



# Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 8.3.1: Summary of Stakeholder Scoping Responses – Landscape, Townscape and Visual Resources

**Book 5**

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## Table of Contents

1	Introduction	1
2	Summary of Stakeholder Scoping Responses for Landscape, Townscape and Visual Resources	1
3	Glossary	10

## Tables

Table 3.1.1:	Glossary of Terms	10
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## 1 Introduction

### 1.1 General

1.1.1 This document forms Appendix 8.3.1 of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL). The ES presents the findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport’s existing runways and infrastructure (referred to within this report as ‘the Project’). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in **ES Chapter 5: Project Description** (Doc Ref. 5.1).

1.1.2 This document provides the summary of stakeholder scoping responses for landscape, townscape and visual resources for the Project.

## 2 Summary of Stakeholder Scoping Responses for Landscape, Townscape and Visual Resources

Consultee	Date	Details	How/where taken into account in ES
Charlwood Parish Council	30 September 2019	Told that it is proposed to construct a new around-end taxiway and new holding areas. But it is difficult to make proper assessment without knowing the extent of these developments and whether it is proposed to construct new earth bunds, such as have been constructed around all the northern side of the airport, in order to shield communities from noise and visual intrusion.	Maximum Design Scenarios are defined in Table 8.7.1 of <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). A noise mitigation feature is assumed to be from 8 to 10 metres high. Table 8.8.1 further defines this as partially an earth bund with retaining wall and partially free standing wall to provide a replacement/compensation feature where it is removed. Effects on landscape, townscape and visual receptors are assessed on this basis throughout Section 8.9 of ES Chapter 8. The effect on views from Lowfield Heath Road are specifically described. A full package of mitigation is proposed, including a noise envelope (for further details, see <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and <b>ES Appendix 14.9.5: Air Noise Envelope Background</b> (Doc Ref. 5.3).
Crawley Borough Council	30 September 2019	In paragraph 7.2.1, the relevant legislation to be considered should also include the following: <ul style="list-style-type: none"> <li>▪ Crawley Landscape Character Assessment (2012) CBC</li> <li>▪ A Strategy for the West Sussex Landscape (2005) WSCC</li> <li>▪ West Sussex Landscape Character Assessment (Land Management Guidelines (2003).</li> </ul>	The Crawley Borough Council document is included in the baseline and assessment sections of Chapter 8. The Strategy for the West Sussex Landscape has been reviewed and contains no further detail that is specifically relevant to Gatwick or the Project. Therefore, the WSCC West Sussex Landscape Character Assessment is relied upon and is analysed in ES Appendix 8.6.1: County Landscape Character Assessments (Doc Ref. 5.3).
Crawley Borough Council	30 September 2019	In paragraph 7.2.4, there is a reference to inclusion of “main buildings” referred to as part of the ZTV model. It is not clear whether the CARE centre with its 50 m tall chimney, the hotels (as these are functionally separate from the airfield) and the grade separated junctions are included as part of this model, CBC would wish to ensure that all elements of the Project are included.	Infrastructure at the CARE facility up to 22 metre high and a stack up to 48 metres high, hotels up to 27 metres high and the flyovers at the North and South Terminal roundabouts up to eight metres high have been included in the 3D model that forms the basis of the ZTV. The 3D model includes all buildings and infrastructure over 5 metres high based on maximum parameters, as a worst case scenario to ensure the study area is sufficient to ensure all impacts that could give rise to

