



# Gatwick Airport Northern Runway Project

Response to the Examining Authority's Written Questions  
(ExQ2) – Landscape, Townscape and Visual Resources

**Book 10**

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# 1 Response to the Examining Authority’s Written Questions – Landscape, Townscape and Visual Resources

1.1.1 The below table sets out the Applicant’s response to the Examining Authority’s Written Questions relating to Landscape, Townscape and Visual Resources.

ExQ2 Question to: Question:		
LANDSCAPE, TOWNSCAPE AND VISUAL RESOURCES		
LV.2.1	Applicant	<p><b>WIZAD</b></p> <p>ExQ2 GEN.2.10 concerns the use of WIZAD. Providing links or cross references to the answer to that question (and ExQ1 LV.1.6), please provide further information and assessment over how the increased use of this route (if relevant) could affect landscape and heritage assets, including St Leonard’s Forest Site of Special Scientific Interest, the High Weald National Landscape, and designated heritage assets.</p>
		<p>The Applicant provided a description of the WIZAD Standard Instrument Departure (SID) tactical routing allocation defined by the UK Aeronautical Information Publication (AIP) within <b>The Applicant’s Response to the ExA’s Written Questions (ExQ1) – Landscape, Townscape and Visual Resources</b> [<a href="#">REP3-097</a>], LV.1.6. The response also set out how the frequency of aircraft movements and general orientation of flights are illustrated in Figures 8.6.3 to 8.6.7 of the <b>ES Landscape, Townscape and Visual Resources Figures</b> [<a href="#">REP2-007</a>] and how this informed the assessment of the perception of tranquillity within Nationally Designated landscapes, including the High Weald National Landscape. No new flight paths are proposed as part of the Project. The increase in the number of overflights in 2032 compared to 2019, including as a result of aircraft using WIZAD (Route 9), is illustrated in Figures 8.6.3 to 8.6.7. The use of WIZAD will involve a small number of Gatwick’s departures more regularly crossing the landscape south of the airport, and these</p>

		<p>may be audible and visible. As a worst case, use of the WIZAD route will increase to around 32 movements per day in the future baseline by 2032, and the Project will increase this to around 39 movements per day.</p> <p>Further clarification of the Applicant’s position regarding the use of WIZAD is included at ExQ2 GEN 2.9 and provides context to ExQ2 LV.2.1.</p> <p>The ES assesses effects on the perception of tranquillity within the High Weald National Landscape as a result of an increase of up to 20% (as a worst case scenario) in the number of overflying aircraft up to 7,000 ft above local ground level compared to the future baseline situation in 2032 (see <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> <a href="#">[APP-033]</a>). ES Table 8.9.1 forms a summary of representative assessment locations and overflight numbers – this includes assessment at Wakehurst Place, in close proximity to the WIZAD route. At this location, the 2019 baseline number of Gatwick overflights is 21, in the future baseline this increases to 28.2 in 2032, and with the project in 2032 increases to 33.8. Based on <b>ES Appendix 8.4.1: Landscape Townscape and Visual Impact Assessment Methodology</b> <a href="#">[APP-109]</a>, the Project would generally result in a negligible magnitude of impact (<i>where the increase in number of daily overflights is discernible to people</i>) and a Minor adverse level of effect (<i>a slight reduction in the perception of tranquillity</i>) for high and very high sensitivity receptors. These effects are not considered significant in <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> <a href="#">[APP-033]</a>. The special qualities that people experience living within and visiting the western edge of the High Weald National Landscape in the vicinity of the WIZAD route, including St Leonards Forest SSSI and public access land, 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 with the Project, would still be positive qualities that would continue to be experienced.</p> <p>In terms of designated heritage assets, this is covered within the Applicant’s response to EXQ1 HE1.9 <a href="#">[REP3-095]</a>. The assessment presented within <b>ES Chapter 7: Historic Environment</b> <a href="#">[APP-032]</a> takes account of any predicted increase in use of the WIZAD route.</p>
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LV.2.2	Applicant	<p><b>Surrey Hills National Landscape</b></p> <p>While noting the answer to ExQ1 LV.1.8 and Appendix B to that answer, please provide further information concerning the likely extent of overflying (in terms of numbers and increase) which may occur over the proposed extended areas of the Surrey Hills National Landscape as a result of the Proposed Development.</p> <p>In addition to the survey and analysis work undertaken to inform the answer to ExQ1 LV.1.8 in <b>Applicant's Response to the ExA's Written Questions (ExQ1) - Landscape, Townscape and Visual Resources – Appendix A</b> [<a href="#">REP3-097</a>, <a href="#">REP3-099</a>] the Applicant updated the overflight heat maps ES Figures 8.6.3 to 8.6.7 in <b>ES Landscape, Townscape and Visual Resources Figures - Part 2</b> [<a href="#">REP2-007</a>] to identify the 15 Surrey Hills National Landscape Evaluation Areas for the proposed extension to the landscape designation, see Appendix A. The heat mapping for the proposed overflights, during both day and night time, is based on a forecast increase as a result of the Project by comparison to the future baseline situation of up to approximately 20% overflights by the end of 2032 and would not exceed this level of increase beyond 2033. No new flight paths are proposed as part of the Project. The increase in audible or visible overflights as a result of the Project is most likely to influence the perception of tranquillity within landscapes defined as Evaluation Areas 10, 11 and 12 to the north-east, north and west of Gatwick airport respectively. The areas of these landscapes which are currently overflown by the largest number of aircraft would experience the greatest number of additional aircraft, where relative tranquillity is slightly lower. No areas of landscape would experience an increase in overflights of more than 20%, therefore the assessment within the <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> [<a href="#">APP-033</a>] remains valid. The special qualities experienced by people including distant scenic views and relative tranquillity and dark skies would be affected to some extent however, they would still be positive qualities that would be experienced. 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</p>
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		to minor adverse effects on the perception of tranquillity during the day and at night, which is not considered to be significant.
LV.2.3	Applicant	<p><b>Visualisations</b></p> <p>The visualisations provided with the proposal show wireframe visualisations superimposed onto existing baseline viewpoint photography. Consider whether more detailed visualisations/ photomontages would be useful for certain sensitive viewpoints where visual effects would be most pronounced (including visualisations at certain times, for instance during construction, year zero, year fifteen) and provide them if appropriate or provide justification if not.</p> <p>The Applicant provided a <b>Note on Project Wide Habitat Loss and Replacement</b> <a href="#">[REP6-071]</a> at Deadline 6 to form a single point of reference with respect to a worst case habitat change that would result from the Project. The document includes illustrative material for eight key views within the surface access improvements corridor to illustrate vegetation loss and replacement and the creation of landscape proposals. The figures are based on panoramic site photography to show the existing situation with Photoshop visualisations to demonstrate landscape proposals at Year 1 and Year 10. The visualisations were prepared to the specifications set out by RBBC following a meeting on 14<sup>th</sup> May 2024. The locations of the visualisations are focussed within the surface access improvement corridor where some significant effects on landscape/townscape character and visual amenity have been identified within <b>ES Chapter 8: Landscape, Townscape and Visual Resources</b> <a href="#">[APP-033]</a>.</p> <p>The following documents provided by the Applicant are considered appropriate and sufficient to enable an understanding to be gained of the scale, mass and nature of development proposals and the character and concept of landscape and ecological proposals within the Project and how they interact with built form and infrastructure;</p>

