. Over half the woodland is ancient and includes extensive coppiced sweet chestnut.
- A rich legacy of historic and cultural heritage – Distinctive architecture of villages, farmsteads, oasthouses, barns, churches and country houses using a range of materials including flint, chalk, Ragstone, timber and tile. Ancient network of fields, hedges, droveways and sunken lanes.
- Geology and natural resources – Imposing landform of the Kent Downs. Soils and geology are important for agriculture, biodiversity and water resources. Fresh air experienced throughout the AONB.
- Tranquillity and remoteness – Surprisingly tranquil and remote countryside offering dark night skies, space, beauty and peace.

8.6.29 A recurrent theme in the Kent Downs AONB is that of tranquillity and remoteness. The Management Plan states that:

'The perception of being away from the noise, sights and smells of modern life is a much valued feature of many parts of the AONB where people can refresh body and soul. National tranquillity mapping carried out by the CPRE and more recently by Winchester University has confirmed that the Kent Downs offers important areas of relative tranquillity'.

The Management Plan also identifies that:

'*One way that the Kent Downs is currently impacted is as a result of several main flight paths passing over the AONB; the impact of overflying airplanes on landscape tranquillity can be significant, especially where background noise is otherwise low*'.

South Downs National Park

8.6.30 The South Downs National Park Authority adopted the South Downs Local Plan 2014 to 2033 in July 2019.

8.6.31 The National Parks' statutory purposes and duty are *'To conserve and enhance the natural beauty, wildlife and cultural heritage of the area'* and *'To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public'*.

8.6.32 The Local Plan defines seven special qualities as follows:

- diverse, inspirational landscapes and breathtaking views;
- distinctive towns and villages, and communities with real pride in their area;
- well-conserved historical features and a rich cultural heritage;
- great opportunities for recreational activities and learning experiences;
- tranquil and unspoilt places;
- a rich variety of wildlife and habitats including rare and internationally important species; and
- an environment shaped by centuries of farming and embracing new enterprise.

8.6.33 The study area for the assessment of effects on tranquillity within the National Park coincides predominantly with the Western Weald character area and also smaller parts of the Greensand Hills, Sandy Arable Farmland and Major River Floodplains (River Arun) character areas which collectively lie within the Low Weald landscape character type (LCT). The Western Weald is

described as *'made up of wooded hills, deep valleys and open heaths linked by sandy sunken lanes. It includes Black Down, which is the highest point in the National Park'*. Whilst the Local Plan includes strategic policies regarding safeguarding views, relative tranquillity and dark night skies (the entire National Park is defined as an International Dark Sky Reserve) these are concerned with development within the National Park and do not refer to the existing or proposed effects of overflying aircraft.

South Downs National Park Authority Tranquillity Study 2017

8.6.34 This study (South Downs National Park Authority, 2017) was undertaken to provide an evidence base to inform local planning policy and help the South Downs National Park Authority to protect and enhance areas of high tranquillity within the National Park.

8.6.35 Within this report, tranquillity is defined thus:

'Tranquillity is considered to be a state of calm, quietude and is associated with a feeling of peace. It relates to quality of life, and there is good scientific evidence that it also helps to promote health and well-being. It is a perceptual quality of the landscape, and is influenced by things that people can both see and hear in the landscape around them'.

8.6.36 The tranquillity mapping exercise undertaken for the study identified the relative tranquillity of the landscape of the South Downs National Park and does not form a comparison with other areas of the country. The study identifies both visible and audible factors and both positive and negative factors and divides the National Park into three categories:

- *'Areas of highest tranquillity – should demonstrate that they conserve and enhance factors that contribute to relative tranquillity.*
- *Areas of intermediate tranquillity – are often those areas most vulnerable to change, should avoid further harm and take every opportunity to enhance it.*
- *Areas of lowest tranquillity – are often within or on the edge of urban areas, may have limited scope for enhancing tranquillity but opportunities for enhancement should be taken wherever possible'*.

8.6.37 Appendix 2 of the study includes tranquillity factors assessed within the South Downs National Park. These include negative factors defined within the study as '*seeing*', relating to overflying aircraft, as follows:

- *'low flying aircraft – aircraft are visible flying at low altitudes (estimated up to 7,000 feet)*;
- *high altitude aircraft – aircraft are visible at altitudes (estimated 7,000 feet or more)*;
- *low flying aircraft – clear audible noise from low flying aircraft can be heard'*; and
- *'high altitude aircraft – noise from high altitude aircraft can be heard at all'* (locations).

8.6.38 The tranquillity scores formed the output from the study, including a combination of the desktop Campaign to Protect Rural England data and the field based South Downs National Park Authority data. Areas of the National Park which are overflown by aircraft at up to 7,000 feet above ground level include land defined by the South Downs National Park Authority as low, intermediate and high tranquillity. Low tranquillity areas are associated with development within and around settlements and transport corridors. High tranquillity areas are rural and located away from settlements and transport corridors. Areas of intermediate tranquillity are located outside of

settlements and transport corridors but are not in completely rural areas. The author considers that the data within the South Downs National Park Authority Tranquillity Study 2017 indicate that the presence of overflying aircraft is not a primary influence on the levels of tranquillity experienced within the National Park.

Landscape Character

National Character Areas

8.6.39 Gatwick Airport and its immediate landscape context are located within the Low Weald National Character Area 121, as defined in Natural England's National Character Area (NCA) profiles which divide England into 159 Joint Character Areas (see **ES Figure 8.4.2** (Doc Ref. 5.2)). Other character areas within the wider study area include High Weald NCA 122, Wealden Greensand NCA 120 and North Downs NCA 119. The national character areas provide a broad character context for the analysis of the baseline conditions and help to provide a common link between the baselines of the large scale of the wider study area for the assessment of tranquillity and the much smaller 5 km radius study area for the assessment of effects at the airport. The key characteristics of these areas are described below.

Low Weald

8.6.40 The Low Weald forms a broad arc of landscape south of London which wraps around the High Weald and extends to the coastline at the Pevensey Levels. Key characteristics include the following.

- Broad, low-lying, gently undulating clay vales with outcrops of limestone or sandstone providing local variation.
- The underlying geology has provided materials for industries including iron working, brick and glass making, leaving pits, lime kilns and quarries. Many of the resulting exposures are critical to our understanding of the Wealden environment.
- A generally pastoral landscape with arable farming associated with lighter soils on higher ground. Land use is predominantly agricultural but with urban influences, particularly around Gatwick, Horley and Crawley.
- Field boundaries of hedgerows and shaws (remnant strips of cleared woodland) enclosing small, irregular fields and linking into small and scattered linear settlements along roadsides or centred on greens or commons. Rural lanes and tracks with wide grass verges and ditches.
- Small towns and villages are scattered among areas of woodland, permanent grassland and hedgerows on the heavy clay soils where larger 20th-century villages have grown around major transport routes.
- Frequent north–south routeways and lanes, many originating as drove roads, along which livestock were moved to downland grazing or to forests to feed on acorns.
- Small areas of heathland particularly associated with commons. Also, significant historic houses often in parkland or other designed landscapes.
- The Low Weald boasts an intricate mix of woodlands, much of it ancient, including extensive broadleaved oak over hazel and hornbeam coppice, shaws, small field copses and tree groups, and lines of riparian trees along watercourses. Veteran trees are a feature of hedgerows and in fields.
- Many small rivers, streams and watercourses with associated watermeadows and wet woodland.

- Abundance of ponds.
- Traditional rural vernacular of local brick, weatherboard and tile-hung buildings plus local use of distinctive Horsham slabs as a roofing material. Weatherboard barns are a feature.

High Weald

8.6.41 The High Weald NCA 122 coincides predominantly with the upland areas of the High Weald AONB which are described in detail at paragraphs 8.6.16 to 8.6.20 and is therefore not repeated here.

Wealden Greensand

8.6.42 The Wealden Greensand NCA 120 is a linear landscape that forms a transition between the Low Weald to the south and the North Downs to the north. Key characteristics include the following.

- A long narrow, undulating landform of scarp and dip slopes including Leith Hill, one of the highest points in south east England.
- Extensive areas of ancient mixed woodland.
- Remnants of lowland heathland, unimproved acid grasslands and pasture.
- Small to medium sized irregular fields bounded by hedgerows and shaw woodland.
- Agricultural land is mixed and includes orchards in Kent.
- Settlement pattern includes dispersed farmsteads, hamlets and nucleated villages. Large houses set in parkland occur throughout the area.
- The local built vernacular includes stone, timber framing and weatherboarding.
- Historic landscape features include sunken lanes cut into the sandstone and older deer parks.
- Many streams and rivers cut through the area.

North Downs

8.6.43 The North Downs NCA 119 is a linear upland landscape north of the Wealden Greensand extending from Surrey in the west to the White Cliffs of Dover in the east. Key characteristics include the following.

- A distinctive chalk downland ridge with a steep scarp slope to the south bisected by dry valleys, deep river valleys, ridges and plateaux.
- A series of dry coombes cut into the scarp slope create an undulating topography.
- The footslope of the escarpment supports arable farmland and horticulture on richer loamy soils.
- Woodland is located on steep slopes and valley sides. Hedgerows and shaws surround fields creating a wooded character.
- Chalk grassland and heaths have rich biodiversity.
- Historic landscape features include sunken lanes cut into the dip slope, defensive installations and houses set in parkland estates.
- Settlement pattern includes scattered farmsteads and nucleated villages and oast barns. Flint, chalk and Wealden brick form vernacular materials.
- The highly developed outskirts of London fringe and influence the northern boundary of the area.

8.6.44 The National Character Area profile also defines an aspiration to *'protect the tranquillity of the landscape'….'an often remote and tranquil atmosphere offering dark night skies in places'*.

County Level Landscape Character Assessment

8.6.45 County wide landscape character assessments have been prepared by West Sussex and Surrey County Councils, which coincide with the 5 km radius study area. However, as more detailed landscape and townscape character assessments have been prepared by the six district authorities within the 5 km radius study area and as many of the character areas are duplicated at county and district level, to avoid repetition only the district assessments have formed the basis for the assessment. For completeness and to provide further context to the assessment in this chapter, relevant extracts from the West Sussex County Council Landscape Character Assessment (2007) and the Surrey County Council Landscape Character Assessment (2015) can be found in **ES Appendix 8.6.1: County Landscape Character Assessment** (Doc Ref. 5.3).

District Level Landscape and Townscape Character Assessments

8.6.46 This section refers to assessments published by local authorities and includes key features, elements and characteristics, intrinsic sensitivity, value and condition. Landscape and townscape value within the study area is expanded upon in paragraphs 8.6.90 to 8.6.110.

Crawley District

8.6.47 The landscape between Crawley and Gatwick Airport is identified in the Crawley Borough Council Draft Landscape Character Assessment (Crawley Borough Council, 2012) as being within 'Area 1- Upper Mole Farmlands' (see **ES Figure 8.6.2** (Doc Ref. 5.2)).

Crawley: Upper Mole Farmlands

8.6.48 Its key characteristics are described as follows.

- Rural landscape strongly influenced by proximity of Crawley to south and Gatwick Airport to north.
- Variable field pattern and land use divided by hedgerows with small farm ponds.
- Mixed land use ranging from industrial units and hotels/motels along the London Road/Charlwood Road, pastoral and arable across the wider area with a concentration of playing fields to the south and a caravan park to the north.
- Flat to very gently undulating landscape, crossed by the upper tributaries of the River Mole.
- Generally confined views with the exception of localised high point at Rowley Farm.
- Small blocks of woodlands and copses.
- Noise and visual intrusion due to proximity to Gatwick Airport.

8.6.49 The study states that, overall, the area has a moderate sensitivity to change. Thick hedgerows, hedgerow trees and occasional woodlands to some extent reduce its visual sensitivity. Despite some noise intrusion from Gatwick much of the area is tranquil. The study considers that the landscape condition is declining due to increasing visual/noise intrusion in some parts.

8.6.50 A key issue is defined as *'the potential for the expansion of Gatwick Airport'*.

8.6.51 An objective within the study is that:

'This area plays an important role in separating Crawley from Gatwick allowing greater access to the countryside for residents who live in the neighbourhoods at the north of the borough.'

8.6.52 The area to the east of the London to Brighton railway line is shown within Area 6 North East Crawley High Woodland Fringes (see **ES Figure 8.6.2** (Doc Ref. 5.2)).

North East Crawley High Woodland Fringes

8.6.53 Its key characteristics are described as follows.

- Flat to gently undulating narrow clay vale, with floodplain and upper tributaries of the River Mole in the north east.
- Pattern of small, medium and large fields with a variable density of hedgerows.
- Predominantly pasture farmland.
- Scattered tree cover, isolated woodlands and copses.
- Distinctive field trees and farm ponds.
- Major road and rail corridors and pylon lines.
- Strong suburban and urban fringe influences of Crawley and Gatwick Airport.

8.6.54 The study states that in terms of landscape character/visual sensitivity the area has a moderate sensitivity to change. Thick hedgerows, hedgerow trees and occasional woodlands to some extent reduce its visual sensitivity. The study states that the landscape condition *'is considered to be declining due to increasing visual/noise intrusion in some parts'*.

8.6.55 Key issues are defined as *'Visual and noise impact of Gatwick Airport and M23'* and *'Localised visual impact of urban fringe uses, including development of airport car parks'*.

8.6.56 An objective within the study is that *'This area is of high landscape value which should be retained for public access benefits and maintaining the separate identities of Gatwick Airport, Crawley and Horley'*.

Mole Valley District

8.6.57 The landscape north west of Gatwick Airport is identified in the Mole Valley Landscape Supplementary Planning Document (SPD) (2013a) as being within the 'Open Weald' character area.

Mole Valley: Open Weald

8.6.58 Its key characteristics are described as follows.

- Moderately open, small scale, undulating landscape.
- Small, irregularly shaped fields are divided by strong pattern of square cut hedges with regularly spaced hedgerow oaks.
- Narrow winding lanes are enclosed by low hedges or are sunken with hedge banks.
- River/streams are sunken below the surrounding land and only apparent as a result of occasional riparian alder and willow.
- Small scattered development occurs on higher ground, larger scale modern development lies on the flat plain around Gatwick.
- Church towers and farm buildings provide important focal points in short distance views.
- On-going threat of airport-related development encroaching into the rural landscape.

8.6.59 The SPD recommends the following action;

'Conservation through appropriate management of characteristic hedges, shaws, hedgerow trees and field trees.'

Reigate and Banstead District

8.6.60 The landscape north east of Gatwick Airport is identified in the Reigate and Banstead Borough Wide Landscape and Townscape Character Assessment (June 2008) as being within the 'Low Weald' character sub-area C1.

Low Weald

8.6.61 Its key characteristics are described as follows.

- The landscape has a gently changing topography forming low, raised areas and very shallow valleys. Expansive views are possible.
- A unified landscape which exhibits similar characteristics across its extents, with some variety of character where it meets urban areas.
- There are localised small blocks of woodland, some of which are designated as ancient woodland.
- The area to the east of Horley is the only part of the Borough's countryside not designated as Green Belt.
- South of Horley the landscape is interrupted and severed by human activities, transport infrastructure and development mainly due to the proximity to Gatwick Airport, rail lines and major roads. There are associated noise and visual impacts on open spaces which result in a low sensitivity to change. Green areas are frequently associated with 'horsiculture'.

8.6.62 The assessment considers the overall landscape sensitivity to be medium-high. However, the areas in close proximity to Gatwick Airport are considered to be of low sensitivity.

Horsham District

8.6.63 The landscape to the south-west of Gatwick Airport is identified in the Horsham District Landscape Character Assessment (October 2003) as being within the 'Upper Mole Farmlands' character area K1 or the 'Warnham and Rusper Wooded Ridge' character area I2.

Upper Mole Farmlands

8.6.64 Its key characteristics are described as follows.

- Flat to very gently undulating landscape, crossed by the upper tributaries of the River Mole.
- Small to medium scale irregular field pattern divided by thick hedgerows.
- Predominantly pasture farmland.
- Occasional blocks of small woodland and copses.
- Distinctive field trees and farm ponds.
- Noise and visual intrusion in the north of the area due to proximity to Crawley and Gatwick airport.
- Large golf course near Ifield.

8.6.65 The character study states that *'due to the proximity to Gatwick it lacks tranquillity'* and that a key issue is the potential for expansion of Gatwick Airport. The assessment considers the overall landscape sensitivity to change to be moderate.

Warnham and Rusper Wooded Ridge

8.6.66 Its key characteristics are described as follows.

- Undulating wooded ridges.
- Distinctive escarpment to the north of Horsham.
- Secretive wooded ghylls.
- Strong pattern of shaws and hedgerows.
- Intricate patchwork of small pasture fields.
- North to south running narrow lanes, sunken in places.
- Linear ridgetop villages and hamlets. Farms and cottages dispersed along lanes.
- Strong historic vernacular of half timber with plaster/brick, tile hanging and weatherboarding.
- Mostly rural character.

8.6.67 The character study states that *'Despite the noise intrusion from Gatwick, the area retains a rural unspoilt character'* and that a key issue is *'Increasing traffic pressure on roads due to the proximity of urban areas and Gatwick'*. The assessment considers the overall landscape sensitivity to change to be high.

Mid Sussex District

8.6.68 The landscape to the south-east of Gatwick Airport is identified in A Landscape Character Assessment for Mid Sussex (November 2005) as being within the 'High Weald' LCA6, the 'High Weald Plateau' LCA7 or the 'Worth Forest' LCA8.

High Weald

8.6.69 Its key characteristics are described as follows.

- Wooded, confined rural landscape of intimacy and complexity, perceived as attractive, locally secluded and tranquil.
- Complex sandstone and clay hilly landscape of ridges and secluded valleys.
- Long views over the Low Weald to the downs, particularly from the high Forest Ridge.
- Significant woodland cover, a substantial portion of it ancient, including some larger woods and a dense network of hedgerows and shaws, creates a sense of enclosure, the valleys damp, deep and secluded.
- Pattern of small, irregular-shaped assart fields, some larger fields and small pockets of remnant heathland.
- Dense network of twisting, deep lanes, droveways, tracks and footpaths.
- Dispersed historic settlement pattern on high ridges, hilltops and high ground.
- Some busy lanes and roads including along the Crawley–East Grinstead corridor.
- London to Brighton Railway Line crosses the area.
- Varied traditional rural buildings built with diverse materials.
- Designed landscapes and exotic treescapes associated with large country houses.
- Visitor attractions include Wakehurst Place.

8.6.70 The High Weald Forest Ridge. Numerous gill streams have carved out a landscape of twisting ridges and secluded valleys. The ancient, densely-wooded landscape of the High Weald is seen to perfection in the area. Includes the township of East Grinstead. The highest ground in the High Weald within West Sussex and lies wholly within the High Weald AONB.

High Weald Plateau

8.6.71 Its key characteristics are described as follows.

- Significant woodland cover, a substantial portion of it ancient, including some larger woods and a dense network of hedgerows and shaws, creates a sense of enclosure, the valleys secluded.
- Small assemblies of assarted pastures contrast with blocks of larger, modern fields.
- Heathland cover is remnant.
- Busy lanes and roads.
- Pockets of rich biodiversity concentrated in the valleys, heathland, and woodland.
- Rural settlement pattern dispersed and scanty.
- Varied traditional rural buildings built with diverse materials.
- Designed landscapes and exotic treescapes associated with large country houses.

8.6.72 The area lies on the edge of the High Weald AONB. Adjoining Crawley at the M23 Motorway, and with Gatwick Airport only a couple of miles away, the area lies on the edge of a part of West Sussex where arguably, change has been the greatest since the Second World War.

Worth Forest

8.6.73 Its key characteristics are described as follows.

- Densely wooded, confined, dissected plateau landscape with extensive coniferous and mixed afforestation.
- Long views over the Low Weald to the downs but fewer long views north.
- Large, regularly-enclosed and some smaller, irregular, assart fields within a woodland setting comprising an arable and pastoral landscape enclosed by shaws, hedgerows and fencing.
- Despite the closeness of Crawley to the north, a secluded, tranquil nature exists in many parts of the forests.
- Heathland remnants and significant areas of rich woodland biodiversity.
- Sparse network of ridge-top roads and lanes, droveways, tracks and footpaths.
- Sparse, dispersed settlement pattern of farmsteads.
- The London to Brighton Railway Line crosses the area via the Balcombe Tunnel.
- Varied traditional rural buildings built with diverse materials.
- Exotic treescapes in places including rhododendron hedgerows.

8.6.74 Heavily-afforested, dissected plateau landscape enclosing a post-medieval rural landscape cut from the forest. Includes the western end of the High Weald Forest Ridge. Adjoins Crawley and the M23 Motorway.

Townscape Character

8.6.75 The local settlements of Crawley, Horley, Charlwood and Hookwood have been identified as townscape character areas in this assessment.

Crawley District

8.6.76 A baseline character assessment of Crawley was completed in May 2009 on behalf of Crawley Borough Council (2009). The Crawley Borough Council (2009) Crawley Baseline Character Assessment identified, *'eight strategic character areas based on urban and landscape character,*

predominant land use and development age'. Each of these character types also contain a number of character areas and sub-character areas (see **ES Figure 8.6.2** (Doc Ref. 5.2)).

8.6.77 Crawley was designated as the site for a New Town in 1947 in order to take the overspill population from London after the second world war. Originally the town was laid out with nine neighbourhoods ringing an expanded town centre. The area of Crawley that is most relevant within this assessment due to some degree of intervisibility with Gatwick Airport is Northgate/Manor Royal which lies on the northern fringe of the town adjacent to the Upper Mole Farmlands and High Woodland Fringes referred to above.

Manor Royal (Northgate)

8.6.78 The large commercial/business area of Manor Royal lies to the west of the A23 and is within the 'Employment Areas' strategic character area. It is not covered in detail within the study albeit the following description is provided:

'The main roads (Fleming Way and Manor Royal) through the area are wide with large grassed verges and street trees and serve large development plots which have been developed on a plot-by-plot basis. Building typologies are either single or double height, brick, steel or glass with large floor plates, shallow pitched or flat roofs and a variety of sizes and styles. There are a number of office blocks / reception areas of three –six storey constructed of red or buff brick or clad'.

8.6.79 The Crawley Borough Council assessment defines the townscape quality of Manor Royal as ordinary. The urban townscape is typical and commonplace. The area has been progressively developed/redeveloped in a piecemeal way and lacks a distinct identity. The Crawley Borough Council assessment defines the townscape value as low.

8.6.80 With respect to views from the northern edge of Crawley to the West Sussex county landscape character area known as Northern Vales (LW8), the study states the following:

'Within the northern urban area views are generally restricted to local and short distance, due to the contained nature of the built form, screening provided by belts of trees, hedgerow vegetation and the generally low-lying flat topography. Along the northern fringes to the north and north-west (Ifield, Langley Green and Lowland Heath) views are limited to short distances over the rural fringe landscape. The contained nature of the urban area breaks up, allowing views over the intimate rural landscape with fields of pasture delineated by mature hedgerows and trees. In some places these views are filtered due to the break up in density of the hedgerows and tree cover; in others slightly more extensive views are possible due to larger field layouts, created by the intensification of modern farming. The presence of Gatwick Airport is also clearly evident in these fringe areas. Although the airport is not directly visible from the edge of the built-up area, aircraft continually puncture the skyline as they take-off. This land use also impacts on the rural character of the northern pastoral plain as the large units and warehouses (many associated with airport services) in Manor Royal and Lowfield Heath provide an industrial character to the landscape'.

Horley

8.6.81 The townscape of Horley is described in the 'Borough Wide Landscape and Townscape Character Assessment', undertaken by Atkins on behalf of Reigate and Banstead Borough Council (2008) as follows:

'Mostly 1930's-1950's suburbia, arranged on straight, uniform road layout; A Victorian-Edwardian core to the town centre, including a conservation area, and localised surviving pre-Victorian development; and more recent suburban development around the edge of town, ranging from 1960's to recent development.'

8.6.82 That part of the settlement nearest to the airport is suburban in character and also includes the Riverside Garden Park beside the A23. This area once formed part of Horley Common; an area of semi-natural woodland and open grassland. This settlement also includes Church Meadows at Church Road conservation area, Longbridge Roundabout. These areas of public open space form relatively attractive and well-used community assets within the townscape character area.

8.6.83 The Reigate and Banstead Borough Council assessment defines the range of townscape quality of Horley from good to ordinary. The settlement is mainly suburban in character with a Victorian/Edwardian town centre and two conservation areas. The Reigate and Banstead assessment defines the overall townscape value as medium.

Charlwood

8.6.84 The character of Charlwood is described in the Mole Valley Local Development Framework-Larger Rural Villages Character Appraisal Supplementary Planning Document (SPD) (Mole Valley District Council, 2013b). This identifies three separate areas of character within the settlement; the 'Village Core', 'Rectory Lane' and 'East Charlwood'. That part of the 'Village Core' which extends east along Horley Road is the nearest to Gatwick Airport. The main characteristics of the settlement of relevance to this study include the following:

'The village as a whole has a loose knit, sinuous form, spreading out from its core near the Parish Church and the junction of Ifield Road and The Street. Pockets of built development are interspersed with expanses of open space, notably the Recreation Ground and The Millennium Field, which bring fingers of countryside right into the heart of the settlement. These open spaces are an integral part of the character of the village.'

8.6.85 The study also notes that whilst Charlwood is near to the Crawley urban area and closer to Gatwick Airport, it still retains the '*feel of a small rural settlement'*. It also notes the importance of the fields between the settlement and the airport as '*preventing the village coalescing with the airport'* and the value of the existing noise attenuation bunds along this boundary of the airport which it states '*protect the village both visually and acoustically'*. It continues, '*although there are some clear views of the airport from high points outside the village (eg Norwood Hill), the landscaping ensures that it is hardly seen from closer quarters*.'

8.6.86 The SPD defines the townscape quality of Charlwood as high. This is an attractive townscape with a strong, intact rural village character. The SPD defines the townscape value as high.

Hookwood

8.6.87 Hookwood is described in the same SPD as Charlwood above. Two character areas are defined, 'East Hookwood' (essentially commercial) and 'West and South Hookwood' (essentially residential). The key characteristics of the latter area include the following:

'Buildings chiefly strung out along two main roads, with a small amount of backland development, mainly within the centre of the village; Concentration of original Edwardian cottages on east side of Reigate Road indicating the original heart of the village, now rather dominated by the larger scale urban areas to the south and east. Lack of clear identity to the village centre; Sporadic green landscaping, including some generous hedge and tree cover in individual properties'.

8.6.88 The SPD defines the townscape quality of Hookwood as ordinary. This is a typical and commonplace townscape with some features worthy of conservation, including Edwardian cottages on the east side of Reigate Road within the original heart of the village. The SPD defines the townscape value as medium.

Gatwick Airport Urban Character Area

8.6.89 Following review of the landscape and townscape character assessments prepared by Crawley Borough Council, within which the airport lies, it was considered the distinct character of Gatwick Airport had not been adequately described. The airport extends over an area of 850 hectares within the Low Weald of Crawley district and West Sussex county. Therefore, a further urban character area has been identified and forms the basis for the assessment of effects within the Project. The character description and baseline for the purposes of this assessment have been based on the description of the airport in paragraphs 8.6.1 to 8.6.12 of this chapter. The airport is considered to have an ordinary condition and generally a low sensitivity to change as a result of the Project.

Landscape and Townscape Value

8.6.90 As part of the baseline description of the study area the value of the landscape or townscape that would be affected has been established. The NPPF at paragraph 174 states that:

'Planning policies and decisions should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes…. (in a manner commensurate with their statutory status or identified quality in the development plan).

8.6.91 GLVIA3 defines value as:

'the relative value that is attached to different landscapes by society, bearing in mind that a landscape may be valued by different stakeholders for a whole variety of reasons. A review of existing landscape designations is usually the starting point to understanding landscape value, but the value attached to undesignated landscapes also needs to be carefully considered and individual elements of the landscape and individual elements of the landscape may also have value'.

8.6.92 GLVIA3 includes a list of eight factors within Box 5.1. The Landscape Institute's *'Technical Guidance Note 02-21: Assessing Landscape Value Outside National Designations'* also includes

these factors and additionally includes ‘functionality’. These factors are used in the following section of the assessment to establish value:

- landscape quality;
- scenic quality;
- rarity;
- representativeness;
- conservation interest;
- recreation value;
- perceptual aspects;
- associations; and
- functionality.

Landscape Quality

8.6.93 Landscape quality, or condition, measures the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.

8.6.94 The condition of the landscape and townscape character areas, as defined in the various district character assessments which are relevant to this assessment, is described in the section above. The Gatwick Airport Urban character area generally has an ordinary quality and condition due to the large-scale commercial buildings and infrastructure, extensive areas of hardstanding and regular aircraft movements. The airport has some areas of poor condition where there are detracting features of industrial infrastructure and disused land and some areas of good condition including woodlands and watercourses. The combination of dense urban elements and remnants of rural landscape result in a low landscape/townscape quality value. The wider rural landscapes of the Upper Mole Farmlands, High Woodland Fringes and Open Weald in Mole Valley District have an overall medium value, which reduces to low value in some parts of the study area adjacent to the airport, and the Low Weald in Reigate and Banstead District has a low value within the study area. The townscapes of Crawley and Horley generally have a poor or ordinary condition and a low to medium value within the study area.

Scenic Quality

8.6.95 This measures the degree to which the landscape appeals to the visual senses. The visual baseline is analysed in more detail above.

8.6.96 The green infrastructure throughout the Project site combines to form an attractive and diverse element within the airport. However, the extent and dominance of large-scale built development and infrastructure within the Gatwick Airport Urban character area results in a poor scenic quality and low value overall. The juxtaposition of the airport and the rural landscape of the Low Weald create contrasting backdrops to the Project site and provide a transition in the local context to landscapes with a medium value. The airport merges almost seamlessly with the adjoining urban townscapes of Crawley and Horley which also have a low value in terms of landscape scenic quality however, the public open spaces of Riverside Garden Park and Church Meadows have medium scenic value within an urban context. The rural fringes of the High Weald within the AONB, distant from the Project site, are highly valued.

Rarity

8.6.97 This is concerned with the presence of rare features and elements in the landscape or the presence of a rare character type.

8.6.98 The buildings, infrastructure and activities at Gatwick are typical of an international airport and have a low rarity value. Remnants of woodland, including ancient woodland, are present within the airport and are more typical of the wider study area of the Low Weald and have a medium/high landscape value. The surrounding landscapes of the Upper Mole Farmlands, High Woodland Fringes and Open Weald are more typical of the rural Low Weald and are of relatively higher value, as rural landscapes in the context of the predominantly urban airport.

Representativeness

8.6.99 This analyses the features or elements within the Project site which are considered particularly important examples, which are worthy of retention.

8.6.100 The linear green space and habitats associated with the River Mole and Gatwick Stream, small blocks of mature woodland at Brockley Wood, Horleyland Wood and Upper Pickett's Wood and woodland belts, hedgerows and copses form an extensive network of natural features around the fringes of the airport. These features are important within the airport, require retention and add positively to the character of the Project site and surrounding landscape and townscapes within the study area.

Conservation Interests

8.6.101 This considers the presence of features of wildlife, earth science or archaeological or historical and cultural interest which can add value to a landscape.

8.6.102 There are four areas of ancient woodland within the Project site of which one, at Horleyland Wood, is also a Local Wildlife Site. Several further areas of ancient woodland are located south east of the airport within the High Woodland Fringes character area. Land east of the railway and the north-west zone is managed for long term benefits of biodiversity as part of the Gatwick Greenspace Partnership. A Grade II* listed building at Charlwood Farmhouse is located on the north western side of the airport and two Grade II listed buildings at the Courtyard Marriot Hotel are located on the eastern side of the airport. Due to the close proximity of car parks and airport infrastructure to these buildings, their context is relatively poor. The conservation area at Church Road located around St Bartholomew's Church in Horley forms the northern edge of the Project site. Other conservation assets within the surrounding landscapes and townscapes have a limited relationship with Gatwick Airport and the Project site due to their location within urban areas or lack of intervisibility with the airport. Overall, the land within the Project site has a low to medium conservation value.

Recreation Value

8.6.103 Several public rights of way including the Sussex Border Path are located within the airport, mainly associated with the River Mole corridor to the north west and the woodlands east of the railway. The National Cycle Route 21 follows the railway line, passing beneath the South Terminal, the A23 and through Riverside Garden Park at Horley. This network of routes is well used by the local community and members of staff at Gatwick Airport. The recreational value of the footpaths that cross the Project site and link with the surrounding landscape and townscape is

medium. The public open spaces at Riverside Garden Park and Church Meadows lie within Horley Townscape character area. These form relatively attractive and well-used community assets with a medium/high recreational value.

Perceptual Aspects

8.6.104 A landscape may be valued for its perceptual qualities, notably wildness and/or tranquillity.

8.6.105 The range and extent of development and activities at Gatwick Airport including the frequent take-off and landing of aircraft define the urban character of the Project site. Consequently, the Gatwick Airport Urban character area cannot be defined as wild and largely precludes a sense of tranquillity, even in the areas of mature woodland, resulting in a low value. The surrounding farmed landscape and large settlements of the Low Weald also cannot be defined as wild. The large-scale commercial buildings and infrastructure, extensive hardstanding, carparks, aircraft, lighting and aircraft noise and movements associated with the airport together with the large settlements of Crawley and Horley have an adverse influence over the landscape of the Low Weald and influence the perception of tranquillity of the landscape. The concentration of light sources at the airport creates a sky glow effect, which is repeated at Crawley, particularly on the northern edge at Manor Royal, which lies adjacent to Gatwick. This character is in contrast to the dark skies and relative night time tranquillity associated with the High Weald AONB to the south. The visual and noise impacts of Gatwick Airport and its potential expansion and the urban centre of Crawley are referenced within district landscape character assessments as an adverse influence over the surrounding landscape. Much of the Upper Mole Farmlands south of Gatwick are described as tranquil within these assessments. However, this should be interpreted as relative tranquillity compared to the large scale developments associated with Gatwick Airport and Crawley rather than absolute tranquillity. In close proximity to Gatwick Airport the rural landscapes of the Low Weald in Reigate and Banstead District, the Open Weald in Mole Valley District, and the Upper Mole Farmlands and High Woodland Fringes in Crawley District have a low value in terms of perceptual aspects. The townscape character areas of Crawley and Horley all have low value due to their urban nature.

Associations

8.6.106 Farmland at Gatwick was cleared to create an aerodrome in the late 1920s and has been used for commercial flights since 1933. The first terminal known as ‘The Beehive’ (Grade II* listed) was built in 1935 as a circular building with surrounding taxiways. The building has been redeveloped and currently stands outside the operational airport within the City Place Gatwick office complex. Historically the Gatwick Racecourse occupied the north east side of the current airport from 1891 to 1940. The location’s operation as a commercial airport forms the main cultural or historic association with the area. The St Michael and All Angels Church at Lowfield Heath is Grade II* listed and lies just outside the Project site boundary. The building has associations with the Gothic Revival architect William Burgess and is the only remaining building in the former village following the development of Gatwick Airport.

Functionality

8.6.107 This considers elements that contribute to the healthy functioning of the landscape or a strong physical or functional link with an adjacent designated landscape or its appreciation.

8.6.108 The Project Site is located within the wider setting of the High Weald AONB and therefore contributes, to a limited extent, to the function of a more highly valued landscape. However, due

to the largely urban character of Gatwick Airport, the contribution that this land makes to a nationally designated landscape of high scenic quality is not significant. The areas of rural fringe land within the Project boundary that currently lies outside of Gatwick have the potential to provide a greater contribution. However, the small scale of these areas also limits the value of functionality. The airport is more similar in character to the settlement of Crawley when considered as the setting of the AONB. Many of the hedgerows, trees, woodlands, grassland and water courses would be retained within or adjacent to the scheme to function as green and blue infrastructure characteristic of the fringes of the airport and the surrounding settlements and rural landscape and wildlife network which would continue to link to the wider surrounding landscape. The implementation of establishment of woodland, scrub and meadow habitats and the enhancement of water courses would contribute to the functionality of these connected assets within the surrounding landscape. The intensification of built form and aviation and transport infrastructure within the airport as part of the Project would not be detrimental to the continued function of the wider farmed landscape, settlements or the special qualities or purpose of the High Weald AONB.

Summary of Landscape Value

8.6.109 The overall value of the Gatwick Airport Urban character area is considered to be low. The extensive built development and infrastructure at Gatwick are typical of an international airport. They are largely dictated by the function of the airport and are not highly valued with regard to any of the nine criteria above. The green and blue infrastructure associated with the River Mole and Gatwick Stream, blocks and belts of mature woodland, hedgerows and trees have a greater value and will be protected and enhanced, where possible, within or adjacent to the Project. This green infrastructure links into the surrounding Low Weald, providing a transition from the urban character of the airport and the largely agricultural character of the landscape and makes a positive contribution to the wider area. One of the most valued aspects of the Project site and surrounding landscapes and townscapes is the recreational opportunity that the public rights of way network and open spaces offer the local community. Therefore, whilst relatively minor elements of the Project site have some attractive or scenic qualities, and it has some wildlife interest and links to public open space at Riverside Garden Park, these are not considered sufficient to elevate the land within the Project site to a landscape or townscape that is highly valued.

8.6.110 The NPPF requires landscapes or townscapes that are not statutorily designated to have attributes of a sufficiently high quality to qualify as ‘valued landscapes’, to ensure their protection and enhancement. The mosaic of land uses within the Project site do not combine to create highly valued special qualities. The airport’s relationship, both physical and visual, with the landscapes and townscapes of the study area in which it is located would be largely retained.

Visual Resources

8.6.111 Site surveys have identified a range of visual receptors predominantly within the 5 km radius study area. A distant viewpoint location at Leith Hill in the Surrey Hills AONB, the highest location in the south east of England, is also included for completeness to demonstrate the nature of intervisibility at over 11km from the Project site. Receptors can be categorised in the following main groups:

- walkers and equestrians using public rights of way;
- cyclists;

- people using public open space;
- occupiers of residential properties;
- occupiers of commercial properties;
- occupiers of vehicles and trains;
- visitors to Gatwick Airport; and
- members of staff working at Gatwick Airport.

8.6.112 All main receptor groups with potential views of the Project have been described within this chapter. 33 view locations which are representative of key visual receptor groups have been identified and photography undertaken in summer, winter and at night (winter) to provide a more detailed understanding of viewpoints accessible to the public and potential effects on visual amenity (see **ES Figures 8.4.5 to 8.4.37** (Doc Ref. 5.2)). The level of perceived tranquillity is also defined for each receptor group and viewpoint location. The viewpoints are described below.

Existing Views

Viewpoint 1: Perimeter Road North and public right of way 346/2Sy, Sussex Border Path

8.6.113 The existing views from Viewpoint 1 are shown in **ES Figure 8.4.5** (Doc Ref. 5.2). This is an enclosed view looking west towards the North Terminal from public right of way 346/2Sy which follows the roadside pavement on Perimeter Road North within Gatwick Airport. Racecourse Road lies behind the security fencing to the left of the view. The distinctive serpentine form of the concrete acoustic wall frames the left side of the view, visible through an avenue of mature lime trees. The Sofitel Arora Hotel and Premier Inn at the North Terminal form large-scale built forms. A decked car park lies in front of the Sofitel, obscuring the base of the building. Jubilee House and Pier Four form lower level buildings, partly visible through the security fence and trees. The raised deck of the tramway shuttle is visible to the right of the view. Earth shaping and mature tree and shrub planting flow between the complex infrastructure, providing visual integration of the built form. In the summer, when trees are in leaf, the buildings and infrastructure are more heavily filtered and screened and become less visually prominent.

8.6.114 At night, lighting columns provide a well-lit road corridor and light sources within the hotels, Pier Four and decked car park define the size and scale of the built form. Lighting at the North Terminal and in airside locations provides a backdrop of skyglow.

8.6.115 Pedestrians using a pavement beside a busy road within the airport, surrounded by buildings, infrastructure and lighting are influenced by traffic and aircraft noise and perceive a low level of tranquillity.

Viewpoint 2: Short Stay Multi-Storey Car Park 3

8.6.116 The existing views from Viewpoint 2 are shown in **ES Figure 8.4.6** (Doc Ref. 5.2). This is an open view looking north from the open upper deck of the multi-storey car park at South Terminal. The parallel structures of the tramway shuttle station and line, mainline railway, raised road deck and ground level Coach Road combine to form a wide transport corridor below the level of the viewer. The hotels at North Terminal are visible on the left side of the view. The A23 Airport Way bridge over the railway, and the traffic moving on it, are visible within a gap in the mature roadside vegetation. The toll booths at the short stay car park are visible through trees to the right of the view. The majority of the middle distance of the view comprises dense woodland vegetation associated with the A23 corridor, Gatwick green infrastructure or Riverside Garden Park, which screens Horley. The tops of lighting columns are visible rising above this. The distant horizon is

formed by the ridge of higher land within the Surrey Hills AONB. In the summer, when trees are in leaf, the buildings and infrastructure at Gatwick Airport are more heavily filtered and screened and become less visually prominent.

8.6.117 At night, lighting columns illuminate the transport corridors. Light sources within trains, the shuttle, the station and hotels are prominent. The distant rural backdrop is largely dark.

8.6.118 Visitors to the airport using the upper deck of a multi-storey car park surrounded by buildings, infrastructure and lighting and influenced by traffic, train and aircraft noise also gain distant views of a rural landscape; however, overall receptors perceive a low level of tranquillity.

Viewpoint 3: Car Rental South Terminal, public right of way 360/Sy

8.6.119 The existing views from Viewpoint 3 are shown in **ES Figure 8.4.7** (Doc Ref. 5.2). This is a framed view looking north from the public right of way as it crosses an access road at the car rental site of the cluster of buildings and structures at South Terminal. Hedgerows and trees surround the car park in front of the low-rise car rental buildings beyond. A row of hornbeam trees east of the car park partially screens and softens the raised deck of the Upper Forecourt road. The large blocks of the Blue and Red short stay multi-storey car parks rise up behind. Moving traffic at different levels adds to the dynamic character of the view.

8.6.120 At night, lighting columns illuminate the car park, transport corridors and multi-storey car park. Light sources from cars and buses and within buildings are prominent.

8.6.121 Walkers using the public right of way are surrounded by large buildings, car parks, railway line, moving traffic and lighting. Walkers are influenced by traffic and aircraft noise and perceive a low level of tranquillity.

Viewpoint 4: River Mole public right of way 346, Sussex Border Path

8.6.122 The existing views from Viewpoint 4 are shown in **ES Figure 8.4.8** (Doc Ref. 5.2). This is a channelled view looking north east from the public right of way 346/1Sy beside the narrow channel of the River Mole at Povey Cross. Woodland frames the view to the left and a woodland strip on an earth mound screens views into the airport to the right. The upper parts of the Travelodge Hotel on the A23 are visible rising up above a narrow belt of mixed deciduous and coniferous woodland. In the summer when vegetation is in leaf, built development is almost completely screened.

8.6.123 At night, the light sources at the hotel are prominent in the relatively dark context. Skyglow created by lighting within the airport is visible through the trees to the right.

8.6.124 Walkers using the public right of way experience a narrow green corridor close to development at the airport and Povey Cross and associated noise sources and therefore perceive a low level of tranquillity.

Viewpoint 5: River Mole public right of way 346, Sussex Border Path

8.6.125 The existing views from Viewpoint 5 are shown in **ES Figure 8.4.9** (Doc Ref. 5.2). This is a channelled view looking south west from public right of way 346/1Sy beside the River Mole, south of houses at Povey Cross Road. Narrow belts of woodland planting on higher land to the right and a steep earth bund to the left frame the view. Scrubby goat willow and patches of reed follow the river channel. In summer the foliage provides a dense screen around the viewer.

8.6.126 At night, lighting columns on Perimeter Road North are partly visible through trees in winter and some skyglow is visible generated by Gatwick Airport.

8.6.127 Walkers using the public right of way experience a narrow green corridor close to development at the airport and Povey Cross and associated noise sources and therefore perceive a low level of tranquillity.

Viewpoint 6: Riverside Garden Park, National Cycle Route 21

8.6.128 The existing views from Viewpoint 6 are shown in **ES Figure 8.4.10** (Doc Ref. 5.2). This is an enclosed view (approximately 170 metres from the Project site boundary) looking south west towards the A23 from the main footpath and National Cycle Route 21 through the park. The large pond forms an open foreground to the view, surrounded by predominantly native trees and shrub planting. A double row of hedgerow and tree planting either side of a public right of way beside the A23 forms a backdrop to the view. The tops of lighting columns, road signs and traffic are visible rising above the vegetation. The route through the public open space is well used. In summer, the vegetation screens most views of the A23 corridor, creating a more secluded space, although traffic noise is still apparent.

8.6.129 At night lighting columns within the park and along the A23 create a partly lit environment. Skyglow created by light sources at Gatwick Airport illuminates the backdrop.

8.6.130 Cyclists using the cycleway experience a green space in close proximity to views of the A23 corridor and noise from traffic and aircraft. Within the context of Horley and the airport the space has a medium perception of tranquillity; however, in terms of absolute tranquillity a receptor's perception is of low levels.

Viewpoint 7: Horley Riverside

8.6.131 The existing views from Viewpoint 7 are shown in **ES Figure 8.4.11** (Doc Ref. 5.2). This is a restricted view (approximately 100 metres to the Project site boundary) looking south west from the residential edge of Horley beside Riverside Garden Park. An area of disused hardstanding and low grass bund define the foreground. Mature native planting beside the Gatwick Stream and within the park create many layers of vegetation around open grassy areas. Glimpses of moving traffic on the A23 are barely discernible. In summer the foliage creates a dense screen, obscuring views beyond.

8.6.132 At night, lighting columns within the park and along the A23 are visible, filtered through vegetation, in winter only.

8.6.133 Receptors within properties on the edge of the settlement look from an urban environment into an urban green space with a main transport corridor beyond and aircraft noise can be heard. Receptors perceive a low level of tranquillity.

Viewpoint 8: Public right of way 362a north of the A23 and South Terminal

8.6.134 The existing views from Viewpoint 8 are shown in **ES Figure 8.4.12** (Doc Ref. 5.2). This is an open view (approximately 25 metres to the Project site boundary) looking south across a grazed horse paddock from public right of way 362a which links residential areas of Horley. The A23 crosses the view on embankment in the middle distance. Woodland planting on the slopes partly screen views of the moving traffic and buildings and infrastructure at Gatwick Airport beyond. Large buildings at the South Terminal are prominent beyond the railway overbridge to the right of

the view. The South Terminal Welcome Arch is visible to the left of the view. Lighting columns and road signs are partly visible rising above highways planting. In summer when vegetation is in leaf, most infrastructure is screened, except the top of the South Terminal buildings and the entrance sign and a brief glimpse of the road traffic as it crosses the bridge over the railway.

8.6.135 At night, the concentration of lighting associated with the South Terminal buildings and the Gatwick Airport entrance gantry sign at the Airport Way roundabout are conspicuous beyond a dark foreground. The row of lighting columns along the A23 and the traffic travelling along it are also visible. General lighting within the airport creates a skyglow effect on the right side of the view.

8.6.136 Walkers passing through this urban fringe landscape gain views of development at the airport and the traffic on the A23. Noise from the road, railway and overflying aircraft and the well-lit context combine to create a low level of tranquillity.

Viewpoint 9: Balcombe Road at Pentagon Field

8.6.137 The existing views from Viewpoint 9 are shown in **ES Figure 8.4.13** (Doc Ref. 5.2). This is an open view adjacent to the Project site boundary looking north west across the cattle grazed Pentagon Field from a field entrance gate on Balcombe Road on the edge of the Project site boundary. Scrubby vegetation around a substation frames the view to the left and roadside hedgerows frame the view to the right. Hedgerows and mature trees around the field boundary filter views to Gatwick Airport's long stay surface car parks, decked car park and the green clad Courtyard by Marriott Hotel beyond. In summer the foliage screens all but a narrow glimpse of the upper levels of the hotel.

8.6.138 At night lighting columns associated with surface parking and light sources at the hotel are visible through the trees. Other light sources within the airport are less visible and more widely spaced across the remainder of the view. Skyglow is visible on the left side of the view towards the main airport area.

8.6.139 Receptors traveling along the road gain an urban fringe experience of fields, hedgerows and airport infrastructure glimpsed through trees. Traffic noise and the dominant influence of overflying aircraft immediately overhead create a low level of perceived tranquillity.

Viewpoint 10: Public right of way 359/Sy at Pentagon Field

8.6.140 The existing views from Viewpoint 10 are shown in **ES Figure 8.4.14** (Doc Ref. 5.2). This is an open view looking south across the cattle grazed Pentagon Field from a field entrance gate. Walkers using the public footpath 359/Sy, which follows a private access track from Balcombe Road, gain a brief view into the field framed by hedgerows and trees. The low managed field boundary hedgerow on Balcombe Road is visible to the left with the taller vegetation on the opposite side of the road beyond. Mature woodland at Pickett's Wood to the south of Pentagon Field and mature trees along the hedgerows to the west form a dense band of vegetation extending across the view from the right, obscuring views of the airport and the landscape beyond. Two mature oak trees within the field act as focal points.

8.6.141 At night, lighting columns associated with surface parking and light sources at decked car parks are visible through the trees, more so in the winter when vegetation is not in leaf. Some skyglow is visible to the right of the view towards the main airport area.

8.6.142 Walkers using the path gain a rural fringe experience of fields, hedgerows and airport infrastructure glimpsed through gaps in vegetation. Traffic noise and the dominant influence of overflying aircraft immediately overhead create a low level of perceived tranquillity.

Viewpoint 11: Public right of way 360/1Sy at Tinsley Green

8.6.143 The existing views from Viewpoint 11 are shown in **ES Figure 8.4.15** (Doc Ref. 5.2). This is an open view looking west where the public right of way crosses the access road to the Crawley Sewage Treatment Works. Hardstanding, piles of materials and storage containers form discordant elements in the foreground. Hedgerows and mature oak trees form attractive historic field boundaries crossing the Project site and subdividing the parcels of grassland. Framed views into neighbouring fields are possible. Glimpses of large industrial buildings at the sewage treatment works can be gained to the right of the view. Views of the adjacent water drainage feature are obscured in the summer.