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			potential significant effects on landscape, townscape and visual resources are assessed.
Crawley Borough Council	30 September 2019	CBC consider that the ZTV identified in paragraph 7.2.4 is not extensive enough to capture the key views of the airport from within the Borough Boundary as identified in policy CH8 of the adopted Crawley Borough Local Plan. The study area should be extended to capture the long distance views identified in the policy from Tilgate Park, Junction 11 with A23/A264 and Target Hill.	The preliminary 5 km radius study area has been reviewed. ZTVs have been generated which extend beyond a 15 km radius from the Project site to identify the potential for intervisibility between development at Gatwick, the surrounding landscape and the visual receptors within it (see <b>ES Figure 8.4.2</b> (Doc Ref. 5.2)). The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within the 5 km 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 within the <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). Site surveys identified that there are no views of Gatwick from the A23/A264 junction, and extremely limited views from Target Hill, and thus it is highly unlikely that significant effects would occur at these locations. Tilgate Park is included as a viewpoint location within the visual assessment in <b>ES Chapter 8</b> .
Crawley Borough Council	30 September 2019	There are also views to the airport from land in the High Weald AONB to the south of the Borough and it is considered that the study area should extend to include views on the higher land to the south as identified in the topographical map figure 7.2.17. In paragraph 7.2.32, it is proposed that all landscapes and townscapes outside of the ZTV will be scoped out of the assessment. However, for the reasons set out above CBC consider that the area is not extensive enough to capture all key views and the ZTV should be extended.	Viewpoints assessed within Chapter 8 include Turner's Hill within the High Weald AONB, just outside the 5 km radius study area, and Tilgate Hill 'Important Viewpoint'. See Visual Resources in Section 8.6 of <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). Further distant viewpoints have been assessed in the ES including Leith Hill in the Surrey Hills AONB, approximately 11 km from the Project site. The 5 km radius study area has formed the focus of the ES and is considered sufficient to inform the ES.
Crawley Borough Council	30 September 2019	CBC welcome the opportunity to add to selected viewpoints during the assessment process. The view from Bonnets Lane northwards towards the airport and views west of Ifield (including the edge of the Conservation Area) should be added, particularly if new car parks are proposed south of the main runway.	Additional viewpoints south of the airport have been included within the assessment process for the Environmental Statement, where appropriate.
Historic England	1 October 2019	There is a case for inclusion of heritage/cultural facilities within the non-residential receptors category of the noise assessment chapter (paragraph 7.8.25). The enjoyment and appreciation of heritage sites, museums & galleries, and historic parks and gardens could be disproportionately affected by changes in the noise regime and visual intrusion resulting from more flights and additional ground facilities proposed by the Project. Some of these could be well beyond the 3km radius set for the heritage impacts (e.g. Hever Castle).	The effect of overflying aircraft on landscape, townscape and visual resources and the perception of tranquillity is included throughout <b>ES Chapter 8</b> . Overflight analysis for landscape and visual, ecology and heritage assessments has been included (see Sections 14.9 and 14.13 of <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> (Doc Ref. 5.1).
Horsham District Council	27 September 2019	Regarding the proposed study area, it is stated that all visual receptors will be scoped out beyond the 5km radius shown on the Zone of Theoretical Visibility (ZTV) map. Although this, in principle, might be the right approach,	ZTVs have been generated which extend beyond a 15 km radius from the Project site to identify the potential for intervisibility between development at Gatwick, the surrounding landscape and the visual