		<ul style="list-style-type: none"> <li>• Wireline photomontages <b>ES Landscape, Townscape and Visual Resources Figures</b> [<a href="#">REP2-006</a>, <a href="#">REP2-007</a>, <a href="#">REP2-008</a>] contained in Figures 8.9.1 to 8.9.128.</li> <li>• Landscape concept sketches and cross sections <b>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan</b> (oLEMP) [<a href="#">REP6-032</a>, <a href="#">REP6-034</a>, <a href="#">REP6-036</a>] contained in Figures 1.1.1 and 1.2.1 to 1.2.20 provided at Deadline 6.</li> <li>• The <b>Design and Access Statement</b> (DAS) (Doc Ref. 7.3 v3) sets out the indicative master plan for the Project. Section 2.6 of the DAS includes analysis of landscape character and visual resources.</li> <li>• The accompanying <b>Design Principles</b> (Doc Ref. 7.3 v5) in DAS Appendix 1 include 11 Project-wide Design Principles for soft and hard landscape proposals. Alongside the Project-wide Design Principles, 19 Detailed Landscape Design Principles and 63 Detailed Built Form Design Principles (some of which include design requirements on the relationship of built form to landscaping provisions) are included for individual works within the Project. The detailed design must be prepared in accordance with the <b>Design Principles</b> (Doc Ref. 7.3) as secured under Requirements 4, 5 and 6 of the <b>Draft DCO</b> (Doc Ref. 2.1).</li> <li>• The <b>oLEMP ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan</b> [<a href="#">REP6-032</a>, <a href="#">REP6-034</a>, <a href="#">REP6-036</a>] includes indicative and illustrative landscape proposals which align with and expand on the <b>Design Principles</b> (Doc Ref. 7.3 v5). Landscape and ecological typologies for each zone are defined through a description of characteristics and features which inform the overarching strategy, objectives and principles for the landscape and ecological design process.</li> </ul>
LV.2.4	Applicant	<p><b>A23 works</b></p> <p>Further to the answer to ExQ1 LV.1.5 [<a href="#">REP3-097</a>], provide more detailed information (plans and elevations/visual representations) showing the likely extent of vegetation loss along the A23 during construction works or signpost to where such information can be found.</p> <p>The Applicant has provided updated documents at the Deadline 6 submission including;</p>

		<ul style="list-style-type: none"> <li>• <b>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</b> [<a href="#">REP6-038</a>, <a href="#">REP6-040</a>, <a href="#">REP6-042</a>, <a href="#">REP6-044</a>, <a href="#">REP6-046</a>, <a href="#">REP6-048</a>]</li> <li>• <b>Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement</b> [<a href="#">REP6-018</a>, <a href="#">REP6-020</a>, <a href="#">REP6-022</a>, <a href="#">REP6-024</a>, <a href="#">REP6-026</a>, <a href="#">REP6-028</a>] (Appendix A includes M23 and A23 preliminary tree removal and protection plans and Appendix C includes M23 and A23 preliminary vegetation removal and protection plans).</li> </ul> <p>These documents provide updated details of trees and vegetation to be lost and trees and vegetation to be retained as a worst case scenario and protection methods based on preliminary designs..</p> <p>The Applicant has also provided at Deadline 6 a <b>Note on Project Wide Habitat Loss and Replacement</b> [<a href="#">REP6-071</a>] to form a single point of reference with respect to the types of habitat (including vegetation) that are anticipated to change as a result of the Project. The document includes illustrative material for eight key views within the surface access improvements corridor, including the A23, to illustrate vegetation loss and replacement and the creation of landscape proposals at Year 1 and Year 10. The visualisations appended to that note were prepared to the specifications set out by RBBC following a meeting on 14<sup>th</sup> May 2024.</p>
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