8.6.144 At night there are limited light sources within the view. Lighting at the sewage works may be visible and the general skyglow from the edge of Crawley and the airport.

8.6.145 The footpath beside woodland and open land with glimpses of infrastructure at the sewage works and background noise of traffic and overflying aircraft create a perception of a low level of tranquillity.

Viewpoint 12: Bridleway public right of way 352/Sy at Rowley Farm

8.6.146 The existing views from Viewpoint 12 are shown in **ES Figure 8.4.16** (Doc Ref. 5.2). This is an open view (approximately 380 metres to the Project site boundary) looking north from public right of way 352Sy that crosses elevated land at Rowley Farm. Pasture fields divided by unmanaged hedgerows and trees extend across the foreground and slope down towards the airport. This vegetation combines visually with the woodland strip planted north of the A23 London Road to form a buffer to commercial development at Lowfield Heath and the buildings and infrastructure of Gatwick. The view is orientated towards the airport runways where aircraft taking off or landing diminish the perception of tranquillity within the urban fringe landscape of the Low Weald. The spire of the St Michaels and All Angels Church at Lowfield Heath forms a local landmark to the left of the view within the same angle of view as the large pale block of the Boeing hangar. The cluster of tall buildings at South Terminal rise up above the trees to the right of the view. Ridges of high land at Norwood Hill and the Surrey Hills AONB are visible on the horizon beyond. In summer the hedgerows and trees when in leaf screen many views of airport infrastructure and development at Lowfield Heath; however, the tops of the tallest buildings remain visible.

8.6.147 At night, lighting within airport buildings and car parks is visible as clusters of light on the left and right edges of the view, contrasting with the dark foreground of the farmed fields. The different types and colours of lights and illuminated signs are particularly apparent at the South Terminal. The concentration of lighting at Gatwick creates a skyglow effect within views.

8.6.148 The bridleway crosses a small remnant of farmland between the large-scale airport infrastructure and commercial edge of Crawley. In combination with traffic on the A23 and aircraft taking off and landing, receptors experience a low level of tranquillity.

Viewpoint 13: Ifield Road

8.6.149 The existing views from Viewpoint 4 are shown in **ES Figure 8.4.17** (Doc Ref. 5.2). This is a narrow, glimpsed view (approximately 940 metres to the Project site boundary) looking east through a gap in the hedgerow beside a layby on Ifield Road. The view is aligned along the airport runways, directly beneath the flightpath of aircraft taking off or landing which diminishes the perception of tranquillity within the Low Weald landscape. The foreground and middle distance are occupied by open farmland with few trees or hedgerows. The flat open expanse of runways, taxiways and grassland lie within the centre of the view. This corridor is flanked by the buildings and infrastructure at Gatwick Airport. The South Terminal, piers, Boeing hangar, control tower and parked aircraft combine to form a cluster of development to the left of the view, partly screened by the noise bund on the western edge of the airport. Commercial development at Lowfield Heath, Gatwick staff car park and the decked Purple Parking and buildings on Lowfield Heath Road are visible to the right of the view. Woodland belts and blocks on Charlwood Road and around the car parks at South Terminal form a green buffer across much of the view, screening the wider landscape. In summer vegetation in leaf provides a greater degree of screening, however the airport infrastructure remains distantly visible.

8.6.150 At night, the concentration of light sources within the airport form a prominent strip of light across the view in an otherwise largely dark, rural landscape. Rows of runway lights are visible in the centre of the view within the largely dark expanse of grassland. A noticeable, wider skyglow effect is also created by the airport lighting which influences night time tranquillity within the Low Weald landscape. Lights on overflying aircraft are also prominent as moving light sources.

8.6.151 The immediate context of the view is rural farmland. However, the nearby airport and the dominant influence of overflying aircraft immediately overhead lead to a low level of tranquillity.

Viewpoint 14: Public right of way 344, Sussex Border Path east of Charlwood

8.6.152 The existing views from Viewpoint 14 are shown in **ES Figure 8.4.18** (Doc Ref. 5.2). This is a channelled view (approximately 320 metres to the Project site boundary) looking south east across pasture farmland from public right of way 344 that follows a farm track. Hedgerows are managed to eye level, limiting views into field parcels or across to the surrounding landscape. Woodland planting along Horley Road and the River Mole on the north west side of Gatwick Airport screen most views of buildings and infrastructure. The control tower is visible, framed by mature trees in the foreground. The top of the Virgin hangar is visible above woodland to the right of this. The top of the Boeing hangar is visible in the centre of the view with the buildings of the 'Aquatics To Your Door' commercial property on Horley Road visible in front. In summer, the hedgerows and trees screen all views of Gatwick Airport infrastructure and buildings.

8.6.153 At night the control tower, and hangars are visible as illuminated structures in a predominantly dark rural landscape. The concentration of lighting at Gatwick creates a skyglow effect within views which influences night time tranquillity within the Low Weald landscape.

8.6.154 Walkers experience a rural landscape of farmed fields which is influenced by large scale buildings and infrastructure at the airport, visible beyond the treeline. Lighting and the sight and sound of aircraft taking off and landing create the perception of a low level of tranquillity.

Viewpoint 15: Norwood Hill

8.6.155 The existing views from Viewpoint 15 are shown in **ES Figure 8.4.19** (Doc Ref. 5.2). This is a distant open view (approximately 2.57 km to the Project site boundary) looking south east across horse paddocks and farmland from Norwood Hill Road. Small woodland copses and mature hedgerow trees combine to form a band of vegetation, beyond which the infrastructure and buildings at Gatwick Airport are visible. Tall structures and buildings including the North and South Terminals, Travelodge and Airport Inn, control tower and Boeing hangar are visible in the centre and left side of the view. On the right side of the view, the airport infrastructure visually merges with the Manor Royal Business Park and the urban centre of Crawley, extending the narrow strip of development across the whole view. The dark, wooded hills of the High Weald AONB form a backdrop to the view. In summer the foreground trees and woodland provide additional screening when in leaf; however, the airport and Crawley form a distant focus of the view.

8.6.156 At night, the concentration of lights at Gatwick Airport and Crawley form a distinct ribbon of light forms and colours across the whole view, contrasting with the dark rural foreground and background of the High Weald AONB. Red obstruction lights on the control tower are visible at a higher level. The lighting creates a wider skyglow effect which influences night time tranquillity within the Low Weald landscape.

8.6.157 The immediate context of the view is rural farmland; however, the distant views of the airport and Crawley and the visible and audible aircraft taking off or landing lead to a medium level of tranquillity.

Viewpoint 16: Turners Hill

8.6.158 The existing views from Viewpoint 16 are shown in **ES Figure 8.4.20** (Doc Ref. 5.2). This is an open view (approximately 5.81 km to the Project site boundary) looking north-west from elevated land within the High Weald AONB on the northern edge of the settlement of Turners Hill. A ‘pick your own’ property lies in the foreground comprising grass parking area with huts and outbuildings. The view extends over the top of trees within woodland copses that lie on land that slopes down to Crawley. Urban development is visible as a pale band of geometric blocks at Manor Royal on the northern edge of Crawley and within Gatwick Airport. The control tower forms a very small but distinctive vertical element within the view. Aircraft are visible taking off to the left of the view. The gently undulating landscape of the Low Weald continues beyond with the higher land of the Surrey Hills AONB in the far distance. A pylon tower is visible as a vertical element in the foreground. The distant sound of aircraft is apparent on a still day, although not particularly prominent.

8.6.159 At night, the concentration of lights at Gatwick Airport and Crawley create a distinct ribbon of light forms and colours across the centre of the view, contrasting with the dark rural foreground of the High Weald AONB and dark background of the Low Weald and Surrey Hills AONB. Red obstruction lights on the control tower are visible at a higher level. The skyglow effect is less apparent at this distance.

8.6.160 The immediate context of the view is rural farmland; however, the distant views of the airport and Crawley and the visible and audible overflying aircraft lead to receptors perceiving a medium level of tranquillity.

Viewpoint 17: Tilgate Hill Crawley Borough Council 'Important View'

8.6.161 The existing views from Viewpoint 17 are shown in **ES Figure 8.4.21** (Doc Ref. 5.2). This is a distant framed view (approximately 5.47 km to the Project site boundary) looking north from the car park at Tilgate Park. Groups of trees in grass cover a steep slope on the northern edge of the park. Narrow view corridors between trees extend over suburban development at Tilgate. The tops of tall buildings within the centre of Crawley are visible as pale blocks above the tree line. Aircraft are visible taking off from Gatwick Airport beyond the belt of intervening trees and buildings. The far distance was concealed by mist when the photography was carried out and would include the landscapes of the Low Weald and the Surrey Hills AONB. The distant sound of aircraft at Gatwick Airport is apparent, which is emphasized when the aircraft are also visible.

8.6.162 At night, street lighting within residential areas of Crawley is visible extending into the mid-distance. A greater concentration of light sources is visible within the centre of Crawley. Lighting at Gatwick Airport is visible beyond this as a minor intensification of light sources in the view, together with a general skyglow effect. The rural landscape of the Surrey Hills forms a dark backdrop.

8.6.163 Visitors to the park experience urban green space on the edge of a large settlement. Aircraft taking off at Gatwick are audible and briefly visible. Within the context of Crawley, the park has a medium perception of tranquillity; however, in terms of absolute tranquillity a receptor's perception is of low levels.

Viewpoint 18: North Terminal roundabout Sussex Border Path

8.6.164 The existing views from Viewpoint 18 are shown in **ES Figure 8.4.22** (Doc Ref. 5.2). This is an enclosed view looking north-east from the Sussex Border Path at the North Terminal roundabout. Mature highway woodland planting on the A23 road embankments and between slip roads and carriageways provides a dense backdrop of vegetation to the busy road junction and screens views of the edge of Horley. The open grassy roundabout allows views across carriageways and the central space to moving traffic, signage and lighting columns.

8.6.165 At night lighting columns and vehicle lights provide a well lit context for this urban view within the airport.

8.6.166 Pedestrians using a pavement beside a busy road junction within the airport, close to buildings and surrounded by infrastructure and lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 19: Sussex Border Path 346, A23

8.6.167 The existing views from Viewpoint 19 are shown in **ES Figure 8.4.23** (Doc Ref. 5.2). This is an enclosed and heavily filtered view from the Sussex Border Path looking south-east. The informal path passes through mature highways woodland planting between the A23 and Car Park Y on the edge of the airport. Gaps in mainly deciduous trees and shrubs allow views of the highway boundary fence and glimpses of moving traffic on the A23.

8.6.168 Night time photography was not undertaken at this location. At night it is considered that lighting columns on the A23 and transient vehicle lights would provide some lighting within an otherwise unlit, urban context.

8.6.169 Walkers using a footpath within woodland beside a busy road and lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 20: Longbridge roundabout

8.6.170 The existing views from Viewpoint 20 are shown in **ES Figure 8.4.24** (Doc Ref. 5.2). This is an enclosed view looking north-east from a footway beside the Longbridge roundabout. Mature vegetation comprising highway woodland planting on the A23 and within the roundabout and retained woodland and trees which pre date the junction, provides a dense backdrop to the view and a central focus at the road junction. The vegetation combines to screen views of development on the edge of Horley. The road junction, moving traffic, signage and lighting columns are typical of a busy road junction in an urban area.

8.6.171 At night lighting columns and vehicle lights provide a well lit context for this urban view between the airport and Horley.

8.6.172 Pedestrians using a pavement beside a busy road junction on the edge of the airport, close to buildings and surrounded by infrastructure and lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 21: Longbridge roundabout, Church Meadows, public open space/conservation area

8.6.173 The existing views from Viewpoint 21 are shown in **ES Figure 8.4.25** (Doc Ref. 5.2). This is a partially enclosed view looking south-west from the area of public open space at Church Meadows, on the edge of Horley. This small green space lies at the interface of the urban edge of Horley, development at Gatwick and farmland. The space comprises mainly mown and taller meadow grass punctuated by specimen trees and native trees and shrubs scattered along the River Mole, which forms the western boundary of the space and divides it from a small parcel of farmland beyond. A barn and silo at the neighbouring farm can be seen through the trees with a taller white rendered building at the Holiday Inn hotel beyond. The top of the Airport Inn Gatwick can also be seen above the tree canopies on the left of the view. Glimpses of moving traffic at Longbridge roundabout are possible through the vegetation. Traffic and buildings are more noticeable in the winter when vegetation is not in leaf.

8.6.174 At night lighting columns at the Longbridge roundabout, transient vehicle lights and light sources within hotels provide some lighting within an otherwise unlit, urban context.

8.6.175 People using an area of public open space within an urban fringe location, close to buildings and transport infrastructure are influenced by lighting and noise, although experience some degree of relative tranquillity due to the vegetation, river and connection to farmland.

Viewpoint 22a: A23 footway looking South-East

8.6.176 The existing views from Viewpoint 22a are shown in **ES Figure 8.4.26** (Doc Ref. 5.2). This is a channelled view looking south-east along the A23 from the footway. The footway runs parallel to the carriageway within either grass verge or highway tree and scrub planting. The left side of the view is framed by mature highway planting which merges with vegetation within Riverside Garden Park. The right side of the view is framed by mature highway planting between the carriageway of London Road south and the slip road to Airport Way east. Lighting columns beside either carriageway and central safety barriers further define the transport corridor. Views out of the road

corridor to the neighbouring airport or park are heavily filtered and screened. Traffic travelling at speed is a constant feature of the view.

8.6.177 At night lighting columns and vehicle lights provide a well lit context for this urban view between the airport and Horley.

8.6.178 Pedestrians using a pavement beside a busy road on the edge of the airport, with lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 22b: A23 footway looking North-West

8.6.179 The existing views from Viewpoint 22b are shown in **ES Figure 8.4.27** (Doc Ref. 5.2). This is a channelled view looking north-west along the A23 from the footway. The footway rapidly becomes overgrown by highway planting and impassable. The right side of the view is framed by mature highway planting which merges with vegetation within Riverside Garden Park. The left side of the view is framed by mature highway planting between the carriageway of London Road and the slip road to North Terminal roundabout. Lighting columns beside either carriageway, signage and central safety barriers further define the transport corridor. Views out of the road corridor to the neighbouring airport or park are heavily filtered and screened. Traffic travelling at speed is a constant feature of the view.

8.6.180 At night lighting columns and vehicle lights provide a well lit context for this urban view between the airport and Horley.

8.6.181 Pedestrians using a pavement beside a busy road on the edge of the airport, with lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 23: Railway overbridge Sussex Border Path

8.6.182 The existing views from Viewpoint 23 are shown in **ES Figure 8.4.28** (Doc Ref. 5.2). This is a channelled view looking south from the pedestrian railway overbridge north of Gatwick. The metal and brick bridge structure frames either side of the view. The linear rail tracks lead the eye into the distance towards Gatwick railway station. Mature vegetation flanks either side of the railway and frames a short section of the A23 overbridge structure and moving traffic crossing it. The tops of tall buildings at South Terminal are visible on the skyline together with a communications mast beside the railway. Farmland lies to the left and Horley lies to the right behind trees.

8.6.183 At night lighting columns on the A23 and transient vehicle lights and lighting at the railway station and South Terminal building provide some lighting within an otherwise unlit, urban edge context.

8.6.184 Walkers using a footpath within woodland beside a busy road and lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 24: Car Park B

8.6.185 The existing views from Viewpoint 24 are shown in **ES Figure 8.4.29** (Doc Ref. 5.2). This is an enclosed view within staff Car Park B looking north towards the A23. The concrete structure of the ITTS partially screens and frames the view to the left. A planted earth embankment beside the railway line and security fences frame the view to the right. The deck of the A23 road bridge over the railway is visible, framed by mature highways woodland planting on embankment slopes. The main part of the view is occupied by tarmac hardstanding and parked cars, which extend under the raised ITTS. Cycle shelters are also located beneath this structure. The ITTS shuttle,

traffic on the A23 and trains on the railway combine to create a busy space within a transport node.

8.6.186 At night lighting columns on the A23 and within the car park and transient vehicle, train and shuttle lights provide extensive lighting within an otherwise unlit, urban edge context.

8.6.187 Pedestrians and people using the car park beside a busy road, railway and ITTS on the edge of the airport, close to buildings and surrounded by infrastructure and lighting are influenced by many urban elements, including audible aircraft, and perceive a low level of tranquillity.

Viewpoint 25: Sussex Border Path 368, M23 Spur

8.6.188 The existing views from Viewpoint 25 are shown in **ES Figure 8.4.30** (Doc Ref. 5.2). This is an enclosed and filtered view from the Sussex Border Path looking east. The informal path passes through a narrow belt of mature trees on the edge of farmland north of the M23 Spur. The road is raised on a low, planted embankment above the path. A timber boundary highways fence provides separation within this corridor of space. Gaps in mainly deciduous trees and shrubs allow glimpses of moving traffic on the east bound carriageway of the M23 Spur. Filtered views over farmland are available to the left. Views of the M23 Spur and traffic in the winter, when vegetation is not in leaf, are more open.

8.6.189 Night time photography has not been undertaken in this location. At night it is considered that transient vehicle lights would provide very limited lighting within an otherwise unlit, rural context.

8.6.190 Walkers using a footpath within trees beside a busy road and lighting are influenced by traffic and, to a lesser extent, aircraft noise and perceive a low level of tranquillity.

Viewpoint 26: Bridleway 348Sy Poles Lane

8.6.191 The existing views from Viewpoint 26 are shown in **ES Figure 8.4.31** (Doc Ref. 5.2). This is an enclosed view adjacent to the Project site boundary looking north from the end of Poles Lane at the junction of Charlwood Road. A mature hedgerow with trees defines the north side of Charlwood Road at the boundary of the airport in the vicinity of Car Park X . In summer the foliage screens the airport, only allowing limited glimpses of moving aircraft or cars. In the winter when the hedgerow is not in leaf, parked cars, infrastructure within the airport and moving aircraft and cars are partially visible. Vehicles travelling on Charlwood Road form a prominent part of the view in the foreground.

8.6.192 At night, lighting within the airport is partially visible together with transient vehicle lights on Charlwood Road within this rural fringe location.

8.6.193 Equestrians using the bridleway on Poles Lane experience moving traffic, aircraft within the airport, some infrastructure and lights at night and would perceive a relatively low level of tranquillity.

Viewpoint 27: Public right of way 325 west of Gatwick

8.6.194 The existing views from Viewpoint 27 are shown in **ES Figure 8.4.32** (Doc Ref. 5.2). This is an open view (approximately 257 metres to the Project site boundary) looking east across farmland towards Gatwick. The view is aligned along the airport runways, directly beneath the flightpath of aircraft taking off or landing which diminishes the perception of tranquillity within the Low Weald landscape. The foreground is occupied by open farmland. The flat open expanse of runways,

taxiways and grassland lie within the centre of the view. This corridor is flanked by the buildings and infrastructure at Gatwick Airport. The South Terminal, piers, Boeing hangar, control tower and parked aircraft combine to form a cluster of development on the left side of the view. The fire training ground training rig aircraft is visible on the far left side of the view. Gatwick staff Car Park X and the decked Purple Parking and buildings on Lowfield Heath Road are visible to the right of the view. Woodland belts and blocks on Charlwood Road and around the car parks at South Terminal form a green buffer across much of the view, screening the wider landscape. Glimpses of hills to the north-east are visible on parts of the skyline. In winter, when vegetation is not in leaf, the airport infrastructure is more prominent in the view.

8.6.195 At night, the concentration of light sources within the airport forms a prominent strip of light across the view in an otherwise largely dark, rural landscape. Rows of runway lights are visible in the centre of the view within the largely dark expanse of grassland. A noticeable, wider skyglow effect is also created by the airport lighting which influences night time tranquillity within the Low Weald landscape. Lights on overflying aircraft are also prominent as moving light sources.

8.6.196 The immediate context of the view is rural farmland. However, the nearby airport and the dominant influence of overflying aircraft immediately overhead lead to a low level of tranquillity.

Viewpoint 28: Hookwood public right of way 342

8.6.197 The existing views from Viewpoint 28 are shown in **ES Figure 8.4.33** (Doc Ref. 5.2). This is an open view (approximately 480 metres to the Project site boundary) looking south towards Gatwick from a footpath on the edge of Hookwood. A cluster of horse paddocks divided by timber post and rail and electric fences extend across the foreground. Residential properties within mature garden vegetation on Charlwood Road lie beyond the paddocks. Mature trees and woodland planting beside the River Mole and on the earth bund within the airport form a dense screen of vegetation across the full width of the view. No airport infrastructure is visible. Aircraft are clearly visible and audible taking off and landing.

8.6.198 Night time photography has not been undertaken in this location. At night, it is considered that lighting within the airport is unlikely to be visible. Light sources within houses on Charlwood Road and lights on aircraft would form minor elements within an otherwise dark, rural edge landscape.

8.6.199 The immediate context of the view is rural edge equestrian land. However, the nearby airport and the influence of aircraft lead to a relatively low level of tranquillity.

Viewpoint 29: Public right of way 340 north east of Charlwood

8.6.200 The existing views from Viewpoint 29 are shown in **ES Figure 8.4.34** (Doc Ref. 5.2). This is a framed view (approximately 770 metres to the Project site boundary) looking south-east towards Gatwick from a public footpath over a field gate, in a gap in a hedgerow. Pasture fields divided by hedgerows and mature trees extend over the foreground and middle distance. Mature hedgerow trees in the intervening farmland and mature woodland planting beside the River Mole and on the earth bund within the airport form a dense screen and backdrop of vegetation across the full width of the view. No airport infrastructure is visible. Aircraft are clearly visible and audible taking off and landing.

8.6.201 Night time photography has not been undertaken in this location. At night it is considered that it would be unlikely that there would be any visible light sources within the view.

8.6.202 The immediate context of the view is rural farmland. On balance, the influence of aircraft taking off and landing would lead to the perception of a moderate level of tranquillity.

Viewpoint 30: Russ Hill, Sussex Border Path

8.6.203 The existing views from Viewpoint 30 are shown in **ES Figure 8.4.35** (Doc Ref. 5.2). This is an open view (approximately 1.79 km to the Project site boundary) looking east towards Gatwick from a long distance path on elevated land west of the airport. Russ Hill forms one of the closest high points to the Project site and walkers using the path are able to gain panoramic views. An open meadow framed by trees extends over the foreground, which slopes down to hedgerows and tree belts. Where intervening trees are located in lower lying areas, the view extends into the distance to Gatwick. The flat open expanse of runways, taxiways and grassland are partially visible in the centre of the view. Buildings and infrastructure at South Terminal and North Terminal combine to form a cluster of development on the left side of the open part of the view. Commercial buildings at Lowfield Heath and surface parking at Car Park X are visible on the right side of the view. Glimpses of hills to the east are visible on parts of the skyline. Belts of evergreen eucalyptus trees have been planted to screen views of the airport. In winter, when most vegetation is not in leaf, the airport infrastructure is slightly more prominent in the view.

8.6.204 Night time photography has not been undertaken in this location. At night, it is considered that the concentration of light sources within the airport would form a prominent strip of light across the view in an otherwise largely dark, rural landscape. It is likely that a noticeable, wider skyglow effect would also be created by the airport lighting which influences night time tranquillity within the Low Weald landscape. Lights on aircraft taking off and landing would be visible as moving light sources.

8.6.205 The immediate context of the view is rural farmland. However, the visible and audible influence of the nearby airport would lead to the perception of a low to medium level of tranquillity.

Viewpoint 31: East of Salford public right of way

8.6.206 The existing views from Viewpoint 31 are shown in **ES Figure 8.4.36** (Doc Ref. 5.2). This is an open view (approximately 3.85 km to the Project site boundary) looking south across the gently undulating landscape from a footpath crossing a local high point. A meadow extends across the foreground and slopes down to a hedgerow and mature scattered trees. Mature hedgerows and trees in the intervening landscape combine to provide a belt of vegetation across the middle distance of the view. A narrow section at the centre of the view includes tree tops low enough to allow views into the distance, including Gatwick. The tops of the tallest buildings at South Terminal are barely discernible above the trees. Aircraft arriving at and departing from Gatwick are briefly visible as they descend or emerge from behind the belt of trees. A narrow sliver of distant hills is visible as a backdrop in the centre of the view.

8.6.207 Night time photography has not been undertaken in this location. At night, it is considered that light sources on the tallest buildings may be visible in an otherwise largely dark, rural landscape. A wider skyglow effect would also be created by the airport lighting which influences night time tranquillity within the Low Weald landscape. Lights on aircraft landing would be visible as moving light sources.

8.6.208 The immediate context of the view is rural farmland. However, the visible and audible influence of the nearby airport leads to the perception of a low to medium level of tranquillity.

Viewpoint 32: Leith Hill, Surrey Hills AONB

8.6.209 The existing views from Viewpoint 32 are shown in **ES Figure 8.4.37** (Doc Ref. 5.2). This is a distant panoramic view (approximately 11.27 km to the Project site boundary) looking south-east across the Surrey landscape from this popular recreational destination, which is the highest point in the south-east of England. Visitors access this location in the AONB to gain highly scenic views of the landscape. Mature coniferous trees frame the foreground of the view where the land falls away steeply. Scrubby woodland and heath allow views over and beyond to the gently undulating wooded landscape below that extends into the distance. The cluster of development at Gatwick is visible in the distance as a narrow, pale, sliver of buildings and infrastructure set within the contrasting darker wooded landscape. The neighbouring settlements of Crawley and Horley are also partially visible as similar slivers of pale development to either side and overlapping with Gatwick. The horizon is formed by the distant, hazy, blue hills of the High Weald and the South Downs. At more than 11 km from Leith Hill, Gatwick is very distant but recognisable, although difficult to distinguish from other neighbouring development. Aircraft engaged in the initial departure from, or final approach and landing to Gatwick are imperceptible. However, overflying aircraft, from Gatwick and other London Airports, are clearly audible.

8.6.210 The main focus for views from Leith Hill, due to the orientation of the hill and the location of mature screening vegetation is south towards the South Downs and north-east towards the city of London, where clusters of tall buildings are clearly visible. Gatwick airport is only visible from a very small section of footpath on the extreme left side of views.

8.6.211 Night time photography has not been undertaken in this location. At night, it is considered that light sources at Gatwick, settlements, major developments and transport corridors would be distantly visible within a largely dark, rural context.

8.6.212 The immediate context of the view is rural and of very high scenic value. Whilst the airport and neighbouring settlements are visible, due to the separation from this viewpoint, these have very limited influence over the perception of tranquillity. However, audible overflying aircraft are noticeable and to some degree intrusive. Overall, the level of perceived tranquillity is high to medium.

8.6.213 **ES Figure 8.4.38** (Doc Ref. 5.2) shows the locations of visual receptors also considered within this chapter that are not represented by a viewpoint location photograph.

Gatwick Overflights and Tranquillity

8.6.214 There is no specific guidance from the Landscape Institute and Institute of Environmental Management and Assessment relating to tranquility assessment for visible or audible aircraft. However, the CAA's CAP1616 Airspace Change Guidance provides methodology to assess effects on the perception of tranquillity where the proposed airspace change may require changes to routings or increased overflight of nationally designated landscapes. The Project would increase the number of flights in the area around Gatwick Airport but does not require a change to Airspace structures or flight routings. In alignment with the CAP1616 methodology, tranquillity impacts are assessed for overflights at up to 7,000ft above local ground level. The effects on the perception of tranquillty as a result of overflights above 7,000ft above local ground level have been scoped out of the assessment.

8.6.215 The Applicant has therefore prepared a methodology for capturing and assessing overflight data that has informed the baseline for the assessment of effects on tranquillity (see **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.1) and its **ES Appendix 14.9.2: Air Noise Modelling** (Doc Ref. 5.3), and para 8.9.194 of this document). Various overflight maps have been provided for the 2019 baseline, and then for a 2032 future baseline and 2032 with Project, using simplifying assumptions to represent air traffic growth. The Northern Runway air traffic forecasts show a growth of around 20% between the 2032 future baseline and 2032 with the Project. There is only marginal growth in flight movements beyond 2032 which would not make any material difference to the overflight diagrams. Consequently, the overflight assessment has been undertaken for 2019 baseline and 2032 assessment years. The definition of an "overflight" uses the CAA CAP1498 criterion as explained in **ES Appendix 14.9.2: Air Noise Modelling** (Doc Ref. 5.3) and depends on the height of the aircraft and the angle subtended to an Observer on the ground. For example, an aircraft within 1.8 km of an observer at a height of 7,000 feet above local ground level would be counted as an overflight. The Gatwick overflight baseline data are based on 92 days in summer 2019 and presented within a grid size of 1 km aligned with the runway orientation. The data for an average 24 hour period are presented as a heat map with the number of overflights defined for each grid square ranging from 1 to 10, 11 to 50, 51 to 100, 101 to 200 and greater than 200 (see **ES Figure 8.6.3** (Doc Ref. 5.2)).

8.6.216 The baseline data captures all air transport movements associated with Gatwick Airport for arriving and departing aircraft for flights less than 7,000 ft above local ground level. Arrival and departure routings would not change as a result of the Project and hence the baseline data show where effects due to an intensification of existing noise or visual impacts are likely to occur. Receptors within the landscape outside of these routes have been scoped out of the assessment as there are no proposed changes to routing and therefore these areas would not be overflown (and no change in the perception of tranquillity as a result of the Project is likely). No impacts are anticipated beyond this wider study area and effects on the perception of tranquillity within designated landscapes outside these areas have therefore been scoped out of the assessment.

8.6.217 To enable a complete baseline situation to be defined, non-Gatwick flights have also been assessed. These mainly originate from Heathrow Airport and Redhill aerodrome. To capture these non-Gatwick flights within the study area, GAL provided ten days of radar data within approximately 35 miles of Gatwick Airport during June and July 2019, which was the last year of peak operations pre-Covid restrictions and thererfore represents a maximum scenario for the purposes of the assessment of effects. This data is also presented as a heat map (see **ES Figure 8.6.4** (Doc Ref. 5.2)). A third heat map has been created which combines the two sets of data to form a complete baseline situation, indicating the results (see **ES Figure 8.6.5** (Doc Ref. 5.2)).

8.6.218 The four nationally designated landscapes within this study area comprising the High Weald, Surrey Hills and Kent Downs AONBs and the South Downs National Park have been incorporated into these overflight heat maps to provide a baseline and future baseline for the assessment of effects on tranquillity.

8.6.219 **ES Figure 8.6.3** (Doc Ref. 5.2) illustrates that a large proportion of the High Weald AONB coincides with existing Gatwick overflights at less than 7,000 feet above ground level. The main concentration of flights extends in a corridor east and fanning out and curving round to the south and west. Over 200 flights a day pass over areas to the east of Gatwick Airport in a corridor south of Edenbridge. A broader corridor of the AONB extending east and south from Hever to Crowborough is overflown by between 100 and 200 flights a day. These areas include popular

and distinctive locations such as Hever Castle and the Ashdown Forest. Hever Castle is surrounded by formal gardens and parkland that are Grade 1 listed on the English Heritage Register of Historic Parks and Gardens. Visitors to the gardens experience a relatively large number of either visible or audible overflying aircraft. Ashdown Forest comprises a series of connected commons of open heathland and woodland fringes on a high sandy ridge. This is the largest area of public access land in the south east of England. Visitors to the landscape generally experience between 50 and 100 overflights of aircraft below 7,000ft within open and expansive views that are not typical of the wider East Sussex landscape and therefore valued by visitors. The majority of the remaining area of the AONB overflown at less than 7,000 feet by Gatwick aircraft lies in the north western half of the designation. Areas are generally overflown by 1 to 10 flights a day with smaller areas of 11 to 50 and 51 to 100 flights a day. Wakehurst Place Royal Botanic Gardens forms a popular location within this area. There is a narrow area of land close to and south of the airport which is not generally overflown. It extends from north Horsham, across Crawley and thereafter across the north fringes of the High Weald AONB towards the eastern edge of East Grinstead.

8.6.220 Large areas of the Surrey Hills AONB are overflown by Gatwick aircraft. A broad area of the designated landscape south of Godalming to Haslemere is overflown by 1 to 10 flights a day and an area east of Godalming to Dorking is generally overflown by 1 to 10 or 11 to 50 flights a day with a small area overflown by 101 to 200 flights a day. These areas include popular and distinctive locations such as Leith Hill and Witley and Milford Commons. Leith Hill lies within a large wooded landscape on the Greensand Ridge and is one of the highest points in the south east of England. Visitors to this popular viewpoint experience relatively low numbers of either visible or audible overflying aircraft within panoramic views. Witley and Milford Commons comprise a series of connected areas of public access land of open heathland and woodland fringes, owned by the National Trust. Visitors to the landscape experience either visible or audible overflying aircraft within open and expansive views.

8.6.221 Smaller areas of the landscape along the M25 corridor on the southern edge of the Kent Downs AONB between Merstham and Westerham and south of Sevenoaks are overflown by between 1 and 10 Gatwick flights a day at less than 7,000 feet. This area includes the popular historic house and deer park at Knole, which is owned by the National Trust. In these locations, the visible or audible presence of Gatwick aircraft make a limited contribution to the level of tranquillity experienced by people using the landscape of the Kent Downs AONB.

8.6.222 Areas on the northern fringes of the South Downs National Park are also overflown at less than 7,000 feet. This includes a larger area west of Petworth to Midhurst and north to Haslemere which is generally overflown by 1 to 10 flights a day. These areas include popular and distinctive locations such as Petworth House and Park and the Temple of the Winds at Blackdown. Petworth House is surrounded by pleasure grounds and a deer park designed by Capability Brown that are Grade 1 listed on the English Heritage Register of Historic Parks and Gardens. Visitors to the park experience a relatively small number of either visible or audible overflying aircraft. The Temple of the Winds at Blackdown comprises a mosaic of open heathland and woodland on a high ridge. Visitors to the landscape experience a relatively small number of either visible or audible overflying aircraft within open views. A smaller area of the national park north of Brighton and Lewes and south to Seaford is also overflown by 1 to 10 Gatwick flights a day. These areas include popular and distinctive locations such as Ditchling Beacon and Firle Beacon which are linked by the South Downs National Trail. These two locations lie within open, farmed downland above the Sussex coastline. Visitors to the landscape experience a relatively small number of

either visible or audible overflying aircraft within panoramic open views. In these locations, the visible or audible presence of Gatwick aircraft make a limited contribution to the level of tranquillity experienced by people using the landscape of the South Downs National Park.

8.6.223 Tranquillity mapping prepared by CPRE has also been consulted as part of the baseline data gathering exercise. The CPRE map defines tranquillity based on land uses such as settlements, transport corridors and large scale industrial/commercial uses (see **ES Appendix 8.6.3: CPRE Tranquillity Mapping** (Doc Ref. 5.3)). The map does not take into consideration the effects on tranquillity of overflying aircraft in the wider landscape. There is no corridor to the east and west of Gatwick Airport, corresponding with the greatest concentration of aircraft taking off and landing, that is defined as less tranquil than the underlying land uses. Therefore, it appears that the presence of overflying aircraft is not material to CPRE's assessment of tranquillity.

Future Baseline Conditions

8.6.224 Several developments at Gatwick Airport are currently under construction and are due for completion shortly/have been completed since the surveys for the ES were completed. These developments are sufficiently far advanced that the scale, mass and architectural treatment can be understood within the existing baseline and they appear in baseline photography:

- Boeing hangar (under construction at time of survey, now operational);
- M23 Smart Motorway Project; and
- Temporary maintenance hangar.

8.6.225 Other known developments that are proposed/consented (see **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1)) include the following:

- extension to Pier 6;
- alterations to Taxiway Quebec;
- reconfiguration of aircraft stands;
- Additional rapid exit taxiway;
- resurfacing of the main runway in accordance with the usual maintenance schedule;
- replacement of the Instrument Landing System (ILS) localisers.
- South Terminal Hilton Hotel multi-storey car park (820 vehicles);
- North Terminal multi-storey car park 7 (additional 3250 vehicles);
- use of robotics technology within existing long stay parking areas to increase capacity, resulting in an additional 2,500 spaces;
- highway improvements to North Terminal and South Terminal roundabouts, signalisation and signage;
- electric vehicle charging forecourt South Terminal; and
- Gatwick Station improvements.

8.6.226 Multi-storey car parks are likely to result in the greatest change to the existing baseline situation. The South Terminal Hilton Hotel multi-storey car park will be located immediately north of the existing Hilton Hotel and north-east of the short stay multi storey car park 3 at South Terminal. The development will form a logical continuation of the scale, form and architectural treatment of built development in this location. Some mature trees and shrubs will be removed to accommodate the building, reducing the extent of green infrastructure and increasing the mass of built form at South Terminal. The development will form an extension and intensification of the established building cluster at the airport. Multi-storey car park 7 will be located immediately north

of Tunnel Road at North Terminal. The development will extend the scale and form of built development in this location, although it will adopt a different architectural treatment to existing adjacent buildings, which do not include multi-storey car parks. The building will be constructed on an existing surface car park and will not require the removal of any vegetation. The development will form an intensification of the established building cluster at the airport.

8.6.227 These developments will combine to create a slightly more intensely developed airport character. Each of the future baseline developments will reinforce locally distinctive patterns of development at Gatwick Airport and will not result in an overall change in the character or composition of the airport. The developments will exert very limited additional influence over the surrounding landscape and townscape character areas and visual receptors within the study area.

8.6.228 All of these future baseline developments are scheduled to be complete by 2026 (with the exception of ongoing maintenance work for the main runway). The completion of the Hilton Hotel multi-storey car park at South Terminal will partially obscure views from the short stay car park 3 for visitors to the airport, represented in Viewpoint 2. Any influence over the neighbouring landscape character area of the Low Weald at Horley or views from this landscape or urban fringe would be barely perceptible. Therefore, there will be no difference in the future baseline situation for the purposes of the assessment within this chapter for the years 2024 to 2029, 2030 to 2032, 2033 to 2038 or 2038 to 2047.

Air Traffic Movements Future Baseline Conditions

8.6.229 The effects on the perception of tranquillity within the study area are informed by data presented within **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.1). Chapter 14 focuses on the 2032 assessment year, as the predicted changes in air traffic movements are likely to be greater than in the opening year of 2029 (See **ES Figure 8.6.6** (Doc Ref. 5.2)). In terms of noise emission levels, the 2032 future baseline has been modelled based upon air traffic forecasts which include changes in the aircraft fleet to quieter types. It is predicted that in 2032 there would be a reduction in the area of landscape and townscape affected by aircraft noise and, therefore, the number of residents affected living in the affected area. Between 2032 and 2038 the fleet would continue to change to quieter types, resulting in further reduction in baseline levels.

8.7. Key Aspects of the Project

8.7.1 The assessment has been based on the description in **ES Chapter 5: Project Description** (Doc Ref. 5.1).

8.7.2 Table 8.7.1 below identifies the key maximum design scenarios most relevant to this assessment. The maximum design scenario selected is the one having the potential to result in the greatest effect on an identified receptor or receptor group.

Table 8.7.1: Maximum Design Scenarios

Potential Impact	Maximum Design Scenario	Justification
Initial Construction Period: 2024-2029		
Airport character. Visual amenity: A23 and internal roads, railway, staff car parks.	Main contractor construction compound MA1 (up to 4 hectares including infrastructure up to 25 metres high)	Maximum footprint and height of development
Airport character. Visual amenity: Gatwick staff/visitors.	Airfield satellite contractor compound (up to 3.5 hectares including infrastructure up to 25 metres high)	Maximum footprint and height of development
Landscape/townscape character. Visual amenity: Horley residential edge, Balcombe Road and internal roads, multi-storey car parks, ITTS, railway, McDonalds, KFC, Schlumberger House, Marriot Hotel. Riverside Garden Park, Premier Inn and Travelodge, River Mole footpath, A23 and internal roads, multi-storey car parks, surface car parks	South Terminal Roundabout Contractor Compound (up to 3 hectares including infrastructure up to 25 metres high), Car Park Y Contractor Compound (up to 1.8 hectares including infrastructure up to 8 metres high), Car Park B Contractor Compound (up to 0.47 hectares and tallest infrastructure 6 metres high.)	Maximum footprint and height of development and vegetation removal
Landscape/Townscape character. Visual amenity: Church Meadows, Horley residential edge, A23, River Mole footpath	Longbridge Roundabout Contractor Compound (up to 0.3 hectares including infrastructure up to 6 metres high)	Maximum footprint and height of development and vegetation loss
Airport/Landscape/Townscape character. Visual amenity: Gatwick staff/visitors and commercial properties at Lowfield Heath.	Car Park Z Contractor Compound (up to 1.8 hectares, tallest infrastructure 6 metres high.)	Maximum footprint
Airport/Landscape character. Visual amenity: public footpaths, Balcombe Road, car parks,	Pentagon Field spoil deposition and landscaping: 8.8 hectares of land of which 4.6 hectares to accommodate approximately 100,000m^3 of spoil up to 4 metres high.	Maximum footprint, height of spoil, vegetation loss and spoil volume.
Airport/Landscape character. Visual amenity: Gatwick staff/visitors.	Relocated decked Purple Parking at Car Park X (120m x 70m, up to 11 metres high and 3,280 spaces)	Maximum footprint and height of development
Airport/Landscape character.	Relocation of substations BP, BR and A (25 m^2 and 5 metres high)	Maximum footprint and height of development

Potential Impact	Maximum Design Scenario	Justification
Visual amenity: Gatwick staff/visitors.	Relocation of substation J (180 m^2 and 6 metres high)	Maximum footprint and height of development
	Substation BK (144 m^2 and 6 metres high)	Maximum footprint and height of development
Landscape/Airport character. Visual amenity: River Mole footpath, Gatwick Museum	Museum Field flood compensation area (2.6 metres deep and approximately 57,600 m^2)	Maximum footprint, depth of feature and vegetation loss.
Airport/Landscape character. Visual amenity: Gatwick staff/visitors.	Car Park X flood alleviation area (2 metres deep, 27,000 m^2 and 55,000m^3 storage capacity)	Maximum footprint, depth of feature and vegetation loss.
Airport character. Visual amenity: Gatwick staff/visitors.	Underground surface water storage beneath Car Park Y 8 to 10 metres deep and footprint of 9,375 m^2.	Maximum footprint and depth of feature.
Airport character. Visual amenity: Gatwick staff/visitors.	CARE facility (1.76 hectares, 22 metre high buildings, footprint of 17,550 m^2 and 48 metre high boiler flue stack) construction. Motor Transport Facilities (1.56 hectares and 15 metres high) and RVP North	Maximum footprint and height of development.
Airport/Landscape character. Visual amenity: Lowfield Heath Road, Roband Electronics	Noise mitigation feature (450 metres long, western section 8 metres high, eastern section 10 metres high)	Maximum length and height of development
Airport/Landscape character. Visual amenity River Mole footpath	Fire training ground (1.2 hectares, up to 25 metres high)	Maximum footprint and height of development
Airport character. Visual amenity: Sofitel and Premier Inn, roads, ITTS, multi-storey car parks	North Terminal International Departure Lounge (IDL) extensions and forecourt (3,300 m^2 and 32.5 metres high and southern extension 119 x 105 metres and 27.5 metres high) construction and completion.	Maximum footprint and height of development
Airport character. Visual amenity: Hilton Hotel, roads, multi-storey car parks.	South Terminal IDL Extension and forecourt (3,780 m^2 and 27 metres high) complete. South Terminal Hotel north of MSCP 3 (400 bedrooms, 0.4 hectare footprint and 27 metres high).	Maximum footprint and height of development
Landscape/Airport character. Visual amenity: Horley residential edge, Balcombe Road and internal roads, surface carparks, railway,	Surface Access, South Terminal roundabout improvements (including flyover) (8 metres high above finished ground level and 130 metres	Maximum footprint and height of development

Potential Impact	Maximum Design Scenario	Justification
McDonalds, KFC, Schlumberger House.	long) and North Terminal roundabout improvements, construction commenced	
Airport character. Visual amenity: Public footpath, Roads, railway, multi-storey car parks and surface car parks.	Hotel at building compound adjacent to car rental location (200 rooms) (16.3 metres)	Maximum footprint and height of development and vegetation loss
Airport character. Visual amenity: Sofitel, Pier 4, roads, multi-storey car parks	Multi-storey car park J (890 spaces, 1 hectare and 27 metres high)	Maximum footprint and height of development
Airport character. Visual amenity: Gatwick staff/visitors.	Pond A removal and River Mole diversion (approximately 300 metres long)	Maximum footprint, volume and vegetation removal
Airport character. Visual amenity: Hilton Hotel, roads, multi-storey car parks and surface car parks.	Car park H (1.5 hectare and 3,700 spaces, 27 metres high) South Terminal Hotel (400 bedrooms, 0.4 ha footprint and 27 metres high)	Maximum footprint and height of development and vegetation loss
Landscape/Airport character. Visual amenity River Mole footpath	North Terminal Long Stay decked car park (1,680 spaces and 7.9 hectares) (11 metres) construction commenced	Maximum footprint and height of development and vegetation loss
Airport character. Visual amenity: Gatwick staff/visitors.	Grounds Maintenance (1230 m^2 and 8 metres high) Surface Transport Facility (1440 m^2 and 15 metres high)	Maximum footprint and height of development
Landscape/Airport character. Visual amenity: Public footpath, residents.	Water Treatment Works (footprint 5,600 m^2 and 8 metres high)	Maximum footprint, height of development and vegetation loss.
Tranquillity	N/A Northern runway not yet open in this period	N/A
2030-2032		
Airport character. Visual amenity: Hilton Hotel, roads, multi-storey car parks and surface car parks.	Office block South Terminal (4,580 m^2 floorspace, 1,024 m^2 footprint and 27 metres high) and	Maximum footprint and height of development and vegetation loss
Airport/Townscape character. Visual amenity: Church Meadows, Horley residential edge, A23, Balcombe Road and internal roads, multi-storey car parks, ITTS, railway, McDonalds, KFC,	Surface Access, South Terminal roundabout improvements (including flyover) completed (8 metres high above finished ground level and 130 metres long), Balcombe Road overbridge raised 2.2 metres and	Maximum footprint and height of development and vegetation removal. Outside of airport perimeter, greater opportunity for effects on landscape and visual receptors outside airport

Potential Impact	Maximum Design Scenario	Justification
Schlumberger House, Marriot Hotel. Riverside Garden Park, Horley residential edge, Premier Inn NT and Perimeter Road North, Sofitel, Premier Inn and Travelodge, River Mole footpath, surface carparks.	North Terminal roundabout improvements (including flyover 8 metres high above finished ground level and 200 metres long) and Longbridge Roundabout improvements including new River Mole bridge construction.	
Airport character. Visual amenity: Gatwick staff/visitors.	CARE facility (17,550 m^2, 22 metres high buildings and 48 metre high flue) and Motor Transport Facility – completion of construction	Maximum footprint and height of development.
Airport/Landscape character. Visual amenity: Gatwick staff/visitors.	Hangar (12,440 m^2 and 32 metres high) including staff car parking (100 spaces) and service yard car park	Maximum footprint and height of development
Airport character. Visual amenity: Premier Inn NT and Perimeter Road North and Travelodge, River Mole footpath, A23 and internal roads, Horley residential edge, multi-storey car parks.	North Terminal baggage reclaim extension (650 m^2 and 7 metres high) construction and completion. North Terminal baggage hall extension (6,552 m^2 and 12.5 metres high) construction commenced. North Terminal hotel (400 bedrooms) (27 metres)/ multi-storey car park Y (1.9 hectares and 3,035 spaces)	Maximum footprint and height of development and vegetation loss.
Airport character. Visual amenity: Gatwick staff/visitors.	Pier 7 (10.1 hectares and 18 metres high)	Maximum footprint and height of development and vegetation loss.
Airport character. Visual amenity: Gatwick staff/visitors, Hampton Hilton Hotel.	Internal access: Larkins Road diversion (Phase 2) and autonomous vehicle route and stations	Maximum footprint and height of development
Tranquillity	Air traffic movements increase by up to 20% based on 2032 future baseline situation.	Maximum number of air traffic movements.
2033-2038		
Landscape/Airport character. Visual amenity River Mole footpath	North Terminal Long Stay decked car park (Phase 2) (1,680 spaces and 7.9 hectares) (11 metres)	Maximum footprint and height of development and vegetation loss
Airport character. Visual amenity: Gatwick staff/visitors.	Pier 7 (10.1 hectares and 18 metres high)	Maximum footprint and height of development and vegetation loss.

Potential Impact	Maximum Design Scenario	Justification
Airport character. Visual amenity: Gatwick staff/visitors, Hampton Hilton Hotel.	Internal access: Larkins Road diversion (Phase 2) autonomous vehicle maintenance building and autonomous vehicle route and stations	Maximum footprint and height of development
Tranquillity	As for 2032 above, air traffic movements increase by up to 20% based on 2032 future baseline situation. No significant further increase in air traffic movements up to 2038.	Maximum number of air traffic movements.
Design Year: 2038 to 2047		
Tranquillity	As for 2032 above, air traffic movements increase by up to 20% based on 2032 future baseline situation. No significant further increase in air traffic movements up to 2047.	Maximum number of air traffic movements.

8.8. Mitigation and Enhancement Measures Adopted as Part of the Project

8.8.1 A number of measures have been designed into the Project to reduce the potential for impacts on landscape, townscape and visual resources. These are listed in Table 8.8.1.