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		the plan submitted does not show the areas beyond and it is therefore difficult, at this stage to confirm whether there are any other relevant viewpoints the Council would want to see assessed.	receptors within it (see <b>ES Figure 8.4.2</b> (Doc Ref. 5.2)). The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within the 5 km 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 within the ES.
Horsham District Council	27 September 2019	The Council is concerned that the impact of the proposals on the High Weald Area of Outstanding Natural Beauty has not been adequately addressed and would request that any impacts on this protected landscape are given direct consideration as part of the EIA process.	There is a very small overlap between the ZTV and the High Weald AONB indicating very limited intervisibility with Gatwick Airport or the Project (see <b>ES Figure 8.4.1</b> (Doc Ref. 5.2)). The majority of the High Weald AONB is included within the wider study area for the assessment of change in the perception of tranquillity as a result of overflying aircraft. Viewpoints assessed within <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1) include Turner's Hill within the High Weald AONB, just outside the 5 km radius study area. (see Visual Resources in Section 8.6 of <b>ES Chapter 8</b> ). Effects on the relevant special qualities of the High Weald AONB and the character areas within it are considered throughout <b>ES Chapter 8</b> .
Horsham District Council	27 September 2019	No reference has been made in the document to the biomass boiler stack within the Project key components. At this stage, it is not clear whether the 50m stack is considered as an input for the ZTV map? Given the height of this stack the landscape impacts from a structure of this height should be considered as part of the EIA process.	A location for the 48 metre high stack has been included in the ZTV, together with maximum parameters, 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.
Horsham District Council	27 September 2019	In addition to Policies 25, 26, 27 and 30 of the Horsham District Planning Framework (2015), the applicant is further advised to consider 'Policy 31: Green Infrastructure and Biodiversity' as a relevant Policy in this assessment.	Policy 31 of the Horsham District Planning Framework (2015) is not considered to be relevant to the assessment of landscape, townscape or visual effects or the preparation of mitigation measures for land outside of Horsham District.
Horsham District Council	27 September 2019	In reference to the Guidance Documents that will inform the assessments, the applicant is also advised to refer to the published guidance document 'An Approach to Landscape Character Assessment' (Christine Tudor, Natural England, October 2014).	Documents included in methodology in Section 8.4 of <b>ES Chapter 8</b> .
Mid Sussex District Council	1 October 2019	It should be confirmed whether a night time assessment will be undertaken for all assessment phases.	<b>ES Chapter 8</b> includes an assessment of night time effects on landscape, townscape and visual resources throughout all phases of the Project.
Mid Sussex District Council	1 October 2019	The ES will need to confirm how the effectiveness of new planting will be considered as mitigation for adverse effects within the assessment given its stated 15-year timeframe for establishment and in relation to the phases in Chapter 6.	Timing of proposed planting is defined, and the level of mitigation achieved throughout the assessment years in Sections 8.8 and 8.9 of <b>ES Chapter 8</b> .
Mid Sussex District Council	1 October 2019	The spatial scope for the 5 km study area should be clarified, given the 50 m height of the boiler and plumes.	ZTVs have been generated which extend beyond a 15 km radius from the Project site to identify the potential for intervisibility between development at Gatwick, the surrounding landscape and the visual receptors within it (see <b>ES Figure 8.4.2</b> (Doc Ref. 5.2)). The ZTV

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			indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within the 5 km 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 within the ES. The potential for a visible plume at the CARE facility has been assessed as part of the air quality modelling (see <b>ES Chapter 13: Air Quality</b> (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 metres in length at any time of year or during any atmospheric conditions. This data has informed the scope of assessment within the LTVIA.
Mid Sussex District Council	1 October 2019	The spatial scope for the 'separate' study area' related to over flying aircraft should have regard to frequency and alignment, rather than just height of aircraft	Baseline data for numbers and flight paths of Air Traffic Movements (ATM), and projected numbers of overflying aircraft, have been captured within <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and have informed the assessment of effects on the perception of tranquillity within <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). See also <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> (Doc Ref. 5.1).
Mid Sussex District Council	1 October 2019	The methodology for the assessment of receptor's sensitivity should be based upon value and susceptibility, as set out in GLVIA 3	The methodology set out in <b>ES Chapter 8</b> Section 8.4 and <b>ES Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology</b> (Doc Ref. 5.3) of the ES refers to GLVIA3 and clearly defines all criteria including value, susceptibility, sensitivity, magnitude and significance of effect.
Mid Sussex District Council	1 October 2019	Given the Landscape Character Assessment: Guidance for England and Scotland (2002) is out of date MSDC would prefer the use of "An Approach to Landscape Character Assessment" in 2014 as this supersedes the 2002 guidance.	Documents included in methodology in Section 8.4 of <b>ES Chapter 8</b> .
Mid Sussex District Council	1 October 2019	The ES should clearly state the relationship between the noise assessment and tranquillity assessment.	Baseline data for numbers and flight paths of Air Traffic Movements (ATM), and projected numbers of overflying aircraft, have been captured within <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and have informed the assessment of effects on the perception of tranquillity within <b>ES Chapter 8</b> . See also <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> .
Mid Sussex District Council	1 October 2019	The methodology for the tranquillity assessment should be agreed prior to any assessment being undertaken.	<b>ES Chapter 8</b> considers effects on tranquillity. The methodology for the assessment of effects on the perception of tranquillity within nationally designated landscapes has been refined and agreed with consultees during the preparation of the ES.
Mid Sussex District Council	1 October 2019	The methodology for the lighting assessment should be agreed prior to any assessment being undertaken.	This is not a specifically landscape and visual issue. A lighting framework has been prepared, which takes into account relevant guidance (see <b>ES Appendix 5.2.2: Operational Lighting</b>