Table 8.8.1: Mitigation and Enhancement Measures

Measures Adopted as Part of the Project	Justification	How secured
Mitigation		
Vegetation retention strategy for all elements of the Project that coincide with existing significant vegetation including hedgerows, woodland, trees, shrubs, wetland and amenity planting or elements of the Project that lie immediately adjacent to significant vegetation that	To ensure green infrastructure assets are retained wherever possible and adverse impacts on the important features and locally distinctive patterns of development at Gatwick Airport are minimised. To minimise adverse impacts on the character of surrounding landscapes and townscapes. To prevent coalescence of the airport and settlements of Crawley and Horley.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Vegetation retention will be secured as a DCO requirement in Schedule 2

Measures Adopted as Part of the Project	Justification	How secured
may be affected during the construction phase or during maintenance activities.	To protect important urban green spaces including Riverside Garden Park and Church Meadows. To ensure that visually significant vegetation is retained to minimise adverse effects on visual receptors, protect important views and protect the natural beauty and setting of AONBs.	
Proposed public open space and footpaths.	To provide replacement areas of public open space with links to the existing area of Riverside Garden Park at Car Park B and Church Meadows. To provide an extension to the River Mole footpath and associated new publicly accessible land at Museum Field and Brook Farm.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3) and **ES Appendix 19.8.2 Public Rights of Way Management Strategy** (Doc Ref. 5.3). Landscape and planting proposals will be secured as a DCO requirement in Schedule 2.
Proposed woodland, tree, scrub, shrub, wetland, amenity and grassland planting. The 'design year' for tree and shrub planting is 15 years after implementation. This is considered to be the time when vegetation provides a high level of screening or design contribution to the Project. This chapter assesses the elements of the Project at Year 1 when planting is implemented and at Year 15, or before at 2038, where applicable.	To ensure a high quality environment is created within the airport and surrounding landscape/townscape. To provide replacement/compensation planting where vegetation would be removed, particularly as a result of surface access improvements within and adjacent to the A23/M23 Spur corridor.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Landscape planting proposals will be secured as a DCO requirement in Schedule 2.
Proposed earth shaping, embankments, cuttings or bunds.	To ensure that visual screens are provided to minimise adverse effects on visual receptors and provide an opportunity for the creation of diverse habitats.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Landscape proposals will

Measures Adopted as Part of the Project	Justification	How secured
	To provide replacement/compensation features where they have been removed.	be secured as a DCO requirement in Schedule 2.
Proposed fences, walls or barriers.	To ensure that visual screens are provided to minimise adverse effects on visual receptors. To provide replacement/compensation features where they have been removed.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Landscape proposals will be secured as a DCO requirement in Schedule 2.
Proposed hard landscaping.	To ensure a high quality environment is created within the airport and surrounding landscape/townscape.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Landscape proposals will be secured as a DCO requirement in Schedule 2.
Lighting	A lighting framework has been prepared (see **ES Appendix 5.2.2: Operational Lighting Framework** (Doc Ref. 5.3)), which takes into account the Guidance Notes for the Reduction of Obtrusive Light (Institute of Lighting Professionals, 2011). The document provides an overarching creative and technical framework for exterior lighting associated with the Project. The ES considers effects arising from lighting, taking into account the lighting strategy. The strategy considers sustainable development with measures to minimise adverse impacts on biodiversity, local residents and users of public rights of way and open space. The strategy considers types of lighting equipment, mounting location, materiality, durability and light source to minimize disruption to safety and security.	**ES Appendix 5.2.2: Operational Lighting Framework** (Doc Ref. 5.3). Lighting proposals will be secured as a DCO requirement in Schedule 2.
Enhancement		
Management of, or implementation of, proposed mitigation to enhance existing green infrastructure including	To enhance the character, visual quality and biodiversity of the airport and surrounding landscape/townscape. To enhance the screening capacity of visually significant vegetation.	**ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan** (Doc Ref. 5.3). Landscape and planting proposals and management will

Measures Adopted as Part of the Project	Justification	How secured
hedgerows, woodland, trees, shrubs, wetland and amenity planting.		be secured as a DCO requirement in Schedule 2.

8.9. Assessment of Effects

Initial Construction Period: 2024-2029

8.9.1 This section describes the effects that would arise as a result, primarily, of construction activities during the period up to opening of the altered northern runway, although it does include some elements of the Project that are anticipated to be complete and operational before the end of 2029. Key effects are summarised in table format in the summary section at the end of the chapter (see Table 8.13.1). A focussed summary of effects on visual receptors can be found at **ES Appendix 8.9.1: Summary of Effects at Representative Viewpoints** (Doc Ref. 5.3), for all assessment periods.

8.9.2 A summary of the maximum design scenario dimensions required for the construction of the elements of the Project is provided in Table 8.7.1. Photomontages have been prepared for all of the representative viewpoint locations illustrating the massing outlines of key elements of the Project, together with temporary construction compounds, based on winter and summer photography, where available (See **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2)). Further detail relevant to this section of the assessment is provided below.

Alterations to the Existing Northern Runway

8.9.3 The existing northern runway would be adjusted to reposition the centreline 12 metres further north. The redundant 12 metre strip to the south would be broken out and removed, and then replaced with airfield grassland. The altered runway would be resurfaced and new markings applied.

Reconfiguration/Modification of Taxiways and Holding Areas

8.9.4 The realignment of Taxiway Juliet and the new Taxiway Juliet West Spur would require the construction of new areas of hardstanding. Redundant sections of hardstanding would be broken out and removed, and then replaced with airfield grassland. The altered taxiways would be resurfaced and new markings applied.

8.9.5 The extension of Taxiway Lima and Tango: end around taxiway west; end around taxiway east; and new runway exits/entrance taxiways would require the construction of new areas of hardstanding. The altered or new taxiways would be resurfaced and markings applied.

Pier and Stand Amendments

8.9.6 The reconfiguration of existing remote stands, stands north of Lima and the removal of existing stands to allow for Juliet East would take place and be complete in this period. Construction works are anticipated to commence to amend Pier 7 stands, remote stands north of Taxiway Juliet and the new Code C stand north of the Virgin Hangar.

Main Contractor Construction Compound MA1

8.9.7 This would be a securely fenced compound of up to 4 hectares in an area north and east of Perimeter Road South on an area of hardstanding currently occupied by car parking. The compound would contain offices, welfare facilities, laydown area, materials storage, car, van and bus parking. Batching plants up to 25 metres high would form the tallest elements within the compound.

Airfield Satellite Contractor Compound

8.9.8 This would be a securely fenced compound of up to 3.5 hectares in an area west of Taxiway Uniform on an area previously occupied by a construction compound for the Boeing hangar, grassland, reed bed and hedgerow. The compound would contain offices, welfare facilities, laydown area, materials storage, car, van and bus parking. Batching plants up to 25 metres high would form the tallest elements within the compound.

South Terminal Roundabout Contractor Compound

8.9.9 This would be a securely fenced compound of up to 3 hectares in an area of grazing pasture crossed by hedgerows to the north of the South Terminal roundabout. The compound would contain offices, two warehouses, a workshop, welfare facilities, laydown area, materials storage, car, van and bus parking. There would be an earth bund for noise and visual screening. Infrastructure would be up to 25 metres high.

Car Park Y Contractor Compound

8.9.10 This would be a securely fenced compound of up to 1.8 hectares, currently occupied by hardstanding for staff car park Y. The compound would initially be used for reprocessing excavated material. From 2029 the compound is anticipated to contain a warehouse, offices, welfare facilities, laydown area, materials storage, parking for cars, vans, HGV's and buses. Two-storey containers would form the tallest elements within the compound at 6 m high.

Longbridge Roundabout Contractor Compound

8.9.11 This would be a securely fenced compound of up to 0.3 hectares in an area of grassland/grazing pasture surrounded by hedgerows and trees to the north of Longbridge roundabout. The compound would contain offices/welfare containers up to two storey high, laydown area, materials storage, car and van parking. Infrastructure would be up to 5 metres high. Two-storey containers would form the tallest elements within the compound at 6 m high.

Car Park Z Contractor Compound

8.9.12 This would be a securely fenced compound of up to 1.8 hectares, currently occupied by hardstanding for staff car parking. The compound would contain a warehouse, offices, welfare facilities, laydown area, parking for cars, vans and HGV's. Two storey containers would form the tallest elements within the compound at 6 m high.

Car Park B Contractor Compound

8.9.13 This securely fenced compound would be divided between land north and south of the A23. It would be up to 0.47 hectares and is currently occupied by hardstanding for staff car parking. The compound would contain offices, welfare facilities, laydown area, and parking for cars and vans. Two-storey containers would form the tallest elements within the compound at 6 m high.

Pentagon Field Spoil Deposition Site

8.9.14 The grazing pasture at Pentagon Field would be temporarily removed and the location would be used as a spoil receptor site to accommodate a depth of up to 4.4 metres of material throughout this initial period of the Project. The implementation of a 15m wide woodland planting belt beside Balcombe Road to blend into existing native hedgerows and trees is likely to take place between winter 2025 and winter 2026. The new substation at Pentagon field is anticipated to be built during the period 2028 to 2029.

Replacement Purple Parking at Car Park X

8.9.15 The existing decked structure at Purple Parking would be demolished and 0.24 hectares of surface parking removed.

8.9.16 The proposed Purple Parking would be relocated to the eastern section of Car Park X following the completion of the flood compensation area below existing car park level. The replacement decked structure would be stepped from 7 m high single storey up to 11 m high two-storey. The existing car park entrance from Charlwood Road would be widened to a 24 m splayed entrance with the associated removal of the existing mature hedgerow and its reinstatement with a new native hedgerow. Metal mesh security fencing would be retained and column mounted lighting would be erected on the upper deck of the car park. The implementation of landscape planting proposals to blend into existing native hedgerows and trees is likely to take place between winter 2026 and winter 2027.

Relocation of Substations BP, BR, and A

8.9.17 Substations BP, BR and A would be re-provided, each within an area of approximately 25 m^2, with a maximum height of 5 metres above ground level and up to 3 metres below ground level.

Substation J

8.9.18 This replacement substation is likely to comprise a containerised substation, with an additional generator and transformer to replace Substation BM. The substation would occupy an area of approximately 180 m^2, with a height of 6 metres above ground level and 3 metres below ground level.

Substation BK

8.9.19 Substation BK would be re-provided within an area of approximately 144 m^2, with a maximum height of 6 metres above ground level and 3 metres below ground level.

Substation L

8.9.20 Works to protect the existing substation from flooding are anticipated to take place during the period 2024 to 2025.

Water Treatment Works

8.9.21 A Moving Bed Biofilm Reactor (MBBR) treatment works would be constructed on the former Rolls Farm site near Gatwick Stream. The plant would have a footprint up to 5,600 m^2 and a maximum height of 8 m and is anticipated to be completed by 2029.

Fluvial and Surface Water Management Features

8.9.22 The removal of Pond A would take place during the construction phase (to allow completion of the works to taxiways). This would require filling of the pond and diversion north of the River Mole. A section of the existing channel would be widened, reprofiled and relocated to form a new and more diverse 300 m long section of the river valley. Construction activities would require the removal of existing wetland planting, hedgerows and mature trees. The implementation of landscape planting proposals to blend into existing features is likely to take place between winter 2026 and winter 2028.

8.9.23 At Museum Field, a flood compensation area would be created with excavation up to approximately 2.6 metres deep within an existing grass field defined by hedgerows and trees. This would be connected to the River Mole by a spillway. The area would be seeded with a wet grassland seed mix. An earth bund up to 6 m high would be created from the excavated spoil on the eastern and southern edges of the field. The implementation of landscape planting proposals within these two areas, including wetland grassland, marginal species and native tree and scrub planting, is likely to take place between winter 2025 and winter 2026. During construction a temporary haul route 700 metres long from Museum Field to west of Pond A would be in operation to transport spoil within the airport from Museum Field to the NW zone. The route would incorporate a 42 metre long temporary bridge over the River Mole. The haul route would be in place from 2024 to 2025.

8.9.24 The existing Car Park X would be excavated and lowered by a depth of up to 2 m to create a new flood compensation area within the same development footprint. An appropriate car park surface would be reinstated in the western half of Car Park X and decked car park created on the eastern half of Car Park X.

8.9.25 The underground surface water storage feature beneath Car Park Y would require large-scale excavation.

CARE Facility

8.9.26 The existing CARE facility is anticipated to be removed from service and demolished in 2025, following the first phase of new replacement facilities being brought on line. Construction of the relocated CARE facility would require the breakout and removal of existing car park hardstanding, removal of 2 metre high perimeter timber fences, the removal of trees and potentially also hedgerow vegetation. The new compound would be approximately 17,550 m^2 and enclosed by secure fencing. The completion of Phase 2 of the construction activities at the CARE facility would include an expansion of the Phase 1 development, including further construction of foundations and concrete slabs, installation of a biomass boiler (or equivalent) and bunded diesel tank. The facility is anticipated to be completed during 2029. The main building would be up to 22 metres high with a 48 metre high flue. Lighting columns and wall mounted lights would provide appropriate light levels for safe night time working. New hedgerow and tree planting would be located around the perimeter of the development, where possible, to compensate for any vegetation removal and provide an appropriate character within the airport and visual separation and screening from surrounding roads and public car parks.

Noise Mitigation Feature

8.9.27 Reshaping and relocation of the existing noise bund would involve the clearance of the young woodland planting which currently covers the bund. A new earth bund and wall would be

constructed adjacent to Lowfield Heath Road, extending approximately 450 m into the Project site. The western section of the bund and wall would be up to 8 m high and the eastern section of the wall would be up to 10 m high. Replacement native woodland would be established on the earth sections of the bund to provide an appropriate treatment adjacent to the neighbouring Upper Mole Farmlands and provide an equivalent degree of softening and screening. The implementation of landscape planting proposals is likely to take place between winter 2026 and winter 2027.

Fire Training Ground

8.9.28 The fire training ground would be consolidated and re-provided immediately to the north of its current location. It would include a test rig and other structures up to 25 metres high and lighting columns. Earthworks in the area would be re-engineered to accommodate the flat area of hardstanding and some trees and scrub would be removed. The implementation of any landscape planting proposals is likely to take place between winter 2024 and winter 2025.

North Terminal Extension and Forecourt

8.9.29 The main improvements to the North Terminal International Departure Lounge (IDL) would include a northern extension of 3,300 m^2 and 32.5 metres high and a southern extension of 119 x 105 metres and up to 27.5 metres high. In addition, an extension of 6,552 m^2 and 12.5 metres high to the baggage hall and an extension of 650 m^2 and 7 metres high to the baggage reclaim area are proposed. Small amounts of hard and soft landscape would be removed within the forecourt area and re-provided. All works are anticipated to be complete and operational by 2029, with the exception of the baggage hall extension.

South Terminal Extension and Forecourt

8.9.30 This would include the construction phase and operation of a terminal building extension over four levels up to 27 metres high and with a footprint of approximately 3,780 m^2 and a two-storey autonomous vehicle transition space to Pier 7. This would include enhancements to transport corridors, parking areas and pedestrian circulation space. All works are anticipated to be complete and operational by 2029, with the exception of the baggage hall extension.

Surface Access Improvements

8.9.31 Lead in works for the commencement of construction of the surface access improvements are anticipated to take place in 2028 and 2029, including highways vegetation removal starting at Longbridge Roundabout. However, most works to increase junction capacity are anticipated to take place from 2029 onwards.

Hotels at South Terminal

8.9.32 This would include the construction phase and operation of a hotel at the building compound with up to 200 bedrooms adjacent to the car rental site at South Terminal, up to 16.3 metres in height. The implementation of landscape planting proposals is likely to take place between winter 2026 and winter 2027. A second hotel with up to 400 bedrooms up to 27 metres in height would be constructed and complete in the location of car park H. A third hotel would be constructed north of multi storey car park 3. The building would be up to 27 m high. New ornamental tree and shrub planting would be located throughout external areas and around the perimeter of the developments, where possible, to compensate for vegetation removal and provide a high quality setting and appropriate character within the airport and visual separation and screening from

surrounding roads and public car parks. The implementation of landscape proposals is likely to take place between winter 2026 and winter 2029.

Multi-storey Car Park J

8.9.33 This would include the construction phase and operation of parking for 890 cars in a building up to 27 metres high and a footprint of 1 hectare. The implementation of landscape planting proposals is likely to take place between winter 2026 and winter 2027 (after completion of Phase 2 of the construction).

Car Park H

8.9.34 Construction and completion of Phase 1 of this multi-storey 3,700 space car park would be undertaken covering an area of 1.5 hectares and up to 27 metres high.

North Terminal Long Stay Decked Car Park

8.9.35 Construction and completion of this 1,680 space decked car park would be undertaken covering 7.9 hectares and up to 11 metres high.

Grounds Maintenance/Surface Transport Facility

8.9.36 Adjacent facilities incorporating two separate buildings up to 8 metres and 15 metres high respectively, storage and parking within a fenced yard covering 2.67 hectares would be provided.

Motor Transport Facility

8.9.37 Replacement of the Motor Transport Facilities (Phase 1) is anticipated to be undertaken in 2025 to 2026. The construction of the new facility (Phase 2), north of the relocated Rendezvous Point North, is anticipated to be undertaken during this period and the facility completed during 2029.

Internal Access Routes

8.9.38 Construction works are anticipated to commence and be completed for the Larkins Road diversion during this period.

Environmental Mitigation Areas

8.9.39 A parcel of land to the west of Gatwick Airport, east of the Gatwick Aviation Museum would form one of several environmental mitigation areas within the Project. The flood compensation area described previously within the water management section would lie at the heart of this area. This new feature would be linked to the River Mole and provide the opportunity to extend the existing footpath beside the River Mole, into the new mitigation area, via a series of existing pasture fields and two new low key ‘farm access’ bridges over Man’s Brook . The area would be approximately 17 hectares and link with the existing Gatwick Biodiversity Area. Existing landscape features would be retained and enhanced to provide a valuable landscape and ecological resource, accessible to the public. Mature hedgerows and trees which form field boundaries would be supplemented with additional tree and shrub planting, grassland species diversity would be enhanced through management techniques and wet woodland established in low lying areas. Small sections of hedgerows would need to be removed to accommodate bridges and provide maintenace access between field parcels. The implementation of landscape planting proposals is likely to take place between winter 2026 and winter 2028.

Effects on Landscape Character

Gatwick Airport Urban Character Area

8.9.40 The construction and operational elements described above are located mainly within the existing airport character area. The heavy plant and operations required to undertake the construction works associated with the alterations to the hardstanding of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands would temporarily introduce a slightly discordant element into the airport. Construction compounds would be created within the airport. The surface access satellite contractor compound for the North Terminal roundabout improvements would be located at the redeveloped staff car park Y, previously excavated to accommodate an underground surface water storage facility. The loss of green infrastructure in some of these locations and its replacement with the construction compounds and associated activities, including large scale batching plants, would introduce small concentrations of discordant elements into the airport. The construction of the CARE facility would also require the removal of green infrastructure and the inclusion of large scale tall infrastructure. The stripping of topsoil and placement of spoil at Pentagon Field would result in the temporary loss of a relatively large area of grassland. The field would be re seeded and returned to grazing use. Woodland belts would be planted beside the hedgerow along Balcombe Road. The relocation of five substations and the removal of two substations would create very minimal change within the airport. Temporary lighting would provide a safe and appropriate working environment during the construction phase. An approach to temporary lighting during construction has been prepared, which takes into account relevant guidance (see **ES Appendix 5.3.2: Code of Construction Practice** (Doc Ref. 5.3)).

8.9.41 The construction works and completion of the flood compensation areas east of Museum Field would require the temporary haul route with bridge, the stripping of grassland and soils and the clearance of small areas of trees and hedgerow vegetation to gain access and create the spillway link to the River Mole. It is anticipated that the area would be seeded and planted to reflect the wetland context of the River Mole and the pasture fields of the neighbouring Mole Valley Open Weald by the winter of 2029. The removal of Pond A and remodelling of the River Mole corridor would require the removal of wetland planting and filling of the pond area. The relocation of the noise mitigation feature would require the removal of scrubby woodland planting, earth moving and construction of a retaining wall in a similar location. The rural fringe character of these areas of landscape would be temporarily affected by the discordant construction activities, whilst the operational phase of these elements of the Project would be relatively low key in nature and would lead to limited adverse effects, and some beneficial effects, on the fringes of the airport's character. The construction and completion of the flood compensation area at car park X would require the removal of the existing car park, including groups of mature trees, excavations and construction of a new car park surface in the western half of this area. The eastern half of the area would accommodate the relocated decked car park for Purple Parking. The temporary loss of surface car parking and some vegetation to accommodate the flood compensation works for the western half of car park X would result in a minimal effect on character. The existing decked Purple Parking at the western end of the airport on Lowfield Heath Road would be removed and relocated to the eastern half of car park X, resulting in a reduction in built form at the western end of the airport. The scale and mass of the decked car park would form a continuation of large scale commercial buildings north of Charlwood Road, which extend into Lowfield Heath. Built form and lighting would be intensified at car park X and overall, would be slightly increased within the Gatwick urban character area.

8.9.42 The construction works for the North Terminal IDL and the nearby multi-storey car park J would result in changes to prominent buildings and areas within the airport that would be discordant in nature. The car park J is anticipated to be completed within this period and would be less discordant within this established urban character context of the airport and would offer some opportunities for landscape planting. The construction activities associated with the creation of the improved North and South Terminal roundabouts are ancitipated to commence in this period, with the clearance of the majority of woodland planting and mature trees to the north and south of the A23/M23 Spur and within the roundabouts together with the initial groundworks to create the flyovers. The character of this section of the highway network would be considerably changed through green infrastructure loss to accommodate the slightly discordant activities of highways construction.

8.9.43 The construction phase and completion of the South Terminal IDL extension, hotel at the building compound adjacent to the car rental location, the hotel at car park H adjacent to the Hilton Hotel at South Terminal and completion of phase 1 of the multi storey car park at car park H would increase the scale and mass of tall buildings within this cluster and lighting at night. The construction phase would involve tall structures such as cranes and activities that would temporarily form a discordant addition to the character of the airport. The completed buildings would be prominent within the airport although they would adopt appropriate high quality architecture to ensure the appearance of the building cluster is maintained or enhanced. The loss of mainly surface car parking and low-level buildings of minimal architectural quality to accommodate the improvements would however ensure that, on balance, there would be a neutral effect on character. The majority of existing mature tree and shrub planting around existing car park H would be retained to ensure a high quality setting and visual screen is retained within which to locate new development. New tree and shrub planting would be incorporated into these schemes to soften the urban form and provide an attractive environment, particularly at ground level.

8.9.44 The construction phase of the North Terminal Long Stay decked car park would introduce large scale activities into the airport. The nature of the activities and the high-level cranes required would temporarily result in prominent and discordant additions to the airport. The existing character of surface car parking would be replaced by construction compounds and activities.

8.9.45 The reconfiguration of the grounds maintenance and surface transport facilities would lead to short term construction effects of the relatively small scale activities and long term operational effects due to the small loss of surface parking and the erection of replacement buildings up to 15 metres high.

8.9.46 The nature and scale of the range of construction phase activities would not be completely out of character within an operational airport. The newly operational elements of the Project would be typical of the existing airport and would provide an intensification of existing character. The clearance of areas of green infrastructure to facilitate construction, including diversion of the River Mole and creation of a flood compensation area east of Museum Field, would result in the greatest direct effect on the character area, although this would be largely temporary in nature before reinstatement through landscape proposals. The Gatwick Airport urban character area would generally be of low sensitivity to a medium magnitude of impact. The duration of these effects would range from short term to medium term. Overall the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

Low Weald Character Area

8.9.47 The contractor compound north of the South Terminal roundabout would lie within the Low Weald character area within Reigate and Banstead District to the north of Gatwick Airport. The heavy plant and operations required to undertake the construction works would be prominent within horse paddocks and grass fields on this edge of the character area. This would create a discordant element that would have a direct effect on the character area and an influence over the neighbouring urban fringe fields and settlement edge at Horley. The edge of the character area would be temporarily considerably changed through loss of grassland and openness to accommodate the compound construction. The early stages of removal of highway woodland planting and trees to accommodate the construction site for the improved South Terminal roundabout would be at the airport's interface with the Low Weald landscape character area. However, this remnant of farmland within the wider character area is currently highly influenced by the road corridor and urban edge and is considered to be of low sensitivity to this type of change. The high magnitude of direct impact on the fields within the compound site would result locally in a **moderate adverse** effect during the day and at night, which would not be significant.

8.9.48 The hotel at the car rental location, the hotel north of MSCP 3 and the new hotel and multi-storey car park at South Terminal car park H would increase the scale and mass of tall buildings within this cluster. This increase in development would slightly intensify the existing influence that buildings at South Terminal have on the wider landscape of the Low Weald in Reigate and Banstead District and combined with the temporary influence of the compound would create a medium impact, resulting in a **minor adverse** effect, which would not be significant.

North East Crawley High Woodland Fringes Character Area

8.9.49 At a district level, the location of several of the construction elements near the airport boundary would result in effects on the surrounding rural characteristics of the High Woodland Fringes character area within Crawley District. The activities on land at Pentagon Field would lie adjacent to the rural farmland east of the airport. The heavy plant and operations required to place and spread the spoil would be slightly discordant in nature and would have a slight influence over the neighbouring landscape. New belts of native woodland planting located on the eastern perimeter adjacent to Balcombe Road would be immature during this early phase and only just starting to mitigate effects on the neighbouring rural landscape.

8.9.50 Removal of existing highways woodland planting from the embankment south of the M23 spur east of Balcombe Road would lie adjacent to this character area. The road infrastructure and traffic would be more prominent as a backdrop to the rural edge character area.

8.9.51 The character and activities associated with the existing airport and A23 form an established element of the study area and a context for the construction activities. The characteristic of rural farmland adjacent to an international airport forms an intrinsic part of the High Woodland Fringes character area. The characteristics of the relevant construction activities would be relatively inconspicuous. The sensitivity of the High Woodland Fringes in this context is low and the magnitude of indirect change would be negligible, resulting in **negligible adverse** effects in the medium term during the day and at night, which would not be significant.

Mole Valley Open Weald Character Area

8.9.52 The surface access improvements for Longbridge Roundabout, including the satellite contractor compound and temporary bridge structures on the Brighton Road, would be located within the

Mole Valley Open Weald, partially within the Church Road Horley conservation area. The woodland belt on the edge of Horley is up to approximately 75 metres wide at this point and the loss of up to approximately 25 metres would change the character of the interface between Riverside Garden Park and Longbridge roundabout. Vegetation removal within and around the junction would open up this part of the surface access network and intervisibility between farmland and urban edge. These changes would have a direct effect on the character area. The edge of the character area would temporarily be considerably changed through loss of grassland, trees and openness to accommodate the construction activities and compound. However, this edge of farmland within the wider character area is currently highly influenced by the Longbridge roundabout junction and urban edge of Horley and is considered to be of medium sensitivity to this type of change. The high magnitude of temporary direct impact on the location during construction would result locally in a **major adverse** effect during the day, which would be significant and a **moderate adverse** effect at night during construction, which would not be significant.

8.9.53 The construction activities for the flood compensation areas at Museum Field, due to their discordant nature, would have some effects on the adjacent rural characteristics of the Open Weald in the Mole Valley district. Rising land at Russ Hill on the southern edge of this character area west of Gatwick is intervisible with parts of the airport. Parts of the reconfigured runways, taxiways and grassland would be visible together with extensions and additions to clusters of airport buildings and infrastructure. The urban character of the airport forms a distinctive and contrasting element in the surrounding largely rural landscape. Aircraft movements on the ground and in the air would continue to be visible and audible. Lighting and light sources within the airport would continue to be prominent at night and contrast starkly with the dark rural landscape. The existing influence that the airport exerts over the more elevated parts of the neighbouring landscape would not be significantly changed due to construction activities or additional elements of infrastructure and built form at Gatwick. On balance, when considering a combination of development removal and implementation, there would be a very slight intensification of the predominantly urban characteristics of the airport and their ability to influence this part of the Mole Valley Open Weald character area. The sensitivity of the character area to these indirect effects in this context is low and the magnitude of change would be low, resulting in **negligible adverse** effects in the medium to long term during the day and at night, which would not be significant.

Crawley Upper Mole Farmlands Character Area

8.9.54 The landscape immediately to the south and west of Gatwick Airport lies in the Upper Mole Farmlands area of Crawley District. The necessarily open nature of the western end of the airport and the adjoining rural landscape creates a strong physical and visual link between the airport and farmland. The runways, taxiways and grassland surrounded by clusters of large scale development at the terminals and hangars, decked car parks, fire training ground and control tower are relatively prominent. Aircraft would continue to be visible and audible manoeuvring on the ground and taking off and landing overhead. Lighting and light sources within the airport would be prominent at night and contrast starkly with the dark rural landscape. The pattern and nature of proposed development, during construction or when operational, would not change the intrinsic character of the airport. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the Crawley Upper Mole Farmlands character area, particularly when in close proximity to the airport.

8.9.55 The activities associated with the reshaping and relocation of the existing noise mitigation feature on the western edge of the airport would also temporarily influence the character of neighbouring farmland in the immediate context of the airport.

8.9.56 The demolition activities associated with the removal of the decked structure at Purple Parking and the excavations for surface water management at car park X, although on the edge of the airport, would benefit from a tree belt providing separation from the surrounding rural landscape. In the medium term the relocated decked Purple Parking at car park X would have a similar relationship with the adjacent landscape character area although would be larger in scale and mass than the removed decked car park. The removal of a stretch of hedgerow on Charlwood Road to improve the road access to the car park would increase the prominence of the new development on the edge of the Crawley Upper Mole Farmlands. The hedgerow would be replanted. However, initially, the development would adversely influence this rural edge.

8.9.57 Gatwick Airport forms an established element of the study area and provides a context for the construction activities and operational elements of the Project. The sensitivity of the Upper Mole Farmlands in this context is low and the magnitude of change would be low, resulting in **minor adverse** effects in the medium term during the day and at night, which would not be significant.

Horsham Upper Mole Farmlands Character Area

8.9.58 The wider landscape to the south and west of Gatwick Airport lies in the Upper Mole Farmlands area of Horsham District. The northern fringes of this character area comprise mixed, gently undulating farmland and blocks of woodland. The open nature of the western end of the airport and the intervening Crawley Upper Mole Farmlands character area enables some intervisibility between the urban and rural character areas. Some elements of the larger buildings and infrastructure would continue to be partially visible and aircraft would continue to be visible and audible taking off and landing overhead. Lighting and light sources within the airport would be prominent at night within the fringes of this wider rural landscape. The pattern and nature of proposed development, during construction or when operational, and removal of the decked car park at Purple Parking would not change the intrinsic character of the airport. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the fringes of the Horsham Upper Mole Farmlands character area. The sensitivity of this character area in this context is low and the magnitude of change in the short to medium term would be low, resulting in a **minor adverse** level of effect, which is not significant.

Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas

8.9.59 The ZTV coincides with small fragments of elevated land within these distant landscape character areas within Mid Sussex to the south-east of Gatwick. The densely wooded characteristics of this area limit intervisibility between the airport and the landscape. The airport and the settlement of Crawley form part of the setting of these landscapes within Mid Sussex. Some elements of the larger new buildings and infrastructure would add to the distant area of built form at Gatwick. Aircraft would continue to be distantly visible and audible taking off and landing. Lighting and light sources within the airport would be prominent at night within a context of dark rural landscapes and well lit urban townscape. The pattern and nature of proposed development, during construction or when operational, would not change the intrinsic character of the airport. There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscape of Mid Sussex. The sensitivity of these character

areas is high and the magnitude of change in the short to medium term would be negligible, resulting in a **minor adverse** level of effect, which is not significant.

High Weald AONB

8.9.60 The designated landscape of the High Weald coincides with the High Weald and High Weald Plateau landscape character areas of Mid Sussex described above. The same relationship between rural landscape and urban development at Gatwick exists in this context. The High Weald AONB management plan requires consideration of the potential for development within the setting of the High Weald to affect land within the AONB. The Project would not affect the physical fabric which defines the AONB's special qualities of geology, settlement, routeways, woodland, field and heath. Due to the intervisibility between Gatwick and the landscape of the AONB other qualities including views, relative tranquillity and intrinsically dark skies have been considered. The Project, during construction or when operational, within this initial period would be barely perceptible in views from the AONB. There is greater potential for the activities during construction, particularly any high level cranes, to be visible in distant views from the north against a backdrop of the settlement of Crawley and higher land within the AONB. There would be a slight intensification of the massing of built form and concentration of lighting visible at night within the predominantly urban townscape of the airport and its ability to influence the perception of tranquillity within the rural landscape of the High Weald AONB. The sensitivity of the nationally designated landscape is high and the magnitude of change would be negligible, resulting in a **minor adverse** level of effect on its special qualities, which is not significant.

Effects on Townscape Character

Northgate Crawley Townscape Character Area

8.9.61 The scale and mass of the 25 metre high batching plant within the main contractor construction compound, MA1, and of the Grounds Maintenance/Surface Transport Facility construction, would have an influence over the neighbouring Northgate townscape character area of Crawley immediately to the south. The large scale business and commercial urban character area would be of low sensitivity to an indirect low magnitude impact in the long term. The level of effect would be **minor adverse** during the day and at night, which would not be significant.

Horley Townscape Character Area

8.9.62 Early lead in works for the surface access improvements would take place in this period including the removal of highway planting at the interface with Riverside Garden Park, which lies within the Horley Townscape character area. The edge of the character area would temporarily be changed through loss of vegetation. However, this edge of the public open space is currently highly influenced by the A23 and is considered to be of low sensitivity to this type of change. The medium magnitude of direct impact on the location would result locally in a **minor adverse** effect during the day and at night during construction, which would not be significant. The construction site, activities and compound for the improvements to the South Terminal roundabout and Longbridge roundabout would be located near (but outside of) the suburban edge of this character area, resulting in impacts on the townscape. The scale and discordant nature of the activities would influence a townscape of low sensitivity. A low magnitude of change in the long term would result in a **negligible adverse** effect, which would not be significant.

Effects on Visual Amenity

8.9.63 Photomontages illustrating mass model images of main operational elements of the Project, together with temporary construction compounds, can be found at **ES Figures 8.9.1 to 8.9.128** (Doc Ref. 5.2).

Members of Gatwick Staff

8.9.64 The majority of the construction activities and operational elements of development described in the section above would be visible to members of Gatwick Airport staff working in different locations within the airport or using staff car parks and internal access roads. People at their place of work are generally considered to have a low sensitivity to change, particularly given the nature of the change and the context of a busy international airport. The construction activities and the completed elements of the Project may be barely perceptible when seen at distance, or prominent when in close proximity. The magnitude of change would range from negligible to medium resulting in **negligible** to **minor adverse** effects, which would not be significant.

Members of the Public Visiting Gatwick

8.9.65 Some elements of the construction activities and operational elements of development described in the section above would be visible to members of the public using the airport.

8.9.66 The northern runway and taxiway reconfiguration works, noise mitigation feature, fire training ground, removal of Pond A and River Mole diversion, replacement parking at car park X, the airfield satellite contractor compound and flood compensation area and traffic using the haul road at Museum Field would be apparent in views from the south side of the airport at Purple Parking. The activities and developments would be visible in the context of a busy operational airport, particularly with the Boeing hangar directly behind in most views. Occupiers of vehicles are receptors of low sensitivity to a low magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

8.9.67 Members of the public using the access roads, North and South Terminals, and North Terminal long stay surface car parks and multi-storey car parks would gain some near open views of construction activities at the CARE facility, North and South Terminal extensions and Long Stay car park, the new hotel at the building compound adjacent to the car rental location, multi-storey car parks J and H, excavations for the underground surface water storage facility at Car Park Y and the hotels at South Terminal and car park H, represented by Viewpoints 1, 2 and 18 (photomontages shown in **ES Figures 8.9.1 to 8.9.8 and 8.9.65 to 8.68** (Doc Ref. 5.2)). These elements are all large scale and would generally require high level elements such as cranes. The nature and extent of these activities would form discordant elements within the existing airport context and during later stages of the period would be visible alongside completed new developments. Pedestrians in urban spaces within the airport are receptors of medium sensitivity to no more than a medium magnitude of change, resulting in a **moderate adverse** level of effect during the day and at night, which is not significant. Occupiers of vehicles are receptors of low sensitivity to a medium magnitude of change, resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

People using Public Open Space

Riverside Garden Park, Horley

8.9.68 Receptors in this location are represented by Viewpoints 6, 22a and 22b and photomontages are provided in **ES Figures 8.9.21 to 8.9.24 and 8.9.81 to 8.9.88** (Doc Ref. 5.2) respectively. Vegetation removal for surface access improvements is anticipated to be undertaken at the end of this period . The complete removal of vegetation approximately 15 metres wide, between the A23 eastbound carriageway and the highways fence or drainage ditch within/on the edge of Riverside Garden Park, would change the character of the edge of the park and enable more open views of the A23 and moving traffic, during the daytime and at night. A localised area of greater vegetation removal approximately 20 metres wide would be required to accommodate the new pedestrian ramp into the western end of the park. Filtered views through trees and shrubs from the informal footpath which lies parallel to the A23, approximately 20m inside the park, would potentially be most changed whilst views from locations within the centre and north-eastern parts of the park would be well screened. Receptors would be of high sensitivity to a medium to negligible magnitude of change, resulting in a **moderate to negligible adverse** effect, for the initial part of the construction period, which would not be significant.

Church Meadows, Horley and public right of way 574

8.9.69 Receptors in this location are represented by Viewpoint 21 and photomontages at **ES Figures 8.9.77 and 8.9.80** (Doc Ref. 5.2). Foreground views across mown and meadow grassland and scattered trees along the River Mole would be retained. Vegetation removal around the road junction and within the roundabout would open up views of the Longbridge roundabout and moving traffic and development beyond at the petrol station and Airport Inn Gatwick hotel. The Longbridge contractor compound would be clearly visible including the tops of the two-storey site office containers above hoardings. People using the public open space and walkers using the public right of way are receptors of high sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and a low magnitude of change and a **minor adverse** effect at night, for the short term, which would not be significant.

Walkers Using Public Rights of Way

Public Right of Way 359Sy Pentagon Field

8.9.70 Receptors in this location are represented by Viewpoint 10 and photomontages at **ES Figures 8.9.37 to 8.9.40** (Doc Ref. 5.2). Walkers would gain open, near views south from a footpath of topsoil stripping and removal of two oak trees followed by spoil placement, grading and reseeding. The construction activities would be slightly discordant and prominent in this rural fringe location immediately adjacent to car parks at South Terminal. Walkers are receptors of high sensitivity and would experience a medium magnitude of change, resulting in a **moderate adverse** effect during the temporary construction phase, which would not be significant. When complete and the grassland is established and returned to pasture the view would be similar to the existing situation. Walkers would experience a negligible magnitude of change and a **minor adverse** level of effect.

Public Right of Way 360/Sy South Terminal

8.9.71 Receptors in this location are represented by Viewpoint 3 and photomontages at **ES Figures 8.9.9 to 8.9.12** (Doc Ref. 5.2). Walkers would gain open views north of the new hotel at the building compound adjacent to the car rental location. The building would add to the

concentration of development at South Terminal. The scale and architecture of the hotel would enable an enhancement of the view of the terminal by replacing views of the existing multi-storey car park. Walkers are receptors of high sensitivity and would experience a medium magnitude of change. The adverse impacts of increased scale of development would be partially offset by the beneficial impacts of improved architectural quality within the view. Overall, there would be a **minor adverse** level of effect during the day and a **negligible** effect at night, in the long term, which would not be significant.

Public Right of Way 362a Horley

8.9.72 Receptors in this location are represented by Viewpoint 8 and photomontages at **ES Figures 8.9.29 to 8.9.32** (Doc Ref. 5.2). Open views across a foreground of grazed horse paddock would continue to extend up to the A23. Removal of the highway planting would reveal more clearly the road and traffic and tops of buildings within the airport beyond. The surface access satellite contractor compound for the South Terminal roundabout would be located on the far left of the view. Hoardings would define the boundary with large plant and activities visible above and the tall elements of the batching plant visible against the skyline. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the long term construction phase, which would not be significant.

Sussex Border Path 346/2Sy, North Terminal roundabout

8.9.73 Receptors in this location are represented by Viewpoint 18 and photomontages at **ES Figures 8.9.65 to 8.9.68** (Doc Ref. 5.2). The majority of highway planting within this view would be removed at the end of this period to accommodate construction activities for the surface access improvements at the North Terminal roundabout. Views would extend across the carriageways and earthworks to the canopies of trees on the edge of Riverside Garden Park. Pedestrians are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and at night, for the medium term construction phase, which would not be significant.

Sussex Border Path 346/2Sy, A23

8.9.74 Receptors in this location are represented by Viewpoint 19 and photomontages at **ES Figures 8.9.69 to 8.9.72** (Doc Ref. 5.2). The Sussex Border Path would be temporarily closed and the path diverted during the vegetation clearance and early surface access construction works from its current alignment beside the A23 into the airport, around car park Y to join Perimeter Road North. When complete this would form a shared use footpath and cycleway as part of the Active Travel provision and overall surface access improvements (Refer to **ES Appendix 19.8.2: Public Rights of Way Management Strategy** (Doc Ref. 5.3)). It is anticipated that views from this location would not be available from 2028 onwards during this period and there would be no effect on receptors using this section of path.

Footway at Longbridge roundabout

8.9.75 Receptors in this location are represented by Viewpoint 20 and photomontages at **ES Figures 8.9.73 to 8.9.76** (Doc Ref. 5.2). Vegetation removal around the road junction and within the roundabout would open up views of the Longbridge roundabout and moving traffic and development beyond at the petrol stations on the roundabout and on Brighton Road. The Longbridge contractor compound would be clearly visible within the field at Dairy Farm on the left of the view including the tops of the two-storey site office containers above hoardings. People

using the roadside pavement are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and a low magnitude of change and a **minor adverse** effect at night, for the short term, which would not be significant.

Sussex Border Path 362a, Railway overbridge

8.9.76 Receptors in this location are represented by Viewpoint 23 and photomontages at **ES Figures 8.9.89 to 8.9.92** (Doc Ref. 5.2). Vegetation removal for surface access improvements would be undertaken at the end of this period. Mature woodland would be removed from the north side of the A23, revealing more open views of moving traffic on the left side of this view. Walkers would also gain views of the construction phase and completion of the hotel north of MSCP3. Views of the top of this building would add to the concentration of development at South Terminal. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant. The construction compound at car park B is anticipated to be established at the end of this period and would potentially be glimpsed beneath the bridge structure.

Sussex Border Path 368, M23 Spur

8.9.77 Receptors in this location are represented by Viewpoint 25 and photomontages at **ES Figures 8.9.97 to 8.9.100** (Doc Ref. 5.2). All of the highway planting within this view would be removed at the end of this period to accommodate construction activities for the surface access improvements. The belt of mature oak trees through which the footpath passes would be retained and protected during construction. Slightly more open views of traffic on the A23 would be gained. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the temporary construction phase, which would not be significant.

Bridleway 348Sy, Poles Lane

8.9.78 Receptors in this location are represented by Viewpoint 26 and photomontages at **ES Figures 8.9.101 to 8.9.104** (Doc Ref. 5.2). The new decked structure at car park X to accommodate relocated Purple Parking would be constructed behind the roadside hedge to the right of this view across Charlwood Road. Sufficient vegetation would be retained to completely screen the development in the summer, with the potential for heavily filtered glimpses of the decking in the winter only, when the vegetation is not in leaf. Any additional development or light sources at night, would be visible within the context of existing glimpses of development and lights. Equestrians are receptors of high sensitivity. There would be a negligible magnitude of change, during the winter only, for the construction and operational phase, resulting in a **negligible adverse** effect, which would not be significant.

Public right of way 325, west of Gatwick

8.9.79 Receptors in this location are represented by Viewpoint 27 and photomontages at **ES Figures 8.9.105 to 8.9.108** (Doc Ref. 5.2). The open nature of the western end of the airport and the farmland in the foreground allows views to extend into the heart of the urban character area of Gatwick from this location. The new runway and taxiways set within grassland would be visible as a slight change to the existing view. The additional taller buildings including terminal extensions, car park X decked car park, relocated fire training ground and tops of hotels at South Terminal would form minor or barely discernible additions to the view. The removal of the Purple Parking

decked car park would form a noticeable reduction in development on the right of the view. Aircraft would continue to be visible and audible manoeuvring on the ground and taking off and landing overhead. Lighting and light sources within the airport are prominent at night and contrast starkly with the dark rural landscape. The pattern and nature of proposed development would not change the intrinsic character of this view.There would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Sussex Border Path, Russ Hill

8.9.80 Receptors in this location are represented by Viewpoint 30 and photomontages at **ES Figures 8.9.117 to 8.9.120** (Doc Ref. 5.2). The elevated nature of this location in relatively close proximity to the airport enables walkers to gain framed distant views. The new runway and taxiways set within grassland would be visible as a slight change to the existing view. The additional taller buildings including terminal extensions, car park X decked car park and tops of hotels and multi storey car parks at South Terminal would form minor or barely discernible additions to the view. Aircraft would continue to be visible and audible manoeuvring on the ground and taking off and landing overhead. Lighting and light sources within the airport are prominent at night and would be slightly intensified in the context of development at Lowfield Heath the surrounding dark rural landscape. The nature of proposed development within the airport would not change the intrinsic character of this view. Winter views of the airport would be slightly more noticeable. On balance, there would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Public right of way 360/1Sy Tinsley Green

8.9.81 Receptors in this location are represented by Viewpoint 11 and photomontages at **ES Figures 8.9.41 to 8.9.44** (Doc Ref. 5.2). Walkers would gain narrow open near views and filtered views of the activities required to construct the wastewater treatment works and the completed facility. Some existing tree and shrub vegetation would be removed to accommodate the works, although most would be retained. Views would be gained with a glimpsed backdrop of existing infrastructure at Crawley Sewage Treatment Works. Walkers are receptors of high sensitivity and would experience a low magnitude of change, resulting in a **moderate adverse** effect in the medium to long term, which would not be significant.

River Mole, Sussex Border Path 346Sy

8.9.82 Receptors in this location are represented by either Viewpoint 4 or 5 and photomontages at **ES Figures 8.9.13 to 8.9.20** (Doc Ref. 5.2). For walkers at Viewpoint 5 the mature woodland and planted earth bunds on the western edge of the airport would prevent views of construction activities and any operational development associated with the Project including the closest elements at the car park Y contractor compound, motor transport facilities, CARE facility phase 2, North Terminal extensions or North Terminal Long Stay decked car park. Receptors would experience **no change** during the day or at night during this period of the Project. Walkers at Viewpoint 4 would gain winter views only, heavily filtered through existing mature planting on bunds, of the tops of construction activities and buildings at the North Terminal IDL extension. The activities and buildings would form an intensification of existing visible development at Gatwick. In summer, foliage would screen views of the Project. Walkers are receptors of high

sensitivity and would experience a low magnitude of change, resulting in a **minor adverse** effect in the medium to long term, which would not be significant.

Cyclists

National Cycle Route 21

8.9.83 Cyclists using the national cycle route between the A23 and the railway would gain filtered views through vegetation, in winter only, of the tallest elements within the main MA1 contractor compound that would be of negligible magnitude, leading to **minor adverse** effects, which would not be significant. In addition, when travelling further north, cyclists would gain views of the construction and completion of the hotel at the building compound adjacent to the car rental location. The scale and architecture of the building would enable an enhancement of the view of the terminal, in the long term, by replacing views of the existing multi-storey car park. Cyclists would also gain views of the construction phase and completion of the hotel north of MSCP3. These developments would add to the concentration of development at South Terminal. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant. The construction compound at Car Park B would be established at the end of this period. Cyclists would gain glimpses through trees and airport infrastructure of hoardings and site offices in this location, in place of parked cars. Vegetation removal for surface access improvements would be visible from the cycleway within and approaching Riverside Garden Park. Views of traffic and construction infrastructure may be visible, heavily filtered through trees within the park and along Gatwick Stream. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, for the long term construction phase, which would not be significant.

Occupiers of Residential Properties with Private Views

Dairy Farm

8.9.84 A pair of two-storey semi-detached houses are located at Dairy Farm on the northern edge of the Project site. The properties are located adjacent to the A217, north-west of Longbridge roundabout, with front elevations facing towards a field west of the River Mole. Existing views to the north and east include farmland and farm buildings and views to the south and west are restricted to gardens. Mature trees and hedgerows form the garden boundaries of the properties, which would be retained. The Longbridge roundabout contractors compound would be located in the field in front of the properties at the end of this period of the Project. Vegetation removal at the junction would also commence at the end of this period. The compound would be partially visible through garden vegetation and more open views across the junction to traffic, petrol stations and hotels on the edge of Horley would be visible from first floor windows. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

Three Apartment Buildings, Longbridge Road, Horley

8.9.85 Six ground floor, six first floor and six second floor apartments within three blocks of three-storey buildings are located on Longbridge Road. Properties have elevations to the south-west and north-west. Existing views comprise mature trees and woodland on the banks of the River Mole, with glimpses of the Longbridge roundabout and traffic beyond. Mature trees within the gardens around the properties would be retained. Vegetation removal at the junction and on Brighton

Road and the construction of temporary roads beside the River Mole bridge on the Brighton Road would commence at the end of this period. Sufficient vegetation would be retained west of the properties to continue to filter and screen most views of the junction, traffic, development and contractor's compound. The clearance of a block of woodland to the north would reveal filtered views of construction activities, the temporary River Mole bridge and clearer views of the petrol station on Brighton Road. Occupiers of second floor properties would potentially gain the most open views, with occupiers of ground floor properties experiencing less change in view. Occupiers of residential properties are receptors of high sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

Numbers 74, 76, 78 and 80 Longbridge Road, Horley

8.9.86 A row of single storey, detached properties with rear elevations orientated towards the Gatwick Stream, Riverside Garden Park and the A23 are located on Longbridge Road. Existing views comprise mature trees and woodland on the banks of the Gatwick Stream, with glimpses of the A23 and traffic beyond. Mature trees within the gardens and between the properties and Gatwick Stream would be retained. Vegetation removal between Gatwick Stream and the A23 to accommodate the proposed footpath ramp and the construction of temporary roads beside the River Mole bridge on the A23 would commence at the end of this period. Sufficient vegetation would be retained south-west of some of the properties to continue to filter and screen some views of the A23 and traffic. Where gardens contain limited mature vegetation and where there are gaps in trees beyond the gardens, views of the A23, traffic and the Holiday Inn and Airport Inn Gatwick would be more open. Occupiers of residential properties are receptors of high sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

Number 275 Balcombe Road

8.9.87 This is a detached, single storey property located on Balcombe Road, north of an access track which runs parallel to the M23 Spur. The side elevation is orientated south towards the M23 Spur. Mature trees and shrubs surround the garden boundaries. Existing views extend across lawns and over garden vegetation to lines of mature trees beside the access track and shrubby planting on the embankment slope of the M23 Spur. Removal of highway planting would commence at the end of this period. Traffic using the M23 Spur would be partially visible through garden vegetation and trees. Occupiers of residential properties are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the short term, which would not be significant.

Occupiers of Commercial Properties

Premier Inn (North Terminal)

8.9.88 Occupiers of the Premier Inn Hotel at North Terminal would gain near views of the North Terminal extension construction activities and mid distance views of vegetation clearance along the A23 and activities at car park Y including excavations for underground water storage, contractor compound and early phase of the hotel. Occupiers of hotel rooms are receptors of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, which would not be significant.

Premier Inn (A23 Airport Way)

8.9.89 Occupiers of the Premier Inn Hotel adjacent to the A23 would gain near views, partially filtered through trees, of vegetation clearance along the A23 and North Terminal roundabout and activities at car park Y including excavations for underground water storage, contractor compound and early phase of the hotel. Receptors would also gain mid distance views of the North Terminal extension construction activities. Occupiers of hotel rooms are receptors of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, during the temporary construction phase, which would not be significant.

Hilton Hotel

8.9.90 Occupiers of rooms on the east facing elevation of the Hilton Hotel would initially gain near, open views of the extensive construction site and activities for the hotel and multi-storey car park at car park H. Occupiers of rooms on the north facing elevation would gain near, oblique views of the construction of the new hotel north of MSCP3. The scale and nature of the activities would be discordant and dominant in most views. Receptors would be of medium sensitivity to a high magnitude of change in the temporary construction phase, resulting in a **major adverse** effect during the day and at night, which would be significant. When complete, the new buildings would form an extension of the cluster of buildings at South Terminal. Part of the open views of the existing car parks and surrounding trees would be replaced by large scale tall buildings in close proximity. The completed buildings would be prominent in views, although they would be of an appropriate, high quality architectural treatment. Receptors would experience a medium magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Airport Inn Gatwick

8.9.91 Occupiers of rooms on the north-east facing elevation of the hotel would initially gain near, open views of the early stages of vegetation removal within and around the Longbridge roundabout. The temporary roads constructed either side of the carriageways at the A23 and Brighton Road River Mole crossings would also be visible and the contractor compound north of the junction. Occupiers of rooms would gain near, open views of the construction activities in the context of the busy road junction. The scale and nature of the activities would be discordant and prominent in some views. Receptors would be of medium sensitivity to a medium magnitude of change in the medium term construction phase, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Holiday Inn

8.9.92 Occupiers of rooms on the north-east facing elevation of the hotel would initially gain near, open views of the early stages of vegetation removal beside the A23 corridor and around the Longbridge roundabout. The temporary roads constructed either side of the carriageway at the Brighton Road River Mole crossings would also be visible. Occupiers of rooms would gain near, open views of the construction activities in the context of the busy road corridor and junction. The scale and nature of the activities would be discordant and prominent in some views. Receptors would be of medium sensitivity to a medium magnitude of change in the medium term construction phase, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Roband Electronics

8.9.93 Construction works for the noise bund and wall would be visible in near, open views gained by people at their place of work immediately adjacent to the airport. Removal/remodelling of the earth bund and the vegetation on it would open up some views across the airport. The remodelling activities and construction of a new bund and wall would be discordant and at times prominent, in winter when vegetation around the property is not in leaf, in close proximity to receptors. Occupiers of the property are receptors of low sensitivity to a medium magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

Meadowcroft House

8.9.94 Occupiers of the office building at Meadowcroft House on the southern edge of Horley would lie immediately adjacent to the contractor compound for the South Terminal roundabout improvements. Trees and hedgerows along the northern boundary of the compound would be retained and protected during the construction phase to ensure a screen is maintained to minimise any visual effects. In combination with mature boundary vegetation within the grounds of the property, views during summer when trees are in leaf would be largely screened. During the winter near filtered views south of the compound, taller infrastructure and activities would be prominent as discordant additions to views, in place of the horse paddocks. Lighting would also be visible in winter against a backdrop of existing lighting columns at the South Terminal roundabout. Occupiers of the property are receptors of low sensitivity to a medium magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

Occupiers of Vehicles and Trains

Lowfield Heath Road

8.9.95 Construction works for the replacement noise bund and wall would be visible in near, open views gained by occupiers of vehicles travelling along Lowfield Heath Road. The activities would be slightly discordant at the interface of the airport with the rural landscape and adverse in nature. Some views would be gained with a backdrop of the airport, opened up as the earth bund is remodelled. Relocation of the decked car park at Purple Parking would remove the most visible built form within the airport. Replacement with surface parking at this location would be less conspicuous, resulting in beneficial effects when traveling along this section of the road. Occupiers of vehicles are receptors of low sensitivity to a medium magnitude of change resulting in a **minor adverse** level of effect during the day and at night in some locations and a **minor beneficial** level of effect in other locations, which would not be significant.

Balcombe Road

8.9.96 Receptors using Balcombe Road adjacent to Pentagon Field are represented by Viewpoint 9 and photomontages at **ES Figures 8.9.35 to 8.9.36** (Doc Ref. 5.2). Open, near views would be gained through a gap in the hedgerow of topsoil stripping and removal of two oak trees followed by spoil placement, grading and reseeding. The activities would be slightly discordant and prominent in this rural fringe location immediately adjacent to car parks at South Terminal. Construction activities would be visible in near, open views gained by occupiers of vehicles travelling along Balcombe Road or pedestrians using the roadside pavement. Some views would be gained with a backdrop of decked car parks and hotels within the airport. Occupiers of

vehicles are receptors of low sensitivity to a medium magnitude of change during the short construction period resulting in a **minor adverse** level of effect during the day and at night, which would not be significant. Pedestrians using the pavement are receptors of medium sensitivity and would experience a **moderate adverse** effect which would not be significant. When complete and the grassland is established and returned to pasture the view would be similar to the existing situation. Occupiers of vehicles and pedestrians would experience a negligible magnitude of change and a **negligible adverse** level of effect.

8.9.97 Receptors travelling along Balcombe Road could also gain views of vegetation removal on the embankment slopes of the M23 Spur either side of Balcombe Road and the contractor compound for the South Terminal roundabout improvements immediately north of the M23 Spur. Near open views from a short section of the road would include more open views of traffic on the M23 Spur and the compound and construction activities in place of the existing fields of grassland surrounded by trees and distant high-rise buildings at Horley. These discordant additions to the view would be prominent. Lighting would also be visible in winter against a backdrop of existing lighting columns at the South Terminal roundabout and along the M23 Spur. Occupiers of vehicles would experience a medium magnitude of change resulting in a **minor adverse** level of effect and pedestrians of medium sensitivity using the pavement would experience a **moderate adverse** effect during the day and at night, which would not be significant.

Ifield Road

8.9.98 Receptors in this location are represented by Viewpoint 13 and photomontages at **ES Figures 8.9.49 to 8.9.50** (Doc Ref. 5.2). The heavy plant and construction activities associated with the northern runway, reconfiguration/modifications of taxiways, fire training ground and the noise mitigation feature have some potential to be visible through gaps in the roadside hedgerow in the middle distance. The activities are likely to be barely discernible from the backdrop of existing airport infrastructure. The beneficial effects of the removal of the decked car park at Purple Parking would also be barely discernible. Occupiers of vehicles are receptors of low sensitivity to a negligible magnitude of change resulting in a **negligible adverse** effect during the day and at night, which would not be significant.

Railway

8.9.99 Occupiers of trains on the railway would gain near, relatively open views of the construction compound at car park B and brief, filtered views through rail side vegetation in winter only of the tallest elements within the MA1 main contractor construction compound and South Terminal satellite contractor compound. Other developments that would be visible during construction and when complete would include the Grounds Maintenance and Surface Transport buildings, the new hotel at the building compound adjacent to the car rental location and the new hotel north of MSCP3. Early stages of vegetation clearance along the A23 would also be clearly visible, opening views of traffic. The proposed developments would intensify the visible built form and urban character of the airport in a sequence of views experienced when traveling through Gatwick. Passengers would be of low sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant.

Mid to Long Distance Views

8.9.100 Mid to long distance views from the surrounding landscape may include new tall buildings and high level construction activities such as cranes in several locations. These would form

recognisable or barely perceptible additions, some slightly discordant in nature that, if visible, would be seen above intervening tree tops and within areas of existing built development at the airport. These types of views may be gained by medium to high sensitivity receptors at Viewpoint 12 at Rowley Farm bridleway, Viewpoint 13 at Lowfield Heath Road, at Viewpoint 14 on the Sussex Border Path east of Charlwood, Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill, Viewpoint 17 at Tilgate Hill (Photomontages at **ES Figures 8.9.45 to 8.9.64** (Doc Ref. 5.2)), Viewpoint 28 at Hookwood, Viewpoint 29 from the footpath between Charlwood and Hookwood (Photomontages at **ES Figures 8.9.109 to 8.9.116** (Doc Ref. 5.2)), and Viewpoint 31 near Salfords (Photomontages at **ES Figures 8.9.121 to 8.9.124** (Doc Ref. 5.2)). The largely temporary change in view would be of negligible to low magnitude, leading to **negligible to minor adverse** effects in the medium term, during the day and at night, which would not be significant. Receptors at Leith Hill within the Surrey Hills AONB are represented by Viewpoint 32 and photomontages at **ES Figures 8.9.125 to 8.9.128** (Doc Ref. 5.2). Any increase in the built form at Gatwick as a result of the Project would be imperceptible at a distance of over 11 km. The flue at the CARE facility is unlikely to be visible, as a slender object (0.47 m diameter) at this distance would be at the limit of the eye's ability to be able to perceive it. Red aviation warning lights on the top of the flue would be visible at night as small light sources in the context of existing red lights on the control tower and the well lit wider context of the airport and the settlements of Horley and Crawley. Night time effects on visual receptors of high sensitivity would be of negligible magnitude, resulting in no more than **negligible adverse** effects, which is not significant.

Sequential Visual Effects

Sussex Border Path

8.9.101 The Sussex Border Path passes through the heart of the study area, including the northern edge of Gatwick Airport. Walkers using the path are able to gain a continuous sequence of views for up to approximately 10 km within a journey. Eleven representative viewpoint locations including viewpoints 1, 4, 5, 8, 14, 18, 19, 23, 24, 25 and 30 are located on the Sussex Border Path. Effects on walkers at these location have been individually assessed previously in this section of the ES. However, the footpath at viewpoint locations 19, 24 and 25 would be temporarily closed/diverted due to the construction activities. **Minor adverse** effects have generally been identified with **moderate adverse** effects confined to roadside pavements at North Terminal roundabout and Perimeter Road North. It is therefore considered that walkers using the path during the first period of the Project would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

National Cycle Route 21

8.9.102 National Cycle Route 21 passes through the study area, including Gatwick Airport, between City Place in the south and Riverside Garden Park in the north, generally in close proximity to the railway line. Cyclists using the trail are able to gain a continuous sequence of views for up to approximately 2 km within a journey. Two representative viewpoint locations 7 and 24 are located on or in close proximity to the route. Effects have been individually assessed previously in this section of the ES. However, the cycleway at viewpoint location 7 would be temporarily closed/diverted due to the construction activities. Minor adverse effects have been identified. It is therefore considered that cyclists would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

Significance of Effects

8.9.103 Whilst two significant effects have been identified during this period, these are as a result of construction impacts which are temporary in nature. Landscape proposals which form part of the Project will, in time, mitigate these effects. No further mitigation or monitoring is required and therefore the significance of effects would remain as presented above in the short to medium term. At the time of assessment, the planting would be in place, but it would be immature and would not have reached its intended design year. In time, as mitigation planting matures to soften and screen views of development, the level of effect on visual receptors will reduce.

2030-2032

8.9.104 This section describes the effects that would arise as a result of ongoing construction activities occurring during 2030 to 2032 and the operational activities and growth in the first three years from runway opening. Key effects are summarised in table format in the summary section at the end of the chapter (see Table 8.13.1).

8.9.105 A summary of the maximum design scenario dimensions required for the construction/operation of the following elements of the Project is provided in Table 8.7.1. Further detail relevant to this section of the assessment is provided below.

Reconfiguration/Modification of Taxiways and Holding Areas

8.9.106 The ongoing construction activities required to provide new areas of hardstanding for the runway exits, end around taxiway east and the new Taxiway Juliet West Spur are anticipated to be completed in this period and operational. The reconfiguration of taxiways Whiskey, Victor and Zulu are anticipated to be undertaken and completed in this period. The new aircraft holding area/Charlie Box would be created by reconfiguring the existing apron and stand area north of Taxiway Juliet.

Pier and Stand amendments

8.9.107 Construction works to amend Pier 7 stands, remote stands north of Taxiway Juliet and the new Code C stand north of the Virgin Hangar are anticipated to be completed and the infrastructure, including any additional mast lighting, operational during this period.

Contractor Compounds: MA1, Airfield Satellite, North Terminal car park Y and South Terminal, Longbridge roundabout, car park Z and car park B

8.9.108 These construction compounds are anticipated to continue to be in use within this period, with the Longbridge and car park B compounds coming to the end of their use, ready for redevelopment as public open space.

Motor Transport Facility

8.9.109 The completed Motor Transport Facility would include the implementation of landscape proposals likely to take place between winter 2029 and winter 2030.

Hangar

8.9.110 The construction phase of a new hangar located north of Larkins Road is anticipated to commence in 2032. The building would be up to 32 metres high with a footprint of approximately 12,440 m^2.

North Terminal Multi-Storey Car Park Y

8.9.111 Construction Phase 1 of multi-storey car park Y with 3,035 spaces, 27 m high and a footprint of 1.9 hectares.

Pier 7

8.9.112 Commencement of construction of buildings, structures and apron is anticipated to take place.

Offices and Hotel at South Terminal

8.9.113 By 2032, the hotel with up to 400 bedrooms up to 27 metres in height and offices with 4,580 m^2 floorspace and 27 metres high is anticipated to be operational in the location of car park H, and the multi-storey car park phase 2 is further anticipated to be completed in 2031. New ornamental tree and shrub planting would be located throughout external areas and around the perimeter of the development, where possible, to compensate for any vegetation removal and provide a high quality setting and appropriate character within the airport and visual separation and screening from surrounding roads and public car parks. The implementation of landscape proposals is likely to take place between winter 2033 and winter 2034.

Internal Access

8.9.114 Construction works are anticipated to commence for the autonomous vehicle route and stations at North and South Terminals, as well as Pier 7.

North and South Terminal Extensions

8.9.115 The construction works for the extension to the baggage hall and baggage reclaim at the North Terminal are anticipated to be undertaken and completed in this period. Construction works for the South Terminal baggage hall extension are further anticiapted to be commenced in this period.

Surface Access Improvements

8.9.116 The main construction works for the South Terminal roundabout improvements would provide full grade separation and involve a flyover crossing the existing roundabout, approximately 8 metres high and 130 metres long supported by earthworks and reinforced earth-walls. The design would include lighting columns and 1 metre high noise barriers on a 600 metre long section of elevated road. The level of the A23 road bridge over the Balcombe Road would be raised by approximately 2.2 metres. An attenuation feature would be implemented to the north-east of the roundabout. The implementation of landscape planting proposals, including native woodland, scrub, groundcover and grassland habitats, is likely to take place between winter 2032 and winter 2033.

8.9.117 The North Terminal roundabout improvements would involve a flyover, including the realigned A23 from the South Terminal roundabout to the Longbridge roundabout. The elevated links at the North Terminal grade separated junction would sit approximately 8 metres above the roundabout providing partial grade separation. The flyover structure would comprise a single span steel beam structure, approximately 45 m long, with concrete slab on concrete abutments, piers and retaining walls. A 1 metre high noise barrier, approximately 800 metre in length, would be located on the elevated section of the junction. The design would be developed predominantly within highways land. Long-term land take within Riverside Garden Park would be limited to the creation of cycle/footway ramped access into the park from the A23. A narrow strip of tree and shrub

vegetation at the interface of the park and the highways planting beside the A23 would require removal for construction and to provide sufficient space for an improved shared use footway. The implementation of landscape planting proposals, including native woodland, scrub, groundcover and grassland habitats, is likely to take place between winter 2033 and winter 2034.

8.9.118 The construction of the improvements to the Longbridge roundabout are anticipated to conclude in 2031 and include removal of highways vegetation and adjacent vegetation adjoining the River Mole and the installation of a temporary footbridge over the River Mole. The roundabout diameter would be increased and moved north-west. The works, including the new, widened River Mole bridge and extension to the on-stilts structure of the Brighton Road/A23 London Road segregated left turn lane and creation of an attenuation pond to the north of Longbridge roundabout is anticipated to be complete by 2032. The implementation of landscape planting proposals, including native woodland, scrub, groundcover and grassland habitats, is likely to take place following removal of the construction compound between winter 2032 and winter 2033.

Environmental Mitigation Areas

Longbridge Roundabout

8.9.119 Following the completion of the surface access improvements and the removal of the construction compound, the mitigation area to the north of Longbridge Roundabout would be implemented. An area of approximately 2 hectares would be located predominantly west of the River Mole. The area east of the River Mole comprises existing public open space at Church Meadows conservation area. Native tree and shrub planting would be established to reinstate the green boundary with the Brighton Road. Management techniques would be used to further improve the species diversity of the existing meadow. The area would be linked to land west of the River Mole by a timber footbridge. A flood attenuation feature would be located in this area together with a mosaic of woodland habitats and grassy glades to provide ecological benefit, enhanced scenic quality and compensation for any loss of public open space at Riverside Garden Park.

Car Park B

8.9.120 Following the removal of the construction compound, the mitigation area to the west of the London to Brighton railway would be implemented. The area would comprise two linked spaces, the first 0.6 hectares north of the A23 and the second 0.4 hectares south of the A23. The northern land parcel would include a mosaic of woodland habitats and grassy glades to provide ecological benefit and replacement for vegetation loss in Riverside Garden Park. The area would be linked by a footpath to Riverside Garden Park to ensure connectivity between the existing and new public open spaces. A footpath with grass verges would link beneath the A23 overbridge to the second area of new public open space. Seating areas set within native trees and shrubs would provide a green space on the edge of the airport and in close proximity to South Terminal for the local community and people working within and visiting Gatwick. There is likely to be a reduction in the need for lighting in the new open space. Extending the landscape beneath the ITTS would enable the space to link with the green corridor of the Gatwick Stream and maximise the benefits to the urban character and ecology. Replacement of car parking with diverse green infrastructure would provide a significant amenity and ecological benefit.

Effects on Landscape Character

Gatwick Airport Character Area

8.9.121 It Is anticipated that many of the airfield elements of the Project, which were constructed within the initial construction phase between 2024 and 2029 would be operational by 2030. The alterations to the hardstanding associated with the realignment of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands are anticipated to be in place and would form a relatively minor increase in hardstanding and a decrease in grassed areas within the airport. It is anticipated that the removal of decked Purple Parking at the western end of the airport and its reprovision at car park X would be complete. It is also anticipated that the re-engineering of car park X to accommodate the flood compensation area would be complete and would have minimal influence on the character of the airport. Car parks are a typical feature of the airport and an increase in parking and associated lighting would result in an intensification of an existing land use. The relocation of five substations and the removal of two substations would, on balance, create very minimal change within the airport.

8.9.122 Five construction compounds are anticipated to be operational within this character area during this period of the Project, with the compound at car park B being removed by 2031. The loss of green infrastructure in some of these locations and its replacement with the compound and associated activities, including large scale batching plants in some compounds, would introduce small concentrations of discordant elements into the airport. It is anticipated that the CARE facility would be completed and operational by the start of this period. Red aviation obstruction lights on the flue, if required, would be visible as small, although distinct, light sources in the context of a well-lit airport at night. Any visible plume would be relatively small and very infrequent and would have very limited influence on the character of the airport.

8.9.123 The ongoing construction works for the North Terminal baggage handling extension and the surface access improvements would continue to be discordant in nature. The completed South Terminal extension, South Terminal hotel, the new hotels at the building compound adjacent to the car rental location and north of MSCP3 and multi-storey car park H and the construction and completion of offices, all of which are adjacent to the South Terminal, would significantly increase the scale and mass of tall buildings within this cluster and the presence of lighting at night. The buildings would be prominent within the airport although they would adopt appropriate high quality architecture to ensure the appearance of the building cluster is maintained or enhanced. The loss of mainly surface car parking and low-level buildings of minimal architectural quality to accommodate the improvements would, however, ensure that, on balance, there would be a neutral effect on character. Existing mature tree and shrub planting around existing car park H would be retained to ensure a high quality setting and visual screen is retained within which to locate extensive new development.

8.9.124 The Museum Field flood compensation area and bund and the realignment of the River Mole are anticipated to be operational and the haul route and temporary River Mole bridge removed. New mitigation planting would be immature although at up to five years old would start to soften the engineered landforms to mitigate effects. The public footpath link extended south along the River Mole to form a loop around the Museum Field flood compensation area and connected fields at Brook Farm of meadow and woodland belts would provide a considerable benefit for the local community and ecology.

8.9.125 The construction phase of the North Terminal and South Terminal roundabout improvements, flyovers and A23 improvements is anticipated to be ongoing. The extensive construction activities would be prominent and discordant within the road corridor and on the edge of the airport, Riverside Garden Park and a small part of Horley.

8.9.126 The early construction phase of the additional stands south of Pier 7 would require the demolition of existing structures in the area known as Oscar and the creation of a new area of concrete hardstanding. On balance, this would create a slight improvement in the character of this part of the airport.

8.9.127 Temporary lighting during the construction phase and permanent lighting when operational would be required to provide a safe and appropriate working environment within the Gatwick Airport character area and is decsribed in **ES Appendix 5.3.2: Code of Construction Practice** (Doc Ref. 5.3) and **ES Appendix 5.2.2: Operational Lighting Framework** (Doc Ref. 5.3) respectively.

8.9.128 The newly operational elements of the Project would be typical of the existing airport and would provide an intensification of existing character. The construction of large-scale buildings and structures across the airport would result in the greatest direct effect on the character area. However the nature and scale of the developments and construction phase activities would not be completely out of character within an operational airport. Overall there would be a general perception of an increase in the scale and mass of large buildings and structures within the airport and a slight reduction in the extent of green infrastructure, more prominent in the A23 corridor. The Gatwick Airport urban character area, within the wider Low Weald landscape of West Sussex, would be of low sensitivity to a medium magnitude of impact. The duration of these effects would range from short to medium term for construction phase effects to long term (permanent) for operational phase effects. Overall, the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

North East Crawley High Woodland Fringes Character Area

8.9.129 The completed spoil placement at Pentagon Field would lie adjacent to the rural farmland of the character area. The earthworks would be low level in nature, reseeded and returned to pasture. Woodland planting would be up to six years old and beginning to add to the tree cover of the area. The proposals would have minimal influence over the neighbouring landscape. The sensitivity of the North East Crawley High Woodland Fringes to these impacts in this context is negligible and the magnitude of change would be negligible, resulting in **negligible adverse** effects in the long term during the day and no change at night, which would not be significant.

Crawley Upper Mole Farmlands Character Area

8.9.130 The alterations to the hardstanding associated with the realignment of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands would form a relatively minor increase in hardstanding. The completed noise mitigation feature on the western edge of the airport would have a similar influence over the adjacent landscape character of the Upper Mole Farmlands to the existing situation whilst the relocation of decked Purple Parking would reduce the influence of this more noticeable element of airport development. Many of the hotels, decked and multi storey car parks, offices and terminal extensions are anticipated to be complete and would lead to a general perception of a slight increase in the scale and mass of large buildings and structures within the airport. Due to the open nature of the western end of Gatwick and an intensification of the built form of the airport at the interface with the Crawley Upper Mole

Farmlands character area, there would be a slightly increased influence over the rural character. The increase in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people when compared to the future baseline situation. An increase in lighting and light sources visible within the airport at night including red aviation obstruction lights on the CARE facility flue, if required, would also form a slight intensification of existing character. On balance, when considering a combination of development removal and implementation there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the Crawley Upper Mole Farmlands character area, including the continued perception of a low level of tranquillity.

8.9.131 Before planting mitigation has matured, the low magnitude impact on the low sensitivity receptor would lead to a **minor adverse** effect, which would not be significant.

Horsham Upper Mole Farmlands Character Area

8.9.132 There would be a slight increase in the perceptible scale and mass of the larger buildings and infrastructure within the airport and to a lesser extent hardstanding and the potential to influence the rural character of a nearby landscape to the west of Gatwick. The relocation of decked Purple Parking would reduce the influence of the most noticeable element of airport development, providing a beneficial effect. The increase in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people when compared to the future baseline situation. An increase in lighting and light sources visible within the airport at night would be barely discernible from the existing situation. The slight intensification of the predominantly urban characteristics of the airport would increase its ability to influence the Horsham Upper Mole Farmlands character area. There would continue to be a perception of a low level of tranquillity on the fringes of this nearby rural character area. On balance, when considering a combination of development removal and implementation, the low magnitude impact on the low sensitivity receptor would lead to a **minor adverse** effect, which would not be significant.

Mole Valley Open Weald Landscape Character Area

8.9.133 The surface access improvements for Longbridge Roundabout, including the satellite contractor compound and temporary bridge structures on Brighton Road, would be located within the Mole Valley Open Weald, partially within the Church Road Horley conservation area. The ongoing construction works would be prominent within pasture fields on this edge of the character area. However, this edge of farmland within the wider character area is currently highly influenced by the Longbridge roundabout and urban edge of Horley and Gatwick and is considered to be of medium sensitivity to this type of change. The high magnitude of temporary direct impact on the landscape would result locally in a **major adverse** effect during the day and a **moderate adverse** effect at night during construction, which would be significant.

8.9.134 The location of the Museum Field flood compensation area near the airport boundary would result in indirect effects on the surrounding rural characteristics of the Open Weald in the Mole Valley district, although in this location the fields within the Gatwick Airport character area of Crawley District share more characteristics of, and are contiguous with, the Open Weald. The completed features would be located adjacent to the rural farmland of the character area. The developments would have a very limited influence over the neighbouring landscape. The sensitivity of the character area to these effects in this context is low and the magnitude of change would be low,

resulting in **negligible adverse** effects in the long term during the day and at night, which would not be significant.

8.9.135 The CARE facility flue would influence some parts of the wider character area including red aviation obstruction lights, if required, visible as small, although distinct, light sources in the context of a well-lit airport at night.

Low Weald Character Area

8.9.136 The ongoing operation of the contractor compound north of the South Terminal roundabout would continue to have direct effects on the horse paddocks and pasture fields within the rural fringe of Horley. The conspicuous and discordant nature of the activities would have a high magnitude of direct impact on a low sensitivity receptor, resulting in a **moderate adverse** effect during the day and at night in the long term, which would not be significant.

8.9.137 The increase in scale and mass of tall buildings at South Terminal would continue to influence the adjacent landscape of the Low Weald in Reigate and Banstead District.

8.9.138 The removal of highway woodland planting and trees would expose views of the construction activities for the improved South Terminal roundabout at the airport's interface with the Low Weald landscape character area. The heavy plant and operations required to undertake the construction works would be prominent on this edge of the character area. However, this discordant element would lie partially adjacent to the contractor compound, limiting any influence over the nearby urban fringe fields at Horley. The edge of the character area would continue to be temporarily influenced through green infrastructure loss to accommodate the highways construction. The surface access infrastructure would be complete and operational by the end of this period. This character area is currently highly influenced by the road corridor and urban edge and is considered, overall, to be of low sensitivity to this type of change. The low magnitude of impact would result in a **minor adverse** effect during the day and at night, which would not be significant.

Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas

8.9.139 Some elements of the larger new buildings and infrastructure completed as part of the Project would add to the existing built form at Gatwick. There would be a very slight increase in the intensity of development within the setting of these elevated and wooded character areas. Aircraft would continue to be distantly visible and audible taking off and landing. The increase may be discernible when compared to the future baseline situation. Lighting and light sources within the airport would continue to be prominent at night within a context of dark rural landscapes and the well lit urban townscape of Crawley and the red aviation obstruction lights on the CARE facility flue, if required, would be distinct. The scale of proposed development would not change the intrinsic character of the airport. There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscape of Mid Sussex. The sensitivity of these character areas is high and the magnitude of change would be negligible, resulting in a **minor adverse** level of effect during the day and at night, which is not significant.

High Weald AONB

8.9.140 The completion of the early phase of developments at Gatwick would be barely perceptible in views from the AONB. The increase in overflying aircraft may be discernible when compared to the future baseline situation. Some potential would exist for elements of ongoing construction

activities, particularly any high level cranes, to be visible in distant views from the north against a backdrop of the settlement of Crawley and higher land within the AONB. There would be a slight intensification of the massing of built form and concentration of lighting visible at night within the predominantly urban character area of the airport and its ability to influence the perception of tranquillity within the rural landscape of the High Weald AONB. Any visible plume would be relatively small and very infrequent and would have very limited potential to adversely influence the character of the distant AONB. The sensitivity of the nationally designated landscape is high and the magnitude of change would be negligible, resulting in a **minor adverse** level of effect on its special qualities, which is not significant.

Effects on Townscape Character

Northgate Crawley Townscape Character Area

8.9.141 During its operation, the main contractor construction compound MA1 would have an influence over the neighbouring Northgate townscape character area of Crawley to the south. The urban character of the large scale business and commercial area would be of low sensitivity to a low magnitude of temporary impact in the long term. The level of effect would be **minor adverse** during the day and at night, which would not be significant.

Horley Townscape Character Area

8.9.142 The ongoing surface access improvements for Longbridge roundabout would be located on the edge of and partly within the Horley townscape character area within the Church Road Horley conservation area. Vegetation removal within and around the junction, and particularly on Brighton Road, would open up the junction to the edge of Horley. Woodland east of the roundabout would be removed to accommodate the widened decked structure on Brighton Road. The heavy plant and operations required to undertake the construction works would be prominent within open space at Church Meadows and Riverside Garden Park and the planted road verge. This would create a discordant element that would have a direct effect on the character area. The edge of the character area would temporarily be considerably changed through loss of trees and temporary loss of grassland and openness to accommodate the construction activities and creation of an attenuation pond. This green space on the settlement edge is currently influenced by the Longbridge roundabout and is considered to be of medium sensitivity to this type of change. The medium magnitude of direct impact on the open space and influence of further construction activities and compound in the adjacent Open Weald character area would result locally in a **moderate adverse** effect during the day and at night during construction, which would not be significant.

8.9.143 The removal of highway planting at the interface with Riverside Garden Park on the edge of the townscape character area would increase the influence of the road corridor and North Terminal Roundabout on the park during the construction phase. Earth moving, temporary roads at the River Mole overbridge, construction of flyovers, retaining walls and road surfacing would be prominent and discordant activities on the edge of Horley. However, this edge of the public open space is currently highly influenced by the A23 and is considered to be of medium sensitivity to this type of change. The medium magnitude of direct impact on the location would result locally in a **moderate adverse** effect during the day and at night during construction, which would not be significant.

Effects on Visual Amenity

Members of Gatwick Staff

8.9.144 The alterations to the hardstanding of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands would form a relatively minor change to views for most members of staff within the airport. The number of Air Traffic Movements (ATMs), including aircraft movements on the ground, as a result of the Project is estimated to increase by up to approximately 20% by 2032 (compared to forecast future baseline numbers without the Project). Aircraft currently form a regular visible or audible feature that forms a slightly discordant, although characteristic, aspect within the airport. An increase in the number of aircraft may be discernible to some observers or barely perceptible as an increase to other observers and not significant. If people are unable to perceive the increase in the number of aircraft they would therefore experience no discernible effect. The completion of decked parking at car park X as replacement Purple Parking would form a relatively large, although typical, feature of the airport and would result in an intensification of an existing land use. The extensions to North and South Terminals, the new hotels at the building compound adjacent to the car rental location and north of MSCP3, multi-storey car park J and the hotel and multi-storey car parks east of the Hilton Hotel at car park H would introduce further tall buildings within these building clusters. The construction phase and completion of the office building at car park H would be visually discordant initially before adding to the cluster of tall buildings in this area. The completed buildings, although prominent, would be of a high quality architectural design to maintain the appearance of the airport. The majority of existing mature tree and shrub planting around existing car park H would be retained to minimise views of newly built development and reduce the apparent scale and mass of buildings. The ongoing construction of the extension to the baggage reclaim hall at the North Terminal IDL would involve high level cranes and activities that would temporarily be prominent or dominant in some near views and visually discordant in nature. The new native planting on the extended and reconfigured noise mitigation feature would be up to five years old and would provide additional screening within and into the airport, softening this large engineered feature. This would form a typical element of the airport and would be no more conspicuous than existing infrastructure. The new noise wall would extend into the airport, located between retained mature vegetation and would not be conspicuous. Four construction compounds within the airport and two on the northern edge would be operational, some including tall batching plant infrastructure, and would be generally discordant in nature. The relocated substations would create very minimal change within the airport.

8.9.145 It is anticipated that the CARE facility would be completed and operational by the start of this period. The large-scale clearance of woodland planting and mature trees within the A23/M23 spur corridor to create the surface access improvements would open up views of these prominent activities and ultimately the flyovers and transport infrastructure when complete within this period. The flood compensation areas would be complete and initially slightly conspicuous within their predominantly rural fringe locations before planting has matured, although not visible for most people working at Gatwick Airport.

8.9.146 The operational elements of the Project and the construction activities described above would be visible to members of Gatwick staff working in different locations within the airport or using staff car parks and internal access roads. People at their place of work are generally considered to have a low sensitivity to change, particularly given the nature of the change and the context of a busy international airport. The construction activities and completed elements of the Project may

be barely perceptible when seen at distance, or prominent and at times dominant when in close proximity. The magnitude of change would range from negligible to medium resulting in **negligible to minor adverse** effects, which would not be significant.

Members of the Public Visiting Gatwick

8.9.147 Some elements of the construction activities and operational elements described in the section above would be visible to members of the public using the airport.

8.9.148 The reconfigured noise mitigation feature and fire training ground, relocated Purple Parking at car park X, airfield satellite contractor compound and River Mole diversion would be apparent in views from the south side of the airport at the remaining area of Purple Parking. The operational infrastructure would be visible in the context of a busy operational airport, particularly the Boeing hangar directly behind in most views. The northern runway and taxiway, stands and holding area reconfigurations, and the slight increase in aircraft using them, would be barely perceptible. Occupiers of vehicles are receptors of low sensitivity to a low magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

8.9.149 Members of the public using the airport access roads and car parks would gain some near open views of ongoing construction activities at the North Terminal improvements and initially the office building at car park H alongside the completed elements. Completed elements would include the CARE facility, North Terminal Long Stay Decked Car Park, multi-storey car park J, South Terminal extension, hotel and multi-storey car park at car park H, new hotel at the building compound adjacent to the car rental location and north of MSCP3, the office building (later, when complete) at car park H and activities at the surface access satellite compound at North Terminal. Receptors in one of these locations are represented by Viewpoint 1 at Perimeter Road North and photomontages at **ES Figures 8.9.1 to 8.9.4** (Doc Ref. 5.2). These elements are large scale and, during construction, would also include high level elements such as cranes. The nature and extent of the construction activities would form discordant elements within the existing airport context and the newly completed infrastructure would form an intensification of existing character. Occupiers of vehicles are receptors of low sensitivity to a medium magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant. Pedestrians using public right of way 346/2Sy which follows the roadside pavement on Perimeter Road North are receptors of medium sensitivity and are also represented by Viewpoint 1. Receptors would experience a low magnitude of change leading to a **minor adverse** effect, which would not be significant.

8.9.150 Occupiers of vehicles would gain mid-distance views of the surface access satellite contractor compound (North Terminal) from multi-storey car parks at North Terminal. Occupiers of vehicles are receptors of low sensitivity to a low magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

8.9.151 Members of the public using the North Terminal buildings and forecourt would gain views of the completed multi-storey car park J and baggage reclaim extension, including high level cranes, and potentially gain glimpses or more open views of the other North Terminal extensions in the context of complex airport infrastructure. Receptors are of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, which would not be significant.

People using Public Open Space

Riverside Garden Park, Horley

8.9.152 Receptors in this location are represented by Viewpoints 6, 22a and 22b and photomontages at **ES Figures 8.9.21 to 8.9.24 and 8.9.81 to 8.9.88** (Doc Ref. 5.2). The removal of a strip of vegetation on the edge of the A23 eastbound carriageway and Riverside Garden Park would enable more open views of the surface access improvements works on the A23 and at the North Terminal roundabout, during the daytime and at night. Filtered views through trees and shrubs would continue to be gained by receptors in most locations within the park. Views from the informal path which lies parallel to the A23 would be opened up due to vegetation removal, enabling relatively open, near views of the footpath ramp construction works and the temporary road bridge extending into the park at the River Mole overbridge. Receptors would be of high sensitivity to a medium magnitude of change when using the informal footpath near the edge of the park and a negligible magnitude of change from areas within the park, resulting in **major adverse** effects on users of the informal footpath and more generally **moderate to negligible adverse** effects on people using the rest of the park, in the medium term, which would be significant.

Church Meadows Horley and public right of way 574

8.9.153 Receptors in this location are represented by Viewpoint 21 and photomontages at **ES Figures 8.9.77 to 8.9.80** (Doc Ref. 5.2). Foreground views across mown and meadow grassland and scattered trees along the River Mole would be retained. Vegetation removal around the road junction and within the roundabout would open up views of construction activities at the Longbridge roundabout, the temporary bridge over the River Mole on Brighton Road and development beyond at the petrol station and Airport Inn Gatwick hotel. The Longbridge contractor compound would be clearly visible including the tops of the two storey site office containers above hoardings. The construction activities would be discordant in nature and prominent in views from the edge of the settlement and countryside. People using the public open space and walkers using the public right of way are receptors of high sensitivity and would experience a medium magnitude of change resulting in a **major adverse** effect during the day, for the short term, which would be significant and a low magnitude of change and a **minor adverse** effect at night, for the short term, which would not be significant.

Walkers Using Public Rights of Way

Public Right of Way 359/Sy Pentagon Field

8.9.154 Receptors in this location are represented by Viewpoint 10 and photomontages at **ES Figures 8.9.37 to 8.9.40** (Doc Ref. 5.2). The new raised landform would be complete and grassland established and returned to grazing pasture. The view would be similar to the existing situation. Walkers would experience a negligible magnitude of change and a **minor adverse** level of effect, which would not be significant.

Public Right of Way 360/Sy South Terminal

8.9.155 Receptors in this location are represented by Viewpoint 3 and photomontages at **ES Figures 8.9.9 to 8.9.12** (Doc Ref. 5.2). Walkers would continue to gain open views of the new hotel in front of the existing multi-storey car park. Walkers are receptors of high sensitivity and would experience a medium magnitude of both adverse and beneficial changes as a result of a larger and more prominent building, although of improved architectural quality, leading to, on balance, a

minor adverse level of effect during the day and a **negligible adverse** effect at night, in the long term, which would not be significant.

Public Right of Way 362a Horley

8.9.156 Receptors in this location are represented by Viewpoint 8 and photomontages at **ES Figures 8.9.29 to 8.9.32** (Doc Ref. 5.2). Open views across a foreground of grazed horse paddock would continue to extend up to the A23. The surface access satellite contractor compound for the South Terminal roundabout would continue to be visible on the far left of the view. Removal of the highway planting would enable open views of the highway construction activities and tops of new hotels and multi storey car parks at South Terminal beyond, in the context of the existing terminal building. Construction activities at the new office buildings would also be visible. Construction activities associated with the South Terminal roundabout and flyover would initially be prominent on the embankment beyond including temporary lighting visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. By the end of this period the South Terminal roundabout and flyover would be operational and visible at a higher level beyond, including views of moving traffic using the flyover. Lighting would be visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. New roadside planting, if implemented at this stage, would be immature and would not mitigate effects on views. Walkers are receptors of high sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and a low magnitude of change and a **minor adverse** effect at night, for the medium to long term, which would not be significant.

Sussex Border Path 346/2Sy, North Terminal roundabout

8.9.157 Receptors in this location are represented by Viewpoint 18 and photomontages at **ES Figures 8.9.65 to 8.9.66** (Doc Ref. 5.2). Construction activities associated with the North Terminal roundabout and flyover would be prominent within an open context following vegetation removal. The activities, including earth moving and construction of retaining walls, would be discordant in nature and occupy the majority of the view in the context of a busy road junction. Views would extend across the construction activities to Riverside Garden Park. Pedestrians using the roadside footway within the airport are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and at night, for the medium term construction phase, which would not be significant.

Sussex Border Path 346/2Sy, A23

8.9.158 Receptors in this location are represented by Viewpoint 19 and photomontages at **ES Figures 8.9.69 to 8.9.72** (Doc Ref. 5.2). The Sussex Border Path would continue to be temporarily closed throughout this period during the construction activities for the surface access improvements. It is anticipated that views from this location would not be available during this period and there would be no effect on visual receptors.

Footway at Longbridge Roundabout

8.9.159 Receptors in this location are represented by Viewpoint 20 and photomontages at **ES Figures 8.9.73 to 8.9.76** (Doc Ref. 5.2). Construction activities associated with Longbridge roundabout and the A23 would be prominent within an open context following vegetation removal. The activities including earth moving, temporary bridge structures over the River Mole on Brighton Road and the A23, construction of retaining walls and the attenuation basins, and the presence of the contractor's compound would be discordant in nature and occupy the majority of the view in

the context of a busy road junction. Views would extend across the construction activities to Church Meadows. Pedestrians using the roadside footway within the airport are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and at night, for the medium term construction phase, which would not be significant.

Sussex Border Path 362a, Railway overbridge

8.9.160 Receptors in this location are represented by Viewpoint 23 and photomontages at **ES Figures 8.9.89 to 8.9.92** (Doc Ref. 5.2). Removal of the highway planting on embankment slopes to the left of the A23 road bridge would enable open views of the highway construction activities and tops of new hotels and multi storey car parks at South Terminal beyond, in the context of the existing terminal building. Construction activities at the new office building would also be visible. It is anticipated that by the end of this period the South Terminal roundabout and flyover would be operational and visible at a higher level, including views of moving traffic using the flyover. Lighting would be visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. New roadside planting, if implemented at this stage, would be immature and would not mitigate effects on views. Walkers are receptors of high sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and a low magnitude of change and a **minor adverse** effect at night, for the medium to long term, which would not be significant.

Sussex Border Path 368, M23 Spur

8.9.161 Receptors in this location are represented by Viewpoint 25 and photomontages at **ES Figures 8.9.97 to 8.9.100** (Doc Ref. 5.2). Removal of highway planting would enable open views of construction activities for the surface access improvements. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the medium term construction phase, which would not be significant.

Bridleway 348Sy, Poles Lane

8.9.162 Receptors in this location are represented by Viewpoint 26 and photomontages at **ES Figures 8.9.101 to 8.9.104** (Doc Ref. 5.2). The roadside hedgerow would continue to completely screen the new car park X decked car park structure in the summer, with the potential for heavily filtered glimpses of the decking in the winter only, when the vegetation is not in leaf. Any additional development, or light sources at night, would be visible within the context of existing glimpses of development and lights. The replacement hedgerow at the new entrance to the car park to the right of this view would be up to five years old and starting to provide screening and reinstatement of the road character. Equestrians and walkers are receptors of high sensitivity to a negligible magnitude of change, during the winter only, for the operational phase, resulting in a **negligible adverse** effect, which would not be significant.

Public right of way 325, west of Gatwick

8.9.163 Receptors in this location are represented by Viewpoint 27 and photomontages at **ES Figures 8.9.105 to 8.9.108** (Doc Ref. 5.2). The open nature of the western end of the airport and the farmland in the foreground allows views to extend into the heart of the urban character area of Gatwick from this location. The new runway and taxiways would continue to form a slight change to the existing view. At the first year of opening the commencement of operations from the

Northern Runway would have the effect of shifting the westerly take-off flight path for the majority of aircraft northwards (left in the field of view). For easterly operations, the arrivals flightpath would remain unchanged. By 2032, the growth in traffic compared with the future baseline is expected to be around 20%. There would thus be an increase in aircraft visible and audible manoeuvring on the ground and taking off and landing overhead. This would be discernible to some people. The terminal extensions, car park X decked car park, relocated fire training ground and tops of hotels/multi storey car park and offices at South Terminal would form minor or barely discernible additions to the collection of buildings in the existing view. The removal of the Purple Parking decked car park would form a noticeable reduction in development on the right of the view. A slight increase in lighting and light sources within the airport would be barely perceptible in the well lit context of Gatwick however, red aviation obstruction lights on the CARE facility flue, if required, would be visible as small, although distinct, light sources in the context of a well-lit airport at night. The pattern and nature of proposed development would not change the intrinsic character of this view. On balance, there would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Sussex Border Path, Russ Hill

8.9.164 Receptors in this location are represented by Viewpoint 30 and photomontages at **ES Figures 8.9.117 to 8.9.120** (Doc Ref. 5.2). Walkers in this location would continue to gain framed views of new runway and taxiways set within grassland. The additional taller buildings including terminal extensions, car park X decked car park and tops of hotels and multi storey car parks at South Terminal would form minor or barely discernible additions to the view. Aircraft would continue to be visible and audible manoeuvring on the ground and taking off and landing overhead. By 2032, the growth in aircraft visible and audible manoeuvring on the ground and taking off and landing compared with the future baseline is expected to be around 20% and would be discernible to some people. There would be slight intensification of airport lighting and red aviation obstruction lights on the CARE facility flue, if required, in the context of existing red warning lights on the control tower and a well-lit airport and development at Lowfield Heath and the wider surrounding dark rural landscape. The nature of proposed development within the airport would not change the intrinsic character of this view. Winter views of the airport would be slightly more noticeable. On balance, there would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

River Mole Public Right of Way

8.9.165 Receptors in this location are represented by either Viewpoint 4 or 5 and photomontages at **ES Figures 8.9.13 to 8.9.20** (Doc Ref. 5.2). The mature woodland and planted earth bunds on the western edge of the airport would continue to prevent views of most construction activities and operational development. The tops of the new hotel and multi storey car park under construction at car park Y would potentially be visible and the top of the operational North Terminal IDL extension, filtered through intervening vegetation, more so in the winter when not in leaf. Receptors are of high sensitivity to a negligible to low magnitude of impact resulting in **minor adverse** effects, during the day and at night, for the short to long term, which would not be significant.

Public Right of Way 360/1Sy Tinsley Green

8.9.166 Receptors in this location are represented by Viewpoint 11 and photomontages at **ES Figures 8.9.41 to 8.9.44** (Doc Ref. 5.2). Walkers would continue to gain near filtered views of the new wastewater treatment works with a glimpsed backdrop of existing infrastructure at Crawley Sewage Treatment Works. New planting would be up to six years old and starting to further soften and screen the facility within this urban fringe location. Walkers are receptors of high sensitivity and would experience a low magnitude of change, resulting in a **moderate adverse** effect in the medium to long term, which would not be significant.

New Public Footpath linking Museum Field Flood Compensation Area to Public Right of Way 347Sy

8.9.167 The new footpath would introduce a new visual receptor group to the airport. Walkers using this new footpath link would gain a diverse sequence of views of both the naturalistic elements of the land on the fringes of Gatwick and many operational aspects of the airport. The River Mole diversion, the flood compensation area and the landscape of the Open Weald to the west and Gatwick's runways would be visible together with taxiways, car parks on the south side of the airport, the relocated fire training ground, noise barrier and 20% growth in aircraft taking off and landing and using taxiways when compared to the future baseline situation. Landscape planting for the flood compensation area and earth bund in particular would be up to six years old and would start to soften and merge these features into the surrounding rural landscape. No assessment of magnitude of change or significance of effect have been undertaken as there is no baseline situation for this receptor.

Cyclists

National Cycle Route 21

8.9.168 Cyclists using the national cycle route between the A23 and the railway would gain filtered views through vegetation, in winter only, of the tallest elements within the main MA1 contractor compound that would be of negligible magnitude, leading to **minor adverse** effects, which would not be significant. When travelling further north, cyclists would continue to gain views of the new hotel at the car rental location as an enhancement to views of the terminal complex and the new hotel north of MSCP3. These developments would add to the concentration of development at South Terminal. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant. Cyclists would continue to gain glimpses through trees and airport infrastructure of the car park B construction compound. Within and approaching Riverside Garden Park cyclists would gain views of construction activities for the surface access improvements, heavily filtered through trees within the park and along Gatwick Stream. During the majority of this period when the route remains open, receptors in this location are represented by Viewpoint 6 and photomontages at **ES Figures 8.9.21 to 8.9.24** (Doc Ref. 5.2). Removal of all highway planting would reveal more open views of the A23 construction activities. The construction site and earth-moving and construction activities would form a large scale and discordant addition to the view. At night the lit corridor would be considerably more prominent in the view against a backdrop of skyglow from the airport. Cyclists are receptors of high sensitivity to a medium magnitude of change in the medium term, resulting in a **moderate adverse** effect, during the day and at night, which would not be significant.

Occupiers of Residential Properties with Private Views

Dairy Farm

8.9.169 Construction activities at Longbridge roundabout would continue throughout this period and the contractor's compound would remain in place until the end of the period. Views from the pair of residential properties at Dairy Farm would continue to be filtered through mature garden vegetation. The compound and construction activities would continue to be partially visible in the context of more open views to petrol stations and hotels on the edge of Horley. Views from first floor windows would potentially be slightly more open. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

Three Apartment Buildings Longbridge Road, Horley

8.9.170 Construction activities at Longbridge roundabout would continue throughout this period. Sufficient vegetation would be retained west of the properties to continue to filter and screen most views of the Longbridge roundabout, construction activities, traffic, hotels, petrol station and contractors compound. The temporary River Mole bridges and construction activities associated with them, traffic and clearer views of the petrol station on Brighton Road would continue to be gained due to the clearance of a block of woodland to the north of the apartments. Occupiers of second floor properties would potentially gain the most open views, with occupiers of ground floor properties experiencing less change in view. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

Numbers 74, 76, 78 and 80 Longbridge Road, Horley

8.9.171 Construction activities at the A23 would continue throughout this period. Sufficient vegetation would be retained south-west of some of the properties to continue to filter and screen some views of the A23 construction activities, the footpath ramp, temporary roads beside the River Mole overbridge, traffic and the Holiday Inn and Airport Inn Gatwick beyond. Views of the activities would be more open where gardens contain limited mature vegetation and where there are gaps in trees beyond the gardens. Occupiers of residential properties are receptors of high sensitivity and would experience a low to medium magnitude of change resulting in **major adverse** and significant short term effects for residents in the rear garden of number 74 Longbridge Road, which is open to the road/footpath ramp construction activities, and a **moderate to minor adverse** effect for occupiers of 76, 78 and 80 Longbridge Road during the day and at night, for the short term, which would not be significant.