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			<b>Framework</b> (Doc Ref. 5.3)). The document provides an overarching creative and technical framework for exterior lighting associated with the Project. Temporary lighting requirements during construction are defined in <b>ES Appendix 5.3.2: Code of Construction Practice</b> (Doc Ref. 5.3). The ES considers effects arising from lighting, taking into account the level of information within the two documents and follows the general LTVIA methodology at <b>ES Appendix 8.4.1: Landscape, Townscape and Visual Impact Assessment Methodology</b> (Doc Ref. 5.3) agreed with consultees during the preparation of the ES.
Mid Sussex District Council	1 October 2019	Baseline information on the 'separate study area' related to overflying aircraft should be confirmed in the ES.	Baseline data for numbers and flight paths of Air Traffic Movements (ATM), and projected numbers of overflying aircraft, have been captured within <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and have informed the assessment of effects on the perception of tranquillity within <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). See also <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> (Doc Ref. 5.1).
Mid Sussex District Council	1 October 2019	Confirmation of consultation and when this will be undertaken should be confirmed at an early stage. This should also set out details of any proposed photomontages (verifiable views).	Public Consultation as well as further engagement with stakeholders have taken place throughout the EIA process including a programme of events managed by GAL .
Mid Sussex District Council	1 October 2019	The ES will need to consider how building and structure design will inform part of the mitigation of visual effects.	Architectural and engineered forms have been considered within the iterative design development process to ensure mitigation of landscape, townscape and visual effects is addressed. 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 <b>ES Chapter 8: Landscape Townscape and Visual Resources</b> (Doc Ref. 5.1) Table 8.7.1). <b>ES Design and Access Statement (DAS)</b> : (Doc Ref. 7.3), which accompanies the <b>Draft DCO</b> (Doc Ref. 2.1) and is separate to the ES, has been prepared to provide design quality control without being too restrictive for future design stages.
Mid Sussex District Council	1 October 2019	The threshold at which an effect will constitute a significant effect should be agreed via consultation at an early stage.	The methodology set out in <b>ES Chapter 8</b> Section 8.4 and <b>ES Appendix 8.4.1</b> refers to GLVIA3 and defines all criteria including value, susceptibility, sensitivity, magnitude, effect and the threshold of significance. The methodology has been agreed with consultees.
Mole Valley District Council	30 September 2019	Paragraph 7.2.4 – The Council disagrees with the proposed Zone of Theoretical Visibility (ZTV). This is proposed to be based on existing building heights, which extend to 40m in height as per Table 4.6.1. However, the proposed CARE facility biomass boiler flue height of 50m is considerably taller than any existing structure and the impact of this must therefore be taken into account through the EIA process. We would request that the ZTV is based on the height of the tallest structure of the Proposed Development.	A location for the 48 metre high stack at the CARE facility has been included in the ZTV, together with maximum parameters of all other main buildings and infrastructure, as a worst case scenario to ensure the study area is sufficient to capture all impacts that could give rise to potential significant effects on landscape, townscape and visual resources.