Horley Residential Edge

8.9.172 Receptors in this wider location, not specifically referred to above, are represented by Viewpoint 7 and photomontages at **ES Figures 8.9.25 to 8.9.28** (Doc Ref. 5.2). Highway planting within the A23 corridor would be removed to accommodate the surface access improvements. Whilst a strip of trees and shrubs, generally 10 metre wide, on the edge of the A23 at the interface with Riverside Garden Park would be removed to allow access for construction activities the majority of vegetation within the Park would be retained. Removal of highway screening vegetation would reveal some filtered views of the A23 North Terminal and South Terminal roundabouts

construction activities through retained vegetation within the park and also garden vegetation and fences within a range of nearby properties on several roads on the fringes of Horley including:

- approximately 40 properties on The Crescent;
- approximately 30 properties on Riverside;
- two properties on Woodroyd Gardens;
- four properties on Cheyne Walk; and
- 11 properties on Longbridge Road.

8.9.173 The South Terminal and North Terminal roundabout construction site and earth-moving and construction activities would form a discordant addition to the view, visible through vegetation. The degree of visibility of these activities would depend largely on the amount of vegetation in Riverside Garden Park and tree and shrub vegetation within the gardens of properties. At night the lit corridor of works would be visible, filtered through vegetation against a backdrop of skyglow from the airport. Receptors at many properties listed above are unlikely to experience a perceptible change in view in the summer due to the screening properties of intervening vegetation when in leaf. The levels of effect defined below relate predominantly to winter views as a worst case. Occupiers of residential properties are receptors of high sensitivity to a generally negligible magnitude of change in the medium term, resulting in a **minor adverse** effect, during the day and at night, which would not be significant.

Number 275 Balcombe Road

8.9.174 Construction activities at the A23 would continue throughout this period. This is a detached, single storey property located on Balcombe Road, north of an access track which runs parallel to the M23 Spur. The side elevation is orientated south towards the M23 Spur. Mature trees and shrubs surround the garden boundaries. Views from the side elevation would continue to be gained across the garden and through intervening vegetation to construction activities at the A23 and Balcombe Road overbridge and moving traffic. Occupiers of residential properties are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the short term, which would not be significant.

Occupiers of Commercial Properties

Premier Inn (North Terminal)

8.9.175 Occupiers of the Premier Inn Hotel at North Terminal would continue to gain views of activities at car park Y including the contractor compound and construction of the hotel. Occupiers of rooms in west facing locations would gain oblique views of the North Terminal extension works and completed elements. Occupiers of hotel rooms are receptors of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, which would not be significant.

Premier Inn (A23 Airport Way)

8.9.176 Occupiers of the Premier Inn Hotel adjacent to the A23 would gain near views, partially filtered through trees of hotel construction activities and surface access satellite contractor compound at car park Y in a more open context created by vegetation clearance along the A23 and North Terminal roundabout. Receptors would also gain mid distance views of the North Terminal extension construction activities and completed elements. Occupiers of hotel rooms are receptors

of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, during the temporary construction phase, which would not be significant.

Hilton Hotel

8.9.177 Occupiers of rooms on the east facing elevation of the Hilton Hotel would initially gain near, open views of the ongoing construction site and activities for the offices and multi-storey car park H (Phase 2) in the context of the previously completed phases of the car park and hotel. Occupiers of rooms on the north facing elevation would gain near, oblique views of the completed new hotel north of MSCP3. The scale and nature of the activities would be discordant and dominant in most views. Receptors would be of medium sensitivity to a high magnitude of change in the medium term, resulting in a **major adverse** temporary effect during the day and at night, which would be significant. When complete, the new developments would form an extension of the cluster of buildings at South Terminal. Open views of the existing car park and surrounding trees would be replaced by large scale tall buildings in close proximity that would obscure views. The completed buildings, although dominant in views, would be of an appropriate architectural design to maintain the appearance and quality of the airport. Receptors would experience a high magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Airport Inn Gatwick

8.9.178 Occupiers of rooms on the north-east facing elevation of the hotel would gain near, open views of the ongoing activities for the surface access improvements, including the temporary road bridges at the A23 and Brighton Road River Mole crossings, contractor compound north of the Longbridge roundabout, construction activities and traffic. Occupiers of rooms would gain near, open views of the construction activities in the context of the busy road junction. The scale and nature of the activities would be discordant and prominent in some views. Receptors would be of medium sensitivity to a medium magnitude of change in the medium term construction phase, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Holiday Inn

8.9.179 Occupiers of rooms on the north-east facing elevation of the hotel would gain near, open views of the ongoing activities for the surface access improvements including the temporary road bridges at the Brighton Road River Mole crossing, contractor compound north of the Longbridge roundabout, construction activities and traffic. Occupiers of rooms would gain near, open views of the construction activities in the context of the busy road junction. The scale and nature of the activities would be discordant and prominent in some views. Receptors would be of medium sensitivity to a medium magnitude of change in the medium term construction phase, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Travelodge

8.9.180 Occupiers of south east facing rooms would gain partially filtered, relatively near views through boundary vegetation in the winter of the surface access satellite contractor compound at North Terminal. Occupiers of hotel rooms are receptors of medium sensitivity to a low magnitude of change, depending on the season, resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

Members of the Public Using the McDonalds and KFC at South Terminal

8.9.181 The previous clearance of the majority of woodland planting and mature trees to the south of the A23 as part of the initial works to improve the South Terminal roundabout and to create the flyover would reduce the extent of screening vegetation and open up views of the construction activities initially. The activities would be prominent and discordant in close proximity to receptors, particularly in the winter when vegetation is not in leaf. It is anticipated that by the end of the period the completed South Terminal roundabout, A23 flyover and traffic would form prominent elements of high-level transport infrastructure, partially visible through a narrow strip of retained planting in the summer, with more open views in the winter when vegetation is not in leaf. This element of the Project, including the moving traffic it supports and its lighting, would be prominent in close proximity to receptors. Receptors at north facing windows and outdoor spaces would be of medium sensitivity in the short to medium term. The magnitude of impact would be medium, leading to **moderate adverse** effects during the day and at night, which would not be significant.

Roband Electronics

8.9.182 The noise mitigation feature would be visible in near, open views gained by people at their place or work immediately adjacent to the airport. By the end of this period new tree and shrub planting which is likely to be up to five years old would help to blend the engineered feature into the surroundings. Occupiers of the property are receptors of low sensitivity to a low magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

Meadowcroft House

8.9.183 Receptors would gain filtered views through boundary vegetation of the contractor compound for the South Terminal roundabout improvements. Large plant and activities would be visible above hoardings whilst the batching plant would be more prominent against the skyline. Construction activities associated with the South Terminal roundabout and flyover would initially be visible beyond, through vegetation. Temporary lighting would be visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. It is anticipated that by the end of the period the completed flyover, infrastructure and traffic using the road would be prominent in the view. People at their place of work are receptors of low sensitivity and would experience a medium magnitude of change resulting in a **minor adverse** effect, during the day and at night, for the medium term, which would not be significant.

Occupiers of the Amadeus Building and Schlumberger House Commercial Properties at South Terminal

8.9.184 Initially the South Terminal roundabout and flyover construction activities, followed by the completed scheme and traffic, visible due to previous vegetation clearance, would change views for people at their place of work in the Amadeus building and Schlumberger House. Receptors at north facing windows and outdoor spaces would be of low sensitivity in the short to medium term. The magnitude of impact would be medium, leading to **minor adverse** effects during the day and at night, which would not be significant.

Occupiers of Vehicles and Trains

A23

8.9.185 Occupiers of vehicles travelling along the A23/M23 Spur from Longbridge roundabout to the M23 would pass through the ongoing construction works. Receptors would gain open views revealed by the vegetation clearance activities. Existing infrastructure and buildings within the airport would be visible with the associated South Terminal surface access contractor compound immediately to the north, changing the largely green backdrop to the busy road corridor. The scale and nature of the construction activities would be prominent and at times dominant in views. As the construction works progress the Longbridge roundabout and South Terminal roundabout improvements are anticipated to be completed by the end of this period. Occupiers of vehicles would be of low sensitivity to a high magnitude of change, leading to a **moderate adverse** effect during the day and at night in the short to medium term, which would not be significant.

Lowfield Heath Road

8.9.186 As the proposed planting on the reconfigured and realigned noise mitigation feature becomes established after a period of up to five years, it would have a similar appearance to the existing feature near Lowfield Heath Road, becoming a wall feature as it extends north east into the airport. The low sensitivity receptors would experience a low magnitude of change and a **negligible adverse** effect during the day and at night, which would not be significant.

Balcombe Road (including Pentagon Field)

8.9.187 Receptors in this location are represented by Viewpoint 9. The raised landform within Pentagon Field would be complete. Grassland would be established and returned to pasture. Woodland belts behind the hedgerow are likely to be up to six years old and starting to create a landscape feature and screen within the view. Occupiers of vehicles and pedestrians would experience a negligible magnitude of change and a **negligible adverse** level of effect, which is not significant..

8.9.188 Pedestrians using the roadside pavement are of medium sensitivity in this location. There would be a negligible magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

8.9.189 Receptors travelling along Balcombe Road would also gain near open views of surface access construction activities at the M23 Spur overbridge and the contractor compound for the South Terminal roundabout improvements immediately north of the M23 Spur. These discordant additions to the view would be prominent. Lighting would also be visible in winter against a backdrop of existing lighting columns at the South Terminal roundabout and along the M23 Spur. Occupiers of vehicles would experience a medium magnitude of change resulting in a **minor adverse** level of effect and pedestrians of medium sensitivity using the pavement would experience a **moderate adverse** effect during the day and at night, which would not be significant.

Ifield Road

8.9.190 Receptors in this location are represented by Viewpoint 13 and photomontages at **ES Figures 8.9.49 to 8.9.50** (Doc Ref. 5.2). Changes in views as a result of the reconfigured northern runway, reconfiguration/modifications of taxiways, the noise mitigation feature and the removed decked structure at Purple Parking would be barely perceptible in glimpsed views through gaps in the roadside hedgerow. Occupiers of vehicles are receptors of low sensitivity to a negligible

magnitude of change resulting in a **negligible adverse** effect during the day and at night, which would not be significant.

Railway

8.9.191 Occupiers of trains on the railway would continue to gain near, relatively open views of the construction compound at car park B and brief, filtered views west through vegetation in winter only of the tallest elements within the MA1 main contractor construction compound, South Terminal satellite contractor compound and of the completed hotel at the building compound adjacent to the car rental location. Other completed developments would include the Grounds Maintenance and Surface Transport buildings and the new hotel north of MSCP3. Near and relatively open views east of the South Terminal roundabout and flyover construction activities and associated contractor compound are anticipated to be visible on the northern edge of the airport. Views of the highway construction would be revealed through the removal of roadside vegetation. The activities and compound would form large scale discordant additions to the views in the short to medium term. The magnitude of change would be high, resulting in **minor to moderate adverse** effects during the day and at night, which would not be significant.

Mid to Long Distance Views

8.9.192 Mid to long distance views from the surrounding landscape may include tall buildings, flue and obstruction lights or high level construction activities such as cranes in several locations. These would form recognisable or barely perceptible additions, some slightly discordant in nature that, if visible, would be seen above intervening tree tops and within areas of existing built development at the airport. These types of views may be gained by medium to high sensitivity receptors at Viewpoint 12 at Rowley Farm bridleway, Viewpoint 13 at Lowfield Heath Road, at Viewpoint 14 on the Sussex Border Path east of Charlwood, Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill, Viewpoint 17 at Tilgate Hill and photomontages at **ES Figures 8.9.45 to 8.9.64**, Viewpoint 28 at Hookwood, Viewpoint 29 at the footpath between Charlwood and Hookwood and photomontages at **ES Figures 8.9.109 to 8.9.106** and Viewpoint 31 near Salfords and photomontages at **ES Figures 8.9.121 to 8.9.124** (Doc Ref. 5.2). The change in view would be of negligible to low magnitude, leading to **negligible to minor adverse** effects in the medium to long term, during the day and at night, which would not be significant. Receptors at Leith Hill within the Surrey Hills AONB are represented by Viewpoint 32 and photomontages at **ES Figures 8.9.125 to 8.9.128** (Doc Ref. 5.2). Any increase in the built form or aircraft movements at Gatwick as a result of the Project would be imperceptible at a distance of over 11 km. The flue at the CARE facility is unlikely to be visible, as a slender object (likely no more than 0.47 m diameter) at this distance would be at the limit of the eyes' ability to be able to perceive it. Red aviation obstruction lights on the top of the flue would be visible at night as small light sources in the well lit context of the airport, Horley and Crawley. Night time effects on visual receptors of high sensitivity would be of negligible magnitude, resulting in no more than **negligible adverse** effects, which is not significant.

Sequential Visual Effects

Sussex Border Path

8.9.193 The Sussex Border Path passes through the heart of the study area, including the northern edge of Gatwick airport. Walkers using the path are able to gain a continuous sequence of views for up to approximately 10 km within a journey. The eleven representative viewpoint locations on the Sussex Border Path at viewpoints 1, 4, 5, 8, 14, 18, 19, 23, 24, 25 and 30 have been individually

assessed above. However, the footpath at viewpoint locations 19, 24 and 25 would be temporarily closed/diverted due to the construction activities. **Minor adverse** effects have generally been identified with **moderate adverse** effects confined to roadside pavements at North Terminal roundabout and the footpath over the railway overbridge and east on the edge of Horley. It is therefore considered that walkers using the path during this period of the Project would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

National Cycle Route 21

8.9.194 Cyclists using the route through the airport would be able to gain a continuous sequence of views for up to approximately 2 km within a journey. Effects have been individually assessed previously in this section of the ES for representative viewpoint locations 6 and 24, which are located on or in close proximity to the route. However, the cycleway would be temporarily closed/diverted for a relatively short period of time due to the construction activities in the vicinity of the surface access proposals. A combination of minor and moderate adverse effects has been identified. It is therefore considered that cyclists would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

Significance of Effects

8.9.195 Whilst four significant effects have been identified during this period, these are as a result of construction impacts which are temporary in nature. Landscape proposals which form part of the Project will, in time, mitigate these effects. No further mitigation or monitoring is required and therefore the significance of effects would remain as presented above. At this stage in the Project's implementation, the planting associated with elements of the Project completed in the first phase would be in place, but it would be immature and would not have reached its intended design year. In time, as mitigation planting matures, the level of effect on visual receptors will reduce.

Effects on Tranquillity within Nationally Designated Landscapes

8.9.196 The assessment of effects on the perception of tranquillity during the day and night time forms part of the landscape, townscape and visual impact assessment and draws on the assessment of overflights reported in **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.1). The Gatwick Airport only overflight analysis is illustrated in **ES Figure 8.6.3** and the non-Gatwick baseline overflights are illustrated in **ES Figure 8.6.4** (Doc Ref. 5.2). The combined analysis of all overflights within a wider 35 mile radius around Gatwick Airport is illustrated in **ES Figures 8.6.5, 8.6.6 and 8.6.7** (Doc Ref. 5.2). In addition, the change in the numbers of overflights expected at 10 well known and popular locations within nationally designated landscapes has been assessed individually. The change in the total number of daily overflights at these locations that would arise if up to approximately 20% more Gatwick fights were added to the actual number of overflights in the future baseline scenario of 2032. **ES Appendix 14.9.2: Air Noise Modelling** (Doc Ref. 5.3) gives details of the methodology. 2032 is modelled as the year up to which air traffic numbers would increase the most. The results are summarised in Table 8.9.1.

Table 8.9.1: Increase in Daily Overflights at Assessment Locations

Assessment Location	Designation	2019 Baseline Gatwick Daily Overflights	2019 Baseline Non-Gatwick Daily Overflights	2019 Baseline Combined Non-Gatwick and Gatwick Daily Overflights	2032 Baseline Combined Overflights	Combined Overflights with Project (up to 20% increase in overflights by 2032)	% Increase with Project	Increase in Gatwick daily overflights
Hever Castle	High Weald AONB	308	1	309	325.1	389.9	20%	64.8
Ashdown Forest	High Weald AONB	113	0	113	119.3	143.2	20%	23.9
Wakehurst Place	High Weald AONB	21	0	21	28.2	33.8	20%	5.6
Leith Hill	Surrey Hills AONB	3	0	3	3.0	3.6	20%	0.6
Witley and Milford Commons	Surrey Hills AONB	6	7	13	13.0	14.2	9%	1.2
Petworth House	South Downs National Park	3	8	11	11.2	11.8	6%	0.6
Temple of the Winds, Blackdown	South Downs National Park	4	6	10	10.0	10.8	8%	0.8
Ditchling Beacon	South Downs National Park	1	1	2	2.1	2.3	10%	0.2
Firle Beacon	South Downs National Park	9	2	11	11.0	12.8	16%	1.8
Knole Park	Kent Downs AONB	9	5	14	13.6	15.4	13%	1.8

8.9.197 It is anticipated that the landscape and communities within the flight corridor over the High Weald AONB east of Gatwick Airport and south of Edenbridge would experience an increase in overflights of between approximately 15 and 20% to the existing future baseline of more than 200 flights a day, by the year 2032. In the area of the AONB that fans out and curves to the south and west from Hever to Crowborough, where there are currently between 100 and 200 flights a day, the increase is also anticipated to range from 15 to 20% of flights. Examples of people living within or using the AONB in these locations include visitors to Hever Castle and the Ashdown Forest. People generally experience a relatively high level of tranquillity in nationally designated landscapes of high scenic quality. These receptors are likely to be of high or very high sensitivity to change. Overflying aircraft at less than 7,000 feet above local ground level currently form a regular visible or audible feature that forms a slightly discordant aspect when experiencing the landscape. The special qualities that people living within and visiting the High Weald AONB experience, including distant scenic views and the landscape's relative tranquillity and dark skies, whilst affected to some extent as a result of an increase in the number of overflying aircraft, would still be positive qualities that would be perceived. The largest increase in overflights is anticipated to be in areas that currently experience the greatest number of overflights, where relative tranquillity is slightly lower. An increase of up to 20% in the number of aircraft following the same flight paths may be discernible to some residents or observers or barely perceptible as an increase to others. The magnitude of change would be negligible leading to **minor adverse** effects on the perception of tranquillity during the day and at night, which is not significant. Some people within the AONB may be unable to perceive the increase in the number of aircraft and would therefore experience no discernible effect to the level of tranquillity.

8.9.198 Areas of the High Weald AONB within the wider study area are generally overflown by 1 to 10 flights a day or 11 to 50 flights a day. In these two areas east of East Grinstead to south-west of Crawley and south-east of Crowborough and Tunbridge Wells, people within the landscape would experience between 1 and 10 additional flights a day, respectively. The effects on the level of perceived tranquillity for high sensitivity receptors as a result of a negligible magnitude of change would be **minor adverse** as described above, which would not be significant.

8.9.199 Areas of the High Weald AONB within the 5 km radius study area are currently influenced by the large urban mass of Crawley, the concentration of people, the movement of traffic, the lighting associated with these and to a lesser extent, the intermittently visible and audible aircraft at Gatwick Airport. The presence of additional overflying aircraft in this baseline context would not lead to a significant decrease in the perception of overall tranquillity or a significant change in the ability of people to enjoy the special qualities of the landscape of the fringes of the High Weald.

8.9.200 Large areas of the Surrey Hills AONB are overflown by Gatwick aircraft and aircraft from other airports. A broad area of the designated landscape south of the settlements of Godalming to Haslemere is overflown by 1 to 10 flights a day and an area east of Godalming to Dorking is generally overflown by 1 to 10 or 11 to 50 flights a day. Some of these areas and communities would experience no increase in aircraft whilst others are anticipated to experience an increase of between 1 and 5 flights. A small area of the AONB is overflown by 100 to 200 flights a day. In this location an increase in the future baseline situation of between 15 and 20% of flights is anticipated to occur. These areas include popular and distinctive locations and local communities. People of high sensitivity using open rural spaces in the AONB such as Leith Hill and at Witley and Milford Commons would experience a negligible magnitude of change and no more than **minor adverse** effects as described above, which would not be significant.

8.9.201 Smaller areas of the landscape on the southern edge of the Kent Downs AONB between the settlements of Merstham and Westerham and south of Sevenoaks are generally overflown by between 1 and 10 Gatwick flights a day with smaller areas overflown by between 10 and 50 flights a day. People living within or using the landscape of the Kent Downs AONB are anticipated to generally experience an increase in overflights of between 5 and 10%. People visiting the popular National Trust property at Knole Park are anticipated to experience a 13% increase in overflying aircraft. The level of effects on the perception of tranquillity of high sensitivity receptors within these landscapes would be of negligible magnitude leading to **minor adverse** effects as described above, which would not be significant.

8.9.202 There would be very limited additional flights at less than 7,000 feet above ground level over the South Downs National Park. Small areas on the northern fringes of the designated landscape are anticipated to generally experience an increase of between 0 and 10% as a result of the Project. The level of effects on the perception of tranquillity within landscapes at Petworth House, Temple of the Winds, Ditchling Beacon and Firle Beacon would be no more than **minor adverse** as described above, which would not be significant.

8.9.203 Notwithstanding the potential 20% increase in the number of flights at less than 7,000 feet above ground level by 2032, in terms of noise emission levels, the future baseline would include changes in the aircraft fleet to quieter types. Therefore whilst numbers of overflights would increase this adverse effect on the perception of tranquillity would be partially offset by some reduction in potential noise levels. It is predicted that in 2032 there would be a reduction in the area of landscape and townscape affected by aircraft noise and, therefore, the number of residents living in the affected area, which supports the assessment of minor adverse effects within the study area.

2033-2038

8.9.204 This section describes the effects that would arise as a result of a small number of ongoing construction activities which are anticipated to occur during 2033 to 2038 and the mainly operational activities associated with this assessment year period. The latter includes the elements of the Project assessed within the previous sections for 2024 to 2029 and 2030 to 2032. Key effects are summarised in table format in the summary section at the end of the chapter (see Table 8.13.1).

8.9.205 A summary of the maximum design scenario dimensions required for the construction of the following elements of the Project is provided in Table 8.7.1. Further detail relevant to this section of the assessment is provided below.

Hangar

8.9.206 A new hangar located north of Larkins Road is anticipated to be complete by the end of 2033. The building would be up to 32 metres high with a footprint of approximately 12,440 m^2.

Internal Access

8.9.207 The Larkins Road diversion (Phase 2) and provision of autonomous vehicles stations at North and South Terminals is anticipated to be completed and operational by 2035.

Pier 7

8.9.208 The construction of Pier 7 is anticipated to be completed in 2035. This would be a steel portal frame and concrete building with ground floor plus two levels up to 18 metres high and concrete apron up to 10.1 hectares.

Multi-Storey Car Park Y

8.9.209 Phase 2 construction of the multi-storey car park Y is anticipated to be undertaken in 2034, for completion in 2035. This would provide 3,035 spaces and a footprint of 1.9 hectares.

Contractor Compounds: MA1, Airfield Satellite and Car Park Z

8.9.210 Completion of activities and restoration of compounds to existing land uses.

Effects on Landscape Character

Gatwick Airport Character Area

8.9.211 All of the elements of the Project constructed within the first phases of development are anticipated to be operational by this stage. The alterations to the hardstanding of the northern runway, reconfiguration/ modifications of taxiways, holding areas and stands would be as set out above for the assessment period of 2024 to 2032, forming a relatively minor increase in hardstanding and a decrease in grassland within the airport compared to the existing baseline. The relocation of Purple Parking to car park X would have resulted in a very slight intensification of an existing land use. The completion and operation of the North Terminal extensions would form large scale additions to tall buildings that would be prominent within the airport, although they would adopt appropriate high quality architecture to ensure the appearance of the building cluster is maintained or enhanced so that, on balance, there would be a neutral effect on character. The five relocated substations would create very minimal change within the airport. The completion of the improved South Terminal and North Terminal roundabouts and new flyovers would introduce large scale concrete structures, steep retained earthworks and widened carriageways with associated lighting columns and noise barriers. The Project would considerably change the transport corridor and influence the airport edge. The completed Longbridge roundabout would also incorporate improvements to the existing junction arrangement, extension of existing structures and initial removal of existing mature vegetation. The appropriate use of high quality structures and landscape planting treatments to integrate the new infrastructure with its surroundings, including Riverside Garden Park and Church Meadows, would ensure the appearance of the road corridor is, on balance, maintained in the long term.

8.9.212 The main contractor compound, surface access satellite compounds (airfield, South Terminal roundabout and North Terminal roundabout) are anticipated to continue to be operational up to the end of 2034 and 2035, whilst the car park Z compound would remain operational throughout this period of the Project. The compounds would form conspicuous and large-scale temporary additions to the character area. The completed CARE facility would form a slightly discordant feature within the airport. However, these effects would be partially offset by the removal of disused infrastructure at the existing CARE facility. Replacement and new perimeter tree and shrub planting is likely to be up to eight years old by 2038 and would begin to soften and screen the main elements of the CARE facility within the wider airport context. Red aviation obstruction lights on the flue, if required, would be visible as small, although distinct, light sources in the context of a well-lit airport at night. Any visible plume would be relatively small and very infrequent

and would have very limited influence on the character of the airport. The operational flood compensation areas and relocation of River Mole corridor would form low key additions to the airport that would reflect the rural fringe character of their immediate settings. The mitigation landscape scheme of native habitats is likely to be approximately 12 years old by the end of this period and would have begun to achieve its intended design function, merging with the surroundings and softening the engineered features, providing beneficial effects to offset any remaining adverse effects. The public footpath link extending south along the River Mole, looping around the Museum Field flood compensation area and adjoining fields and connecting to Horley Road, would provide a long term benefit for the local community.

8.9.213 The operational South Terminal extension, South Terminal hotel, hotel north of MSCP3, the new hotel at the building compound adjacent to the car rental location, office building and multi-storey car park H adjacent to the South Terminal would significantly increase the scale and mass of tall buildings within this cluster. The buildings would be prominent within the airport, although they would adopt appropriate high quality architecture to ensure the appearance of the building cluster is maintained or enhanced. The loss of mainly surface car parking and low-level buildings of minimal architectural quality to accommodate the improvements would, however, ensure that, on balance, there would be a neutral effect on character. The majority of existing mature tree and shrub planting around existing car park H would be retained to ensure a high quality setting and visual screen is retained within which to locate extensive new development. Additional landscape planting is likely to be up to approximately 10 years old and would contribute to the high quality scheme of external spaces.

8.9.214 The anticipated completion and operation in 2034 of the Pier 7 building and concrete hardstanding would require the demolition of existing structures in the area known as Oscar. On balance, this would create a slight improvement in the character of this part of the airport. Temporary lighting would be required to provide a safe and appropriate working environment during the limited parts of the Project remaining under construction. Construction lighting proposals have been prepared, which take into account relevant guidance (see **ES Appendix 5.3.2: Code of Construction Practice** (Doc Ref. 5.3)).

8.9.215 The environmental enhancements at car park B implemented following the removal of the contractor compound are likely to be up to seven years old and beginning to mature. Native woodland, scrub and grassland habitats would combine with ornamental planting to provide a visually and ecologically diverse urban green space with significant beneficial effects. Seating areas and footpath/cycleway links into Gatwick, Riverside Garden Park, Horley and the surrounding countryside would provide a scheme to benefit the local community and Gatwick staff and visitors.

8.9.216 The newly operational elements of the Project would be typical of the existing airport and would provide an intensification of existing character. It is anticipated that the final phase of construction of large-scale buildings and structures across the airport would result in a temporary direct effect on the character area, however the nature and scale of the developments and construction phase activities would not be completely out of character within an operational airport. Overall, there would be a general perception of an increase in the scale and mass of large buildings and structures within the airport and, on balance, a slight reduction in the extent of green infrastructure. The Gatwick Airport urban character area, within the wider Low Weald landscape of West Sussex, would be of low sensitivity to a medium magnitude of impact. The duration of these effects would range from short to medium term for construction phase effects to long term

(permanent) for operational phase effects. Overall, the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

North East Crawley High Woodland Fringes Character Area

8.9.217 It is anticipated that the spoil placement at Pentagon Field would be complete and would lie adjacent to the rural farmland of the character area. The earthworks would be low level in nature, reseeded and returned to pasture. Woodland planting is likely to be up to 12 years old and would provide a new landscape feature east of the airport and a buffer between countryside and development to the west. The proposals would have minimal influence over the neighbouring landscape. The sensitivity of the North East Crawley High Woodland Fringes to these impacts in this context is negligible and the magnitude of change would be negligible, resulting in **negligible adverse** effects in the long term during the day and no change at night, which would not be significant.

Crawley Upper Mole Farmlands Character Area

8.9.218 The alterations to the northern runway, taxiways, holding areas and stands would form a relatively minor increase in hardstanding. The completed noise mitigation feature would have a similar influence over the adjacent landscape character of the Crawley Upper Mole Farmlands to the existing situation whilst the relocation of decked Purple Parking would reduce the influence of this more noticeable element of airport development. The completion of the larger elements of the Project including hotels, decked and multi storey car parks, offices, CARE facility and terminal extensions would lead to a general perception of a slight increase in the scale and mass of built form and increased influence over the rural character. The daily increase of up to 20% in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people compared to the future baseline situation. An intensification of the well lit character of the airport including red aviation obstruction lights on the CARE facility flue, if required, in the context of a well-lit airport at night would also be discernible. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the Crawley Upper Mole Farmlands character area, including the continued perception of a low level of tranquillity.

8.9.219 The sensitivity of the character area to these effects in this context is low and the magnitude of change would be low, resulting in **minor adverse** effects in the long term during the day and at night, which would not be significant.

Horsham Upper Mole Farmlands Character Area

8.9.220 There would continue to be a slight increase in the perceptible extent of the larger buildings and infrastructure within the existing context of a large scale urban character area and to a lesser extent hardstanding and the potential to influence the rural character of a nearby landscape to the west of Gatwick. The relocation of decked Purple Parking would reduce the influence of the most noticeable element of airport development, providing a beneficial effect. The increase of up to 20% in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people when compared to the existing situation. An intensification of the well lit character of the airport at night would also be discernible. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence

the Horsham Upper Mole Farmlands character area, including the continued perception of a low level of tranquillity. The low magnitude impact on the low sensitivity receptor would lead to a **minor adverse** effect, which would not be significant.

Mole Valley Open Weald Character Area

8.9.221 Following completion of the surface access improvements at the Longbridge roundabout, the creation of an attenuation pond and the removal of the construction compound in 2032 the creation of a new area of public open space would take place. Land north of Longbridge Roundabout would be linked by a timber footbridge over the River Mole to Church Meadows. The landscape mitigation planting enbedded within the Project to create a mosaic of woodland, wetland habitats and grass paths is likely to be up to six years old by the end of this period and would, in time, lead to significant beneficial effects. The maturing scheme would provide an attractive space for the local community, an area of biodiversity, replacement planting to compensate for tree loss along the edge of Riverside Garden Park and a visual buffer between the Longbridge Roundabout and the wider farmland and residential edge of the Church Road Horley conservation area. The significant adverse effects on landscape character defined in the previous period of the Project during construction and immediately following completion of the works would be partially offset by the beneficial effects of the environmental improvements in this location. The medium sensitivity of the character area in this location and the combination of medium magnitude adverse and beneficial impacts would, in the long term, result locally in a **negligible adverse** effect during the day and at night during, which would not be significant.

8.9.222 The operational flood compensation areas at Museum Field and the relocation of the River Mole corridor, due to their low key nature and established landscape planting and grassland seeding proposals, would have limited influence on the character of the neighbouring rural area.

8.9.223 The top of the new hangar on the north-west side of the airport may be intervisible with this neighbouring landscape, in the context of other existing, similar elements of development at the airport. The red aviation obstruction lights on the CARE facility flue, if required, would be visible as small, although distinct, light sources in the context of a well-lit airport at night.

8.9.224 The sensitivity of the character area to these effects in this context is low and the magnitude of change would be low, resulting in **negligible adverse** effects in the medium to long term during the day and at night, which would not be significant.

Low Weald Character Area

8.9.225 Following completion of the surface access improvements the contractor compound north of South Terminal roundabout would be removed and the grassland reinstated at the beginning of this period. The long term direct effect on the character area would be **neutral**.

8.9.226 The new hotels, office building and multi-storey car parks at South Terminal would increase the scale and mass of tall buildings within this cluster. This increase in development would intensify the existing influence that buildings at South Terminal have on the adjacent landscape of the Low Weald in Reigate and Banstead District.

8.9.227 The operational South Terminal roundabout and flyover structure would change the character of the A23/M23 Spur transport corridor in this location beyond the edge of the Low Weald character area. The removal of the majority of existing highway woodland planting and trees and introduction of large-scale concrete structures, steep retained earthworks and widened

carriageways with associated lighting columns would intensify development in this location and place moving traffic at a higher level within the adjacent character area. The character area is considered to be of low sensitivity to these types of changes. The medium magnitude of impact would result in a **minor adverse** effect during the day and at night, which would not be significant. By the end of this period new highway planting is likely to be up to six years old and would start to screen and soften the large scale engineered structures and traffic movement, particularly during the summer when in leaf.

Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas

8.9.228 There would continue to be a very slight increase in the intensity of development within the setting of these elevated and wooded character areas as a result of the largest new buildings and infrastructure within the established airport context. An increase in the future baseline situation of up to 20% in the aircraft distantly visible and audible taking off and landing would be discernible to some people. Lighting and light sources within the airport, including red obstruction lights on the CARE flue, if required, would be slightly intensified and would continue to be prominent at night within a context of dark rural landscapes and the well lit urban townscape of Crawley. The scale of proposed development would not change the intrinsic character of the airport. There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscape of Mid Sussex. The sensitivity of these character areas is high and the magnitude of change would be negligible, resulting in a **minor adverse** level of effect during the day and at night, which is not significant.

High Weald AONB

8.9.229 The completion of the final period of development at Gatwick and any increase in scale or mass of built form, lighting or aircraft taking off and landing would be barely perceptible in views from the AONB or views towards the AONB. Any visible plume at the CARE facility would be relatively small and very infrequent and would have very limited potential to influence the character of the distant AONB. There would be a slight increase in the airports ability to influence the perception of tranquillity within the rural landscape of the High Weald AONB. The sensitivity of the nationally designated landscape is high and the magnitude of change to its setting would be negligible, resulting in a **minor adverse** level of effect on its special qualities, which is not significant.

Effects on Townscape Character

Northgate Crawley Townscape Character Area

8.9.230 The main contractor construction compound MA1 would continue to have an influence over the neighbouring Northgate townscape character area until its removal in 2035. The urban character of the large scale business and commercial area would be of low sensitivity to a low impact in the long term. The level of effect would be **minor adverse** during the day and at night, which would not be significant.

Horley Townscape Character Area

8.9.231 Following completion of the surface access improvements at Longbridge roundabout the creation of a new area of public open space would take place on the edge of and partly within the Horley townscape character area within the Church Road Horley conservation area. Land north of Longbridge Roundabout would be linked by a timber footbridge over the River Mole to Church Meadows. Woodland would be replaced east of the roundabout and beside Brighton Road to link

with retained woodland and restore the character of this urban edge location. The maturing scheme would provide an attractive space for the local community. The adverse effects on townscape character defined in the previous period of the Project during construction and immediately following completion of the works would be partially offset by the beneficial effects of the environmental improvements in this location. The medium sensitivity of the character area in this location and the combination of medium magnitude adverse and minor beneficial impacts would, in the long term, result locally in a **minor adverse** effect during the day and at night, which would not be significant.

8.9.232 The removal of highway planting and colonising vegetation at the interface with Riverside Garden Park on the edge of the townscape character area would increase the influence of the road corridor and North Terminal Roundabout on the park. Creation of a 2 metre wide footway, a grass verge, improved drainage ditches with access and suitable visibility for traffic signs would prevent the reinstatement of a large proportion of the removed vegetation. A narrow strip of native woodland edge planting would be established on the edge of the park and some intermittent scrub planting to integrate the road corridor with the park. The planting is likely to be up to five years old by the end of this period and would start to soften and integrate the road corridor and the park edge. This edge of the public open space is currently highly influenced by the A23 and is considered to be of medium sensitivity to the surface access improvements. The low magnitude of direct impact on the location would result locally in a **minor adverse** effect during the day and at night when operational, which would not be significant.

8.9.233 The urban edge of Horley would not be directly affected by the North Terminal roundabout or other highway improvements. However, the loss of vegetation and the large scale engineered structures in close proximity to the residential district would have an adverse influence over it. The majority of the character area is of low sensitivity to this type of effect. The magnitude of change would be low and the level of effect during the day and night time would be **negligible adverse**, which would not be significant.

Effects on Visual Amenity

Members of Gatwick Staff

8.9.234 The alterations to the hardstanding of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands, relocated substations and operational surface water management features are anticipated to continue to form a relatively minor change to views for most members of staff within the airport, previously described in the 2030 to 2032 assessment period. The number of ATMs, including aircraft movements on the ground, as a result of the Project is estimated to increase by up to approximately 20% by the end of 2032, with the same level of increase during 2033 to 2038. Aircraft currently form a regular visible or audible feature that forms a slightly discordant, although characteristic, aspect within the airport. An increase of aircraft may be discernible to some observers or barely perceptible as an increase to other observers and not significant. Some people may be unable to perceive the increase in the number of aircraft and would therefore experience no discernible effect. The relocated decked parking (Purple Parking) at car park X would continue to form a relatively large, although typical, feature of the airport. The extension and reconfiguration of the noise mitigation feature and the relocated fire training ground would also form typical elements of the airport and would be no more conspicuous than existing infrastructure. The MA1 main contractor compound, North Terminal satellite contractor compound and Airfield satellite contractor compound would continue

to form discordant and at times prominent features within the airport until their anticipated removal in 2034 and 2035.

8.9.235 The operational South Terminal roundabout and flyover, including moving traffic, would be prominent in views from locations on the northern edge of the airport and more apparent than the existing road due to earlier vegetation removal and the raised level of the flyover. New planting is likely to be up to six years old at the end of this period and would start to mitigate visual effects. The North Terminal roundabout, flyover and A23 improvements would form a large scale and prominent addition to the edge of the airport. Views from the edge of the airport that would initially be opened up through the large-scale removal of mature highway planting would start to be filtered and screened by new planting.

8.9.236 The North Terminal extensions would form large scale additions to existing tall buildings that, whilst visually prominent, would be of a high quality design to merge with existing buildings within the cluster.

8.9.237 The completed new hangar north of Larkins Road would form a large scale, visually prominent element in the western part of the airport. The building would be dominant in near open views from roads and hardstanding in the long term. The building would have a similar appearance in terms of scale, form and materials to the nearby Boeing hangar and would be characteristic of the airport. The CARE facility, including the flue and red aviation obstruction lights, if required, would continue to be visible as small, although distinct, light sources in the context of a well-lit airport at night.

8.9.238 The South Terminal extension, South Terminal hotels, the hotel at the building compound at the car rental location, office building and multi-storey car park H adjacent to the South Terminal would introduce further tall buildings within this cluster. The new buildings, although prominent, would be of a high quality architectural design to maintain the appearance of the airport. Existing mature tree and shrub planting around existing car park H would be retained to minimise views of built development and reduce the apparent scale and mass of buildings. New tree and shrub planting within external spaces would form an attractive setting for these buildings. The new public open green spaces created at the two parts of the previous staff car park B would be newly created with a mix of planting, paths and seating, creating a significant beneficial impact for people using and passing through these areas close to the South Terminal and linking to Riverside Garden Park, represented by Viewpoint 24.

8.9.239 The North Terminal Long Stay decked car park would introduce large scale structures into the airport, currently occupied by surface parking. The scale and mass of the decked car park would form a prominent addition to near views and to the back drop of more distant views across the airport. New perimeter tree and shrub planting is likely to be up to eight years old and would soften and screen the base of the structure within the airport context.

8.9.240 The operational elements of the Project and the final stages of some construction activities described above would be visible to members of Gatwick staff working in different locations within the airport or using staff car parks and internal access roads. People at their place of work are generally considered to have a low sensitivity to change, particularly given the nature of the change and the context of a busy international airport. The elements of the construction activities and the larger operational developments may be barely perceptible when seen at distance, or prominent and at times dominant when in close proximity. The magnitude of change would range

from negligible to high resulting in **negligible to moderate adverse** effects, which would not be significant.

Members of the Public Visiting Gatwick

8.9.241 It is anticipated that the reconfigured noise mitigation feature and fire training ground, relocated Purple Parking at car park X and airfield satellite contractor compound would continue to be apparent in views from the south side of the airport at Purple Parking, previously described in the 2030 to 2032 assessment period. The operational northern runway and taxiway reconfigurations would continue to be barely perceptible. Occupiers of vehicles are receptors of low sensitivity to a low magnitude of change resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

8.9.242 Members of the public using the airport access roads and North Terminal long stay surface car parks would gain some near open views of ongoing construction activities at the surface access satellite compound at North Terminal and operational CARE facility, multi-storey car park J, the various elements of the North Terminal extension, the hangar north of Larkins Road, South Terminal extension, South Terminal hotels, the hotel at the building compound at the car rental location, office building, multi-storey car park H adjacent to the South Terminal, North Terminal long stay decked car park, the North Terminal roundabout and flyover. These elements of the Project would introduce further tall buildings and structures, generally in close proximity to existing building clusters. Receptors in one of these locations are represented by Viewpoint 1 at Perimeter Road North. These developments would be large scale and prominent. The nature and extent of these developments would form prominent and at times dominant elements within the existing and future baseline airport context. Occupiers of vehicles are receptors of low sensitivity to a medium to high magnitude of change resulting in a **minor or moderate adverse** level of effect during the day and at night, which would not be significant. Pedestrians using public right of way 346/2Sy are receptors of medium sensitivity, also represented by Viewpoint 1, and would continue to experience **minor adverse** effects, which would not be significant.

8.9.243 It is anticipated that occupiers of vehicles at North Terminal multi-storey car parks are of low sensitivity and would continue to gain views of the surface access satellite compound, previously described in 2030 to 2032. The low magnitude of change would result in a **minor adverse** level of effect during the day and at night, which would not be significant. Following completion of the surface access improvements the compound would be removed. The long term effect on views would be neutral.

8.9.244 It is anticipated that occupiers of west facing locations in the Premier Inn Hotel at North Terminal would gain views of the completed North Terminal extensions as minor intensifications of the existing building cluster. Receptors would be of medium sensitivity to a negligible magnitude of change in the long term, resulting in a **negligible adverse** effect during the day and at night, which would not be significant.

8.9.245 Members of the public using the North Terminal buildings and forecourt would potentially gain glimpses or some more open views of the terminal extensions as minor or more extensive additions to the complex airport infrastructure. Receptors are of low to medium sensitivity to a negligible to low magnitude of change resulting in a **negligible to minor adverse** effect in the long term, during the day and at night, which would not be significant.

People using Public Open Space

Riverside Garden Park Horley

8.9.246 Receptors in this location are represented by Viewpoints 6, 22a and 22b and photomontages at **ES Figures 8.9.21 to 8.9.24 and 8.9.81 to 8.9.88** (Doc Ref. 5.2). It is anticipated that the construction works for the North Terminal roundabout surface access improvements adjacent to Riverside Garden Park would be completed at the beginning of this period of the Project. The removal of highway planting and colonising vegetation at the interface with Riverside Garden Park initially opened up views along the road corridor and reduced the screening potential from some locations within the park. Creation of a 2 metre wide footway would allow pedestrians to safely access and walk along the road providing beneficial effects for receptors. A wide grass verge with new planting set back behind traffic signs and drainage ditches would increase the open corridor of the road. The planting is likely to be up to five years old by the end of this period and would start to soften and integrate the road corridor and the park edge. Pedestrians in this location are currently highly influenced by the A23 and are considered to be of medium sensitivity to change as a result of the surface access improvements. The magnitude of change would be medium and comprise both adverse and beneficial impacts, resulting in localised **minor adverse** effects, which would not be significant. It is anticipated that filtered views through trees and shrubs of moving traffic, lighting and the newly completed earthworks and planting would continue to be gained by receptors in most other locations within the park. Views from the informal path which lies parallel to the A23 would be opened up due to vegetation removal, enabling relatively open, near views of the new footpath ramp and road corridor. Receptors would be of high sensitivity to a medium to negligible magnitude of change, resulting in localised **moderate adverse** effects and more generally **minor to negligible adverse** effects, in the medium term, which would not be significant.

Church Meadows Horley, Environmental Mitigation Area and public right of way 574

8.9.247 Receptors in this location are represented by Viewpoint 21 and photomontages at **ES Figures 8.9.77 to 8.9.80** (Doc Ref. 5.2). It is anticipated that the construction works for the Longbridge roundabout surface access improvements and removal of the contractor compound would be completed at the beginning of this period of the Project and environmental improvement works to create a new area of public open space linked to Church Meadows would be commenced. Views from the footpath crossing Church Meadows would comprise a foreground of grassland and specimen trees with a backdrop of the River Mole, similar to the existing situation. A new hedgerow and trees would be planted to enclose the space and screen development on Brighton Road. Planting is likely to be up to six years old and starting to perform these functions by 2038. The new open space west of the River Mole would introduce a new visual receptor group to the location. People using this space and new footpath link would gain a diverse sequence of views of both the rural elements of the land on the fringes of Gatwick and the urban fringes of Horley and the improved Longbridge roundabout. Landscape planting for the woodland mosaic and wet grassland of the attenuation pond is likely to be up to six years old and would start to soften and merge these features into the surrounding urban fringe location. People using the public open space and walkers using the public right of way are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the long term, which would not be significant.

Walkers using Public Rights of Way

River Mole Public Right of Way

8.9.248 Receptors in this location are represented by either Viewpoint 4 or 5 and photomontages at **ES Figures 8.9.13 to 8.9.20** (Doc Ref. 5.2). The mature woodland and planted earth bunds on the western edge of the airport would continue to prevent views of most new development. The tops of the new hotel and multi storey car park at car park Y and the North Terminal IDL extension would potentially be visible, filtered through intervening vegetation, more so in the winter when not in leaf. Receptors are of high sensitivity to a negligible to low magnitude of impact, resulting in **minor adverse** effects, during the day and at night, for the long term, which would not be significant.

Public Right of Way 359/Sy Pentagon Field

8.9.249 Receptors in this location are represented by Viewpoint 10 and photomontages at **ES Figures 8.9.37 to 8.9.40** (Doc Ref. 5.2). Views of the pasture covered raised landform would continue to be similar to the existing situation. Walkers would experience a negligible magnitude of change and a **minor adverse** level of effect.

Public Right of Way 360/Sy South Terminal

8.9.250 Receptors at Viewpoint 3 would continue to gain open views of the new hotel in front of the existing multi-storey car park, see photomontages at **ES Figures 8.9.9 to 8.9.12** (Doc Ref. 5.2). Walkers are receptors of high sensitivity and would experience a medium magnitude of both adverse and beneficial changes leading to, on balance, a **minor adverse** level of effect during the day and a **negligible adverse** effect at night, in the long term, which would not be significant.

Public Right of Way 360/1Sy Tinsley Green

8.9.251 Receptors in this location are represented by Viewpoint 11 and photomontages at **ES Figures 8.9.41 to 8.9.44** (Doc Ref. 5.2). Walkers would continue to gain near filtered views of the new wastewater treatment works through maturing planting that would be up to 12 years old. The change in view would be in the context of existing infrastructure at the Crawley treatment works. Walkers are receptors of high sensitivity and would experience a low magnitude of change, resulting in a **minor adverse** effect in the long term, which would not be significant.

Public Right of Way 362a Horley

8.9.252 Receptors in this location are represented by Viewpoint 8 and photomontages at **ES Figures 8.9.29 to 8.9.32** (Doc Ref. 5.2). Walkers would continue to gain oblique views to the contractor compound for the South Terminal roundabout previously described in 2030 to 2032 assessment period, until the removal of the compound by 2033. It is anticipated that the South Terminal roundabout and flyover would now be operational and visible at a higher level beyond, including moving traffic. New planting on the embankment is likely to be immature and achieve limited screening by 2038. Lighting would be visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. The tops of new hotels, multi storey car parks and office building at South Terminal would be visible and recognisable beyond, in the context of the existing terminal building, although would not change the overall character of the view. Walkers are receptors of high sensitivity and during the use of the construction compound would temporarily experience a medium magnitude of change resulting in a **moderate adverse** effect, during the day and a low magnitude of change and a **minor adverse** effect at night, for the short

term, which would not be significant. When the construction compound is removed and the land restored to grazing paddocks the surface access improvements and new buildings would result in a long term medium magnitude of change and a **moderate adverse** effect in the day and at night, which is not significant.

Sussex Border Path 346/2Sy, North Terminal roundabout

8.9.253 Receptors in this location are represented by Viewpoint 18 and photomontages at **ES Figures 8.9.65 to 8.9.66** (Doc Ref. 5.2). Construction activities associated with the North Terminal roundabout are anticipated to be completed by the start of this period and the junction would be operational. Planting is likely to be up to five years old and relatively immature, providing only limited softening and screening of the new highway structures. The new flyover would form a prominent addition to the view, together with retaining walls behind the surface water attenuation feature. Traffic, signage and lighting would be visible on the flyover at a greater height than in the existing view. The proposals would occupy the majority of the view and would be more prominent due to the removal of vegetation. Views would extend beneath the flyover to Riverside Garden Park. Whilst the new junction arrangement would represent a considerable intensification of highway features, views would be gained in the context of a busy road junction. Pedestrians using the roadside footway within the airport are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and at night, for the long term operational phase before planting matures, which would not be significant.