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Reigate and Banstead Borough Council	27 September 2019	References to saved Borough Local Plan Policies Pc4 “Tree Protection”, Pc6 “Urban Open Land” and Hr37 “Gatwick Area Open Setting” should also be removed from Paragraph 7.3.1 of the EIA Scoping Report following the adoption of the DMP.	These policies are not referred to in <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1).
Reigate and Banstead Borough Council	27 September 2019	Reference should also be made to/ consideration should also be given to DMP Policy NHE7 “Rural Surrounds of Horley”.	Policy NHE7 has been considered. Only temporary effects on the rural surrounds of Horley would occur due to the operation of a construction compound. Policy NHE7 aligns itself with national policy, which is considered within the ES. More specifically the policy is concerned with permanent development and its design and siting, which is not considered to be relevant to the Project.
Reigate and Banstead Borough Council	27 September 2019	<p>We are concerned that GAL is proposing to scope out “all landscapes and townscapes located outside of the ZTV and all visual receptors within those locations except for the assessment of tranquillity”. The scope of the study area is highly dependent upon, and sensitive to, the robustness of the preliminary ZTV. Within the EIA Scoping Report there is limited clarity/ certainty over the location of future physical works (Paragraph 5.2.18 for example notes that the biomass boiler flue height is likely to be up to approximately 50 metres above ground level but does not provide any specificity regarding the location of the proposed biomass boiler) and insufficient explanation of methodology and assumptions which have been used to define/assess the preliminary ZTV.</p> <p>Given these uncertainties and sensitivities, we consider that it is essential at this stage for GAL to provide greater clarity as to the parameters, assumptions and locations of physical works which have underpinned the ZTV and that allowance is made for a “margin for error”/ buffer to the preliminary ZTV.</p>	A location for the 48 metre high stack at the CARE facility has been included in the ZTV, together with maximum parameters of all other main buildings and infrastructure, as a worst case scenario. The 3D model includes all buildings and infrastructure over 5 metres high based on maximum parameters, to ensure the study area is sufficient to capture all impacts that could give rise to potential significant effects on landscape, townscape and visual resources. ZTVs have been generated which extend beyond a 15 km 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 <b>ES Figure 8.4.2</b> (Doc Ref. 5.2)). The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within the 5 km 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 within the ES.
Reigate and Banstead Borough Council	27 September 2019	With regards to the assessment of the zone of tranquillity, whilst we welcome a larger study area for the assessment, we have concerns with regards to the proposed scoping out of receptors outside of the existing NPRs and arrival flight paths given that the airport is currently in the process of two airspace modernisation programmes (Route 4 and FASI-s) and that at the time of the proposed operation of the Project these airspace changes are due to be in place. We therefore consider that receptors outside of the existing NPRs should not be screened out of the scope of the assessment.	Baseline data for numbers and flight paths of Air Traffic Movements (ATM), and projected numbers of overflying aircraft, have been captured within <b>ES Chapter 14: Noise and Vibration</b> (Doc Ref. 5.1) and have informed the assessment of effects on the perception of tranquillity within <b>ES Chapter 8</b> . See also <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> (Doc Ref. 5.1). No change is proposed to the routes as a result of the Project. The baseline modelling of overflights in 2019 and future baseline in 2032 includes flights within approximately 35 miles of Gatwick below 7,000 feet above ground level, including non-Gatwick flights. The assessment of effects on tranquillity is based on the number of proposed Gatwick flights increasing as a result of the Project by up to approximately 20% compared to the future baseline of 2032. <b>ES Chapter 4: Existing Site and Operation</b> (Doc Ref. 5.1) discusses FASI-S in relation to the Project and also describes the future