Sussex Border Path 346/2Sy, A23

8.9.254 Receptors in this location are represented by Viewpoint 19 and photomontages at **ES Figures 8.9.69 to 8.9.72** (Doc Ref. 5.2). It is anticipated that the construction activities for the surface access improvements would be complete by the start of this period. The footpath would be reinstated as a grass track and would pass through areas of newly planted native woodland. It is anticipated that the contractor compound at Car Park Y would be removed and construction works for the car park and hotel would be taking place. The activities would be in close proximity to walkers using the path. These activities and the A23, and traffic using it, would be prominent additions to views from this section of the path before mitigation planting has matured to provide a screen. Walkers are receptors of high sensitivity and would temporarily experience a medium magnitude of change resulting in a **moderate adverse** effect, during the day and a low magnitude of change and a **minor adverse** effect at night, for the short term, which would not be significant.

Footway at Longbridge roundabout

8.9.255 Receptors in this location are represented by Viewpoint 20 and photomontages at **ES Figures 8.9.73 to 8.9.76** (Doc Ref. 5.2). Construction activities associated with the Longbridge roundabout are anticipated to be completed by the start of this period and the junction would be operational. Planting is likely to be up to six years old and, whilst relatively immature, would start to provide some softening of the new highway layout and screening across the junction to the settlement edge of Horley. The newly created environmental mitigation area north of Longbridge roundabout would be visible on the left side of the view, incorporating the attenuation feature and timber footbridge connecting to Church Meadows. Traffic, signage and lighting would be more prominent in this open context than the existing situation. Whilst the new junction arrangement would represent an intensification of highway features, views would be gained in the context of a

busy road junction. Pedestrians using the roadside footway are receptors of medium sensitivity and would experience a medium magnitude of change resulting in a **moderate adverse** effect during the day and at night, for the long term operational phase before planting matures, which would not be significant.

Sussex Border Path 362a, Railway overbridge

8.9.256 Receptors in this location are represented by Viewpoint 23 and photomontages at **ES Figures 8.9.89 to 8.9.92** (Doc Ref. 5.2). Construction activities associated with the South Terminal roundabout and M23 Spur are anticipated to be completed by the start of this period and the road would be operational. Planting is likely to be up to five years old and relatively immature, providing only limited softening and screening of the embankments, traffic and widened railway overbridge. The tops of new buildings at South Terminal would be clearly visible above the slightly higher carriageway level, increasing the extent of built form in the backdrop to the view. The newly created environmental mitigation areas at car park B would be visible on the right side of the view, beside the railway, providing some beneficial effects. The overall character of the view would be similar to the existing situation by this period of the development. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting, on balance, in a **minor adverse** effect during the day and at night, for the long term, which would not be significant.

Sussex Border Path 368, M23 Spur

8.9.257 Receptors in this location are represented by Viewpoint 25 and photomontages at **ES Figures 8.9.97 to 8.9.100** (Doc Ref. 5.2). Construction activities associated with the M23 Spur improvements are anticipated to be completed by the start of this period and the road would be operational. Planting is likely to be up to five years old and relatively immature, providing only limited softening and screening of the embankment, traffic, lighting and signage. The overall character of the view would be similar to the existing situation by this period of the development. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the long term, which would not be significant.

Bridleway 348Sy, Poles Lane

8.9.258 Receptors in this location are represented by Viewpoint 26 and photomontages at **ES Figures 8.9.101 to 8.9.104** (Doc Ref. 5.2). Glimpses of the decked car park at car park X would continue to be limited to winter when the hedgerow in the foreground is not in leaf. The replacement hedgerow at the new entrance to the car park to the right of this view is likely to be up to 10 years old and would return the road corridor character to the existing situation. Equestrians are receptors of high sensitivity to a negligible magnitude of change, during the winter only, for the operational phase, resulting in a **negligible adverse** effect, which would not be significant.

Public right of way 325, west of Gatwick

8.9.259 Receptors in this location are represented by Viewpoint 27 and photomontages at **ES Figures 8.9.105 to 8.9.108** (Doc Ref. 5.2). The open nature of the intervening farmed landscape and western end of the airport would continue to allow views to extend into Gatwick from this location. The removal of the Purple Parking decked car park would form a noticeable reduction in development on the right of the view. There would continue to be a very slight overall increase in the extent of built form as a result of the largest new buildings and infrastructure within the

established airport context. Lighting and light sources within the airport, including red obstruction lights on the CARE facility flue, if required, would be slightly intensified and would continue to be prominent at night within a context of dark rural landscape. An increase of up to 20% in the aircraft visible and audible taking off and landing would be discernible to some people when compared to the future baseline situation of, at times, dominant aircraft activity within views. The scale of new development within the airport would not change the intrinsic character of the view. There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscape of Mid Sussex. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Sussex Border Path, Russ Hill

8.9.260 Receptors in this location are represented by Viewpoint 30 and photomontages at **ES Figures 8.9.117 to 8.9.120** (Doc Ref. 5.2). Walkers in this location would continue to gain framed views of the new runway and taxiways set within grassland. The additional taller buildings including terminal extensions, car park X decked car park and tops of hotels and multi storey car parks at South Terminal would form minor or barely discernible additions to the view. Aircraft would continue to be visible and audible manoeuvring on the ground and taking off and landing overhead. An increase of up to 20% in the aircraft visible and audible taking off and landing would be discernible to some people when compared to the future baseline situation of, at times, prominent aircraft activity within views. There would be slight intensification of airport lighting in the context of development at Lowfield Heath and the surrounding dark rural landscape. The nature of proposed development within the airport would not change the intrinsic character of this view. Winter views of the airport would be slightly more noticeable. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

New Public Footpath linking Museum Field Water Storage Facility to Public Right of Way 347Sy

8.9.261 Walkers using this new footpath link would continue to gain a view of operational aspects of the airport in the naturalistic context of the land on the fringes of Gatwick. The River Mole diversion, flood compensation areas, taxiways, car parks, relocated fire training ground, noise barrier and aircraft taking off and landing and using taxiways would be visible within the context of an extensive environmental mitigation area incorporating landscape planting that is likely to be up to 12 years old. The mature planting would offer significant mitigation of visual effects and would integrate the new flood compensation area and earth bund into the surrounding rural landscape. No assessment of magnitude of change or significance of effect have been undertaken as there is no baseline situation for this receptor.

Cyclists

National Cycle Route 21

8.9.262 Cyclists using the national cycle route between the A23 and the railway would continue to gain filtered views through vegetation, in winter only, of the tallest elements within the main contractor compound and the new hotel at the building compound at the car rental location, up to approximately 2035, as previously described in the 2030 to 2032 assessment period, leading to **minor adverse** effects, which would not be significant. When travelling further north, cyclists

would continue to gain views of the new hotels at the car rental location and north of MSCP3 as an intensification of the development at South Terminal. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant. Following completion of the surface access improvements and removal of car park B contractor compound cyclists would gain glimpses through trees and airport infrastructure of a newly created, publicly accessible urban green space as a beneficial effect within views. Where the cycle route passes beneath the A23 and through Riverside Garden Park receptors are represented by Viewpoint 6 and photomontages at **ES Figures 8.9.21 to 8.9.24** (Doc Ref. 5.2). It is anticipated that the improved A23 would be operational. Planting is likely to be up to five years old and relatively immature, providing only limited softening and screening of the embankments, traffic and widened railway overbridge. At night the lit corridor would be slightly more prominent in the view against a backdrop of skyglow from the airport. Cyclists are receptors of high sensitivity to a low magnitude of change in the long term, resulting in a **minor adverse** effect, during the day and at night, which would not be significant. Visitors to the park on foot would experience the same level of effect.

Occupiers of Residential Properties with Private Views

Dairy Farm

8.9.263 Construction activities associated with the Longbridge roundabout are anticipated to be completed by the start of this period and the junction would be operational. Views from the pair of residential properties at Dairy Farm would continue to be filtered through mature garden vegetation. Planting is likely to be up to six years old and would start to provide some softening of the new highway layout and screening across the junction to the petrol station on Brighton Road. The newly created environmental mitigation area incorporating the attenuation feature and timber footbridge connecting to Church Meadows would be partially visible through garden vegetation. Traffic, signage and lighting would be more prominent in this open context than the existing situation. Whilst the new junction arrangement would represent an intensification of highway features, views would be gained in the context of a busy road junction. Views from first floor windows would potentially be slightly more open. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the long term, which would not be significant.

Three Apartment Buildings, Longbridge Road Horley

8.9.264 Construction activities associated with the Longbridge roundabout are anticipated to be completed by the start of this period and the junction would be operational. Occupiers of properties on west facing elevations would gain heavily filtered views of the Longbridge roundabout, traffic, hotels and petrol station. New replacement woodland planting to the north is likely to be up to six years old and starting to filter and screen some views of Brighton Road, traffic and the petrol station. Occupiers of second floor properties would potentially gain the most open views, with occupiers of ground floor properties experiencing less change in view. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the long term, which would not be significant.

Numbers 74, 76, 78 and 80 Longbridge Road, Horley

8.9.265 Construction activities associated with the A23 are anticipated to be completed by the start of this period and it is anticipated that the road would be operational. Sufficient vegetation would be retained south-west of some of the properties to continue to filter and screen some views of the A23, traffic, lighting, widened River Mole overbridge and the footpath ramp, with the Holiday Inn and Airport Inn Gatwick beyond. New, replacement woodland planting to the west is likely to be up to six years old and starting to further filter and screen some views, although due to the footpath ramp, less woodland can be replaced than would be lost. Views of the new development would be more open where gardens contain limited mature vegetation and where there are gaps in trees beyond the gardens. Although these receptors are more likely to currently experience filtered views of the A23 and traffic. Occupiers of the residential property at 74 Longbridge Road are receptors of high sensitivity and would experience a medium magnitude of change resulting in **major adverse** and significant effects in the summer for residents in the rear garden which would be open to the newly operational road/footpath ramp. Occupiers of 76, 78 and 80 Longbridge Road are high sensitivity receptors that would experience a low magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the long term, which would not be significant.

Horley Residential Edge

8.9.266 Receptors in this wider location, not specifically referred to above, are represented by Viewpoint 7 and photomontages at **ES Figures 8.9.25 to 8.9.28** (Doc Ref. 5.2). Construction activities associated with the A23 are anticipated to be completed by the start of this period and the road would be operational. Removal of highway screening vegetation and some trees and scrub on the edge of Riverside Garden Park would reveal some filtered views of the A23 North Terminal and South Terminal junctions including flyovers, moving traffic and lighting through retained vegetation within the park and also garden vegetation and fences within a range of nearby properties on several roads on the fringes of Horley. New woodland edge planting would replace some of the vegetation removed for construction purposes and is likely to be up to six years old and starting to further filter and screen some views. Properties include:

- approximately 40 properties on The Crescent;
- approximately 30 properties on Riverside;
- two properties on Woodroyd Gardens;
- four properties on Cheyne Walk; and
- 11 properties on Longbridge Road.

8.9.267 The increase in engineered features such as flyovers, retaining walls and noise barriers at South Terminal and North Terminal roundabouts would form an intensification of infrastructure within views, partially visible through vegetation. The degree of visibility would depend largely on the amount of vegetation in Riverside Garden Park and tree and shrub vegetation within the gardens of properties. At night the lit corridor would be visible, filtered through vegetation against a backdrop of skyglow from the airport. Receptors at many properties listed above are unlikely to experience a perceptible change in view in the summer due to the screening properties of intervening vegetation when in leaf. The levels of effect defined below relate predominantly to winter views as a worst case. Occupiers of residential properties are receptors of high sensitivity to a generally negligible magnitude of change in the long term, resulting in a **negligible adverse** effect, during the day and at night, which would not be significant.

Number 275 Balcombe Road

8.9.268 Construction activities associated with the M23 Spur are anticipated to be completed by the start of this period and the road would be operational. Views from the side elevation would continue to be gained across the garden and through intervening vegetation towards the M23 Spur. New woodland planting on the embankment slope is likely to be up to six years old and starting to soften the earthworks and filter and screen views of traffic, lighting and the Balcombe Road overbridge. The overall character of the view would be similar to the existing situation by this period of the development. Occupiers of residential properties are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the long term, which would not be significant.

Occupiers of Commercial Properties

Premier Inn (North Terminal)

8.9.269 It is anticipated that occupiers of the Premier Inn Hotel adjacent to staff car park Y would gain near views through boundary vegetation, mainly in winter, of the completed hotel and the ongoing use of the surface access satellite contractor compound at car park Y North Terminal including 8 metre high infrastructure up to 2035. Medium sensitivity receptors would experience a low to medium magnitude of change, resulting in **minor to moderate adverse** effects during the day and at night. Occupiers of hotel rooms facing south west towards the North Terminal extensions would experience a negligible magnitude of change resulting in a **negligible adverse** level of effect during the day and at night, which would not be significant.

Premier Inn (A23 Airport Way)

8.9.270 It is anticipated that occupiers of the Premier Inn Hotel adjacent to the A23 would gain near views, partially filtered through trees of the completed hotel at car park Y and activities at the surface access satellite contractor compound at car park Y in a more open context created by vegetation clearance along the A23 and North Terminal roundabout. Receptors would also gain mid distance views of the completed North Terminal extensions. Occupiers of hotel rooms are receptors of medium sensitivity to a low to medium magnitude of change resulting in a **minor to moderate adverse** effect during the day and at night, in the long term, which would not be significant.

Hilton Hotel

8.9.271 It is anticipated that occupiers of rooms on the east facing elevation of the Hilton Hotel would continue to gain views of the completed South Terminal Hotel and multi-storey car park H and the newly completed offices. It is anticipated that occupiers of rooms on the north facing elevation would continue to gain near, oblique views of the completed Hilton Hotel north of MSCP3. The new buildings, although dominant in views, would be of an appropriate architectural design to maintain the appearance and quality of the airport. Landscape planting islikely to be up to seven years old and would contribute to the overall quality and character of the new development, softening views of the architecture and external spaces and offsetting the overall level of adverse effect. Medium sensitivity receptors would experience a high magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Airport Inn Gatwick

8.9.272 It is anticipated that occupiers of rooms on the north-east facing elevation of the hotel would gain near, open views of the completed Longridge roundabout improvements and associated attenuation ponds and new area of public open space. Planting within and around the junction and the more extensive woodland mosaic scheme associated with the new green space are likely to be up to six years old and starting to soften and screen development and create a visual link with Church Meadows. Occupiers of rooms would gain near, open views of the new junction arrangement in the context of the busy road junction. Receptors would be of medium sensitivity to a medium magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Holiday Inn

8.9.273 It is anticipated that occupiers of rooms on the north-east facing elevation of the hotel would gain near, open views of the completed Longridge roundabout improvements, attenuation ponds and new area of public open space linking to Church Meadows, against a backdrop of the settlement edge of Horley. Planting, which is likely to be up to six years old would start to soften and screen development. Occupiers of rooms would gain near, oblique views of parts of the new junction arrangement in the context of the busy road junction. Receptors would be of medium sensitivity to a low magnitude of change in the long term, resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Travelodge

8.9.274 It is anticipated that occupiers of south east facing rooms would continue to gain views of the surface access satellite contractor compound at North Terminal until 2033 before it is decommissioned, leading to a **moderate to minor adverse** level of effect during the day and at night, which would not be significant.

Members of the Public Using the McDonalds and KFC at South Terminal

8.9.275 It is anticipated that the operational South Terminal roundabout and A23 flyover would continue to form partially visible elements of high-level transport infrastructure, filtered through retained vegetation and some additional new planting, which is likely to be up to six years old by the end of this period. Summer views are likely to be limited to lighting columns and tops of signage and tall vehicles. Receptors at north facing windows and outdoor spaces would be of medium sensitivity. The magnitude of impact would be low, leading to **minor adverse** effects in the long term during the day and at night, which would not be significant.

Roband Electronics

8.9.276 The noise mitigation feature would be completely clothed in mature native planting, which is likely to be up to 14 years old by the end of this period. The feature would merge with the surrounding vegetation and countryside. Occupiers of the property are receptors of low sensitivity to a negligible magnitude of change resulting in a **negligible adverse** level of effect during the day and at night, which would not be significant.

Meadowcroft House

8.9.277 Receptors would continue to gain filtered views through boundary vegetation of the contractor compound for the South Terminal roundabout up to approximately 2033, when it is anticipated

that it would be removed and grazed paddocks would be reinstated. The A23 roundabout and flyover would continue to be visible at a higher level beyond, including moving traffic. New lighting would be visible in place of existing columns on the A23 and against the backdrop of lighting at the airport. People at their place of work are receptors of low sensitivity and would experience a medium magnitude of change resulting in a **minor adverse** effect, during the day and at night, for the short term construction activities, reducing to a low magnitude of change and a **minor adverse** effect in the long term, which would not be significant.

Occupiers of the Amadeus Building and Schlumberger House Commercial Properties at South Terminal

8.9.278 People at their place of work in the Amadeus building and Schlumberger House would continue to be affected by the operational South Terminal roundabout, A23 flyover and traffic. By the end of this period, the plantings of native trees and shrubs are likely to be up to six years old and would partially replace the earlier phase of vegetation clearance which opened up previously concealed views of the transport corridor. Receptors at north facing windows and outdoor spaces would be of low sensitivity in the long term. The magnitude of impact would be low to medium depending on the floor of the building, leading to **negligible to minor adverse** effects during the day and at night, which would not be significant.

Occupiers of Vehicles and Trains

A23/M23 Spur

8.9.279 It is anticipated that occupiers of vehicles travelling along the A23/M23 Spur would pass through the completed surface access improvements between the M23 and the Longbridge roundabout. By the end of this period, the plantings of native trees and shrubs throughout the surface access improvements are likely to be up to six years old and would partially replace the earlier phase of vegetation clearance which opened up views out from the transport corridor that were previously concealed. Views from the A23/M23 Spur would remain relatively open during this stage before planting has matured to provide a replacement screen. Existing and new infrastructure and buildings within the airport would be visible, initially together with the associated contractor compounds immediately to the north and south. Occupiers of vehicles would be of low sensitivity to a low to medium magnitude of change, leading to a **negligible to minor adverse** effect during the day and at night in the medium to long term, which would not be significant.

Lowfield Heath Road

8.9.280 The reconfigured and realigned noise mitigation feature would be completely clothed in mature native planting which is likely to be up to 14 years old by the end of this period. The feature would merge with the surrounding vegetation and countryside. Occupiers of vehicles are low sensitivity receptors and would experience a negligible magnitude of change and a **negligible adverse** level of effect during the day and at night, which would not be significant.

Balcombe Road

8.9.281 Receptors in this location are represented by Viewpoint 9 and photomontages at **ES Figures 8.9.33 to 8.9.36** (Doc Ref. 5.2). Woodland belts behind the roadside hedgerow are likely to be up to 12 years old and would provide a significant new landscape feature and effective screen within the view. Views of the raised landform within Pentagon Field would be heavily filtered. Occupiers

of vehicles and pedestrians would experience no more than a negligible magnitude of change and a **negligible adverse** level of effect, which is not significant.

8.9.282 Pedestrians using the roadside pavement are of medium sensitivity in this location. There would be a negligible magnitude of change resulting in a **negligible adverse** level of effect during the day and at night, which would not be significant.

Ifield Road

8.9.283 Receptors in this location are represented by Viewpoint 13 and photomontages at **ES Figures 8.9.49 to 8.9.50** (Doc Ref. 5.2). The reconfigured northern runway, reconfiguration/modifications of taxiways and the noise mitigation feature would continue to be barely perceptible in views through gaps in the roadside hedgerow, as previously described for 2026, resulting in a **negligible** effect, which would not be significant.

Railway

8.9.284 Occupiers of trains on the railway would continue to gain brief, filtered views of the tallest elements within the main contractor construction compound until 2035 (when it is anticipated that it would be removed). In these locations passengers would be of low sensitivity to a negligible magnitude of change, resulting in a **negligible adverse** effect, which would not be significant. Near views would continue to be gained of the new hotel at car rental location and north of MSCP3 and the Grounds Maintenance and Surface Transport buildings with a backdrop of the large-scale South Terminal. Low sensitivity receptors are likely to perceive a negligible magnitude of change and no more than **negligible adverse** effects on views, which would not be significant.

8.9.285 Near, relatively open views west are anticipated to be gained of the operational A23 roundabout and flyover at North Terminal, and also views east to the associated contractor compound until 2035 when it is anticipated that it would be removed. Views of the operational surface access improvements would be initially revealed through the removal of roadside vegetation and the two areas of car park B would be redeveloped as new urban green spaces with a diverse mix of native habitats, proving a beneficial effect on views north of the railway station. By the end of this period new planting is likely to be up to six years old and would start to screen and filter views of traffic and soften and enhance engineered features and new development. The development would form prominent additions to near views in the long term. The magnitude of beneficial and adverse changes would be medium for low sensitivity receptors, resulting on balance in **negligible adverse** effects during the day and at night, which would not be significant.

Mid to Long Distance Views

8.9.286 Mid to long distance views from the surrounding landscape may include tall buildings, the CARE facility flue and lighting or some high level construction activities such as cranes in limited locations. These would form recognisable additions, some slightly discordant in nature, that would generally be visible above intervening tree tops and within areas of existing built development at the airport. These types of views may be gained by receptors at Viewpoint 12 at Rowley Farm bridleway, Viewpoint 13 at Lowfield Heath Road, at Viewpoint 14 on the Sussex Border Path east of Charlwood, Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill, Viewpoint 17 at Tilgate Hill and photomontages at **ES Figures 8.9.45 to 8.9.64**, Viewpoint 28 at Hookwood, Viewpoint 29 at the footpath between Charlwood and Hookwood and photomontages at **ES Figures 8.9.109 to 8.9.106** and Viewpoint 31 near Salfords and photomontages at **ES Figures 8.9.121 to 8.9.124** (Doc Ref. 5.2). The magnitude of change in view would be negligible to low for generally high

sensitivity receptors, leading to **negligible to minor adverse** effects in the medium to long term, during the day and at night, which would not be significant. Receptors at Leith Hill within the Surrey Hills AONB are represented by Viewpoint 32. Any increase in the built form or aircraft movements at Gatwick as a result of the Project would be imperceptible at a distance of over 11 km. The flue at the CARE facility is unlikely to be visible, as a slender object (0.47 m diameter) at this distance would be at the limit of the eyes' ability to be able to perceive it. Red aviation obstruction lights on the top of the flue would be visible at night as small light sources in the well lit context of the airport, Horley and Crawley. Night time effects on visual receptors of high sensitivity would be of negligible magnitude, resulting in no more than **negligible adverse** effects, which is not significant.

8.9.287 The increase in aircraft using realigned and reconfigured runways and taxiways at Gatwick Airport would form a barely perceptible intensification of an existing element of distant views of the airport. Therefore, it is considered that there would be no significant change to the existing baseline level of visible aircraft in 2033 to 2038.

Sequential Visual Effects

Sussex Border Path

8.9.288 Walkers using the path are able to gain a continuous sequence of views for up to approximately 10 km within a journey. The eleven representative viewpoint locations on the Sussex Border Path at viewpoints 1, 4, 5, 8, 14, 18, 19, 23, 24, 25 and 30 have been individually assessed above. The footpath at viewpoint locations 19, 24 and 25 would be reopened during this period. **Minor adverse** effects have generally been identified with **moderate adverse** effects confined to roadside pavements at North Terminal roundabout, the footpath over the railway overbridge, east on the edge of Horley and north of car park Y. It is therefore considered that walkers using the path during this period of the Project would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

National Cycle Route 21

8.9.289 Cyclists using the route through the airport would be able to gain a continuous sequence of views for up to approximately 2 km within a journey. Effects have been individually assessed previously in this section of the ES for representative viewpoint locations 6 and 24, which are located on or in close proximity to the route. Minor adverse effects have been identified and some beneficial effects following the removal of car park B contractor compound an implementation of publicly accessible urban green space. It is therefore considered that cyclists would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

Significance of Effect

8.9.290 A significant effect on one visual receptor has been identified during this period. This is as a result of initial operational phase impacts which are medium term in nature. Landscape proposals which form part of the Project will, in time, mitigate these effects. No further mitigation or monitoring is required and therefore the significance of effects would remain as presented above. At this stage in the Projects implementation, the planting for most elements of the Project would be in place and is likely to range from one year old to up to 14 years old. The beneficial effects of landscape mitigation have been included, where relevant, in the assessment above and levels of effect have been assessed accordingly. As mitigation planting continues to mature, the level of adverse effects on visual receptors will reduce further.

Effects on Tranquillity within Nationally Designated Landscapes

8.9.291 The heat mapping for the proposed overflights, during both day and night time, is based on an increase in the future baseline situation of up to approximately 20% by the end of 2032 and would not exceed this level of increase from 2033 to 2038. **ES Figure 8.6.7** (Doc Ref. 5.2) shows the increase in the number of Gatwick overflights combined with non-Gatwick overflights in each grid square as a colour. The areas of the landscape currently overflown by the largest number of aircraft would experience the greatest number of additional aircraft. The data within Table 8.9.1 are also relevant to the assessment of effects in 2033 to 2038. The level of increase in the number of overflights in the future baseline situation at less than 7,000 feet above ground level within the tranquillity study area would remain the same as described in detail for the previous period in 2032 as there would not continue to be a significant increase in overflights. A summary of these effects is provided below. An approximate up to 20% increase in overflights would be experienced within landscapes and by communities in the following areas;

- High Weald AONB east of Gatwick Airport and south of Edenbridge.
- High Weald AONB south of Gatwick at Hever Castle to Crowborough including Ashdown Forest and Wakehurst Place.
- Small part of the Surrey Hills AONB west of Gatwick at Leith Hill.

8.9.292 An approximate 10 to 20% increase in overflights would be experienced within landscapes and by communities in the following areas;

- Parts of the High Weald AONB within the wider study area.
- Surrey Hills AONB east of Godalming to Dorking.
- A small part of the South Downs National Park south of Gatwick at Firle Beacon.
- A small part of the Kent Downs AONB north-east of Gatwick including Knole Park.

8.9.293 An increase in overflights of less than approximately 10% would be experienced within landscapes and by communities in the following areas;

- Large parts of the High Weald AONB within the wider study area.
- Surrey Hills AONB west of Gatwick including Witley and Milford Commons.
- Fringes of the South Downs National Park south and south west of Gatwick at Petworth House, Temple of the Winds and Ditchling Beacon.
- Fringes of the High Weald AONB.

8.9.294 The special qualities experienced by people living within and visiting the nationally designated landscapes within the study area include distant scenic views and relative tranquillity and dark skies. Whilst these special qualities would be affected to some extent as a result of an increase in the number of overflying aircraft, they would still be positive qualities that would be perceived. The largest increase in overflights would be in areas that currently experience the greatest number of overflights, where relative tranquillity is slightly lower. An increase of up to approximately 20% in the number of aircraft following the same flight paths may be discernible to some residents or observers or barely perceptible to others. The magnitude of change would be negligible leading to **minor adverse** effects on the perception of tranquillity during the day and at night, which is not significant. Some people within the AONB may be unable to perceive the increase in the number of aircraft and would therefore experience no discernible effect to the level of tranquillity.

Design Year: 2038 and Beyond

8.9.295 This section describes the continuing change in the level of effects that would occur as a result of the maturing landscape mitigation proposals embedded within many elements of the Project. The change in the landscape or townscape character or visual amenity as a result of planting proposals has been included in the sections above through the anticipated 15 year construction programme from 2024 to 2038. However, the design year for landscape planting, where it begins to reach its intended function at maturity is generally considered to be 15 years after implementation. Elements of the Project completed in the early years of the construction programme that have planting proposals associated with them would be anticipated to be 12 to 14 years old by the end of 2038. The beneficial effect on character and visual amenity of this relatively mature planting is described and assessed above for the following developments and is unlikely to change beyond 2038:

- noise mitigation feature;
- fire training ground;
- Pentagon Field spoil placement;
- flood compensation at Museum Field and environmental enhancements/public open space;
- River Mole diversion;
- hotel and multi-storey car park at South Terminal car park H and Hotel north of MSCP3;
- replacement Purple Parking at car park X;
- water treatment works;
- South Terminal extensions and forecourt (most elements); and
- North Terminal extensions and forecourt (most elements).

8.9.296 The following section of this chapter will therefore focus on the elements of the Project completed within the mid to later part of the 15 year programme where landscape planting proposals are immature at 2038 (anticipated to be between one and nine years old) and yet to achieve their design function:

- CARE Facility;
- new hangar;
- Offices and multi-storey car park at South Terminal car park H;
- multi-storey car park at car park Y;
- North Terminal Long stay decked car park;
- surface access/ North Terminal, South Terminal and Longbridge roundabouts;
- environmental enhancements/public open space north of Longbridge roundabout; and
- environmental enhancements/public open space at car park B and link to Riverside Garden Park.

8.9.297 Key effects are summarised in table format in the summary section at the end of the chapter (see Table 8.13.1).

8.9.298 A summary of the maximum design scenario dimensions required for the following elements of the Project is provided in Table 8.7.1. Further detail of the landscape mitigation proposals that are anticipated to reach maturity after 2038 (in addition to those already identified) is provided below.

CARE Facility

8.9.299 The landscape proposals associated with the 22 metre high CARE Facility with a 48 metre high flue are anticipated to reach maturity in 2045.

New Hangar

8.9.300 The landscape proposals associated with the 32 metre high new hangar north of Larkins Road are anticipated to reach maturity in 2048.

Multi-Storey Car Park Y

8.9.301 The landscape proposals associated with the car park structure (1.9 hectares and 3,035 spaces) are anticipated to reach maturity in 2050.

Offices and Multi-storey Car Park at South Terminal Car Park H

8.9.302 The landscape proposals associated with the group of new buildings up to 27 metres high in car park H are anticipated to reach maturity in 2048.

North Terminal Long Stay Decked Car Park

8.9.303 The landscape proposals associated with the decked car park covering 7.9 hectares and up to 11 metres high are anticipated to reach maturity in 2045.

Surface Access/ North Terminal, South Terminal and Longbridge Roundabouts

8.9.304 The landscape proposals associated with the surface access improvements incorporating steel and concrete flyovers at North and South Terminal Roundabouts, extensive earthworks and reinforced earth-walls and acoustic barriers are anticipated to reach maturity in 2047 to 2048.

Environmental enhancements/public open space at car park B and link to Riverside Garden Park

8.9.305 The diverse range of landscape proposals associated with the replacement areas of linked public open space and footpath link to Riverside Garden Park are anticipated to reach maturity in 2046.

Environmental enhancements/public open space north of Longbridge roundabout

8.9.306 The diverse range of landscape proposals associated with the flood attenuation pond and area of replacement public open space are anticipated to reach maturity in 2046.

Effects on Landscape Character

Gatwick Airport Character Area

8.9.307 The completed and operational elements of the Project are described above in the 2033 to 2038 assessment period. The elements of the Project listed above mostly lie within the Gatwick Airport Character Area and the beneficial nature of the landscape mitigation proposals would improve the character and quality of the airport when mature. All elements of the Project constructed within the earlier construction periods of the Project would now be operational. The alterations to the hardstanding of the northern runway, reconfiguration/modifications of taxiways, holding areas and stands would represent a relatively minor increase in hardstanding and a decrease in grassland within the airport. The replacement Purple Parking at car park X would have formed an

intensification of an existing typical land use within the airport, whilst a decrease in infrastructure at the existing Purple Parking site.

8.9.308 The South Terminal hotel, hotel north of MSCP3, office building and multi-storey car park H would significantly increase the scale and mass of tall buildings within this cluster. The majority of existing mature tree and shrub planting around existing car park H would be retained and supplemented with ornamental tree and shrub planting to form an attractive, integrated series of external spaces that connect public and private areas.

8.9.309 The A23 surface access improvements, comprising the improved South Terminal, North Terminal and Longbridge roundabouts, new flyovers and steep retained earthworks requires the removal of large areas of mature woodland and scrub planting. It is anticipated that after approximately 15 years the new woodland planting would begin to achieve similar levels of softening and screening of the road improvements and connect with adjoining areas of vegetation at Riverside Garden Park and within the airport, largely reinstating the highway character.

8.9.310 The North Terminal Long Stay decked car park would introduce a large scale structure on the edge of the airport that forms an intensification of existing, typical airport infrastructure. The new tree and shrub planting associated with the North Terminal car park would be located around the perimeter of the scheme, integrating with the network of vegetation strips currently typical of the internal airport layout. The planting would soften the outline and reduce the apparent scale and massing of this extensive structure. New hedgerow and tree planting located on the eastern edge of the Project at Pentagon Field would provide an appropriate framework of green infrastructure incorporating native species typical of this farmland edge location and planting within the airport.

8.9.311 The CARE Facility would include large scale tall buildings and a tall slender flue and potentially red obstruction lights, if required. Any visible plume would be relatively small and very infrequent and would have very limited influence on the character of the airport. Screen fencing and perimeter tree and shrub planting of predominantly native species would screen low level visual clutter of industrial character that would otherwise influence the character of the airport. Planting would integrate with the overall existing and proposed green infrastructure at Gatwick Airport.

8.9.312 The new hangar north of Larkins Road would incorporate perimeter tree and shrub planting, particularly to the north, to soften the apparent scale and mass of the large scale built form within the context of airport infrastructure and the wider rural landscape to the north.

8.9.313 Native tree and shrub planting would be used to supplement and enhance existing hedgerows at Museum Field and the connected fields to the north to provide an extensive new area of public open green space. The engineering works for the flood compensation area and the earth bund would be softened and merged into the pattern of farmed fields on the western edge of Gatwick Airport, resulting in minimal impact on the character of the airport. Creation of further public open space at the two linked areas of car park B would introduce significant areas of green space in place of hardstanding within the airport.

8.9.314 The adverse impacts of the addition of large-scale buildings and structures across the airport would be partially offset by the beneficial impacts of the removal of car parks and the provision of extensive landscape mitigation measures which would be fully mature. The long term level of effect would be **minor adverse**, during the day and at night, which would not be significant. However, the creation of green open space at car park B would result in a high magnitude of

change within areas of low sensitivity, resulting in localised **minor beneficial** effects in the day and at night, which would not be significant.

North East Crawley High Woodland Fringes Character Area

8.9.315 The spoil deposition area at Pentagon Field would lie adjacent to the rural farmland of the character area. The new woodland planting located on the perimeter of the Project site would now be mature and would provide screening and a strong landscape edge feature to the airport. The surface access improvements at the M23 Spur would also lie adjacent to the edge of the character area. Woodland planting on the roads embankment slopes, when mature, would improve the character of the road through reinstatement of vegetation previously removed for earlier highways improvements in 2018/2019. The sensitivity of the North East Crawley High Woodland Fringes to these impacts in this context is low and the magnitude of change would be low, resulting in a **minor beneficial** effect in the long term during the day and at night, which would not be significant.

Crawley Upper Mole Farmlands Character Area

8.9.316 The completed noise mitigation feature with mature planting would have a similar influence over the adjacent landscape character of the Crawley Upper Mole Farmlands to the existing situation whilst the relocation of decked Purple Parking would reduce the influence of this more noticeable element of airport development. Mature green infrastructure planting throughout the Project would seek to reinstate the vegetation lost during the construction phase. However, the completion of the larger elements of the Project including hotels, decked and multi storey car parks, offices and terminal extensions would lead to a general perception of a slight increase in the scale and mass of built form and increased influence over the rural character. The daily increase in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people compared to the future baseline situation. An intensification of the well lit character of the airport at night, including red lights on the CARE facility flue, if required, would also be discernible. On balance, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the Crawley Upper Mole Farmlands character area, including the continued perception of a low level of tranquillity. The low magnitude impact on the low sensitivity receptor would lead to a **minor adverse** effect, which would not be significant.

Horsham Upper Mole Farmlands Character Area

8.9.317 There would continue to be a slight increase in the perceptible extent of the larger buildings and infrastructure within the existing context of a large scale urban character area and to a lesser extent hardstanding and the potential to influence the rural character of a nearby landscape to the west of Gatwick. The relocation of decked Purple Parking would reduce the influence of the most noticeable element of airport development, providing a beneficial effect. The increase of up to 20% in visible or audible aircraft manoeuvring on the ground or taking off and landing overhead would be discernible to some people when compared to the future baseline situation. An intensification of the well lit character of the airport at night, including red warning lights on top of the CARE facility flue, if required, would also be discernible. On balance, when considering a combination of development removal and implementation, there would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the Horsham Upper Mole Farmlands character area, including the continued perception of a low level of

tranquillity. The low magnitude impact on the low sensitivity receptor would lead to a **minor adverse** effect, which would not be significant.

Mole Valley Open Weald Character Area

8.9.318 The landscape planting proposals associated with the Longbridge roundabout and attenuation feature would provide beneficial impacts and would offset any adverse effects on the character of the field or influence over the neighbouring open space and conservation area. The low sensitivity character area and low to medium magnitude of beneficial and adverse effects would, in the long term, result in **negligible beneficial** effects, which would not be significant.

8.9.319 The taller and more mature planting around the CARE Facility is unlikely to screen the top of the flue and therefore would provide partial mitigation of effects. Red aviation obstruction lights, if required, would continue to be visible as small, although distinct, light sources in the context of a well-lit airport at night.

8.9.320 At night, light sources at the North Terminal Long Stay decked car park and the new hangar may continue to be visible in the winter through bare intervening vegetation. The Project would intensify the existing well-lit character of the airport and would have minimal additional influence outside of the airport.

8.9.321 The sensitivity of the character area to these effects in this context is low and the magnitude of change would be low, resulting in **neutral** effects in the long term during the day and potentially **negligible adverse** effects at night, which would not be significant.

Low Weald Character Area

8.9.322 The visibility of the tops of tall buildings within the South Terminal cluster would not be influenced by the landscape proposals and would continue to have an influence over the adjacent landscape of the Low Weald in Reigate and Banstead District.

8.9.323 The extensive woodland planting associated with the improved South Terminal roundabout and flyover structure would be sufficiently mature to further improve the character of the A23/M23 Spur transport corridor in this location and would reduce its influence over the farmland on the edge of the Low Weald character area. The character area is considered to be of low sensitivity to these types of changes. The low magnitude of impact would result in a **negligible adverse** effect during the day and at night, in the long term, which would not be significant.

Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas

8.9.324 Mature green infrastructure planting throughout the Project would reinstate the vegetation lost during the construction phase. However, overall there would continue to be a very slight increase in the intensity of development within the setting of these elevated and wooded character areas. From locations where the Airport is distantly visible in the context of these character areas, the increase in aircraft taking off and landing would continue to be discernible to some people however, not perceptibly more so than for 2032. Lighting and light sources within the airport, including red obstruction lights on top of the CARE facility flue, if required, would be slightly intensified within a context of dark rural landscapes and the well lit urban townscape of Crawley. There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscape of Mid Sussex. The sensitivity of these

character areas is high and the magnitude of change would be negligible, resulting in a **minor adverse** level of effect during the day and at night, which would not be significant.

High Weald AONB

8.9.325 The mature green infrastructure and new built development and infrastructure at Gatwick and any increase in the intensity of lighting or aircraft taking off and landing would be barely perceptible in views from the AONB or views towards the AONB. Any visible plume at the CARE facility would be relatively small and very infrequent and would have very limited potential to influence the character of the distant AONB. Overall, there would be a slight increase in the airport's ability to influence the perception of tranquillity within the rural landscape of the High Weald AONB but not perceptibly more so than in 2032. The sensitivity of the nationally designated landscape is high and the magnitude of change to its setting would be negligible, resulting in a **minor adverse** level of effect on its special qualities, which is not significant.

Effects on Townscape Character

Northgate Crawley Townscape Character Area

8.9.326 Restoration of the main contractor construction compound MA1 to its existing use of staff car park would have a **no change/neutral** effect on this character area.

Horley Townscape Character Area

8.9.327 The landscape planting associated with the Longbridge roundabout, attenuation feature and new area of public open space on the edge of the settlement would be mature and would offset any adverse effects on the character of the Church Meadows open space and conservation area and influence over the neighbouring rural landscape. The medium sensitivity of the character area to these changes and low magnitude of adverse and medium magnitude of beneficial impacts would, in the long term, result in **negligible beneficial** effects, which would not be significant.

8.9.328 The mature woodland planting incorporated into the improved surface access corridor would partially restore the buffer between the road and the Riverside Garden Park within this townscape character area. The effect on character of this part of the Horley Townscape character area would be of negligible magnitude on a medium sensitivity receptor, leading to long term **negligible adverse** effects in the day and at night, which would not be significant.

Effects on Visual Receptors

Members of Gatwick Staff

8.9.329 The tallest building and the flue at the CARE facility would continue to form prominent or recognisable features with an industrial character, slightly at odds within the airport context.

8.9.330 The mature planting associated with the Museum Field flood compensation area would not be visible for most people working at Gatwick Airport. However, the new areas of green space created at staff car park B would represent a considerable improvement in visual amenity that would be experienced by large numbers of airport staff.

8.9.331 The operational North and South Terminal roundabouts, flyovers and A23 improvements, including moving traffic, would be largely screened by mature woodland planting in views from locations on the northern edge of the airport and slightly more apparent than the existing road

where the raised level of the flyovers can be seen. At night, lighting columns would be slightly more apparent in some locations, creating a slight intensification of effects in a well-lit context.

8.9.332 The mature planting at the base of the new hangar north of Larkins Road would filter and screen some views of this large scale, visually prominent element in the western part of the airport.

8.9.333 The South Terminal hotel, hotel north of MSCP3, office building and multi-storey car park H would introduce further tall buildings of a high quality architectural design within these main development clusters. The majority of existing planting around existing car park H would be retained to screen or minimise views of new built development and additional ornamental tree and shrub planting would form an attractive, integrated series of external spaces for members of Gatwick Airport staff. The replacement public open green spaces created at the two parts of the previous staff car park B would include planting that is up to seven years old with paths and seating, creating a considerable beneficial effect for people using and passing through these areas close to the South Terminal and linking to Riverside Garden Park, represented by Viewpoint 24 and photomontages at **ES Figures 8.9.93 to 8.9.96**(Doc Ref. 5.2).

8.9.334 The mature tree and shrub planting associated with the North Terminal Long Stay decked car park would soften the outline and reduce the apparent scale and massing of these large-scale structures. Perimeter hedgerow and tree planting would provide an appropriate framework of green infrastructure typical of internal infrastructure and the nearby farmland.

8.9.335 The operational elements of the Project would be visible to members of Gatwick Airport staff working in different locations within the airport or using staff car parks and internal access roads. People at their place of work are generally considered to have a low sensitivity to change, particularly given the nature of the change and the context of a busy international airport. The various elements of the Project may be barely perceptible when seen at distance, or prominent and at times dominant when in close proximity. The magnitude of change would range from generally negligible or low to, in some cases high, resulting in generally **negligible to minor adverse** effects with some **moderate adverse** effects, which would not be significant.

Members of the Public Visiting Gatwick

8.9.336 Members of the public using the airport access roads and North Terminal long stay surface car parks would continue to gain some near open views of the CARE facility, North Terminal Long Stay decked car park, the new hangar, the North Terminal and South Terminal roundabout and flyover, South Terminal hotels, office building and multi-storey car park H adjacent to the South Terminal. After approximately 15 years the new woodland planting would begin to achieve similar levels of softening and screening of the road improvements to the existing situation. Green infrastructure would provide an attractive, integrated series of external spaces that connect public and private areas and filter and screen views of tall buildings and structures, generally in close proximity to existing building clusters. The nature and extent of these developments would be less prominent in near views within the airport context by this period of the Project. Occupiers of vehicles are receptors of low sensitivity to a negligible to medium magnitude of change resulting in a **negligible or minor adverse** level of effect during the day and at night, which would not be significant. Pedestrians using public right of way 346/2Sy would experience **negligible to minor adverse** effects by this stage of the Project, which would not be significant.

People using Public Open Space

Riverside Garden Park, Horley

8.9.337 Receptors in this location are represented by Viewpoints 6, 22a and 22b and photomontages at **ES Figures 8.9.21 to 8.9.24** and photomontages at **ES Figures 8.9.81 to 8.9.88** (Doc Ref. 5.2). Pedestrians using the new widened footway on the A23 would gain views of a wide grass verge and well established new woodland edge planting with retained mature trees at Riverside Garden Park beyond. A safe and useable footway would allow more open views of the road corridor and mature new woodland planting. Receptors in this location are considered to be of medium sensitivity to a combination of both low magnitude adverse and beneficial impacts resulting in, on balance, **neutral** effects, which would not be significant. Filtered views through trees and shrubs of moving traffic, lighting and the newly completed earthworks and planting proposals would continue to be gained by receptors in some other locations within the park. Views from the informal path which lies parallel to the A23 would be heavily filtered by mature new woodland edge planting and retained trees within the park. Receptors would be of high sensitivity to a low to negligible magnitude of change, resulting in **minor to negligible adverse** effects, which would not be significant. Relatively open, near views of the new footpath ramp and road corridor would be slightly softened by low level planting. Receptors would be of high sensitivity to a medium magnitude of change, resulting in localised **moderate adverse** effects which would not be significant.

Church Meadows Horley, Environmental Mitigation Area and public right of way 574

8.9.338 Receptors in this location are represented by Viewpoint 21 and photomontages at **ES Figures 8.9.77 to 8.9.80** (Doc Ref. 5.2). Tree and shrub planting around the junction at Longbridge roundabout would be sufficiently well established to soften and screen most views of infrastructure and traffic from Church Meadows. The wetland grassland and planting at the attenuation feature would be well established and visual and ecologically diverse, adding to the character of the view. Receptors in this location would also benefit from views of the linked green space west of the River Mole which would form a considerable enhancement of the existing conditions and character within this land parcel. People using the public open space and walkers using the public right of way are receptors of high sensitivity and would experience a low magnitude of beneficial change, resulting in a **minor beneficial** effect during the day and at night, which would not be significant.

Walkers using Public Rights of Way

River Mole Public Right of Way

8.9.339 Receptors in this location are represented by Viewpoints 4 and 5 and photomontages at **ES Figures 8.9.13 to 8.9.20** (Doc Ref. 5.2). The mature woodland and planted earth bunds on the western edge of the airport would continue to prevent views of most new development. The tops of the new hotel and multi storey car park at car park Y would potentially be visible, filtered through intervening vegetation, more so in the winter when not in leaf. Receptors are of high sensitivity to a negligible magnitude of impact, resulting in **minor adverse** effects, during the day and at night, for the short term, which would not be significant.

Public Right of Way 359/Sy Pentagon Field

8.9.340 Receptors in this location are represented by Viewpoint 10 and photomontages at **ES Figures 8.9.37 to 8.9.40** (Doc Ref. 5.2). Views of the raised landform within the field would continue to be

similar to the existing situation. Walkers would experience a negligible magnitude of change and a **minor adverse** level of effect in the daytime, which would not be significant.

Public Right of Way 360/1Sy Tinsley Green

8.9.341 Receptors in this location are represented by Viewpoint 11 and photomontages at **ES Figures 8.9.41 to 8.9.44** (Doc Ref. 5.2). Walkers would gain near filtered views of the top of infrastructure within the new wastewater treatment works above mature woodland planting that would merge into the surrounding vegetation. The change in view would be in the context of existing infrastructure at the Crawley treatment works. Walkers are receptors of high sensitivity and would experience a negligible magnitude of change, resulting in a **minor adverse** effect, which would not be significant.

Public Right of Way 236a Horley

8.9.342 Receptors in this location are represented by Viewpoint 8 and photomontages at **ES Figures 8.9.29 to 8.9.32** (Doc Ref. 5.2). The new replacement woodland planting incorporated into the A23 scheme would be sufficiently mature, screening and filtering views of the road infrastructure and traffic, more so in the summer when in leaf. Views of the tops of new building at car park H would remain partially visible beyond, in the context of existing buildings. The moving traffic would remain noticeable in winter, particularly on the new raised overbridge. Walkers are receptors of high sensitivity and would experience a medium magnitude of change in the winter resulting in a **moderate adverse** effect and a low magnitude of change and a **minor adverse** effect in the summer, during the day, neither of which would be significant. At night there would be a low magnitude of change and a **minor adverse**, which would not be significant.

Sussex Border Path 346/2Sy, North Terminal roundabout

8.9.343 Receptors in this location are represented by Viewpoint 18 and photomontages at **ES Figures 8.9.65 to 8.9.66** (Doc Ref. 5.2). Woodland and scrub planting would be relatively mature, softening and screening the new highway structures and moving traffic on the flyover. Planting around the surface water attenuation feature would also be well established and would provide visual diversity. Lighting on the flyover would continue to be noticeable at a higher level than existing. Pedestrians using the roadside footway within the airport are receptors of medium sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Sussex Border Path

8.9.344 Receptors in this location are represented by Viewpoint 19 and photomontages at **ES Figures 8.9.69 to 8.9.72** (Doc Ref. 5.2). Woodland and scrub plantingeither side of the reinstated public right of way would be up to approximately seven years old, softening and screening the new highway proposals and moving traffic. Planting would also screen and soften the nearby multi storey car park Y. The character of views from the path would start to return to the baseline situation by the end of this period of the Project. Lighting on the A23 and at the car park would be noticeable and would represent a slight increase in the existing situation. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect, during the day and at night, for the long term, which would not be significant.