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			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 <b>ES Chapter 20: Cumulative Effects and Inter-relationships</b> (Doc Ref. 5.1)).
Reigate and Banstead Borough Council	27 September 2019	Whilst the Council recognises that there are no designated landscapes within the proposed Project site boundary, we note that there are a number of landscapes within close proximity to the airport which are currently affected by overflight. We therefore welcome consideration of potential increased airborne noise and visual impacts within these areas that may occur as a result of increased flight numbers and changes in the volume of flights along defined flight paths as this could impact upon the landscape character and visual receptors as a result of a reduction in the perception of tranquillity within these areas but we also repeat our comments from the previous section regarding the potential change to existing flight paths as a result of the Route 4 and FASI-s airspace modernisation programmes. We therefore consider that receptors outside of the existing NPRs should not be screened out of the scope of the assessment.	The effect of overflying aircraft on landscape, townscape and visual resources and the perception of tranquillity is included throughout <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1). No change is proposed to the routes as a result of the Project. See response above.
Reigate and Banstead Borough Council	27 September 2019	GAL also need to take into consideration Reigate & Banstead's townscape character areas as defined in our 2004 Landscape and Townscape Character Assessment. We would expect viewpoints to be agreed with the relevant authorities.	Townscape character areas within the 'Borough Wide Landscape and Townscape Character Assessment', undertaken by Atkins on behalf of Reigate and Banstead Borough Council (2008) are considered within <b>ES Chapter 8</b> . Consultation with relevant consultees regarding viewpoint selection has taken place throughout the preparation of the ES.
Reigate and Banstead Borough Council	27 September 2019	Whilst we welcome consideration of the potential effects of the construction of updated highways junctions on the Riverside Garden Park in Horley, we consider that the scope of the assessment of potential effects should consider more generally countryside to the south of Horley east of the Balcombe Road which could be particularly affected by the construction of updated highway junctions. This area is designated in the Council's DMP as part of the Rural Surrounds of Horley. DMP Policy NHE7 "Rural Surrounds of Horley" recognises that "intrinsic character and beauty of the countryside" within this area and seeks to protect the countryside and "enhance or maintain the visual and physical distinction between Horley urban area and its rural surroundings".	Policy NHE7 has been considered. Only temporary effects on the rural surrounds of Horley would occur due to the operation of a construction compound. Policy NHE7 aligns itself with national policy, which is considered within the ES. More specifically the policy is concerned with permanent development and its design and siting, which is not considered to be relevant to the Project.
South Downs National Park Authority	8 October 2019	Para 7.2.1 of the Scoping Report (Main Text) sets out the legislative and policy context. Reference is already made to the South Downs Partnership Management Plan, but this should be expanded to include the South Downs Local Plan: 2019.  Our main area of interest will be the proposed study of overflying aircraft at heights of up to 7,000ft. Not only should the study assess the impact on tranquillity and visual receptors during daylight hours, but it should also be extended to include night-time. The South Downs National Park is designated an International Dark Skies Reserve. Further information can be found at: <a href="https://www.southdowns.gov.uk/enjoy/dark-night-skies/">https://www.southdowns.gov.uk/enjoy/dark-night-skies/</a> . We would wish to understand what the impact of increased numbers of flights, if these were to occur during hours of darkness, might be on this designation.	The South Downs Local Plan: 2019, including its status as an International Dark Skies Reserve, is considered within <b>ES Chapter 8</b> .
Surrey County Council	1 October 2019	The County Council would recommend that the Landscape Character Assessment for Surrey (2015) be included in the list of relevant local policy documents set in paragraph 7.2.1 (pp.65-66) of section 7.2 (pp.65-72) of the Scoping Report (Volume 1). The assessments for the borough of Reigate and Banstead, and for the districts of	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