Footway at Longbridge Roundabout

8.9.345 Receptors in this location are represented by Viewpoint 20 and photomontages at **ES Figures 8.9.73 to 8.9.76** (Doc Ref. 5.2). Woodland, tree and scrub planting would be relatively mature and would soften the new highway layout and screen views across the junction to the settlement edge of Horley. The environmental mitigation area north of Longbridge roundabout would be screened and separate from the road junction. Pedestrians using the roadside footway are receptors of medium sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Public Right of Way 325 west of Gatwick

8.9.346 Receptors in this location are represented by Viewpoint 27 and photomontages at **ES Figures 8.9.105 to 8.9.108** (Doc Ref. 5.2). New planting would not be concentrated around the western end of the airport beneath the flight path. There would continue to be a very slight overall increase in the extent of built form and lighting. An increase of up to approximately 20% in the aircraft visible and audible taking off and landing would be discernible to some people when compared to the future baseline situation of, at times, dominant aircraft activity within views. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Sussex Border Path, Russ Hill

8.9.347 Receptors in this location are represented by Viewpoint 30 and photomontages at **ES Figures 8.9.117 to 8.9.120** (Doc Ref. 5.2). New planting would not be noticeable in these elevated views. Walkers would continue to gain framed views of the new runway and taxiways set within grassland and the additional taller buildings would form minor or barely discernible additions to the view. An increase of up to approximately 20% in the aircraft visible and audible taking off and landing would be discernible to some people when compared to the future baseline situation of, at times, prominent aircraft activity within views. There would be slight intensification of airport lighting. There would be a slight intensification of the predominantly urban characteristics of the airport. Walkers are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Cyclists

National Cycle Route 21

8.9.348 Cyclists using the national cycle route through Riverside Garden Park are represented by Viewpoint 6 and photomontages at **ES Figures 8.9.21 to 8.9.24** (Doc Ref. 5.2). New replacement woodland planting within the surface access scheme would be sufficiently mature after approximately 15 years to screen and filter views of the road infrastructure and traffic, more so in the summer when in leaf. The moving traffic would remain noticeable in winter. Woodland and tree planting within the new public green spaces at car park B would form attractive additions to views and also help to screen views of the existing railway and trains, providing beneficial impacts for visual receptors. Cyclists are receptors of high sensitivity to a low magnitude of both adverse and beneficial changes , resulting in a **negligible adverse** effect in winter, during the day and at night and **neutral** effects in the summer, during the day and at night, which would not be significant. Pedestrians using the path would experience the same levels of effect. Cyclists would continue to gain views of the new hotels at the car rental location and north of MSCP3 as an

intensification of the development at South Terminal. Receptors would be of high sensitivity to a low magnitude of change, resulting in a **minor adverse** effect, which would not be significant.

Occupiers of Residential Properties with Private Views

Dairy Farm

8.9.349 Mature tree and woodland planting within the new open space north of Longbridge roundabout would screen views across the attenuation pond and new highway layout from the pair of residential properties at Dairy Farm. Oblique views over the River Mole and Church Meadows would be retained. Moving traffic and lighting would be glimpsed, more so in winter when vegetation is not in leaf. Views from first floor windows would potentially be slightly more open. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to negligible magnitude of change resulting in a **minor adverse** effect during the winter at night and a **negligible adverse** effect during the daytime and in the summer, which would not be significant.

Three Apartment buildings Longbridge Road, Horley

8.9.350 New, replacement woodland planting to the west and to the north of properties would be mature and, together with retained vegetation, effectively screen the new highway layout in the summer, with some potential for glimpsed views of traffic and lighting in the winter. Occupiers of second floor properties would potentially gain the most noticeable views, with occupiers of ground floor properties experiencing less change in view. Occupiers of residential properties are receptors of high to medium sensitivity and would experience a low to negligible magnitude of change resulting in a **minor to negligible adverse** effect during the day and at night, which would not be significant.

Numbers 74, 76, 78 and 80 Longbridge Road, Horley

8.9.351 Sufficient vegetation would be retained south-west of some of the properties to continue to filter and screen some views of the A23, traffic, lighting and the footpath ramp, with the Holiday Inn and Airport Inn Gatwick beyond. New replacement woodland planting to the west would be mature and further filter and screen some views. Some filtered views of the footpath ramp are likely to remain where less woodland can be replaced and where rear gardens of the properties contain limited mature vegetation. Occupiers of residential properties are receptors of high sensitivity and would experience a low to medium magnitude of change resulting in a **minor to negligible adverse** effect during the day and at night, which would not be significant.

Horley Residential edge

8.9.352 Receptors in this wider location, not specifically referred to above, are represented by Viewpoint 7 and photomontages at **ES Figures 8.9.25 to 8.9.28** (Doc Ref. 5.2). Properties include:

- approximately 40 properties on The Crescent;
- approximately 30 properties on Riverside;
- two properties on Woodroyd Gardens;
- four properties on Cheyne Walk; and
- 11 properties on Longbridge Road.

8.9.353 The increase in engineered features such as flyovers, retaining walls and noise barriers at South Terminal and North Terminal roundabouts would form an intensification of infrastructure within

views, partially visible through vegetation. The degree of visibility would depend largely on the amount of retained vegetation in Riverside Garden Park, tree and shrub vegetation within the gardens of properties and the mature new woodland edge planting beside the A23. At night the lit corridor would be visible, filtered through vegetation against a backdrop of skyglow from the airport. Receptors at many properties listed above are unlikely to experience a perceptible change in view in the summer due to the screening properties of intervening vegetation when in leaf. The levels of effect defined below relate predominantly to winter views as a worst case. Occupiers of residential properties are receptors of high sensitivity to a generally negligible magnitude of change in the long term, resulting in a **negligible adverse** effect, during the day and at night, which would not be significant. Due to intervening vegetation and mature planting, when in leaf, there would be **no change** in view in the summer.

Number 275 Balcombe Road

8.9.354 Views from the side elevation would continue to be gained across the garden and through intervening vegetation towards the M23 Spur. New woodland planting on the embankment slope would be mature, softening and screening the earthworks and retaining wall and filtering and screening views of traffic, lighting and the Balcombe Road overbridge. The overall character of the view would be similar to the existing situation by this period of the development. Occupiers of residential properties are receptors of high sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect during the day and at night, for the long term, which would not be significant.

Occupiers of Commercial Properties

Hilton Hotel

8.9.355 Occupiers of rooms on the east and north facing elevation of the Hilton Hotel would benefit from the mature street trees and shrub planting associated with the new South Terminal hotels, multi-storey car park and offices which would filter and soften views of the buildings and street scene. Medium sensitivity receptors would experience a medium magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

Premier Inn (North Terminal)

8.9.356 Occupiers of the Premier Inn Hotel adjacent to staff car park Y would gain near views through boundary vegetation, mainly in winter, of the completed new hotel. Medium sensitivity receptors would experience a low magnitude of change, resulting in **minor adverse** effects during the day and at night. Occupiers of hotel rooms facing south west towards the North Terminal extensions would experience a negligible magnitude of change resulting in a **negligible adverse** level of effect during the day and at night, which would not be significant.

Premier Inn (A23 Airport Way)

8.9.357 Occupiers of the Premier Inn Hotel adjacent to the A23 would gain near views, partially filtered through trees of the completed at car park in the context of mature new woodland planting along the A23 and North Terminal roundabout. Receptors would also gain mid distance views of the completed North Terminal extensions. Occupiers of hotel rooms are receptors of medium sensitivity to a low magnitude of change resulting in a **minor adverse** effect during the day and at night, which would not be significant.

Members of the Public using the McDonald's and KFC at South Terminal

8.9.358 Woodland planting associated with the South Terminal roundabout and A23 flyover would filter and screen views of the road infrastructure and traffic for people at north facing windows and outdoor spaces. Receptors would be of medium sensitivity in the long term. The magnitude of impact would be low, leading to **minor adverse** effects during the day and at night, which would not be significant.

Meadowcroft House

8.9.359 The South Terminal roundabout and flyover would be visible at a higher level beyond a foreground of pasture fields following restoration of the contractor compound, filtered through mature woodland planting, including moving traffic and lighting. People at their place of work are receptors of low sensitivity and would experience a low magnitude of change resulting in a **minor adverse** effect, during the day and at night, for the long term, which would not be significant.

Occupiers of the Amadeus Building and Schlumberger House Commercial Properties at South Terminal

8.9.360 The mature woodland planting associated with South Terminal roundabout and flyover would filter views of development, traffic, lighting and signage. People at their place of work in the Amadeus building and Schlumberger House would continue to be affected by the South Terminal roundabout, flyover and traffic, more so in the winter when vegetation is not in leaf. Receptors at north facing windows and outdoor spaces would be of low sensitivity in the long term. The magnitude of impact would be low to medium depending on the floor of the building, leading to **negligible** to **minor adverse** effects during the day and at night, which would not be significant.

Occupiers of Vehicles and Trains

A23

8.9.361 Occupiers of vehicles travelling along the A23/M23 Spur would pass through belts of mature woodland and scrub planting either side of the road. Views out to existing and new development at Gatwick Airport, Riverside Garden Park at Horley and the rural landscape would be largely screened or heavily filtered in the summer when vegetation is in leaf and less filtered in the winter. The sequence of views experienced at speed by occupiers of vehicles would be focused on the road, traffic and green infrastructure, similar to the existing situation. The overbridges at the North and South Terminal roundabouts would provide greater opportunity for elevated views of the surroundings, partially filtered by vegetation. Occupiers of vehicles would be of low sensitivity to a negligible to low magnitude of change, leading to a **negligible to minor adverse** effect during the day and at night, which would not be significant.

Balcombe Road

8.9.362 Receptors in this location are represented by Viewpoint 9 and photomontages at **ES Figures 8.9.33 to 8.9.36** (Doc Ref. 5.2). Woodland belts behind the roadside hedgerow would be mature and provide a significant new, beneficial landscape feature and effective screen within the view. Views of the raised landform within Pentagon Field would be screened and open views prevented. Occupiers of vehicles would experience a negligible magnitude of both adverse and beneficial change resulting in, on balance, a **neutral** level of effect, which is not significant.

8.9.363 Pedestrians using the roadside pavement are of medium sensitivity in this location. There would be a low magnitude of both adverse and beneficial change resulting in a **neutral** level of effect during the day and at night, which would not be significant.

Ifield Road

8.9.364 Receptors in this location are represented by Viewpoint 13 and photomontages at **ES Figures 8.9.49 to 8.9.50** (Doc Ref. 5.2). The reconfigured northern runway, reconfiguration/modifications of taxiways and the noise mitigation feature would continue to be barely perceptible in views through gaps in the roadside hedgerow. The relocation of decked car park from Purple Parking to car park X would remove the most noticeable development within the airport from views. Occupiers of vehicles of low sensitivity would experience a negligible magnitude of both adverse and beneficial change resulting in, on balance, a **neutral** level of effect, which is not significant.

Railway

8.9.365 Occupiers of trains would continue to gain near views of the new hotel at the car rental location and north of MSCP3 and the Grounds Maintenance and Surface Transport buildings with a backdrop of the large-scale South Terminal. Near, filtered views west through mature woodland planting would be gained of the operational A23 roundabout and flyover at North Terminal. Mature trees and woodland planting within the open spaces at car park B would provide a beneficial effect on views north of the railway station. The magnitude of beneficial and adverse changes would be low for low sensitivity receptors, resulting on balance, when considering a combination of removed infrastructure, new green space and new development, in **neutral** effects during the day and at night, which would not be significant.

Mid to Long Distance Views

8.9.366 Mid to long distance views from the surrounding landscape may include the tops of new tall buildings and the CARE facility flue, and red obstruction lights if required, in the context of existing tall buildings. These would form recognisable or barely perceptible additions seen above intervening tree tops. The mature landscape plantingwould not change these mid to long distance views. Receptors of generally high sensitivity at Viewpoint 12 at Rowley Farm bridleway, Viewpoint 13 at Lowfield Heath Road, at Viewpoint 14 on the Sussex Border Path east of Charlwood, Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill, Viewpoint 17 at Tilgate Hill and photomontages at **ES Figures 8.9.45 to 8.9.64**, Viewpoint 28 at Hookwood and Viewpoint 29 at the footpath between Charlwood and Hookwood and photomontages at **ES Figures 8.9.109 to 8.9.106** and Viewpoint 31 near Salfords and photomontages at **ES Figures 8.9.121 to 8.9.124 (Doc Ref. 5.2)** would experience a negligible low magnitude of change in view, leading to **negligible to minor adverse** effects in the long term, during the day and at night, which would not be significant.

8.9.367 Receptors at Leith Hill within the Surrey Hills AONB are represented by Viewpoint 32 and photomontages at **ES Figures 8.9.125 to 8.9.128** (Doc Ref. 5.2). Any increase in the built form or aircraft movements at Gatwick as a result of the Project would be imperceptible at a distance of over 11 km. The flue at the CARE facility is unlikely to be visible, as a slender object (0.47 m diameter) at this distance would be at the limit of the eyes' ability to be able to perceive it. Red aviation obstruction lights on the top of the flue, if required, would be visible at night as small light sources in the well lit context of the airport and the settlements of Horley and Crawley. Night time

effects on visual receptors of high sensitivity would be of negligible magnitude, resulting in no more than **negligible adverse** effects, which is not significant.

Sequential Visual Effects

Sussex Border Path

8.9.368 Walkers using the path are able to gain a continuous sequence of views for up to approximately 10 km within a journey. The eleven representative viewpoint locations on the Sussex Border Path at viewpoints 1, 4, 5, 8, 14, 18, 19, 23, 24, 25 and 30 have been individually assessed above as mitigation planting and environmental mitigation areas mature. **Minor adverse** effects have generally been identified with **moderate adverse** effects confined to the footpath east of the railway bridge on the edge of Horley and beneficial effects for receptors in the vicinity of the new public open green space at car park B. It is therefore considered that walkers using the path during this period of the Project would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

National Cycle Route 21

8.9.369 Cyclists using the route through the airport would be able to gain a continuous sequence of views for up to approximately 2 km within a journey. Effects have been individually assessed previously in this section of the ES for representative viewpoint locations 6 and 24, which are located on or in close proximity to the route. Minor and negligible adverse effects have been identified, with some neutral and beneficial effects where views are gained of the mature habitats of the urban green space at car park B. It is therefore considered that cyclists would not experience a significant sequential effect on visual amenity due to an accumulation of effects.

Significance of Effects

8.9.370 The above assessment has taken into account the planting proposals included in many of the elements of the Project, including an assessment of the effect once this has matured. As no significant adverse effects have been identified during this period no further mitigation or monitoring is required and therefore the significance of effects would remain as presented above.

Effects on Tranquillity within Nationally Designated Landscapes

8.9.371 The heat mapping for the proposed overflights, during both day and night time, is based on an increase in the future baseline situation of up to approximately 20% by the end of 2032 and would not exceed this level of increase beyond 2038. **ES Figure 8.6.7** (Doc Ref. 5.2) shows the increase in the number of Gatwick overflights combined with non-Gatwick overflights. The areas of the landscape currently overflown by the largest number of aircraft would experience the greatest number of additional aircraft. The data within Table 8.9.1 provides a detailed breakdown of baseline, future baseline and proposed overflight numbers for 10 representative locations within nationally designated landscapes within the wider study area. This is also relevant to the assessment of effects in 2038 and beyond.

8.9.372 The changes in the number of overflights at less than 7,000 feet above ground level within the tranquillity study area would remain the same as described in detail for the previous assessment periods in 2032 and 2033 to 2038.

2047

8.9.373 The long term forecast year of 2047 and the predicted passenger throughput, air traffic movement and cargo throughput would not change the assessment of effects on landscape, townscape and visual receptors or the perception of tranquillity and would not change the assessment conclusions reached for the 2032 assessment period which is presented above.

8.10. Potential Changes to the Assessment as a Result of Climate Change

8.10.1 **ES Chapter 15: Climate Change** (Doc Ref. 5.1) presents statistics for predicted changes in the climate between 2020 and 2079 as a result of extreme weather events of heat, cold, rainfall, drought and wind. It is predicted that mean temperatures will increase, winter precipitation will increase; and summer precipitation will decrease.

8.10.2 Overall the frequency of hot days, dry spells and heavy rainfall is predicted to increase. The predictions are that hot day temperatures >25ºC and heavy rainfall will pose an increased risk to Gatwick Airport operations and fewer cold temperature events will pose a decreased risk.

8.10.3 The baseline situation described within this landscape, townscape and visual resources chapter includes landscapes of the Low Weald and High Weald. These contain various types of vegetation including native woodlands, hedgerows, trees, grassland and wetlands. The climate change predictions are unlikely to be sufficient to lead to a change in the baseline vegetation conditions for the purposes of this assessment. The various components of the landscape and the intrinsic character will remain essentially the same. The assessment of effects on landscape character and the related assessment of visual effects would therefore be the same as presented within this chapter.

8.10.4 The landscape mitigation proposals included as part of the Project will allow climate resilient solutions for the Project to be built in. Key elements of the mitigation package (all as described in this Chapter above) include:

- vegetation retention strategy to ensure the maximum extent of green infrastructure is retained within the Project site boundary;
- earthworks cut and fill balance to retain and reuse the maximum volume of spoil within the Project site boundary;
- planting proposals appropriate to the Gatwick location and to the future climate change scenario;
- enhancement of green infrastructure through management proposals; and
- preparation of an Outline Landscape and Environmental Management Plan (LEMP) for long term objectives.

8.11. Cumulative Effects

Zone of Influence

8.11.1 The zone of influence (ZoI) for Landscape, Townscape and Visual Resources has been identified based on the spatial extent of likely significant effects within the 5 km radius study area defined by the ZTV for the Project. However, cumulative developments up to 10 km from the Project have been individually considered and either scoped into or out of the assessment of cumulative effects (see Table 8.11.1). The assessment of effects on the perception of tranquillity within

nationally designated landscapes as a result of overflying aircraft up to 7,000 feet above ground levels takes into consideration Gatwick and non-Gatwick flights throughout the ES chapter.

Screening of Other Developments and Plans

8.11.2 The Cumulative Effect Assessment (CEA) takes into account the impact associated with the Project together with other developments and plans. The developments and plans selected as relevant to the CEA presented within this chapter are based upon the results of a screening exercise undertaken as part of the 'CEA short list' of developments (see **ES Appendix 20.4.1: Cumulative Effects Assessment Long and Short List** (Doc Ref. 5.3)). Each development on the CEA long list has been considered on a case by case basis for scoping in or out of this chapter's assessment based upon data confidence, effect-receptor pathways and the spatial/temporal scales involved.

8.11.3 In undertaking the CEA for the Project, it is important to bear in mind that the likelihood of other developments and plans being constructed varies depending on how far along the planning process they are. For example, relevant developments and plans that are already under construction are likely to contribute to a cumulative impact with the Project (providing impact or spatial pathways exist), whereas developments and plans not yet approved or not yet submitted are less certain to contribute to such an impact, as some may not achieve approval or may not ultimately be built due to other factors. For this reason, all relevant development and plans considered cumulatively alongside the Project have been allocated into 'Tiers', reflecting their current stage within the planning and development process. Appropriate weight is therefore given to each Tier in the decision-making process when considering the potential cumulative impact associated with the Project (eg it may be considered that greater weight can be placed on the Tier 1 assessment relative to Tier 2 or Tier 3). Further details of the screening process for the inclusion of other developments and plans in the short list and a description of the Tiers are provided in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1).

8.11.4 The specific developments scoped into the CEA for Landscape, Townscape and Visual Resources, and the Tiers into which they have been allocated, are outlined in Table 8.11.1. Full details of each of the developments are provided in **ES Appendix 20.4.1: Cumulative Effects Assessment Long and Short List** (Doc Ref. 5.2).

8.11.5 The short-listed cumulative developments within the 5 km radius study area for the Project which have not been considered in the CEA set out in this chapter of the ES include residential and commercial developments located within the urban townscapes of Crawley and Horley and the edges of smaller settlements. There would be no direct cumulative effect on the Gatwick Airport Urban Character Area as these developments are located outside of this character area. There would also be no intervisibility for members of staff and visitors to Gatwick Airport with buildings and infrastructure at the Project and cumulative developments and therefore no opportunity for adverse effects on visual receptors in these locations. Cumulative visual effects would be limited to receptors on the southern edge of Horley.

8.11.6 Nineteen of the 83 short listed cumulative developments have been assessed in the CEA for this chapter of the ES (albeit several of these applications relate to the Forge Wood development). These include predominantly residential developments and some commercial developments.

Table 8.11.1: List of Other Developments and Plans considered within CEA

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
Tier 1					
WA/2017/1466	Scoped out of assessment	Located more than 14 km from site with no intervisibility with Project			
20/02988/OUT	Scoped out of assessment	Located more than 17 km from site with no intervisibility with Project			
WSCC/015/18/NH and APP/P3800/W/18/3218965	Scoped out of assessment	Located more than 9 km from site with no intervisibility with Project			
2017/0175	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
2019/0188	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
2018/0129	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
2022/0095	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
2022/0094	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
2022/0113	Scoped out of assessment	Located more than 7 km from site with no intervisibility with Project			
2022/0091	Scoped out of assessment	Located more than 7 km from site with no intervisibility with Project			
2022/0093	Scoped out of assessment	Small scale development in existing industrial compound.			
CR/2019/0322/FUL	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
CR/2016/0997/FUL	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
CR/2021/0174/FUL	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
CR/2018/3002/EIA	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
CR/2017/0128/ARM	Residential led scheme 434 dwellings and mixed use neighbourhood	Awaiting decision	1.09 km	Unknown	All assessment periods

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
CR/2016/0858/ARM	Residential led scheme 2.47 hectares (reserved matters).	Under construction	1.6 km	Under construction	All assessment periods
CR/2016/0083/ARM	Residential led scheme 4.7 ha, 249 dwellings.	Under construction	2.1 km	Under construction	All assessment periods
CR/2017/0810/FUL	Park and ride car park for 892 vehicles, 2.78 ha	Awaiting decision	1.2 km	2021 to 2024	All assessment periods
CR/2018/0894/OUT	Residential led scheme 5.5 ha, 185 dwellings.	Awaiting decision	1.3 km	2021 to 2022	All assessment periods
CR/2012/0134/OUT	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
CR/2017/0997/OUT	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
R&B. 20/02017/S73	Scoped out of assessment	Located within urban centre of Horley with no intervisibility with Project.			
22/01989/F	Scoped out of assessment	Small scale development proposal in urban residential area with limited intervisibility with Project.			
22/01743/F	Scoped out of assessment	Located more than 8 km from site with no intervisibility with Project			
22/02450/F	Scoped out of assessment	Located within urban centre of Horley with no intervisibility with Project.			
22/01796/CON	Scoped out of assessment	Located within an urban area more than 7 km from site with no intervisibility with Project			
22/02783/F	Scoped out of assessment	Located approximately 4 km from site with no intervisibility with Project			
22/02450/F	Scoped out of assessment	Located within urban centre of Horley with no intervisibility with Project.			
22/02772/F	Scoped out of assessment	Located within an urban area more than 8 km from site with no intervisibility with Project			
T. 2019/548/EIA	Scoped out of assessment	Located on northern urban edge of Copthorne, distant from Project site with no intervisibility with Project.			
T. 2023/482	Scoped out of assessment	Located approximately 7.5 km from site with no intervisibility with Project			

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
2022/1407	Scoped out of assessment	Located approximately 10 km from site with no intervisibility with Project			
H. DC/17/2481	Scoped out of assessment	Located on south-western urban edge of Crawley, distant from Project site with no intervisibility with Project.			
H. DC/16/1677	Scoped out of assessment	Located 9.8 km from site with no intervisibility with Project			
H. DC/18/2687	Scoped out of assessment	Located 10.6 km from site within urban centre of Horsham with no intervisibility with Project			
DC/10/1612/OUT	Scoped out of assessment	Located beyond Crawley on urban edge more than 5 km from site with no intervisibility with Project			
DC/17/2481/OUT; DC/20/2223/RE	Scoped out of assessment	Located beyond Crawley on urban edge more than 5 km from site with no intervisibility with Project			
DC/21/2246/FUL	Scoped out of assessment	Located beyond Crawley on urban edge more than 5 km from site with no intervisibility with Project			
DC/22/1494/REM	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
DC/20/2047/REM	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
DC/21/0066/REM	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
DC/21/1427/REM	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
DC/23/0183/REM	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project			
DC/19/1508/REM	Scoped out of assessment	Located beyond Crawley on urban edge more than 5 km from site with no intervisibility with Project			
MO/2022/1698	Scoped out of assessment	Located more than 7 km from site with no intervisibility with Project			
MS. DM/21/0644	Scoped out of assessment	Located east of the M23 with no intervisibility with Project			
MS. DM/18/4321	Scoped out of assessment	Located east of the M23 with no intervisibility with Project			
MS. DM/19/5175	Scoped out of assessment	Located east of the M23 with no intervisibility with Project			
MS. DM/18/3874	Scoped out of assessment	Located east of the M23 with no intervisibility with Project			
CR/2019/0542/FUL	Residential 152 apartments and	Located within urban centre of Crawley with no intervisibility with Project.			

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
	ground level retail/commercial. Scoped out of assessment				
CR/2015/0718/ARM	Residential 169 dwellings. Known as Forge Wood.	Granted permission	1.6 km	Completion 2027	All assessment periods
DM/20/4127	Commercial Scoped out of assessment	Located more than 7 km from site with no intervisibility with Project			
DM/19/3549	Scoped out of assessment	Located beyond Crawley on urban edge more than 6 km from site with no intervisibility with Project			
CR/2018/0273/FUL	Gatwick transport improvements Scoped out of assessment	Relevant to traffic assessment only			
Tier 2					
EIA/20/0004	Residential up to 4000 dwellings	Allocated. Scoping	1.5 km	Not known	All assessment periods
Tier 3					
Land north of Horsham Residential 2,500 dwellings	Scoped out of assessment	Located more than 8 km from site with no intervisibility with Project			
Outline application CR/2018/0544/OUT Tinsley Lane	Residential led scheme Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
Land west of Balcombe Road, Horley Strategic Business Park	Commercial	Development Management Plan 2018-2027	0.4 km	Unknown	All assessment periods
Land off The Close and Haroldslea Drive	Residential led scheme 40 dwellings, 2.4 ha	Development Management Plan 2018-2027	1.2 km	Unknown	All assessment periods

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
Land adjacent to Desmond Anderson Residential 150 dwellings	Scoped out of assessment	Located more than 6 km from site with no intervisibility with Project			
Land to the southeast of Heathy Farm, Balcombe Road Residential 150 dwellings	Scoped out of assessment	Located on northern edge of Crawley with no intervisibility with Project.			
Telford Place/ Haslett Avenue Residential 300 dwellings	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
Crawley College Residential 400 dwellings	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
Land east of Balcombe Road and South of the M23 Spur - 'Gatwick Green'	Industrial	Allocated	0	Unknown	All assessment periods
Land at Plough Road and Redehall Road, Smallfield Residential 160 dwellings	Scoped out of assessment	Located at Smallfield with no intervisibility with Project.			
Land North of Plough Road, Smallfield Residential 120 dwellings	Scoped out of assessment	Located at Smallfield with no intervisibility with Project.			
DS41 Land West of Reigate Road, Hookwood Site Allocation Policy SA42	Residential 450 dwellings	Consultation Draft Local Plan	0.3 km	Unknown	All assessment periods
Gatwick Airport Sewage Treatment Works	Infrastructure	None, as yet	0	Unknown	Possible
Land at Steers Lane, Forge Wood	Residential 185 dwellings	Local Plan	0.68 km	Unknown	All assessment periods
Land east of London Road, Northgate	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
Former GSK Site, Manor Royal	Scoped out of assessment	Located within urban centre of Crawley with no intervisibility with Project.			
Land to the South East of Heathy Farm, Balcombe Road	Scoped out of assessment	Located on northern edge of Crawley with no intervisibility with Project.			

Reference/Name	Description of Development/Plan (Scoped in or out of assessment)	Planning Phase	Distance from the Project	Date of Construction (if applicable)	Overlap with the Project?
Part of Forge Wood Allocation					
Forge Wood, Pound Hill	Residential 1900 dwellings	Local Plan	0.7 km	Unknown	All assessment periods
Forge Wood Master Plan Area, Pound Hill	Residential 1083 dwellings	Local Plan	0.7 km	Unknown	All assessment periods
SA19: Land south of Crawley Down Residential 200 dwellings	Scoped out of assessment	Located more than 8 km from site with no intervisibility with Project			
SA20: Land south and west of Imberhorne school Residential 500 dwellings	Scoped out of assessment	Located more than 8 km from site with no intervisibility with Project			
DP10: East of Pease Pottage Residential 600 dwellings	Scoped out of assessment	Located more than 7 km from site with no intervisibility with Project			
DPSC3: Land at Crabbet Park	Residential up to 2,300 dwellings	Proposed Submission Local Plan	4.61 km	Unknown	All assessment periods
DPH13: Land to west of Turners Hill Road	Residential up to 350 dwellings	Proposed Submission Local Plan	7.10 km	Unknown	All assessment periods
Land at Lambs Business Park, Terra Cotta Road, South Godstone	Scoped out of assessment	Located more than 10 km from site with no intervisibility with Project.			
DS42 Land at Povey Cross Farm, Hookwood	Residential 84 dwellings	Proposed Submission Local Plan	0.4 km	Unknown	All assessment periods
DS43 Land adjacent to Three Acres, Hookwood	Residential 20 dwellings	Proposed Submission Local Plan	0.7 km	Unknown	All assessment periods
DS44 Land south of Kennel Road, Hookwood	Residential 13 dwellings	Proposed Submission Local Plan	0.8 km	Unknown	All assessment periods

Cumulative Effects Assessment

8.11.7 A description of the significance of cumulative effects upon Landscape, Townscape and Visual receptors arising from each identified impact is given below. The assessment of cumulative

effects does not take into consideration any potential landscape mitigation measures embedded within the CEA developments which may reduce the level of effect in the longer term.

Initial Construction Period: 2024 - 2029

Effects on Landscape and Townscape Character

North East Crawley High Woodland Fringes Character Area

8.11.8 The developments considered within the cumulative effects assessment (CEA) generally lie within the High Woodland Fringes character area in Crawley District. The addition of eight (seven of which combine to form the Forge Wood development) of the predominantly residential cumulative developments (five Tier 1 and three Tier 3) into the Crawley urban fringe landscape of ribbon developments, fields and copses extending up to the edge of Gatwick Airport would form a more developed character area, adjacent to which some elements of the Project would be placed. The urban fringe characteristics of the North East Crawley High Woodland Fringes would be considerably intensified within this character area as a result of the construction phase or completed eight cumulative developments. The intrinsic character of the area would be changed to residential development within a framework of woodland and hedgerows on the edge of Gatwick Airport. The deposit of spoil at Pentagon Field within Gatwick Airport would be undertaken on the edge of the High Woodland Fringes character area. The condition of the character area would be ordinary to good and the overall sensitivity would be low to medium. The ongoing construction or completion of eight CEA developments, together with the influence of the construction phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The Project (primarily the deposit of spoil at Pentagon Field), in the context of the eight combined much larger and more influential CEA developments, would make a negligible contribution to this cumulative effect, which relates to the introduction of residential development and a park and ride facility.

Horsham Upper Mole Farmlands Character Area

8.11.9 One Tier 2 CEA development lies within the Upper Mole Farmlands character area on the western fringes of Crawley and separated from Gatwick Airport by 1.5 km of farmland. The addition of an extensive residential development into the rural/urban fringe landscape would form a more developed character area which partially overlaps with the proposed ZTV for the Project. The intrinsic character of the area would become residential edge. No elements of the Project would be developed within this character area. The overall sensitivity of the character area would be low. The construction or completion of CEA development, together with the indirect effect of the construction and operation phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make no more than a negligible contribution to this cumulative effect.

Low Weald Character Area

8.11.10 Three Tier 3 CEA developments lie within the Low Weald character area on the southern fringes of Horley. The addition of residential, industrial and commercial developments into the Horley urban fringe landscape of residential developments and horse paddocks extending up to the A23 and the edge of Gatwick Airport would form a more developed character area, within which some elements of the Project would be placed. The urban fringe characteristics of the Low Weald would

be intensified within this character area as a result of the construction phase or completed cumulative developments. The intrinsic character of the area would remain residential edge and rural fringe on the edge of Gatwick Airport. The contractor compound for the South Terminal roundabout improvements would be located within paddocks on the edge of the Low Weald character area. The condition of the character area would be ordinary, and the overall sensitivity would be medium. The construction or completion of three CEA developments, together with the direct effect of the construction phase of the compound would result in a high magnitude of temporary change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. The Project (primarily the construction and operation of the temporary contractor's compound for South Terminal roundabout) would make a medium contribution to this cumulative effect while the construction compound is present.

Mole Valley Open Weald Character Area

8.11.11 Four Tier 3 CEA developments lie within the Mole Valley Open Weald character area on the western fringes of Hookwood and separated from Gatwick Airport by 0.4 km of farmland. The addition of a medium size residential group of developments into the rural/urban fringe landscape would form a more developed character area which largely overlaps with the proposed ZTV for the Project. The intrinsic character of the area would become residential edge. Surface access improvement works at Longbridge roundabout would be located on the edge of this character area. The overall sensitivity of the character area would be medium. The construction or completion of CEA developments, together with the direct effect of the construction phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make a low contribution to this cumulative effect.

Mid Sussex District High Weald Plateau Character Area

8.11.12 Two Tier 3 CEA developments lie within the Mid Sussex District High Weald Plateau Character Area east of Crawley and on the northern edge of the High Weald AONB, approximately 4.6 to7.1 km from Gatwick. The addition of a large scale and medium scale residential development to the rural/urban fringe landscape would form a considerably more developed character area which has minimal overlap with the proposed ZTV for the Project. The intrinsic character of the area would become residential on the edge of the High Weald AONB. Some elements of the larger new buildings and infrastructure would add to the distant area of built form at Gatwick, forming an intensification of urban characteristics. The overall sensitivity of the character area would be high. The construction or completion of CEA developments, together with the indirect effect of the construction phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make a negligible contribution to this cumulative effect.

Effects on Visual Receptors

8.11.13 The Horley Business Park development west of Balcombe Road and the contractor's compound for the South Terminal roundabout improvements occupy, at least in part, the same parcel of land. Assuming that there is some overlap in the long-term temporary phase of the compound and the construction or operation of the business park, temporary cumulative visual effects would

occur. There would be no cumulative visual effects on visual receptors previously identified within this chapter as a result of any other cumulative development and the Project.

Public Right of Way 362a Horley

8.11.14 The Horley Business Park development west of Balcombe Road would be located within the horse paddock immediately south of public right of way 362a, which is represented by Viewpoint 8. The CEA development would obscure views beyond to the Project, either during construction or at completion, preventing any cumulative effects.

Meadowcroft House

8.11.15 Receptors would gain filtered views through boundary vegetation of the Horley Business Park development either during construction or at completion in combination with the contractor's compound for the South Terminal roundabout improvements and vegetation clearance within the A23 corridor. People at their place of work are receptors of low sensitivity to a medium magnitude of change resulting in **minor adverse** cumulative effects during the day and night, for the medium or long term, which would not be significant. The effects on views of the contractor's compound and A23 improvements would make a low contribution to this temporary cumulative effect.

Occupiers of vehicles using the A23/M23 spur and trains on the railway

8.11.16 Occupiers of vehicles travelling on the A23/M23 spur and passengers travelling on the railway would gain views of the Horley Business Park development either during construction or at completion in combination with the contractor's compounds for the North and South Terminal roundabouts and at car park B, vegetation clearance for the A23 improvements and construction of hotels and multi storey car park at South Terminal. Occupiers of trains would also gain near to mid-distance views of the residential developments at Forge Wood north of Crawley as part of a sequence of views within the study area. Occupiers of vehicles and passengers on trains are receptors of low sensitivity to a high magnitude of temporary change resulting in **moderate adverse** effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a medium contribution to this cumulative effect.

People with distant views from elevated locations

8.11.17 Mid to long distance views from the surrounding landscape may include the two large Tier 3 residential CEA developments which lie east of Crawley on the northern edge of the High Weald AONB, together with new tall buildings and high level construction activities such as cranes in several locations within Gatwick. These elements of the Project would form recognisable or barely perceptible additions within areas of existing built development at the airport. These types of views may be gained by receptors at Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill and Viewpoint 17 at Tilgate Hill. The CEA developments would potentially be prominent in the foreground of views from Turners Hill and likely to form minor elements in the backdrop of views from Norwood Hill and Tilgate Hill. Medium to high sensitivity receptors would experience a largely temporary change in view of negligible to medium magnitude, leading to **negligible to major adverse** cumulative effects in the medium term, during the day and at night, which would be significant for some receptors. The effects on views of the high level construction activies, buildings or infrastructure at Gatwick would make a negligible contribution to this temporary cumulative effect.

Interim Assessment Period: 2030 – 2032

Effects on Landscape and Townscape Character

North East Crawley High Woodland Fringes Character Area

8.11.18 The eight predominantly residential CEA developments within the same North East Crawley High Woodland Fringes character area are likely to be complete by 2030. The eight developments would contribute to a more developed character area, within which surface access improvements to the M23 Spur would be located and adjacent to which development at Pentagon Field within Gatwick Airport would be placed. The urban fringe characteristics of the High Woodland Fringes would be considerably intensified within this character area as a result of the cumulative developments. The intrinsic character of the area would be changed in the long term to residential development within a framework of woodland and hedgerows on the edge of Gatwick Airport. Vegetation removal and construction activities along the M23 Spur would be located within the character area. The completed and restored spoil deposition at Pentagon Field within Gatwick Airport would be on the edge of the High Woodland Fringes character area. The condition of the character area would be ordinary to good and the overall sensitivity would be low to medium. The eight completed CEA developments, together with the M23 Spur construction activities and the influence of the completed earth works at Pentagon Field would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The Project would make a low contribution to this cumulative effect.

Horsham Upper Mole Farmlands Character Area

8.11.19 One Tier 2 CEA development lies within the Upper Mole Farmlands character area and no elements of the Project. The construction or completion of CEA development, together with the indirect effect of the construction and operation phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make no more than a negligible contribution to this cumulative effect.

Low Weald Character Area

8.11.20 The addition of the residential, industrial and commercial developments as CEA developments into the Horley urban fringe landscape of horse paddocks on the edge of residential developments, extending up to the A23 and the edge of Gatwick Airport would form a more developed character area, within which the temporary contractor compound and construction activities for the South Terminal roundabout surface water attenuation feature would be placed. The urban fringe characteristics of the Low Weald would be intensified within this character area as a result of the construction phase or completed cumulative developments. The intrinsic character of the area would remain residential edge and rural fringe on the edge of Gatwick Airport. The contractor compound and construction works for the South Terminal roundabout improvements would be developed within paddocks on the edge of the Low Weald character area. The condition of the character area would be ordinary, and the overall sensitivity would be medium. The construction or completion of three CEA developments, together with the direct effect of the compound and construction works would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The Project, which during this assessment period woould primarily comprise activities associated with surface access improvements, would make a medium contribution to this long term temporary cumulative effect.

Mole Valley Open Weald Character Area

8.11.21 The four Tier 3 CEA developments lie within the Open Weald character area on the fringes of Hookwood and are separated from Gatwick Airport by approximately 0.4 km of farmland and settlement fringe. The addition of four residential developments into the rural/urban fringe landscape would form a more developed character area. The intrinsic character of the area would become urban edge. Surface access improvement works at Longbridge roundabout would be located on the edge of this character area. The overall sensitivity of the character area would be medium. The construction or completion of CEA developments, together with the direct effect of the construction and operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make a low contribution to this cumulative effect.

Mid Sussex District High Weald Plateau Character Area

8.11.22 The two Tier 3 CEA developments lie within the character area on the northern edge of the High Weald AONB. The addition of a large area of residential development to the rural/urban fringe landscape would form a considerably more developed character area which has minimal overlap with the proposed ZTV for the Project. The intrinsic character of the area would become residential on the edge of the High Weald AONB. Some elements of the larger new buildings and infrastructure would add to the distant area of built form at Gatwick. The overall sensitivity of the rural character area would be high. The construction or completion of CEA developments, together with the indirect effect of the construction and operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the long term, which would be significant. However, the Project would make a negligible contribution to this cumulative effect.

Effects on Visual Receptors

Meadowcroft House

8.11.23 Receptors would gain filtered views through boundary vegetation of the Horley Business Park development either during construction or at completion in combination with the contractor's compound for the South Terminal roundabout improvements and construction of the South Terminal roundabout flyover. People at their place of work are receptors of low sensitivity to a medium magnitude of change resulting in **minor adverse** cumulative effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a low contribution to this cumulative effect.

Public right of way 362a Horley

8.11.24 The Horley Business Park development west of Balcombe Road would be located within the horse paddock immediately south of public right of way 362a, which is represented by Viewpoint 8. The CEA development would obscure views beyond to the Project, either during construction or at completion, preventing any cumulative effects.

A23/M23 spur and Railway

8.11.25 Occupiers of vehicles travelling on the A23 and passengers travelling on the railway would gain views of the Horley Business Park development either during construction or at completion in combination with the contractor's compound for the South Terminal roundabout, the extensive

engineering works for the A23 improvements and completed hotels, multi storey car park and offices at South Terminal. Occupiers of trains would also gain near to mid-distance views of the residential developments at Forge Wood north of Crawley as part of a sequence of views within the study area. Occupiers of vehicles and passengers on trains are receptors of low sensitivity to a high magnitude of temporary change resulting in **moderate adverse** effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a medium contribution to this cumulative effect.

People with distant views from elevated locations

8.11.26 Mid to long distance views from the surrounding landscape may include the two large Tier 3 residential CEA developments which lie east of Crawley on the northern edge of the High Weald AONB, together with new tall buildings and high level construction activities such as cranes in several locations within Gatwick. These elements of the Project would form recognisable or barely perceptible additions within areas of existing built development at the airport. These types of views may be gained by receptors at Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill and Viewpoint 17 at Tilgate Hill. The CEA developments would potentially be prominent in the foreground of views from Turners Hill and likely to form minor elements in the backdrop of views from Norwood Hill and Tilgate Hill. Medium to high sensitivity receptors would experience a temporary or long term change in view of negligible to medium magnitude, leading to **negligible to major adverse** cumulative effects in the medium term, during the day and at night, which would be significant for some receptors. The effects on views of the high level construction activies, buildings or infrastructure at Gatwick would make a negligible contribution to this cumulative effect.

Interim Assessment Period: 2033 - 2038

Effects on Landscape and Townscape Character

North East Crawley High Woodland Fringes Character Area

8.11.27 The eight predominantly residential CEA developments within the same North East Crawley High Woodland Fringes character area would be complete by 2033. The eight developments would contribute to a more developed character area, within which the completed surface access improvements to the M23 Spur would be located and adjacent to which the low key development at Pentagon Field within Gatwick Airport would be placed. The urban fringe characteristics of the High Woodland Fringes would be considerably intensified within this character area as a result of the cumulative developments. The intrinsic character of the area would be changed in the long term to residential development within a framework of woodland and hedgerows on the edge of Gatwick Airport. The completed M23 Spur with new mitigation planting would lie within the High Woodland Fringes character area and earthworks and woodland planting at Pentagon Field would be adjacent within Gatwick Airport. The condition of the character area would be ordinary to good and the overall sensitivity would be low to medium. The eight completed CEA developments, together with the operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The improvements to the M23 Spur and low key scheme at Pentagon Field would make a low contribution to this cumulative effect which primarily relates to the introduction of residential development.

Horsham Upper Mole Farmlands Character Area

8.11.28 The addition of one CEA development to the Upper Mole Farmlands character area on the western fringes of Crawley would form a more developed character area which partially overlaps with the proposed ZTV for the Project. The intrinsic character of the area would become residential edge. The overall sensitivity of the character area would be low. The construction or completion of CEA development, together with the indirect effect of the construction and operation phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make no more than a negligible contribution to this cumulative effect.

Low Weald Character Area

8.11.29 The addition of residential, industrial and a commercial development as CEA developments into the Horley urban fringe landscape of horse paddocks on the edge of residential developments, extending up to the A23 and the edge of Gatwick Airport, would form a more developed character area within which the South Terminal roundabout surface water attenuation feature would be placed. The contractor compound would be removed and land restored by this phase of the Project. The urban fringe characteristics of the Low Weald would be intensified within this character area as a result of the construction phase or completed cumulative developments. The intrinsic character of the area would remain residential edge and rural fringe on the edge of Gatwick Airport, although the commercial character would be dominant locally. The attenuation feature and mitigation planting for the A23 South Terminal roundabout would be developed within paddocks on the edge of the Low Weald character area. The condition of the character area would be ordinary, and the overall sensitivity would be medium. The construction or completion of three CEA developments, together with the direct effect of the attenuation feature and landscape proposals would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The Project, which primarily comprises the completed attenuation feature and planting, would make a negligible contribution to this temporary long term cumulative effect.

Mole Valley Open Weald Character Area

8.11.30 The addition of four Tier 3 CEA residential developments to the Open Weald character area on the fringes of Hookwood, would form a more developed and less rural character area. The Longbridge roundabout improvements would be complete and landscape proposals associated with the new public open green space in place, largely reinstating and to some extent enhancing the edge of this character area. The overall sensitivity of the character area would be medium. The construction or completion of CEA developments, together with the direct effect of the operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the medium term, which would be significant. However, the Project would make a negligible contribution to this cumulative effect.

Mid Sussex District High Weald Plateau Character Area

8.11.31 The two Tier 3 CEA developments lie within the character area on the northern edge of the High Weald AONB. The addition of a large area of residential development to the rural/urban fringe landscape would form a considerably more developed character area which has minimal overlap with the proposed ZTV for the Project. The intrinsic character of the area would become

residential on the edge of the High Weald AONB. Some elements of the larger new buildings and infrastructure would add to the distant area of built form at Gatwick. The overall sensitivity of the rural character area would be high. The construction or completion of CEA developments, together with the indirect effect of the construction and operational phase of the Project, would result in a high magnitude of change leading to a **major adverse** level of cumulative landscape effect in the day and at night in the long term, which would be significant. However, the Project would make a negligible contribution to this cumulative effect.

Effects on Visual Receptors

Meadowcroft House

8.11.32 Receptors would gain filtered views through boundary vegetation of the Horley Business Park development either during construction or at completion in combination with the completed South Terminal roundabout flyover, attenuation pond and landscape planting proposals. People at their place of work are receptors of low sensitivity to a medium magnitude of change resulting in **minor adverse** effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a low contribution to this cumulative effect.

Public right of way 362a, Horley

8.11.33 The Horley Business Park development west of Balcombe Road would be located within the horse paddock immediately south of public right of way 362a, which is represented by Viewpoint 8. The CEA development would obscure views beyond to the Project, either during construction or at completion, preventing any cumulative effects.

A23/M23 spur and Railway

8.11.34 Occupiers of vehicles travelling on the A23/M23 spur and passengers travelling on the railway would gain views of the Horley Business Park development either during construction or at completion in combination with the completed surface access proposals, South Terminal roundabout flyover, attenuation pond, landscape planting proposals and completed hotels, multi storey car park and offices at South Terminal. Occupiers of trains would also gain near to mid-distance views of the residential developments at Forge Wood north of Crawley as part of a sequence of views within the study area. Occupiers of vehicles and passengers on trains are receptors of low sensitivity to a high magnitude of change resulting in **moderate adverse** effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a medium contribution to this cumulative effect.

People with distant views from elevated locations

8.11.35 Mid to long distance views from the surrounding landscape may include the two large Tier 3 residential CEA developments which lie east of Crawley on the northern edge of the High Weald AONB, together with new tall buildings and high level construction activities such as cranes in several locations within Gatwick. These elements of the Project would form recognisable or barely perceptible additions within areas of existing built development at the airport. These types of views may be gained by receptors at Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill and Viewpoint 17 at Tilgate Hill. The CEA developments would potentially be prominent in the foreground of views from Turners Hill and likely to form minor elements in the backdrop of views from Norwood Hill and Tilgate Hill. Medium to high sensitivity receptors would experience a temporary or long term change in view of negligible to medium magnitude, leading to **negligible**

to major adverse cumulative effects in the medium to long term, during the day and at night, which would be significant for some receptors. The effects on views of the high level construction activies, buildings or infrastructure at Gatwick would make a negligible contribution to this cumulative effect.

Design Year: 2038 and Beyond

Effects on Landscape and Townscape Character

North East Crawley High Woodland Fringes Character Area

8.11.36 The eight predominantly residential CEA developments within the same North East Crawley High Woodland Fringes character area would be complete by 2038 and would contribute to a more developed character area within which the completed surface access improvements to the M23 Spur and associated mature woodland planting would be located and adjacent to which, the low key development at Pentagon Field would be placed. The urban fringe characteristics of the High Woodland Fringes would be considerably intensified within this character area as a result of the cumulative developments. The intrinsic character of the area would be changed in the long term to residential development within a framework of woodland and hedgerows on the edge of Gatwick Airport. The completed M23 Spur improvements within the High Woodland Fringes character area and earthworks at Pentagon Field within Gatwick Airport would include extensive landscape planting that would be reaching maturity and providing beneficial impacts to offset the adverse effects of large scale development. The condition of the character area would be ordinary to good and the overall sensitivity would be low to medium. The eight completed CEA developments, together with the influence of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night, which would be significant. The earthworks at Pentagon Field and M23 Spur improvements, would make a neutral contribution to this cumulative effect.

Horsham Upper Mole Farmlands Character Area

8.11.37 The addition of one large CEA development to the Horsham Upper Mole Farmlands character area on the western fringes of Crawley would form a more developed character area which partially overlaps with the proposed ZTV for the Project. The intrinsic character of the area would become residential edge. The overall sensitivity of the character area would be low. The construction or completion of the CEA development, together with the indirect effects of the operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the long term, which would be significant. However, the Project would make no more than a negligible contribution to this cumulative effect.

Low Weald Character Area

8.11.38 By 2038 the temporary contractor compound adjacent to the South Terminal roundabout would be removed from the Low Weald character area and in the absence of the CEA development the horse paddocks would be restored. The remaining direct impact on the character area as a result of the Project would be from the M23 Spur attenuation feature and mature landscape proposals. The addition of residential, industrial and commercial developments as cumulative developments into the Horley urban fringe landscape of horse paddocks on the edge of residential developments, extending up to the A23 and the edge of Gatwick Airport would form a more developed character area, adjacent to which the majority of the improved A23 surface access

corridor would be placed. The urban fringe characteristics of the Low Weald would be intensified within this character area as a result of the construction phase or completed CEA developments. The intrinsic character of the area would remain residential edge and rural fringe on the edge of Gatwick Airport, although the commercial character would be dominant locally. The condition of the character area would be ordinary, and the overall sensitivity would be medium. The construction or completion of two CEA developments, together with the attenuation feature and landscape proposals and the operational phase of the A23 within the adjoining Gatwick Airport Urban character area would result in a medium magnitude of change, leading to a **moderate adverse** level of cumulative landscape effect in the day and at night, which would not be significant. The effect of the Project, which would be primarily the operation of the improved A23 within a mature landscape framework would make, on balance, a negligible contribution to this cumulative effect in the long term.