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		Mole Valley and Tandridge will be relevant to the LVIA process. The County Council would expect that LVIA to take account of the potential impacts of the proposed development on the landscape character of those parts of the county located within the ZTV defined for the scheme. The inclusion of tranquillity within the scope of the assessment of the operational impacts of the proposed development is welcomed.	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 <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> (Doc Ref. 5.1), 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 <b>ES Appendix 8.6.1: County Landscape Character Assessments</b> (Doc Ref. 5.3).
West Sussex County Council	[Date?]	In reference to Paragraph 7.2.4: We disagree with the use of a zone of theoretical visibility (ZTV) based on the heights of existing buildings, given that the proposed CARE facility would have a stack of up to 50m in height. Table 4.6.1 notes that the maximum height of the South Terminal is 40m, so this would potentially be 10m higher than the tallest feature on site. The final stack height is unlikely to be known until air quality/dispersal modelling has been undertaken as part of the Environment Permitting process. With the CARE facility not being relocated until 2026-2034 (paragraph 5.3.6), for the purposes of the DCO process, and using the Rochdale Envelope, a 50m stack height must be assumed. As a result, consideration in the assessment should be given to the impact of the plume, and lighting on top of the stack. It is also unclear whether the ZTV includes the hotels in the surrounding area.	ZTVs have been generated for both existing and proposed development at Gatwick. The primary 5 km radius study area is considered sufficient to inform the ES. A location for the 48 metre high stack at the CARE facility has been included in the proposed ZTV, together with maximum parameters for all other main buildings and infrastructure, as a worst case scenario to ensure the study area is sufficient to capture all impacts that could give rise to potential significant effects on landscape, townscape and visual resources. The potential for a visible plume at the CARE facility has been assessed as part of the air quality modelling (see <b>ES Chapter 13: Air Quality</b> (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 assessment within the LTVIA.
West Sussex County Council	[Date?]	In reference to Paragraph 7.2.19: The baseline landscape character could significantly change as a result of climate change over the assessment period through increased drought and flood conditions.	Potential changes to the assessment of effects on landscape, townscape and visual resources is considered at Section 8.10 of <b>ES Chapter 8</b> .
West Sussex County Council	[Date?]	In reference to Table 7.2.1: This should include the development at the western end of the runway, including the noise mitigation (bund or fence - details yet to be specified) and Fire Training Ground (including building to 9m in height).	Effects on landscape, townscape and visual resources as a result of the proposed noise mitigation feature and Fire Training Ground are included in Section 8.9 of <b>ES Chapter 8</b> .
West Sussex County Council	[Date?]	In reference to Paragraph 7.2.33: The extent of the study area should be reconsidered once the potential impact of the 50m stack has been taken into account.	The primary 5 km radius study area is considered sufficient to inform the ES. A location for the 48 metre high stack at the CARE facility has been included in the proposed ZTV, together with maximum parameters for all other main buildings and infrastructure, as a worst case scenario to ensure the study area is sufficient to capture all impacts that could give rise to potential significant effects on landscape, townscape and visual resources.
Wealden District Council	26 September 2019	Suitable reference and consideration is given to the High Weald Area of Outstanding Natural Beauty (AONB) and an assessment of the impacts on tranquillity is scoped in as this is an important part of the AONB's	The extent of the tranquillity study area has been determined through an appropriate methodology (to accommodate specific criteria in

Consultee	Date	Details	How/where taken into account in ES
		designation. However, it is not clear if impacts on tranquillity is generally assessed for all areas which are within affected zones or whether this is just in relation to the AONB.	CAP1616 Appendix 2 para B30) and incorporated into baseline data for nationally designated landscape and character areas (see <b>ES Figure 8.4.3</b> (Doc Ref. 5.2)). Tranquillity as an aspect of landscape value has been considered generally for landscapes and townscapes within a 5 km radius of the Project.
Tandridge District Council	30 September 2019	As set out in paragraph 5.2 above, there are limited details on the proposed CARE facility (Central Area Recycling Enclosure), which could have a stack height of up to 50m (potentially the tallest feature on the site). Paragraph 7.2.4 of the EIASR refers to the height of the 'main buildings' on the site and on which the existing ZTV is based (maximum height 40m). At 5km the study area does not extend to the high points/viewpoints on the North Downs/Surrey Hills AONB but it is important that the potential impact of this facility (including any lighting affixed to it) is assessed as part of the wider landscape assessment.	High points within the Kent Downs AONB are located at more than 15 km from Gatwick Airport. ZTVs have been generated which extend beyond a 15 km 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 <b>ES Figure 8.4.2</b> (Doc Ref. 5.2)). Distant viewpoints have been assessed in the ES including Leith Hill in the Surrey Hills AONB, approximately 11 km from the Project site. The proposed slender stack at the CARE facility is highly unlikely to be visible at these distances. The requirement for aviation warning lights on the top of the stack and an assessment of night time effects has been considered within the ES.

### 3 Glossary

#### 3.1 Glossary of Terms

**Table 3.1.1: Glossary of Terms**

Term	Description
AONB	Area of Outstanding Natural Beauty
CARE	Central Area Recycling Enclosure
CBC	Crawley Borough Council
DCO	Development Consent Order
DMP	Development Management Plan
EIA	Environmental Impact Assessment
EIASR	Environmental Impact Assessment Scoping Report
ES	Environmental Statement
GAL	Gatwick Airport Limited
GLVIA	Guidelines for Landscape and Visual Impact Assessment
LVIA	Landscape and Visual Impact Assessment
MSDC	Mid Sussex District Council
ZTV	Zone of Theoretical Visibility