Mid Sussex District High Weald Plateau Character Area

8.11.39 The two Tier 3 CEA developments lie within the character area on the northern edge of the High Weald AONB. The addition of a large area of residential development to the rural/urban fringe landscape would form a considerably more developed character area which has minimal overlap with the proposed ZTV for the Project. The intrinsic character of the area would become residential on the edge of the High Weald AONB. Some elements of the larger new buildings and infrastructure would add to the distant area of built form at Gatwick. The overall sensitivity of the rural character area would be high. The construction or completion of CEA developments, together with the indirect effect of the construction and operational phase of the Project would result in a high magnitude of change, leading to a **major adverse** level of cumulative landscape effect in the day and at night in the long term, which would be significant. However, the Project would make a negligible contribution to this cumulative effect.

Effects on Visual Receptors

Meadowcroft House

8.11.40 Receptors would gain filtered views through boundary vegetation of the Horley Business Park development either during construction or at completion in combination with the completed South Terminal roundabout flyover, attenuation feature and mature highway planting. People at their place of work are receptors of low sensitivity to a medium magnitude of change resulting in **minor adverse** cumulative effects during the day and night, for the long term, which would not be significant. The views of the Project would make a negligible contribution to this cumulative effect.

A23/M23 spur and Railway

8.11.41 Occupiers of vehicles travelling on the A23 and passengers travelling on the railway would gain views of the Horley Business Park development either during construction or at completion in combination with the completed surface access proposals, South Terminal roundabout flyover, attenuation pond, mature landscape planting proposals and filtered views of completed hotels, multi storey car park and offices at South Terminal. Occupiers of trains would also gain near to mid-distance views of the residential developments at Forge Wood north of Crawley as part of a sequence of views within the study area. Occupiers of vehicles and passengers on trains are receptors of low sensitivity to a medium magnitude of change resulting in **minor adverse** effects during the day and night, for the medium or long term, which would not be significant. The views of the Project would make a low contribution to this cumulative effect.

People with distant views from elevated locations

8.11.42 Mid to long distance views from the surrounding landscape may include the two large Tier 3 residential CEA developments which lie east of Crawley on the northern edge of the High Weald AONB, together with new tall buildings and high level infrastructure in several locations within Gatwick. These elements of the Project would form recognisable or barely perceptible additions within areas of existing built development at the airport. These types of views may be gained by receptors at Viewpoint 15 at Norwood Hill, Viewpoint 16 at Turners Hill and Viewpoint 17 at Tilgate Hill. The CEA developments would potentially be prominent in the foreground of views from Turners Hill and are likely to form minor elements in the backdrop of views from Norwood Hill and Tilgate Hill. Medium to high sensitivity receptors would experience a temporary or long term change in view of negligible to medium magnitude, leading to **negligible to major adverse** cumulative effects in the long term, during the day and at night, which would be significant for some receptors. The effects on views of the tall buildings or infrastructure at Gatwick would make a negligible contribution to this cumulative effect.

2047

8.11.43 The long term forecast year of 2047 and the predicted passenger throughput, air traffic movement and cargo throughput would not change the assessment of effects on landscape, townscape and visual receptors or the perception of tranquillity would not change the assessment conclusions reached for the 2032 assessment period which is presented within the ES chapter.

Cumulative Effects on Tranquillity within Nationally Designated Landscapes

8.11.44 The methodology for the assessment of effects on the perception of tranquillity experienced within nationally designated landscapes within the study area as a result of an increase in overflying aircraft from the Project takes into consideration the baseline situation for overflying aircraft from other airports. To give an indication of the effect of the Project, some simplifying assumptions were used to ensure a worst case assessment. The number of Gatwick flights was first grown from the 2019 baseline to the predicted 2032 future baseline. This created the 2032 future baseline Gatwick overflight density map. Non-Gatwick overflights were not grown from 2019. Since there will inevitably be some increases in non-Gatwick flights as well as Gatwick flights prior to 2032, this is considered a reasonable worst case simplifying assumption, ie it will not understate the additional effect of the Project. Adding Gatwick and non-Gatwick overflights gave the 2032 future baseline overflight density map which formed the basis for the assessment of effects on the perception of tranquillity as a result of the maximum increase in overflights predicted for the Project which would be approximately 20% in 2032. In 2019 the number of daily non-Gatwick overflights compared to Gatwick overflights was significantly lower at eight out of ten of the assessment locations and ranges from 0 to 8 overflights. Based on professional judgement and the assumptions described above, it is considered that there is no scope for significant cumulative effects on the perception of tranquillity as a result of the Project in combination with the likely increase in non-Gatwick overflights.

London Heathrow Runway 3

8.11.45 Due to uncertainty around the third runway at London Heathrow Airport (Heathrow R3), this development has not been included in the main cumulative effects assessment. However, as Heathrow R3 remains Government policy, it has been considered separately and a qualitative assessment is provided in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1).

8.11.46 In the event that London Heathrow Runway 3 (LHR R3) becomes opertional in the 2030's the cumulative change in overfights with the Project and non-Gatwick flights will be different to that described above. However, LHR R3 can only go ahead with airspace change and as there is a great degree of uncertainty regarding overflights given the need for reorganisation of all airports' flight routes the likely change in overflying aircraft numbers and routes have not been taken into consideration within this assessment of cumulative effects.

8.12. Inter-Related Effects

8.12.1 This chapter of the ES assesses the effects on landscape and townscape character and visual receptors as a result of the Project. There is an interrelationship with other environmental topics including historic environment, ecology, recreation and noise. Whilst the assessment of effects on character includes land that contains heritage assets, effects on heritage assets and their context and settings are considered within **ES Chapter 7: Historic Environment** (Doc Ref. 5.1). The surface access improvements for Longbridge Roundabout would be located within the Mole Valley Open Weald character area, partially within the Church Road Horley conservation area, temporarily resulting in significant adverse effects on landscape character. Whilst the assessment of effects on character includes land that contains ecological assets effects on flora and fauna within habitats is considered within **ES Chapter 9: Ecology and Nature Conservation** (Doc Ref. 5.1). Construction works for the Longbridge roundabout would also extend into the edge of the Horley townscape character area at Riverside Garden Park and within the Church Road conservation area, resulting in vegetation removal and temporarily resulting in moderate adverse effects on landscape and townscape character. Whilst the assessment of effects on visual receptors includes people using recreational assets, effects on public open space and public rights of way are considered within **ES Chapter 19: Agricultural Land Use and Recreation** (Doc Ref. 5.1). Cyclists and visitors on foot at Riverside Garden Park would gain views of the A23 construction activities revealed by vegetation clearance, resulting in moderate adverse effects in the short to medium term. Whilst the assessment of effects on landscape character and visual resources includes the influence of overflying aircraft on people's perception of tranquillity within the landscape, the effects of aircraft noise on people are considered within **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.2). No significant change has been identified in the level of tranquillity experienced by people in nationally designated landscapes within the study area as a result of an increase in overflying aircraft up to 7,000 feet above ground level. Further information on inter-related effects is provided in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.2).

8.13. Summary

Initial Construction Period: 2024-2029

Landscape and Townscape Character

8.13.1 The construction works associated with the alterations to the northern runway, reconfiguration/modifications of taxiways, holding areas and stands would temporarily introduce a slightly discordant element into the airport. Five of the construction compounds and the first phase of the CARE facility would introduce small concentrations of discordant elements within the airport. The construction period and anticipated completion of the South Terminal extension, the hotel at the building compound at the car rental location, hotel and multi-storey car park at car park H and hotel north of MSCP3 adjacent to the South Terminal would increase the scale and

mass of tall buildings within this cluster. The construction works for the North Terminal IDL, baggage hall and multi-storey car park J would result in changes to prominent buildings and areas within the airport that would be discordant in nature. The clearance of the majority of woodland planting and mature trees as part of the surface access improvements would considerably change this road corridor. The placement of spoil at Pentagon Field would be followed by re seeding and return to grazing land, resulting in limited change to this green field location. The construction works and anticipated completion of the flood compensation area and earth bund at Museum Field, the removal of Pond A and remodelling of the River Mole corridor and the relocation of the noise mitigation feature would require the temporary removal of vegetation and habitats and the creation of a temporary haul route and bridge. The operational period of these elements of the Project would be relatively low key in nature and would lead to limited adverse effects, and some beneficial effects, on the fringes of the airport's character. The existing decked Purple Parking at the western end of the airport on Lowfield Heath Road would be removed and relocated to the eastern half of car park X, however, the nature and scale of the range of construction phase activities would not be completely out of character within an operational airport. It is anticipated that these activities would occur in combination with the completed large-scale buildings and infrastructure of hotels, decked and multi-storey car parks and CARE facility. Overall, the level of effect on the low sensitivity Gatwick Airport urban character area would be **minor adverse**, during the day and at night, which would not be significant.

8.13.2 The surface access improvements for Longbridge Roundabout, including the satellite contractor compound and temporary bridge structures on the Brighton Road, would be located within the Mole Valley Open Weald, partially within the Church Road Horley conservation area. The edge of the character area would temporarily be considerably changed through loss of grassland, trees and openness to accommodate the construction activities and compound resulting in temporary **major adverse** and significant effects on a small part of the edge of this character area.

8.13.3 The contractor compound north of the South Terminal roundabout would lie within horse paddocks on the urban fringe of Horley, and within the Low Weald character area north of Gatwick airport. The edge of the low sensitivity character area would temporarily be considerably changed resulting in a **moderate adverse** direct effect during the day and at night, which would not be significant. An increase in built form within Gatwick Airport would also create a **minor adverse** effect on the wider character area during the day and at night, which would not be significant.

8.13.4 The heavy plant and operations required to undertake construction works, adjacent to the High Woodland Fringes, Upper Mole Farmlands and Open Weald landscapes and Northgate Crawley and Horley townscape character areas would temporarily create slightly discordant elements that would have an influence over the neighbouring landscapes and townscapes. However, these would range from **negligible to minor adverse**, which would not be significant.

8.13.5 There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscapes of Mid Sussex and the High Weald AONB's relevant special qualities, resulting in **minor adverse** significance of effects.

Visual Amenity

8.13.6 High sensitivity users of public open space at Riverside Garden Park and Church Meadows would gain open, near views of vegetation clearance and early stages of construction works for

surface access improvements, resulting in **moderate to negligible adverse** effects in the short to medium term, which would not be significant.

8.13.7 High sensitivity walkers using public right of way 362a near the surface access contractor compound at south terminal, walkers using public right of way 346/2Sy at North Terminal roundabout, public right of way 359Sy at Pentagon Field, public right of way 360/1Sy at Tinsley Green and the footway at Longbridge roundabout would gain open views during the vegetation clearance and construction period. The magnitude of change would be medium to low and the level of effect **moderate adverse** during the day and at night, which would not be significant. Occupiers of the Premier Inn hotels adjacent to staff car park Y and at North Terminal, Airport Inn Gatwick and Holiday Inn would gain near views of the surface access improvements at Longbridge roundabout and satellite contractor compound at North Terminal. Occupiers of the Hilton Hotel at South Terminal would gain near views of the new hotel and multi-storey car park at car park H. Medium sensitivity receptors would experience **moderate adverse** effects during the day and at night, which would not be significant. Low sensitivity occupiers of vehicles travelling on Balcombe Road adjacent to Pentagon Field would gain open, near views of construction works and the completed decked car park, resulting in **moderate adverse** effects in the short to medium term, which would not be significant.

8.13.8 High sensitivity cyclists using the NCR 21 in close proximity to the new hotel at the car rental location and north of MSCP3 would gain open views of the construction phase and the contractor compound at car park B. The magnitude of change would be low to negligible and the level of effect **minor adverse** during the day and at night, which would not be significant.

8.13.9 High sensitivity occupiers of residential properties around Longbridge roundabout would gain private views of vegetation clearance and early stage construction activities for the surface access improvements. Receptors would experience a low to medium magnitude of change resulting in a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

8.13.10 The level of effect experienced in the short to medium term by all other receptors within the airport or within the surrounding landscape and townscapes, as a result of mainly construction period activities and some completed developments within the Project, would be **negligible or minor adverse**, which would not be significant.

2030-2032

Landscape and Townscape Character

8.13.11 The operational northern runway, taxiways, stands, substations and decked carparks, terminal extensions, multi-storey car park, hotels at South Terminal, CARE facility, North Terminal decked car park, water treatment works and relocated Purple Parking would be typical of the existing airport and would provide an intensification of existing character, although impacts would be minimised through high quality design. Red aviation obstruction lights on top of the CARE flue, if required, would be a distinctive addition to the night time character, although in the context of existing similar red lights at Gatwick. It is anticipated that the Museum Field flood compensation area and bund and the realignment of the River Mole would be operational. The public footpath link from the River Mole into the environmental mitigation area (comprising connected fields of meadow and woodland belts) would provide a significant benefit for the local community and ecology. The ongoing surface access improvements at North Terminal and South Terminal

roundabouts and the anticipated completion of the Longbridge roundabout would result in the greatest additional direct effect on the character area. The extensive construction activities would be prominent and discordant within the road corridor and on the edge of the airport, Riverside Garden Park and a small part of Horley. The Gatwick Airport urban character area would be of low sensitivity to a medium magnitude of impact. The duration of these effects would range from short term for construction phase effects to long term for operational phase effects. Overall, the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

8.13.12 The contractor compound at the South Terminal roundabout would continue to have **moderate adverse** (direct) effects and **minor adverse** effects (arising from activities outside the character area) on the Low Weald character area, which would not be significant. The surface access improvements for Longbridge Roundabout, including the satellite contractor compound and temporary bridge structures on Brighton Road would be located within the Mole Valley Open Weald, partially within the Church Road Horley conservation area. The edge of this medium sensitivity character area would temporarily be changed resulting in **major adverse** effects during the day and **moderate adverse** effects at night, which would be significant. Construction works for the Longbridge roundabout would also extend into the edge of the Horley townscape character area at Riverside Garden Park and within the Church Road conservation area. The character area is of medium sensitivity to direct medium impacts during construction, resulting in **moderate adverse** effects.

8.13.13 The operational elements of the Project and the heavy plant and operations required to undertake construction works adjacent to the High Woodland Fringes and Upper Mole Farmlands landscapes and Northgate townscape of Crawley would temporarily create slightly discordant elements that would have an influence over the neighbouring landscapes and townscapes, however these would range from **negligible to minor adverse**, which would not be significant.

8.13.14 There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscapes of Mid Sussex and the High Weald AONB's relevant special qualities, resulting in **minor adverse** significance of effects.

Visual Amenity

8.13.15 High sensitivity users of public open space at Riverside Garden Park and Church Meadows would gain open, near views of construction activities for surface access improvements including temporary road bridges over the River Mole, the footpath ramp at Riverside Garden Park and contractors compound at Longbridge. Vegetation clearance would open up views of petrol stations and hotels on the edge of Horley and Gatwick, forming a new backdrop to views. Receptors would be of high sensitivity to a medium to negligible magnitude of change, resulting in localised **major adverse** effects in the medium term which would be significant and more generally **moderate to negligible adverse** effects, in the medium term, which would not be significant.

8.13.16 Occupiers of the Hilton Hotel would gain near open views of the new hotel, office and multi-storey car park initially under construction and when it is anticipated to be complete resulting in **major adverse** and significant effects. Occupiers of the Premier Inn hotels adjacent to staff car park Y and North Terminal would continue to gain near views of the surface access satellite contractor compound at North Terminal. Occupiers of the Gatwick Inn Hotel and Holiday Inn Hotels would gain near open views of the Longbridge roundabout improvement works. Medium sensitivity

receptors in these hotels would experience **moderate adverse** effects. High sensitivity walkers using public right of way 362a near the surface access contractor compound at south terminal and railway overbridge, walkers using public right of way 346/2Sy at North Terminal roundabout, public right of way 360/1Sy at Tinsley Green and the footway at Longbridge roundabout would gain open views of construction activities for buildings and surface access improvements and contractor compounds. The magnitude of change would be medium to low and the level of effect **moderate adverse** during the day and at night, which would not be significant. Occupiers of vehicles travelling along the A23/M23 Spur would pass through the construction works and occupiers of trains would pass in close proximity. Receptors would gain near views of the construction activities, existing infrastructure and buildings within the airport and the associated contractor compounds within a corridor of cleared vegetation. Receptors at north facing windows and outdoor spaces of the KFC and McDonalds at South Terminal and cyclists and visitors on foot at Riverside Garden Park would gain open or filtered views of the A23 construction activities revealed by vegetation clearance. Receptors in these locations would experience **moderate adverse** effects in the short to medium term, during the day and at night, which would not be significant.

8.13.17 High sensitivity occupiers of residential properties around Longbridge roundabout would gain private views of construction activities for the surface access improvements, contractors compound in the context of an open road corridor following vegetation clearance. Receptors would experience a low to medium magnitude of change resulting in localised **major adverse** and significant effects for residents in the rear garden of number 74 Longbridge Road and more generally a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

8.13.18 The level of effect experienced in either the short, medium or long term by all other receptors within the airport or within the surrounding landscape and townscapes, as a result of construction phase activities and completed developments, would be **negligible or minor adverse**, which would not be significant.

Effects on Tranquillity within Nationally Designated Landscapes

8.13.19 Overflying aircraft at less than 7,000 feet above ground level currently form a regular visible or audible feature that forms a discordant influence when experiencing the landscapes of the High Weald AONB within the study area. Overflying aircraft form a less frequent influence on tranquillity experienced in landscapes of the Surrey Hills AONB, Kent Downs AONB and South Downs National Park. An increase in the future baseline situation of up to approximately 20% in the number of aircraft following the same flight paths may be discernible to some observers or barely perceptible as an increase to other observers. The magnitude of change would be negligible leading to **minor adverse** effects on the perception of tranquillity during the day and at night, which would not be significant. Some people within the nationally designated landscapes may be unable to perceive the increase in the number of aircraft and would therefore experience no discernible effect to the level of tranquillity.

2033 to 2038 (Design Year)

Landscape and Townscape Character

The newly operational elements of the Project, in addition to the development which is anticipated to be completed in earlier phases, would be typical of those on the existing airport and would

provide an intensification of existing character. The construction of large-scale buildings and structures across the airport would result in the greatest direct effect on the Gatwick Airport character area, however the nature and scale of the developments and construction phase activities would not be out of character within an operational airport. Overall, there would be a general perception of an increase in the scale and mass of large buildings and structures within the airport and A23/M23 Spur corridor and a slight reduction in the extent of green infrastructure. As new mitigation planting and public open green space within environmental mitigation areas mature, when it is anticipated to be up to 12 years old, it would provide a positive addition to the airport and would result in beneficial effects. The duration of these effects would range from short to medium term for construction phase effects to long term for operational phase effects. Overall, the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

8.13.20 Following completion of the surface access improvements at the Longbridge roundabout the creation of a new area of public open space would take place. The significant adverse effects on landscape character defined in the previous phase of the Project would be partially offset by the beneficial effects of the environmental improvements in this location. The medium sensitivity of the Mole Valley Open Weald character area in this location and the combination of medium magnitude adverse and beneficial impacts would, in the long term, result locally in a **negligible adverse** effect during the day and at night during, which would not be significant.

8.13.21 The operational elements of the Project and the heavy plant and operations required to undertake construction works adjacent to the Low Weald, High Woodland Fringes, Upper Mole Farmlands and Open Weald landscapes and Northgate townscape of Crawley and Horley townscape character areas would temporarily create slightly discordant elements that would have an influence on the neighbouring landscapes and townscapes. However these would range from **negligible to minor adverse**, which would not be significant.

8.13.22 There would be a slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscapes of Mid Sussex and the High Weald AONB's relevant special qualities. An increase in the future baseline situation of up to approximately 20% in the aircraft distantly visible and audible taking off and landing would be discernible to some people. Lighting and light sources within the airport would be slightly intensified and would continue to be prominent at night within a context of dark rural landscapes and the well lit urban townscape of Crawley, resulting in **minor adverse** significance of effects.

Visual Amenity

8.13.23 High sensitivity users of public open space at Riverside Garden Park would gain views from a new 2 metre wide footway of a wide grass verge with new woodland edge planting beside the park. Filtered views through vegetation of the surface access improvements would continue to be gained by receptors in most other locations within the park. Some relatively open, near views of the new footpath ramp and road corridor would be gained. Receptors would be of high sensitivity to a medium to negligible magnitude of change, resulting in localised **moderate adverse** effects and more generally **minor to negligible adverse** effects, which would not be significant. Views gained by people using Church Meadows would be similar to the existing situation as the planting matures. The new open space west of the River Mole would enable people using this space to gain views of woodland mosaic and wet grassland as an improvement to the rural edge at the urban fringe. People of high sensitivity would experience a low magnitude of change resulting in a

minor adverse effect during the day and at night, which would not be significant. Occupiers of rooms on the east facing elevation of the Hilton Hotel would gain near, open views of the South Terminal hotel, office buildings and multi-storey car park H. Occupiers of rooms at Gatwick Inn Hotel would gain near open views of the new Longbridge roundabout junction. Walkers on the edge of Horley would gain open views of the surface access contractor compound. People using the Sussex Border Path at North Terminal roundabout would gain near open views of the new junction arrangement including flyover and retaining structure within new planting proposals. Pedestrians using the footway at Longbridge roundabout would gain near open views of the junction arrangement in a relatively open, urban fringe context. The impacts would result in **moderate adverse** effects for each of these receptor groups in the medium to long term, which would not be significant.

8.13.24 It is anticipated that cyclists using the National Cycle Route 21 through Riverside Garden Park would gain filtered views of the A23 construction activities initially and ultimately completed infrastructure and traffic, in the context of maturing new planting. At night the lit corridor would be slightly more prominent in the view against a backdrop of skyglow from the airport. Cyclists would also gain views of the new hotels at the car rental location and north of MSCP3 as an intensification of the development at South Terminal and newly created green space at car park B. Cyclists are receptors of high sensitivity to a low magnitude of change in the medium to long term, resulting in a **minor adverse** effects, during the day and at night, which would not be significant.

8.13.25 High sensitivity occupiers of residential properties around Longbridge roundabout would gain private views of the new junction arrangement, A23 and footpath ramp at Riverside Garden Park in the context of newly created green space and mitigation planting. Receptors would experience a low to medium magnitude of change resulting in localised **major adverse** and significant effects for residents in the rear garden of number 74 Longbridge Road. Occupiers of 76, 78 and 80 Longbridge Road, the three storey apartment blocks on Longbridge road and Dairy Farm residents would experience a **moderate to minor adverse** effect during the day and at night, for the short term, which would not be significant.

8.13.26 Occupiers of rooms at the Premier Inn Hotels and Travelodge would gain near open views of the completed hotel at car park Y and satellite contractor compound at North Terminal, respectively. Receptors would experience a **minor to moderate adverse** effect during the day and at night, which would not be significant.

8.13.27 The operational elements of the Project and the construction activities described above would be visible to members of Gatwick staff working in different locations within the airport or using staff car parks and internal access roads. The construction activities may be barely perceptible when seen at distance, or prominent and at times dominant when in close proximity. The magnitude of change would range from negligible to high resulting in **negligible to moderate adverse** effects, which would not be significant.

8.13.28 The level of effect experienced in the medium to long term by all other receptors within the airport or within the surrounding landscape and townscapes, as a result of construction and operational phase activities, would be **negligible or minor adverse**, which would not be significant.

Effects on Tranquillity within Nationally Designated Landscapes

8.13.29 The long term forecast for increases in passenger and cargo throughput and the predicted air traffic movements would not change the assessment of effects on landscape, townscape and visual receptors or the perception of tranquillity based on 2032 future baseline data which has been presented previously within the ES chapter. The magnitude of change to the level of tranquillity within the High Weald AONB, Surrey Hills AONB, Kent Downs AONB and South Downs National Park would be negligible leading to **minor adverse** effects on the perception of tranquillity during the day and at night, which would not be significant.

2038 and Beyond (Landscape Design Year)

Landscape and Townscape Character

8.13.30 The completion and operation of large-scale buildings and structures across the airport would result in the greatest direct impact on the character area, however the nature and scale of the developments would be characteristic of an operational international airport and intensify the character of Gatwick. There would be a continuing change in the level of effects beyond 2038, as a result of the maturing landscape mitigation proposals associated with the CARE facility, the new hangar, Pentagon Field spoil disposal area, office building, hotels, multi-storey car park H, North Terminal long stay decked car park, surface access improvements, Museum Field flood compensation area. The environmental improvement area and public open space at car park B, where the removal of car parks and the provision of extensive landscape mitigation measures would be fully mature, would create significant beneficial effects for the character area. The Gatwick Airport urban character area would be of low sensitivity to a medium magnitude of impact. Overall the level of effect would be **minor adverse**, during the day and at night, which would not be significant.

8.13.31 The operational elements of the Project, in conjunction with the mature mitigation, adjacent to the Low Weald landscapes and small areas of the Mole Valley Open Weald and Horley townscape character area, would have some influence over the neighbouring landscapes and townscapes however, these would lead to **negligible adverse** effects, which would not be significant.

8.13.32 Whilst mature green infrastructure planting throughout the Project would reinstate the vegetation lost during the construction phase there would be a very slight intensification of the predominantly urban characteristics of the airport and its ability to influence the High Weald landscapes of Mid Sussex and the High Weald AONB's relevant special qualities. An increase in the future baseline situation of up to approximately 20% in the aircraft distantly visible and audible taking off and landing would be discernible to some people. Lighting and light sources within the airport would be slightly intensified and would continue to be prominent at night within a context of dark rural landscapes and the well lit urban townscapes of Crawley and Horley, resulting in **minor adverse** significance of effects.

8.13.33 The operational elements of the Project, in conjunction with the mature mitigation and environmental improvement area, adjacent to or within the High Woodland Fringes and Mole Valley Open Weald landscape character areas and Horley townscape character area would lead to **negligible to minor beneficial** effects, which would not be significant.

Visual Amenity

8.13.34 There would be no significant adverse effects on visual receptors within the study area by this period of the Project. Landscape mitigation planting incorporated into many elements of the Project would be of sufficient maturity to provide an attractive setting and screening to offset any adverse effects of new built form and infrastructure. Pedestrians using the new widened footway on the A23 beside Riverside Garden Park would gain views of a wide grass verge and well established new woodland edge planting with retained mature trees. Views of the operational A23 including signage, lighting and moving traffic from the informal path within the park and Cyclists using the National Cycle Route 21 would generally be heavily filtered by mature new woodland edge planting and retained trees within the park whilst relatively open, near views of the new footpath ramp and road corridor would remain visible. People using the park are of high sensitivity to effects ranging from **neutral to moderate adverse**, which is not significant. Walkers using the public footpath on the outskirts of Horley would gain prominent views of the new South Terminal roundabout. The impacts would result in **moderate to minor adverse** effects for high sensitivity receptors in the long term in the day and night as mitigation planting matures to soften and screen the Project, which would not be significant.

8.13.35 Occupiers of rooms on the east and north facing elevation of the Hilton Hotel would benefit from the mature street trees and shrub planting associated with the new developments at car park H and north of MSCP3 to filter and soften views of the buildings and street scene. Medium sensitivity receptors would experience a medium magnitude of change in the long term, resulting in a **moderate adverse** effect during the day and at night, which would not be significant.

8.13.36 The operational elements of the Project would be visible to members of Gatwick staff working in different locations within the airport or using staff car parks and internal access roads in the context of a busy international airport. The A23 improvements, including moving traffic, would be largely screened by mature woodland planting in views from locations on the northern edge of the airport. The cluster of buildings at the South Terminal car park H would be visible in the context of ornamental tree and shrub planting, integrated with the built form. The various elements of the development may be barely perceptible when seen at distance, or prominent and at times dominant when in close proximity. The magnitude of change would range from generally negligible or low to, in some cases high, resulting in generally **negligible to minor adverse** effects with some **moderate adverse** effects, which would not be significant.

8.13.37 Members of the public using the airport access roads and car parks would gain near views of the CARE facility, North Terminal Long Stay decked car park, the new hangar north of Larkins Road, the surface access improvements, the hotel at the building compound at the car rental location, office buildings and multi-storey car park H adjacent to the South Terminal within a framework of mature planting. The nature and extent of these developments would form visible and at times prominent elements within the airport context. The range of receptors in these locations would experience **minor or negligible adverse** level of effect during the day and at night, which would not be significant.

8.13.38 Occupiers of vehicles travelling along Balcombe Road and pedestrians using the footway near Pentagon Field would gain views of mature woodland belts within the road corridor, screening the spoil placement site. Occupiers of trains would gain a series of views including new hotels, multi storey car parks and office buildings together with mature planting along the A23 and the new public open spaces and environmental mitigation areas at car park B. The combination of positive

additions to the views through mature green infrastructure offsetting adverse effects of development and infrastructure would lead to **neutral** effects in these visual receptors. Infrastructure.

8.13.39 People using the new public open space north of Longbridge roundabout would experience a diverse range of woodland, wetland and grassland habitats screened from the highway corridor and junction and linked to Church Meadows. People using the public open space and walkers using the public right of way are receptors of high sensitivity and would experience a low magnitude of beneficial change, resulting in a **minor beneficial** effect during the day and at night, which would not be significant.

8.13.40 The level of effect experienced in the long term by all other receptors within the airport or people using public rights of way, residents living around Longbridge roundabout and the edge of Horley, people within hotels, and commercial properties and occupiers of vehicles on local roads within the surrounding landscapes and townscapes, as a result of the operation of the airport beyond 2038 would be **negligible or minor adverse**, which would not be significant. The beneficial effects of the mature mitigation planting and environmental mitigation areas would partially offset the adverse effects of visible development and infrastructure.

Effects on Tranquillity within Nationally Designated Landscapes

8.13.41 The long term forecast for increases in passenger and cargo throughput and the predicted air traffic movements would not change the assessment of effects on landscape, townscape and visual receptors or the perception of tranquillity based on 2032 future baseline data which has been presented within this ES chapter. The magnitude of change to the level of tranquillity within High Weald AONB, Surrey Hills AONB, Kent Downs AONB and South Downs National Park would be negligible leading to **minor adverse** effects on the perception of tranquillity during the day and at night, which would not be significant.

2047

8.13.42 The long term forecast year of 2047 and the predicted passenger throughput, air traffic movement and cargo throughput would not change the assessment of effects on landscape, townscape and visual receptors or the perception of tranquillity based on 2032 future baseline data which is presented in this ES chapter.

Table 8.13.1: Summary of Effects

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Initial Construction Period 2024-2029 (Construction Effects up to first opening of Northern Runway)							
Gatwick Airport Urban Character Area	Low	Construction period impact on townscape character generally.	Medium term, temporary and long term permanent	Medium	Minor adverse	Not significant	
Low Weald Character Area	Low	Construction period impact on landscape character	Long term, temporary	Medium (wider character areas) High (locally)	Minor adverse (wider character area) Moderate adverse (locally)	Not significant	Direct effects of South Terminal surface access construction compound.
High Woodland Fringes Character Area ,	Low	Construction and operational period impact on landscape character	Medium term, temporary and long term permanent	Negligible	Negligible adverse	Not significant	
Crawley Upper Mole Farmlands Character Area and Horsham Upper	Low	Construction and operational period impact on landscape character	Medium term, temporary and long term permanent	Low	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Mole Farmlands Character Area							
Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas and High Weald AONB	High	Construction and operational period impact on landscape character	Medium term, temporary and long term permanent	Negligible	Minor adverse	Not significant	
Mole Valley Open Weald	Medium	Construction period impact on landscape character	Long term, temporary	Negligible (wider character area) High (locally)	Negligible to Major adverse	Significant	Effects are only significant north of Longbridge roundabout
Northgate Crawley Townscape Character Area	Low	Construction/ operational period impact on townscape character	Long term, temporary	Low	Minor adverse	Not significant	
Horley Townscape Character Area	Low	Construction period impact on townscape character	Long term, temporary	Low to medium	Negligible to minor adverse	Not significant	
Gatwick staff and visitors	Low	Visual, construction and operational period	Medium term, temporary and	Negligible to medium	Negligible to moderate adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
			long term permanent				
Users of public open space at Riverside Garden Park and Church Meadows Horley	High	Visual construction period	Long term, temporary	Medium to negligible	Moderate to negligible adverse (day) Moderate to minor adverse (night)	Not significant	
Occupiers of Travelodge, Premier Inns, Holiday Inn and Gatwick Inn hotels	Medium	Visual, construction and operational period	Medium term, temporary and long term permanent	Low to medium	Minor to moderate adverse	Not significant	
Occupiers of Hilton Hotel	Medium	Visual, construction and operational period	Medium term, temporary and long term permanent	High to medium	Major to moderate adverse	Significant to not significant	Significant effects during construction phase reducing to not significant when neighbouring developments predominantly operational

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Walkers using Public right of way 359/Sy at Pentagon Field	High	Visual, construction/ operation of decked car park	Medium term, temporary and long term permanent	Medium to negligible	Moderate to negligible adverse	Not significant	
Walkers using the River Mole public right of way and public right of way 362a Horley and railway overbridge, 325 west of Gatwick	High	Visual, construction period	Long term, temporary	Low	Minor adverse	Not significant	
Walkers using public right of way 360/Sy South Terminal	High	Visual, construction and operational period	Short term temporary and long term permanent	Medium	Minor adverse (day) Negligible adverse (night)	Not significant	Adverse impacts partly offset by beneficial impacts of improved architectural quality.
Public right of way 360/1Sy Tinsley Green	High	Visual, construction period	Short term temporary	Low	Moderate adverse	Not significant	
Cyclists using NCR 21	High	Visual, construction and operational period	Medium term, temporary and	Low	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
			long term permanent				
Employees at Roband and Meadowcroft House	Low	Visual, construction/ operational period	Short term temporary and long term permanent	Medium	Minor adverse	Not significant	
Occupiers of vehicles: Lowfield Heath Road, Balcombe Road, Ifield Road, Railway	Low	Visual, construction period	Short term temporary and long term permanent	Negligible to medium	Negligible to minor adverse and minor beneficial	Not significant	Locally beneficial effects for receptors on Lowfield Heath Road where decked Purple Parking relocated
Pedestrians on Balcombe Road, at Longbridge roundabout and North Terminal roundabout	Medium	Visual, construction/ operational period	Medium term, temporary and long term, permanent	Medium	Moderate adverse	Not significant	
Occupiers of Residential Properties at Longbridge/Horley	High	Visual, construction period	Medium term, temporary	Medium to Low	Moderate to minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Mid to long distance views including: Users of rights of way at Rowley Farm, Charlwood, Lowfield Heath Road, Norwood Hill, Turners Hill and Tilgate Hill	High to Medium	Visual, construction and operational period	Medium term, temporary and long term, permanent	Negligible	Negligible to minor adverse	Not significant	
Perception of tranquillity in nationally designated landscapes.	High to Very High	No impact in 2024 to 2029 prior to opening of northern runway and increase in air traffic movements	NA	NA	NA	NA	NA
2030-2032 (Construction and Operational Effects)							
Gatwick Airport Urban Character Area	Low	Construction and operational period impacts on townscape	Short to Medium term, temporary and long term permanent	Medium	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
		character generally.					
High Woodland Fringes Character Area.	Low	Construction /operational period impact on landscape character	Medium term, temporary and long term permanent	Negligible	Negligible	Not significant	
Crawley Upper Mole Farmlands Character Area and Horsham Upper Mole Farmlands Character Area	Low	Construction /operational period impact on landscape character	Medium term, temporary and long term permanent	Low	Minor adverse	Not significant	
Mole Valley Open Weald Character Area	Medium	Construction /operational period impact on landscape character	Medium term, temporary and long term permanent	High	Major adverse (day) and moderate adverse (night)	Significant	
Low Weald Character Area	Low	Construction period impact on landscape character	Long term, temporary	High	Moderate adverse	Not significant	
Mid Sussex High Weald, High Weald	High	Construction /operational	Medium term, temporary and	Negligible	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Plateau and Worth Forest Character Areas and High Weald AONB		period impact on landscape character	long term permanent				
Northgate Crawley Townscape Character Area	Low	Construction periodimpact on townscape character	Long term, temporary	Low	Minor adverse	Not significant	
Horley Townscape Character Area	Low generally, medium at Riverside Garden Park/Church Road conservation area	Construction period impact on townscape character	Medium term, temporary	Low to medium	Negligible to Moderate adverse	Not significant	
Gatwick staff and visitors	Low to medium	Visual, construction and operational period	Medium term, temporary and long term permanent	Negligible to medium	Negligible to moderate adverse	Not significant	
Users of public open space at Riverside Garden	High	Visual, construction period	Medium term, temporary	Medium to negligible	Major adverse (locally) moderate to negligible (generally)	Significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Park and Church Meadows Horley							
Occupiers of Hilton Hotel	Medium	Visual, construction period	Medium term, temporary and long term permanent	High	Moderate to major adverse	Not significant to significant	
Occupiers of Travelodge, Premier Inns, Holiday Inn, Gatwick Inn, KFC and McDonalds	Medium	Visual, construction period	Medium term, temporary and long term permanent	Low to medium	Minor to moderate adverse	Not significant	
Walkers using Public right of way 359/Sy at Pentagon Field	High	Visual, completed spoil deposition	Long term permanent	Negligible	Minor adverse	Not significant	
Walkers using Public right of way 360/Sy at South Terminal	High	Visual, operation of hotel at building compound at car rental location	Long term, permanent	Medium	Minor adverse (day) Negligible adverse (night)	Not significant	
Walkers using Public right of way	High	Visual, construction period	Medium term, temporary	Medium (day) Low (night)	Moderate adverse (day)	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
at 362a Horley and railway overbridge					Minor adverse (night)		
Walkers using River Mole public right of way, 352 west of Gatwick, 360/1Sy Tinsley Green and 368 M23 Spur	High	Visual, construction period	Medium term, temporary	Negligible to low	Minor adverse	Not significant	
Pedestrians using footways at North Terminal roundabout and Longbridge roundabout	Medium	Visual, construction period	Medium term, temporary	Medium	Moderate adverse	Not significant	
Cyclists using NCR 21	High	Visual, construction period	Short/Medium term, temporary	Low to medium	Minor to moderate adverse	Not significant	
Occupiers of number 74 Longbridge Road Horley	High	Visual, construction period	Medium term, temporary	Medium	Major adverse	Significant	Views from rear garden in the summer when the change would be most noticeable .

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Occupiers of residential properties at Longbridge roundabout and Horley	High	Visual, construction period	Medium term, temporary	Low to medium	Minor to moderate adverse	Not significant	
Employees at Roband, Meadowcroft House, Amadeus Building and Schlumberger House, occupiers of McDonalds and KFC	Low	Visual, construction/ operational period	Medium term, temporary, long term permanent	Low (Roband) Medium (Meadowcroft, Amadeus, Schlumberger)	Minor adverse	Not significant	
Occupiers of vehicles using Lowfield Heath Road, Balcombe Road, Ifield Road and A23 and occupiers of trains using railway	Low	Visual, construction period	Medium term, temporary, long term permanent	Negligible to high	Negligible to moderate adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Pedestrians on Balcombe Road	Medium	Visual, construction period	Long term, permanent	Medium to negligible	Moderate to minor adverse	Not Significant	
Mid to long distance views including: Users of rights of way at Rowley Farm, Charlwood, Hookwood, Lowfield Heath Road, Norwood Hill, Turners Hill, Tilgate Hill and Salfords	High to Medium	Visual, construction and operational period	Medium term, temporary, long term permanent	Negligible to low	Negligible to minor adverse	Not significant	
Perception of tranquillity in nationally designated landscapes.	High to Very High	Character/Visual perception during operation	Long term, permanent	Negligible	Minor adverse	Not significant	
2033-2038 (Construction and Operational Effects)							

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Gatwick Airport Urban Character Area	Low	Construction and operation period impacts on townscape character generally.	Short/Medium/ long term, temporary/ permanent	Medium	Minor adverse	Not significant	
High Woodland Fringes Character Area.	Negligible	Construction and operation period on landscape character	Medium/ long term, temporary/ permanent	Negligible	Negligible adverse	Not significant	
Crawley and Horsham Upper Mole Farmlands Character Areas.	Low	Construction and operation period on landscape character	Medium/ long term, temporary/ permanent	Low	Minor adverse	Not significant	
Mole Valley Open Weald Character Area	Medium	Construction and operationperiod on landscape character	Medium/ long term, temporary/ permanent	Medium	Negligible adverse	Not significant	Adverse effects partially offset by beneficial effects of new public open green space.
Low Weald Character Area	Low	Construction and operation period on landscape character	Long term, temporary	Medium	Minor adverse	Not significant	Neutral effects where contractor compound removed and

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
							grassland reinstated.
Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas and High Weald AONB	High	Construction and operation period on landscape character	Medium/ long term, temporary/ permanent	Negligible	Minor adverse	Not significant	
Northgate Crawley Townscape Character Area	Low	Construction and operation period on townscape character	Medium/ long term, temporary/ permanent	Low	Minor adverse	Not significant	
Horley Townscape Character Area	Medium	Construction and operational period impacts on townscape character	Long term, temporary and permanent	Low to medium	Minor adverse	Not significant	Adverse effects partially offset by beneficial effects of new public open green space.
Gatwick staff and visitors	Low to Medium	Visual, construction/ operational period	Medium/ long term, temporary/ permanent	Negligible to high	Negligible to moderate adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
People using public open space at Riverside Garden Park and Church Meadows	High	Visual, construction/ operational period	Long term permanent	Negligible to medium	Negligible to moderate adverse	Not significant	Adverse effects partially offset by beneficial effects of new public open green space.
Pedestrians using footways at North Terminal roundabout and Longbridge roundabout	Medium	Visual operational period	Long term permanent	Medium	Moderate adverse	Not significant	
Occupiers of number 74 Longbridge Road Horley	High	Visual operational period	Long term permanent	Medium	Major adverse	Significant	Views from rear garden in the summer when the change would be most noticeable.
Occupiers of residential properties at Longbridge roundabout and Horley	High	Visual operational period	Long term permanent	Low to medium	Minor to moderate adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Occupiers of Travelodge, Premier Inns, KFC and McDonalds	Medium	Visual, construction/ operational period	Medium/ long term, temporary/ permanent	Low to medium	Moderate to minor adverse	Not significant	
Occupiers of Hilton Hotel and Airport Inn Gatwick	Medium	Visual operational period	Long term permanent	Medium	Moderate adverse	Not Significant	
Walkers using Public right of way 362a Horley and Sussex Border Path 346/2Sy A23	High	Visual, construction and operational period	Medium term, temporary and long term permanent	Medium	Moderate adverse (day) Minor adverse (Night)	Not significant	
Walkers using Public right of way 360/1Sy at Tinsley Green, River Mole, 360 South Terminal, 359/Sy Pentagon Field, railway overbridge, 368 M23 Spur and 325 west of Gatwick	High	Visual, construction and operation period	Short term, temporary and long term permanent	Low	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Cyclists using National Cycle Route 21	High	Visual, construction/ operation	Medium/long term, temporary/ permanent	Low	Minor adverse	Not significant	Adverse effects partially offset by beneficial effects of new public open green space.
Employees at Roband, Meadowcroft House, Amadeus Building and Schlumberger House	Low	Visual, construction/ operational period	Medium/ long term, temporary/ permanent	Negligible to medium	Negligible to Minor adverse	Not significant	
Occupiers of vehicles using Lowfield Heath Road, Balcombe Road, Ifield Road and A23 and occupiers of trains using Railway	Low	Visual, construction/ operational period	Medium/ long term, temporary/ permanent	Negligible to medium	Negligible to minor adverse	Not significant	Adverse effects partially offset by beneficial effects of new public open green space for occupiers of trains.
Pedestrians using Balcombe Road	Medium	Visual, operation	Long term, permanent	Negligible	Negligible adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Mid to long distance views including: Users of rights of way at Rowley Farm, Charlwood, Hookwood, Lowfield Heath Road, Norwood Hill, Turners Hill, Tilgate Hill and Salfords	High to medium	Visual, construction/ operational period	Medium/ long term, temporary/ permanent	Negligible	Negligible to minor adverse	Not significant	
Perception of tranquillity in nationally designated landscapes.	High to Very High	Character/Visual perception during operation	Long term, permanent	Negligible	Minor adverse	Not significant	
Design Year 2038 and beyond (Operational Effects with mature landscape mitigation)							
Gatwick Airport Urban Character Area	Low	Operational phase impacts on townscape character	Long term, permanent	Medium	Minor adverse (generally) Minor beneficial (locally)	Not significant	Adverse effects partially offset by beneficial effects of new public open green

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
							spaces at car park B and Museum Field.
Crawley and Horsham Upper Mole Farmlands Character Areas	Low	Landscape character operational period	Long term, permanent	Low	Minor adverse	Not significant	
Low Weald Character Area. .	Low	Landscape character operational period	Long term, permanent	Low	Negligible adverse	Not significant	
High Woodland Fringes and Mole Valley Open Weald Character Areas	Low	Landscape character operational period	Long term, permanent	Low to medium	Negligible to minor beneficial	Not significant	
Mid Sussex High Weald, High Weald Plateau and Worth Forest Character Areas and High Weald AONB	High	Landscape character operational period	Long term, permanent	Negligible	Minor adverse	Not significant	
Northgate Crawley Townscape Character Area	Low	Townscape character operational period	No Change	No Change	Neutral	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Horley Townscape Character Area	Low to Medium	Townscape character operational period	Long term, permanent	Negligible to medium	Negligible adverse to negligible beneficial	Not significant	
Gatwick staff and visitors	Low to Medium	Visual, A23 improvements, hotels, car parks and terminals	Long term, permanent	Negligible to high	Negligible to moderate adverse	Not significant	
People using public open space at Riverside Garden Park and Church Meadows	High	Visual, A23 improvements	Long term, permanent	Low to medium	Moderate adverse to minor beneficial	Not significant	Adverse effects partially offset by beneficial effects of new public open green space at Longbridge roundabout.
Walkers using Public right of way 362a Horley	High	Visual, A23 improvements and building cluster at car park H	Long term, permanent	Low to medium	Moderate adverse (day winter) to minor adverse (summer and/or night)	Not significant	
Occupiers of KFC and McDonalds	Medium	Visual, A23 improvements	Long term, permanent	Low	Minor adverse	Not significant	
Occupiers of Hilton Hotel	Medium	Visual, South Terminal Hotel,	Long term, permanent	Medium	Moderate adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
		MSCP H and offices					
Employees at Meadowcroft House, Amadeus Building and Schlumberger House	Low	Visual, A23 improvements	Long term, permanent	Low to medium	Negligible to minor adverse	Not significant	
Walkers using Public right of way360/1Sy at Tinsley Green, Longbridge roundabout, 346/2Sy North Terminal roundabout 325, west of Gatwick, River Mole, Horley and South Terminal and 359/Sy at Pentagon Field and 236a at Horley and	High to medium	Visual, A23 improvements, water treatment works or North terminal Hotel	Long term, permanent	Negligible to low	Minor adverse	Not significant	

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Sussex Border Path 346/2Sy A23							
Cyclists using National Cycle Route 21,	High	Visual, A23 improvements	Long term, permanent	Low	Minor adverse (winter) Neutral (summer)	Not significant	Adverse effects partially offset by beneficial effects of new public open green space
Occupiers of residential properties at Longbridge and Horley	High	Visual, A23 improvements	Long term, permanent	Low to negligible	Negligible to minor adverse	Not significant	
Occupiers of vehicles using the A23	Low	Visual, A23 improvements	Long term, permanent	Low	Negligible to minor adverse	Not significant	
Occupiers of vehicles using Lowfield Heath Road, Balcombe Road and Ifield Road and occupiers of trains using	Low	Visual, A23 improvements or decked car park	Long term, permanent	Negligible to low (adverse and beneficial)	Neutral	Not significant	Adverse effects partially offset by beneficial effects of new public open green space and landscape mitigation.

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Railway							
Pedestrians using pavement at Balcombe Road	Medium	Visual, decked car park Pentagon Field	Long term, permanent	Low (adverse and beneficial)	Neutral	Not significant	Adverse effects partially offset by beneficial effects of landscape mitigation.
Mid to long distance views including: Users of rights of way at Rowley Farm, Charlwood, Hookwood, Lowfield Heath Road, Norwood Hill, Turners Hill, Tilgate Hill and Salfords	High to medium	Visual operational phase	Long term permanent	Negligible	Negligible to minor adverse	Not significant	
Perception of tranquillity in nationally designated landscapes.	High to Very High	Character/Visual perception during operation	Long term, permanent	Negligible	Minor adverse	Not significant	
2047							

Receptor	Receptor Sensitivity	Description of Impact	Short / medium / long term / permanent	Magnitude of Impact	Significance of Effect	Significant / not significant	Notes
Similar to the conclusions for 2038							

8.14. References

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8.15. Glossary

Table 8.15.1: Glossary of Terms

Term	Description
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
CAA	Civil Aviation Authority
CAP	Civil Aviation Policy
CARE	Central Airfield Maintenance and Recycling Facility
CEA	Cumulative Effects Assessment
CPRE	Campaign for the Protection of Rural England (CPRE) (The Countryside Charity)
DAS	Design and Access Statement
DMRB	Design Manual for Roads and Bridges
DCO	Development Consent Order
DC	District Council
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
GLVIA	Guidelines for Landscape and Visual Impact Assessment
IDL	International Departure Lounge
ITTS	Inter-Terminal Transit System
LCT	Landscape Character Type
LEMP	Landscape and Ecology Management Plan
LVIA	Landscape and Visual Impact Assessment
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPR	Noise Preferential Route
NPS	National Policy Statement
PINS	Planning Inspectorate
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report
RVAA	Residential Visual Amenity Assessment
SDNP	South Downs National Park
SPD	Supplementary Planning Document
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility