Heathrow

EXPANSION CONSULTATION 2026

# Environmental Information Consultation Document (EICD)

## Chapter 15: Landscape and visual

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# 15. Landscape and visual amenity

## 15.1 Introduction

15.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'landscape and visual amenity' is an environmental aspect for which environmental information is presented for 2026 public consultation.

15.1.2 This chapter is supported by **Figure 15A.1: Landscape and visual context plan, Figure 15A.2: Landscape and visual ZTV, Figure 15A.3: Site context photos**, and a glossary of terms.

15.1.3 This chapter should be read in conjunction with the following:

- **Chapter 4: People, place and Community Areas**: describes in more detail the study areas and baseline information that is referred to in this chapter.
- **Chapter 6: Community**: which sets out the changes to land and environment that affect people and homes, community facilities (including sport and leisure facilities) and public services.
- **Chapter 7: Recreation and amenity**: which considers effects on other outdoor public recreation facilities such as open space and play areas).
- **Chapter 8: Noise and vibration**: which considers environmental effects on noise-sensitive non-residential receptors which may affect their viability.
- **Chapter 12: Biodiversity** which considers effects on ecological receptors including habitats, designated sites and ecological networks.
- **Chapter 14: Historic environment** which considers effects on heritage assets, including historic buildings, conservation areas, historic landscapes and their settings.

## 15.2 What is meant by 'landscape and visual amenity'?

15.2.1 The Project may affect people and places through changes to the physical landscape and to views experienced by communities. Landscape change may arise from:

- New built infrastructure
- Earthworks and landform alterations
- Removal or introduction of vegetation
- New lighting infrastructure
- Changes to land use


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15.2.2 Visual change may occur where elements of the Project such as the Northwest Runway, terminal buildings and associated airport and surface access infrastructure are introduced into existing views, becoming newly visible and altering the composition or character of those views as experienced from residential properties, public rights of way (PRoW), roads, rail corridors and publicly accessible open spaces. Refer to **Chapter 7: Recreation and amenity** for more information regarding how public open spaces and PRoW are identified.

15.2.3 Some changes may be temporary and reversible, particularly during construction, others may be permanent and associated with the operation of the expanded airport as delivered by the Project.

15.2.4 Landscape is the combination of natural and built elements that make up the character of an area. It includes landform, vegetation, rivers and waterbodies, settlement pattern, roads, infrastructure and open spaces. These elements combine to create distinct landscape character areas (LCAs), each with their own sense of place. Landscape 'assessment' considers how these characteristics may change as a result of the Project and whether those changes will alter the overall character, quality or value of the landscape.

15.2.5 Landscape includes both rural and urban environments. In the more built-up areas surrounding Heathrow, the assessment considers townscape character, including the pattern, scale and form of buildings, streets, public spaces and movement corridors. The same principles of assessment apply in urban areas as in rural areas, but with greater emphasis on built-form, enclosure, street pattern and the experience of people within neighbourhoods and public spaces. Accordingly, the term 'landscape' is used to refer collectively to both rural and urban character and environments.

15.2.6 Landscape character also incorporates perceptual qualities such as openness, enclosure and tranquillity. In certain areas around Heathrow, and accounting for Air Traffic Movements (ATMs), also some areas some distance away, particularly along river corridors, open land at the urban-rural fringe and publicly accessible green spaces, tranquillity contributes to landscape value and sensitivity. The assessment therefore considers whether construction activities, new operational infrastructure, or increases in ATMs may influence these perceptual qualities, recognising that tranquillity is affected by a combination of visual, environmental and contextual factors.

15.2.7 Visual effects are concerned with how people experience change. This includes changes to the composition of views, the introduction of new built elements into existing views, and alterations to the scale, extent or prominence of infrastructure. The assessment considers who is experiencing the view, recognising that local residents are generally more sensitive to visual change than people travelling through an area. It also considers the nature of the view itself, including distance, existing screening, the extent of visibility and the character of the surrounding environment.

15.2.8 Landscape and visual effects are related but distinct. A development may alter the character of the landscape without necessarily giving rise to widespread visual effects and conversely may be visible from certain viewpoints without fundamentally changing landscape character. For this reason, the assessment considers landscape and visual matters separately, while recognising the relationship between them.


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15.2.9 Tranquillity is also an important component of how people experience landscape. It relates to the sense of calm, relative quiet and freedom from visual and environmental disturbance that can be perceived in a place. Tranquillity can be influenced by a combination of factors, including the presence of built development, movement, lighting and noise.

15.2.10 The influences which can affect tranquillity – presence of built development, movement of vehicles or planes, lighting and noise – may also influence the setting of an above-ground heritage asset, the use of a public open space or use of a community facilities such as schools.

## 15.3 Why landscape character and visual changes might occur

15.3.1 The potential for landscape character and visual change arises primarily from the scale and nature of the Project, and the way in which it interacts with the surrounding environment.

15.3.2 During construction, temporary changes may occur as a result of construction compounds, cranes, earthworks, material stockpiles, plant and lighting. These activities may alter the appearance of the landscape and may influence views experienced from nearby residential areas, public rights of way (PRoW), open spaces and transport routes. Although temporary and reversible, the construction period is anticipated to be undertaken in a phased approach with its overall duration expected to extend over approximately 25 years, meaning that some short- (zero to five years), medium- (five to 15 years) and long-term (15+ years) changes may be experienced in certain locations. This approach is consistent with Guidelines for Landscape and Visual Impact Assessment (GLVIA3), which recognises duration as a key component of the magnitude of change and advises that duration may be classified using broad categories such as short-, medium- and long-term, with the precise definitions informed by professional judgement and the nature, scale and programme of the proposed development. Such changes may be noticeable, particularly in areas close to works or where existing screening is limited.

15.3.3 During full operation, as indicated in **Chapter 2: Description of Project**, more permanent changes would arise from the introduction of new infrastructure, alterations to landform, additional aircraft movements, modifications to road layouts, and the creation of Blue and Green Infrastructure (B&GI) areas.[1] These changes may influence landscape character in both rural and urban locations depending on the location. In more urban areas, changes may affect the pattern and relationship of built form and infrastructure, while in more open or semi-rural areas they may alter the perception of openness, enclosure or separation between settlements. Given that only high-level construction sequencing is available at this stage, the assessment draws on the indicative order of works to identify where construction and operational activities are likely to overlap. While the precise duration and extent of these overlaps

[1] Green and blue infrastructure areas comprise landscape, planting, water features, drainage systems, habitat creation and BNG areas, and open spaces designed to integrate the Project into its surroundings and provide environmental and amenity benefits. Refer to **Blue and Green Infrastructure Environmental Measures Paper** for more information.


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cannot yet be confirmed, a reasonable worst case scenario has been applied in which concurrent construction and operational activity may occur in those locations. The assessment therefore considers combined effects on this basis to ensure a robust evaluation.

15.3.4 The visibility of new infrastructure will depend on its height, scale, location and design, together with the extent of existing or proposed vegetation and built form. In some areas, new elements such as Northwest Runway infrastructure, terminal buildings or surface access features may become more prominent within views. In others, reconfiguration of infrastructure or the introduction of planting and earthworks may reduce visibility or alter the composition of existing views.

15.3.5 The Project has the potential to influence tranquillity through changes to both the visual and perceptual qualities of the landscape. During construction, activities such as earthworks, concrete batching plants, prefabricated buildings, demolition, construction traffic and the presence of plant and machinery may introduce movement, activity and visual disturbance into areas that currently experience a greater degree of calm or separation from development.

15.3.6 During operation, the introduction of new infrastructure, including the Northwest Runway, terminal and surface access elements, would alter the visual context of surrounding areas through the presence of built form, lighting and activity. In addition, changes in aircraft movements, including frequency and distribution of overflight, could influence how tranquillity is perceived, through both the movement of aircraft within views and their contribution to the overall sense of activity.

15.3.7 These changes may affect factors commonly associated with tranquillity, including perceived openness, remoteness, and the degree of visual and aural disturbance experienced within a location.

## 15.4 Legislation, policy and guidance

15.4.1 In the UK, there is a wide variety of legislation, policy and guidance relevant to Landscape and Visual Amenity assessment, including but not limited to:

- The Planning Act 2008 [1]
- Environmental Impact Assessment (EIA) Regulations 2017 [2]
- Airports National Policy Statement (ANPS) [3]
- Draft Heathrow Expansion National Policy Statement (HENPS) [4]
- National Networks National Policy Statement (NNNPS) [5]
- The National Planning Policy Framework (NPPF) [6]
- Guidelines for Landscape and Visual Impact Assessment (GLVIA3) [7]
- Design Manual for Roads and Bridges (DMRB) LA107 [8]
- The Civil Aviation Authority's environmental assessment requirements and guidance for airspace change proposals (CAP1616) [9].


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- The Civil Aviation Authority's environmental assessment requirements and guidance for airspace change proposals (CAP1616i) [10, 9].; and
- The Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan 2019 to 2024 (as extended and amended to 2025), which recognises tranquillity as one of the special qualities of the Chilterns national landscape (Chilterns Conservation Board, 2019; 2025) [11]

15.4.2 Other relevant Landscape Institute guidance has been used to inform this chapter.

15.4.3 The ANPS, as outlined in **Chapter 1**, requires that airport expansion proposals demonstrate appropriate consideration of landscape and visual effects, including Blue and Green Infrastructure (B&GI) areas and design integration. Refer to the B&GI environmental measures paper for more information.

15.4.4 The NPPF recognises the intrinsic character and beauty of the countryside and seeks to protect and enhance valued landscapes. It also promotes good design and the integration of new development into its surroundings.

15.4.5 Local planning authorities surrounding Heathrow identify landscape character areas, townscape character areas and, in some cases, locally valued landscapes within their development plans. These policies generally seek to:

- Protect landscape character
- Maintain separation between settlements
- Conserve heritage and river corridor settings
- Enhance green infrastructure networks
- Promote high-quality urban design

15.4.6 These policy objectives have informed the assessment of landscape value and receptor sensitivity.

15.4.7 GLVIA3 establishes the principles for assessing sensitivity, magnitude of change and significance of effects. DMRB LA 107 provides a structured approach for highways infrastructure schemes and informs reporting format which will be taken forward into the Environmental Statement (ES).

# 15.5 Assessment summary

15.5.1 This section explains the approach to the landscape and visual amenity assessment and how conclusions have been drawn in this chapter.

## Study area

15.5.2 The study area has been informed by desktop analysis, review of the early-stage zone of theoretical visibility (ZTV), and targeted site walkovers. The early-stage ZTV is a typically high-level ZTV using simplified assumptions to give an initial indication of potential visibility. The preliminary ZTV, produced using light detection and ranging (LiDAR) digital surface modelling (DSM) data and appropriate maximum height


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parameters for all infrastructure and aircraft, provides an initial indication of where elements of the Project may be visible. The ZTV is used to inform rather than dictate the study area, receptor identification, with outputs verified through desk based review and field observation.

15.5.3 For the purposes of this Environmental Information Consultation Document (EICD), the study area nominally extends 5 kilometres beyond the revised draft Order Limits, reflecting the likely extent of perceptible landscape and visual effects associated with the Project. In certain locations, the study area extends beyond 5 kilometres to encompass elevated landforms and high points in the wider landscape, including Harefield, Richmond Hill, St Ann's Hill, and Kennedy Park at Lynch Hill, where visibility or perceptual effects may extend further.

15.5.4 Within this area, analysis of local landscape character types and areas has been undertaken to establish the baseline context. The study area provides a proportionate and robust framework for the EICD, ensuring that areas with potential for landscape or visual effects, whether arising from physical change, activity, lighting, or perceptual qualities such as tranquillity, are appropriately considered.

## Baseline

15.5.5 The baseline has been informed by a combination of desktop analysis, analysis of current and historic aerial photography, published landscape and townscape character descriptions, and targeted site walkovers. A review of the preliminary ZTV has also supported the identification of areas where visibility and perceptual effects may arise.

15.5.6 Targeted site walkovers were undertaken in April 2026 across areas around the existing airport to verify baseline conditions and identify any localised changes in land use, vegetation maturity or access patterns since baseline information was identified in 2019. These site visits covered all of the draft DCO limits and focused particularly on locations closest to the existing airport (within a 4-kilometre radius) where the most substantial landscape and visual change is likely to occur as a result of the Project, providing field-based confirmation of the desk study findings and ensuring an up-to-date understanding of baseline conditions.

## Assessment approach

15.5.7 The assessment has been undertaken in accordance with GLVIA3 and is based on the application of professional judgement. This involves the identification of receptor sensitivity, informed by considerations of value and susceptibility to change, and the assessment of the magnitude of change arising from the Project, taking account of the scale, extent, duration and reversibility of effects. These factors are brought together to determine the level and significance of landscape and visual effects. The study area was defined based on the scale of the Project, the potential extent of visibility, and the distribution of surrounding communities and character areas.

15.5.8 The assessment focuses on the types and locations of change most likely to influence landscape character, visual amenity and perceptual qualities. Effects


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across the whole of the study area are considered over the course of delivery of the Project, providing a clear temporal structure for assessing how the Project influences landscape and visual receptors over time. Construction activity occurs throughout delivery of the Project. The framework therefore enables the assessment to describe how the nature, extent and visibility of change evolve as different elements of the Project are introduced and progress towards operation, and how construction and operational effects may be experienced together.

15.5.9 In addition to the assessment within the Wider Study Area, effects are also assessed at a Community Area scale within a smaller, more focused area, reflecting the locations closer to the airport where significant effects are most likely to arise. The use of Community Areas, as defined in **Chapter 4: People, place and Community Areas**, provides a people focused spatial framework that aligns with patterns of settlement, movement and community identity, and therefore offers a more meaningful basis for understanding how landscape and visual change will be experienced. This approach is more appropriate for the landscape and visual impact assessment. In some cases, Community Areas are combined where geographical proximity, shared characteristics or the scale of the Project mean that effects are best understood collectively, ensuring the assessment remains proportionate while still identifying the communities most likely to experience significant effects.

15.5.10 Significance is expressed using a clear, narrative judgement, identifying whether effects are likely to be significant or not significant, rather than applying a detailed matrix or graded scale. This approach ensures that the assessment remains focused on the key issues relevant at this stage of the Project.

## Zone of theoretical visibility

15.5.11 An early-stage ZTV mapping exercise has been undertaken to inform the identification of the study area. ZTVs are typically developed at an early stage of the assessment, using simplified inputs to inform study area definition and initial design considerations.

15.5.12 The early-stage ZTV has been generated using digital surface model (DSM) data to provide a realistic representation of landform and built form, supplemented where necessary to ensure full coverage of the study area. The modelling identifies areas from which the Project may theoretically be visible, based on the proposed parameters of the development. At this stage, a simplified representation of certain operational characteristics has been included, such as the assumed height of aircraft above runways and taxiways (24 metres), to reflect the likely maximum visibility of key components. The final ZTV produced for the Environmental Statement (ES) will be based on more detailed modelling and will provide a refined indication of theoretical visibility. Despite this increased level of detail, the early-stage ZTV remains an indicative tool and requires verification through fieldwork and the application of professional judgement.

15.5.13 The early-stage ZTV represents a reasonable worst-case theoretical visibility scenario and does not take account of all localised screening effects or detailed design elements that are not yet defined, such as lighting or minor infrastructure. It is


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therefore used as a tool to guide the extent of the assessment and the identification of potential receptors, with field survey and professional judgement applied to refine actual visibility and inform the assessment of effects. The early-stage ZTV has been prepared to review the appropriateness of the study area, as shown in **Figure 15A.2: Landscape and visual ZTV**, with further refinement of the visual envelope to be undertaken at ES stage where additional design information becomes available.

## Tranquillity assessment

15.5.14 As indicated within **Chapter 3: The approach to assessment**, the design of airspace is currently being developed by the UK Airspace Design Service (UKADS). Proposed changes to airspace for other airports, including Gatwick and Luton, are also progressing through the Airspace Change Process (ACP) and are anticipated to be in place by the time the Project becomes fully operational. These changes therefore form part of the future baseline for the tranquillity assessment. On this basis, a proportionate, high-level approach has been undertaken to consider the likely effects of the Project on tranquillity as experienced by landscape and visual receptors. The assessment reflects the design information currently defined including the need to retain flexibility in certain parameters, most notably aircraft flight paths.

15.5.15 In the context of the Project, overflying aircraft are an established feature of the environment around Heathrow and can influence how landscapes are experienced. Changes in flight patterns, frequency or altitude can alter this experience, both through the movement of aircraft within views and their contribution to activity and perceived disturbance. These changes are relevant to how tranquillity is experienced, as well as to visual amenity more broadly. As tranquillity relates to the overall perceptual experience of a place, it is important to consider visual and aural influences together rather than separately.

15.5.16 Within the ACP, tranquillity is considered as part of the environmental assessment undertaken for airspace change. Although CAP1616i has been superseded, it remains available for reference and continues to outline how tranquillity should be considered qualitatively within that assessment. In the case of the ACP, tranquillity is defined as an aspect in its own right with a separate decision-making process supported by environmental assessment. For the Project, tranquillity relating to landscape and visual amenity has been considered at two spatial levels. Firstly, it is addressed as a component of landscape character within the study area, embedded within the wider landscape and visual amenity assessment on each community, recognising that tranquillity contributes to how different landscapes are experienced. Secondly, a high-level review has been undertaken of areas where tranquillity is likely to be a particularly important attribute, including designated landscapes such as national parks and national landscapes, as well as other areas identified at a local level as having relatively higher levels of tranquillity. This ensures that both the role of tranquillity in defining everyday landscape character and its importance in more valued or sensitive locations are appropriately captured.

15.5.17 Noise is recognised as an important contributor to tranquillity, but not a determinant in isolation. The assessment therefore considers outputs from the Project's noise


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assessment set out in **Chapter 8: Noise and vibration** alongside other factors such as movement of aircraft, built development, lighting and the degree of urban influence, which together influence the perception of tranquillity. At this stage, the use of noise information is subject to limitations as described in **Chapter 8**, as the Project requires flexibility in the definition of aircraft flight paths and airspace design.

15.5.18 The assessment presented is qualitative and identifies receptors where changes in tranquillity are most likely to arise, considering both construction and operational phases and the types of change that may influence perceptual qualities, such as increases in activity, movement, noise or lighting.

## Environmental measures

15.5.19 Environmental measures for landscape character and visual amenity include a suite of good design principles that shape the form, appearance and integration of new infrastructure from the outset. These measures encompass the use of appropriate building materials, colours and finishes to reduce visual prominence; careful massing, height and orientation of buildings to break down scale; and the incorporation of landform, screening and layout strategies that respond to local character and key views. Alongside these architectural and spatial measures, the Project is informed by a strategy (as set out in the Blue and Green Infrastructure (B&GI) topic paper), which sets out a landscape led approach to structuring the site through green corridors, sustainable drainage systems (SuDS) networks, landform, planting and public realm treatments that reinforce local landscape character, improve legibility and provide visual integration of built form. These B&GI components also support wider environmental functions, including habitat connectivity but their primary role within the landscape and visual impact assessment (LVIA) is to establish a coherent landscape framework that softens development edges, filters views and strengthens the overall landscape structure.

15.5.20 For construction, environmental measures include a considered phasing approach that limits the extent of exposed works at any one time and maintains a coherent landscape structure where reasonably practicable as different areas progress through the construction sequence. Early establishment of structural planting and the use of SuDS features as temporary landscape elements help moderate visual exposure and provide interim filtering of views and management of water and habitat functions to maintain environmental performance. In parallel, construction-related measures focus on protecting retained landscape features, managing temporary works in response to local character, and implementing design measures as early as practicable. This includes safeguarding existing vegetation and soils, and ensuring that hoarding, fencing, lighting and temporary earthworks are well maintained and designed to limit visual disturbance. The use of hoarding, fencing and other temporary screening treatments is also employed to contain views of active works, manage visual clutter and maintain a consistent edge condition around construction areas. These measures collectively help reduce the prominence of plant and activity, support legibility during phased works, and maintain environmental performance throughout the construction period.


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15.5.21 For operation, environmental measures include a coordinated landscape framework that reinforces local character, integrates built infrastructure, and strengthens ecological and hydrological connections. This includes the use of planting, landform, visual integration walls, SuDS, and habitat networks to soften built form, filter views, and create a more resilient landscape.

15.5.22 Together, these environmental measures ensure that the Project incorporates screening, integration and landscape structure from the outset.

# 15.6 Assessment results - construction

15.6.1 Construction is anticipated to extend over approximately 25 years. While this represents a relatively long duration, construction activities will be temporary in nature and reversible and are not anticipated to occur uniformly across the study area for the full period. Instead, works will be phased and staggered, with activity taking place at different locations over time, including at Construction Support Sites (CSS). The specific work types and duration at specific CSS is yet to be determined. See **Chapter 2** for more information.

15.6.2 As a result, the duration of construction effects experienced at any given location will typically be shorter than the overall construction programme. However, in some areas, construction activity will transition directly into the establishment of permanent operational elements of the Project. In these locations, while the construction-related effects will cease once works are complete, the landscape and visual environment will continue to evolve as the permanent infrastructure becomes operational.

15.6.3 In this context, construction-related landscape and visual effects are considered to be temporary, although they may be experienced over the short-, medium-, or long-term depending on duration of works. Where construction areas form part of the permanent development footprint, the temporary construction effects will be followed by the separate, long-term operational effects associated with the completed infrastructure.

## Early construction

15.6.4 During early construction following grant of the Development Consent Order, the principal landscape and visual effects will arise from construction activities associated with early works and initial infrastructure delivery, with early Air Traffic Movements (ATMs) representing only a small uplift on existing operations and contributing modestly to overall activity levels prior to Northwest Runway opening. This represents the period prior to Northwest Runway opening and includes an early peak in construction activity, such as major highways works (including the M25 and southern road tunnel), demolition, watercourse diversions, and the establishment of CSS. This period also marks the commencement of early structural and buffer planting in selected locations, meaning that some vegetation will begin to establish during this time, albeit at an early stage of growth.

15.6.5 Construction compounds, cranes, earthworks, material storage areas and temporary lighting will be present in locations close to the draft Order ( and at CSS at various


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locations around the Project. These activities will introduce noticeable change in the immediate landscape and visual context in the short-term, particularly where existing vegetation screening is limited or where open land currently provides visual separation between settlement and existing airport infrastructure. Where early planting has been introduced, its contribution to screening will be limited initially but will begin to provide incremental visual filtering as it establishes over subsequent years.

15.6.6 In areas closest to construction activity, adverse visual effects are likely. These would arise from the introduction of large-scale plant and movement within views and from alterations to existing land use and landform during earthworks. Construction activity may also influence the perceived openness of land at the urban-rural fringe and perceptual qualities such as tranquillity through increased activity, noise and lighting. Operational effects during this time would be limited and transitional in nature, reflecting the interim position before full infrastructure build-out and operation.

15.6.7 A number of environmental measures will be implemented during this period to help limit the extent and visibility of works across both the Heathrow boundary and the wider network of CSS and freight forwarding sites. These include the use of temporary screening and hoarding, careful siting and management of compounds, and the application of lighting controls to reduce night-time spill. In addition, areas of buffer planting and structural vegetation will be introduced at key interface locations around the Project and associated support sites, providing progressive visual filtering of construction activity and helping to maintain a degree of separation between nearby communities and emerging infrastructure or construction activity. While such measures are not likely to remove construction activity from view, they will assist in reducing the prominence of plant, movement and lighting and help moderate localised landscape and visual effects during this phase.

15.6.8 Overall, the wider landscape structure beyond the immediate vicinity of construction activity will remain largely unchanged. With the implementation of environmental measures and construction controls, such as the use of temporary screening, hoarding and lighting controls, together with the management of construction compounds and working areas, significant adverse effects during early construction are expected to be localised rather than widespread. Operational effects during this phase would be limited and transitional in nature, reflecting the interim position prior to full infrastructure build-out and operation.

## Further construction, early operation and full operation

15.6.9 Following the early construction activities, the Project enters a prolonged period in which construction activity and airport operations progress in parallel, gradually shifting from a transitional phase into full, established operation. At this time, peak construction continues across Heathrow and surrounding areas, including major surface access works, landform alteration and delivery of new airport infrastructure. These activities remain clearly perceptible in locations close to active works, where compounds, plant, earthworks and lighting continue to influence landscape character, views and perceptual qualities. During this period, early planting


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introduced in preceding years will continue to establish, beginning to provide more meaningful visual filtering in some locations, although its effectiveness will vary depending on species, location and proximity to receptors.

15.6.10 This phase will include early operational characteristics associated with the Project, including growth in ATMs and passenger activity . While the full operational infrastructure will not yet be in place, these movements have the potential to influence perceptual qualities, including tranquillity, particularly in relation to aircraft activity and associated changes in the acoustic environment.

15.6.11 At the same time, the opening of the Northwest Runway marks the introduction of more frequent aircraft activity. This results in changes to perceptual characteristics, particularly tranquillity, due to increased movement in the sky and alterations to the acoustic environment. These effects are most pronounced in areas that previously experienced a greater degree of separation from airport activity.

15.6.12 As further elements of the project become operational, more permanent changes to landscape character begin to emerge. New-built structures, reconfigured landform and modified surface access routes alter the character of areas immediately adjacent to airport. In some locations, particularly where infrastructure lies close to residential areas or where vegetation does not provide screening, these new elements become more apparent within views. At settlement edges, especially in open or semi-rural areas, the relationship between built form and open land shifts, reducing the sense of separation between communities and airport infrastructure. Within more urbanised areas, changes are experienced primarily through the introduction or reconfiguration of infrastructure within an already developed context. By this stage, early planting will have undergone several years of establishment, providing a more developed landscape structure that begins to moderate some visual effects, although its influence will remain partial until full maturity is reached.

15.6.13 Overall, while the combined further construction and early operation period results in substantial and lasting changes to the landscape and visual environment around the airport, the extent of likely significant adverse effects is expected to remain focused on areas closest to the boundary. Widespread likely significant effects across the wider study area are not anticipated.

15.6.14 As the Project moves beyond the initial operational years and into the longer-term operational period, the majority of infrastructure will be fully established, and Heathrow would continue to increase towards its maximum passenger and ATM capacity. Operational effects during this stage are more permanent in nature. Increased aircraft activity would continue to influence perceptual qualities, particularly in locations experiencing changes in overflight patterns or frequency.

15.6.15 Visually, the airport will remain a defining feature of areas immediately adjacent to the boundary, as illustrated in **Figure 15A.2: Landscape and visual ZTV**. However, structural planting and environmental embedded measures will begin to mature, progressively reducing the prominence of some infrastructure in views compared with earlier years. In certain locations, this maturing vegetation helps to restore a degree of visual containment at the settlement edge, although it would not remove the fundamental change in character.


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15.6.16 The landscape character in areas close to Heathrow will reflect its role as major infrastructure, with built form, movement and activity continuing to form dominant influences. Beyond the immediate boundary, the wider pattern of settlement, strategic transport corridors and urban development continues to shape the broader landscape context. In some locations, perceptual qualities such as openness and relative tranquillity will remain affected by the combined presence of visible infrastructure and increased operational activity, though these influences would be generally contained within areas closest to Heathrow and along key movement corridors.

15.6.17 Looking further ahead, once all structural and buffer planting introduced throughout the phased construction and operational period has fully established, by the design year 15 years beyond the point of maximum operational capacity, mitigation planting is expected to be well established (noting that some planting will have been planted well before 15 years before the point of maximum operational capacity). The maturing landscape framework will help integrate the Project into its surroundings and reduce the prominence of certain visual effects. Nonetheless, permanent and likely significant adverse effects to landscape and visual amenity will remain in proximity to Heathrow, reflecting the scale and nature of the infrastructure introduced.

## 15.7 Assessment results by Community Area

15.7.1 The study area for this Environmental Information Consultation Document (EICD) covers a broad and varied landscape context, extending across urban and suburban areas, transport corridors, open land, river corridors and areas of green belt. This wider context provides the environmental setting within which the Project may influence landscape character, perceptual qualities and views. However, for the purposes of the EICD, a more focused and proportionate assessment framework is required to understand how change may be experienced by the people and places most closely associated with Heathrow.

15.7.2 To achieve this, the assessment is structured around defined Community Areas. These reflect patterns of settlement, movement, local identity and the functional relationships between communities and their surrounding landscape. This approach aligns with the **Chapter 4** framework defined for the EICD, ensuring that the assessment is grounded in how the environment is actually experienced by those who live, work and travel within the area.

15.7.3 Using Community Areas provides a proportionate and targeted method for the EICD, enabling the assessment to focus on locations where landscape and visual change is most relevant to community experience. This represents a deliberate departure from the Environmental Statement (ES) methodology, which will apply a full landscape character assessment (LCA) and viewpoint based visual assessment across defined character areas and representative receptor locations.


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## Harmondsworth and Sipson

15.7.4 The Harmondsworth and Sipson Community Areas lie immediately to the north of Heathrow and comprise the historic village core of Harmondsworth and Sipson, both designated as conservation areas, together with surrounding residential areas and areas of open land forming the wider setting to these communities. This includes Harmondsworth Moor, the green belt, agricultural land, field patterns and open space associated with the wider Hillingdon Borough and Colne Valley landscape, which currently provide a degree of physical and perceptual separation from Heathrow.

15.7.5 The baseline is characterised by a transition between the infrastructure-dominated environment of Heathrow and Bath Road to the south and the more varied settlement and semi-rural fringe to the north (**Figure 15A.3, Photo 12**). Harmondsworth retains a strong historic village character, while Sipson has a more linear and fragmented form influenced by modern development and proximity to major transport infrastructure.

15.7.6 Areas of open land surrounding the settlements contribute to local character and provide a physical and perceptual buffer from Heathrow, despite the presence of large-scale infrastructure in the wider context, including the M4 and M25 motorways and ongoing aircraft activity. Views from public rights of way (PRoW), local roads and settlement edges are variably filtered by vegetation and built form, with Heathrow infrastructure evident in some locations (**Figure 15A.3, Photo 9).**

15.7.7 While the baseline is influenced by urbanising elements, areas at the settlement edge and within adjacent open land retain perceptual qualities such as relative openness and, in places, a degree of tranquillity. Taking account of landscape character, heritage value and the role of open land in the setting of the settlements, and the absence of formal landscape designations, and considering their susceptibility to change arising from the Project, the Harmondsworth and Sipson Community Areas are assessed as having medium sensitivity to change.

15.7.8 Across the full duration of the Project, from initial construction through to long-term airport operation, the character of Harmondsworth and Sipson would undergo substantial and permanent transformation. The most significant driver of change is the loss and alteration of the land that currently forms the setting of both communities. This land, which includes settlements, agricultural fields, PRoW and remnants of the rural Colne Valley landscape structure, will be replaced by Northwest Runway infrastructure, associated facilities, and major highway and watercourse modifications. The reduction of open land and the introduction of new built form will diminish the sense of separation between Heathrow and surrounding communities. These works would represent a substantial change to the landscape framework that currently provides separation between the settlements and operational areas of the existing airport.

15.7.9 During the early years of construction, intensive activity will be visible and audible from across the Harmondsworth and Sipson Community Areas. Earthworks, landform alteration, construction compounds, large-scale plant, lighting and vehicle movements will erode existing perceptual qualities, particularly openness and any


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existing sense of tranquillity. Construction will also directly affect parts of the green belt and built settlements, including demolition of much of Harmondsworth village including its historic core along with areas of Sipson. These interventions would alter landscape character, including within and adjacent to the Harmondsworth conservation area. The reduction of open land and the introduction of new built form will diminish the sense of separation between Heathrow and Harmondsworth and Sipson.

15.7.10 As the Northwest Runway becomes operational, the relationship between the Community Areas and Heathrow would fundamentally shift. The reduction of undeveloped land between the settlements and airport infrastructure would make Heathrow a more immediate and dominant presence in views from residential streets, PRoW and settlement edges. Airport infrastructure would become a more immediate and defining feature within the surrounding landscape, particularly along the southern edges of both settlements. The commencement of early Air Traffic Movements (ATMs) prior to Northwest Runway opening would introduce a small uplift in aircraft activity, adding to the existing baseline of regular aircraft movements already characteristic of the community experience. While this uplift is modest relative to current operations, it would contribute to overall activity levels and may subtly influence perceptual qualities such as tranquillity, particularly in areas that currently experience greater separation from airport operations, such as Harmondsworth Moor. Within the built settlements, the loss of parts of Harmondsworth's historic core and changes to the setting of remaining heritage assets would have lasting implications for the landscape character. Sipson would also experience permanent alteration to its settlement pattern and relationship with surrounding open land.

15.7.11 The Green Loop will pass through the Harmondsworth High Street and parts of Harmondsworth Moor as part of the Project. There will also be the establishment of Harmondsworth Metropolitan Park and reprovision of allotments and recreation grounds (prior to the loss of existing), along with enhancements to Harmondsworth Moor and various pedestrian routes. However, these will offer only limited screening or integration at this stage.

15.7.12 In the longer term, as the Project moves toward maximum operational capacity, the landscape will continue to evolve. Hard landscape elements such as the 5-metre-high visual integration and noise wall and extensive Blue and Green Infrastructure (B&GI) including planted bunds, highways planting and structural planting will mature, providing some visual containment and helping to integrate elements of the new infrastructure into the wider landscape. Over time, this would soften certain visual effects and reduce the prominence of some features in views. However, environmental measures cannot reverse the fundamental transformation of the area. The open land that once formed the southern setting of Harmondsworth and Sipson would be permanently altered, and airport infrastructure and activity would remain a dominant and defining influence on the surrounding environment.

15.7.13 The built settlements would continue to reflect the loss of large areas of built form and the altered setting of those that remain, including the Harmondsworth conservation area. Aircraft activity would remain a prominent and characteristic


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feature of the environment, with operational ATMs at maximum capacity contributing to consistently high levels of aircraft movement. While this represents a continuation of existing conditions rather than a substantial uplift, aircraft activity would continue to influence perceptual qualities such as tranquillity. Even in the longer term, following a period of approximately 15 years from the point of maximum operational capacity when planting is expected to be well established, the proximity and scale of airport infrastructure would continue to shape the character and experience of the Harmondsworth and Sipson Community Areas.

15.7.14 Overall, the level of change associated with the Project during both construction and subsequent operation is sufficient to give rise to likely significant adverse effects within the Harmondsworth and Sipson Community Areas.

## Longford and Poyle

15.7.15 The Longford and Poyle Community Areas lie to the north-west and west of Heathrow and comprise a varied landscape shaped by the interaction of historic settlement, major transport corridors and remaining areas of open land associated with the green belt and Colne Valley regional park. Longford retains a distinct historic village core, designated as a conservation area, where traditional building form, finer grain and its relationship to surrounding open land contribute to a strong sense of place. In contrast, Poyle is characterised by larger scale industrial and commercial development along with some residential areas, with a generally more utilitarian landscape and a close relationship to the M4, A4 and associated junctions.

15.7.16 Despite the strong influence of Heathrow and strategic road network, areas of open land and river corridors including the Colne Brook and associated channels provide localised landscape structure, vegetation cover and a degree of separation between built up areas and Heathrow. These areas contribute to perceptual qualities such as openness and, in places, relative tranquillity, although this is moderated by existing aircraft activity and road traffic. Taking account of the value associated with Longford's historic core, as well as the contribution of open land and river corridors to local character and considering the relatively lower susceptibility of more urbanised areas to the Project, the Longford and Poyle Community Areas are assessed as having medium sensitivity to change.

15.7.17 Across the full duration of the Project, the character of Longford and Poyle would undergo substantial and permanent transformation. During the early years of construction, large-scale demolition, clearance and enabling works will remove existing buildings, vegetation and areas of open land, including the green belt, that currently contribute to the landscape structure of the area. Environmental measures will be introduced at this stage including an active green network, re-provided public open space (prior to the loss of existing), planted bunds, and screen planting to the Project interface. However, construction compounds, earthworks, engineered landforms and the diversion of major infrastructure including sections of the M25, A4, and local roads will continue to introduce a more continuous presence of development and activity. River corridors will be diverted or realigned, resulting in changes to their alignment, character and setting.


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15.7.18 Construction activity would be clearly perceptible from residential areas in Poyle, local roads and publicly accessible spaces, particularly where open land currently provides separation or visual relief. In more sensitive locations, including areas associated with river corridors, the scale and nature of construction would contrast strongly with existing character. The commencement of early ATMs before the Northwest Runway opening would also introduce a small uplift in aircraft activity, intensifying an existing pattern of overflight already experienced within the communities, though the change would be modest relative to current operations. Although construction would move across the area over time, the cumulative effect would be a sustained period of change and disturbance. The combination of construction activity and the release of early ATMs prior to Northwest Runway opening would create a sustained period of perceptual change. Construction activity therefore represents the primary source of disturbance, with early ATMs contributing to overall activity levels rather than creating additional disruption.

15.7.19 As the Northwest Runway and associated airside development emerge, the physical effects on the landscape would become more pronounced. Engineered landforms, paved areas and new structural features would replace areas previously characterised by built up land, open land, vegetation and river corridors. The loss of Longford village and its conservation area would represent a permanent change to the historic landscape context. Realigned infrastructure would begin to influence movement patterns and the relationship between settlements and Heathrow, while diverted river corridors would appear more engineered until planting matures.

15.7.20 During the early operational years, construction activity would continue in some locations while permanent infrastructure becomes increasingly visible. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. Aircraft activity associated with the Northwest Runway would begin to influence perceptual qualities, contributing to a more active and dynamic environment

15.7.21 By the time the Project reaches established operation, the Longford and Poyle Community Areas would experience permanent changes arising from the presence of new and reconfigured airport infrastructure, surface access arrangements and associated operational activity. Large-scale built and engineered features would become defining elements of views, particularly around Poyle and along the M25 and A4 corridors. Increased aircraft movements would reinforce the perception of Heathrow as a dominant feature within the landscape.

15.7.22 Remaining areas of open land, including those connected to the Colne Valley, would continue to provide some landscape structure and visual variation. However, their relationship with Heathrow would be more immediate, and their contribution to perceived openness and tranquillity would be influenced by the proximity and activity of operational infrastructure.

15.7.23 Over time, maturing B&GI including structural planting, landform and environmental areas would help soften some visual effects and provide localised containment. However, these environmental measures cannot reverse the fundamental


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transformation of the area, and Heathrow would remain a dominant influence on the surrounding.

15.7.24 Overall, the scale and permanence of change associated with the Project would give rise to likely significant adverse effects during both construction and subsequent operation within the Longford and Poyle Community Areas. The influence of the Project on landscape character and views would generally diminish with increasing distance from the airport boundary.

## Harlington, Cranford Cross and Cranford

15.7.25 The Harlington, Cranford Cross and Cranford Community Areas lie to the north and east of Heathrow and comprise a predominantly urban and suburban landscape interspersed with areas of open land associated with agricultural land, playing fields, and Cranford Park along with river corridors (**Figure 15A.3, Photo 11**). Harlington contains a historic village core designated as a conservation area, where traditional building form, finer grain and the relationship to surrounding open spaces contribute to a sense of place. Cranford also has a designated conservation area, although this has been degraded over time by modern development associated with Bath Road. Cranford Cross and parts of the wider suburban context are characterised by more modern residential development and proximity to major infrastructure including airport-related buildings and car parks.

15.7.26 The area is strongly influenced by the presence of Heathrow and major transport routes including the A4 Bath Road, M4 and The Parkway. Despite this, open land and river corridors particularly those associated with the green belt and River Crane provide localised landscape structure, vegetation and a degree of separation within the urban context. These areas contribute to perceptual qualities such as openness and, in some locations, relative tranquillity, although this is moderated by existing aircraft overflight and road traffic. Taking account of the historic value of Harlington's village core, together with the contribution of open spaces and river corridors to landscape character, and recognising the relatively reduced susceptibility of suburban and airport-related areas to the type of change proposed from the Developmental Consent Order (DCO) application, the Harlington, Cranford Cross and Cranford Community Areas are assessed as having medium sensitivity to change.

15.7.27 During the early years of construction, noticeable changes would occur, particularly in areas closest to the DCO limits and within remaining areas of open land including the green belt. Site clearance, earthworks, construction compounds and surface access works would introduce increased movement, activity and visual disturbance into views from residential properties, local roads and publicly accessible spaces.

15.7.28 As construction progresses, the emerging Northwest Runway and associated airside development to the west would begin to take more defined form. Although the main physical infrastructure lies outside the Harlington, Cranford Cross and Cranford community areas, its scale and proximity would make it a more prominent component of views, particularly from upper floors, open spaces and transport corridors. There would also be construction activity within the Harlington, Cranford


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Cross and Cranford Community Areas associated with the diverted A4, the group rapid transit (GRT)/mass rapid transit (MRT) routes, and development of the Northern Parkway on the area of land used for the London Concrete Quarry. Construction activity would contrast with the established character and finer grain of the landscape, while the reduction or alteration of open land, together with the presence of developing infrastructure, would diminish the sense of separation between Heathrow and surrounding communities.

15.7.29 During the early operational years, construction activity would continue in some locations, while permanent infrastructure becomes increasingly visible. The combination of ongoing construction and the introduction of early ATMs prior to Northwest Runway opening would result in a sustained period of perceptual change. Temporary works, plant and partially completed structures would remain evident, while the proximity of the Northwest Runway would begin to influence how the area is perceived. Aircraft movements would continue to contribute to the perception of activity and movement, influencing tranquillity and the overall experience of the area. There will also be the introduction of environmental measures including re-provided playing fields, re-provided public open space (prior to the loss of existing), and the green loop within the Harlington, Cranford Cross and Cranford Community Areas.

15.7.30 By the time the Project reaches established operation, the scale and proximity of the runway and associated infrastructure would result in an increased visual influence within the surrounding landscape. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. Increased aircraft activity would contribute to a more active and dynamic visual environment, particularly given the location of these communities to the east of the Northwest Runway. In areas of higher sensitivity, including the conservation areas at Harlington and Cranford, these changes would influence the setting of heritage assets and alter the relationship between historic landscape elements and the wider environment.

15.7.31 Open land and river corridors, including those associated with the River Crane, will continue to provide some landscape structure and visual variation. However, their contribution to perceived openness and tranquillity will be influenced by the proximity and activity of operational infrastructure. Over time, maturing B&GI will help integrate the Project into the surrounding landscape, filtering views and providing localised containment. However, these environmental measures would not remove the overall influence of Heathrow within the area.

15.7.32 Overall, the scale and permanence of change associated with the Project would give rise to noticeable and in some locations likely significant adverse effects on landscape and visual amenity during both construction and operation within the Harlington, Cranford Cross and Cranford Community Areas, particularly in areas closest to the Heathrow boundary and within or adjacent to conservation areas. Effects reduce progressively with distance from Heathrow, with the most pronounced change occurring in areas closest to the boundary.


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## West Drayton and Hayes

15.7.33 The West Drayton and Hayes Community Areas lie to the north of Heathrow and comprise a predominantly urban and suburban landscape characteristic of interwar and later residential expansion. The areas include a mix of residential neighbourhoods, local centres, cemeteries, employment areas and transport infrastructure, with a relatively consistent urban grain defined by housing, streets and associated community uses. West Drayton retains elements of a historic core, including conservation designations and listed buildings along with West Drayton area of special character, while Hayes contains its own conservation area and a combination of residential neighbourhoods and more extensive commercial and industrial development.

15.7.34 Across much of the area, the landscape is influenced by major transport infrastructure, including the M4, rail corridors and associated road networks, contributing to a character shaped by movement and activity. Open spaces associated with the green belt, including parks such as The Closes and Bourne Farm Recreation Ground, playing fields and corridors such as the Grand Union Canal and local watercourses, provide important landscape features within the urban context. These areas offer visual relief, local amenity and, in some locations, a degree of separation from surrounding development. The influence of Heathrow remains evident through the presence of aircraft in the sky and the broader perception of proximity to a major transport hub. Taking account of the urban character of the area, including established residential neighbourhoods, pockets of historic character and valued open spaces, and considering the moderate susceptibility of these receptors to increased visual activity and changes in the wider skyline arising from the Project, the West Drayton and Hayes Community Areas are assessed as having medium sensitivity to change.

15.7.35 During the early years of construction, the West Drayton and Hayes community areas would experience changes primarily associated with the visibility of large-scale construction activity taking place closer to Heathrow, rather than extensive direct physical change within the areas themselves. Construction of the proposed runway and associated airside infrastructure (ASD) would introduce cranes, plant, earthworks and construction compounds into more distant views, particularly from upper floors of residential properties, open spaces and transport corridors. Localised works to utilities and infrastructure may occur within the West Drayton and Hayes community areas, although these would be limited in extent compared with areas closer to Heathrow.

15.7.36 The introduction of visible construction activity would alter the composition of views, particularly where existing views include open sky or more distant landscape. In locations associated with open spaces and canal or river corridors, where there is currently a degree of visual openness, construction activity may be more noticeable and influence the perception of these areas as places of relative separation from surrounding infrastructure. In more urbanised locations, including dense residential areas and along major roads, these changes would be experienced within an already active visual context.


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15.7.37 As the Project progresses into the early operational period, the presence of permanent infrastructure – including the Northwest Runway, airside development and associated buildings – would become more apparent within views from the West Drayton and Hayes Community Areas. These elements would alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions, albeit the extent of visible change is likely to be modest given the separation from Heathrow. Construction activity would continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure would contribute to an increased perception of scale and activity associated with the Project. The combination of ongoing construction and the introduction of early ATMs prior to the Northwest Runway opening would result in a sustained period of perceptual change.

15.7.38 Within the West Drayton and Hayes Community Areas, localised infrastructure works and the early establishment of B&GI associated with flood attenuation, enhanced planting and re-provided public open space (before the loss of existing) begin to take place. However, these elements will be limited in extent, located mostly to the west of West Drayton and, where planting is introduced, will be at an early stage of establishment and will not yet provide meaningful screening. The increasing presence of infrastructure and activity will influence how the area is experienced, particularly in locations where existing views provide a degree of visual relief. While the fabric of the landscape will remain intact, the perception of separation from Heathrow will reduce as the scale and presence of development becomes more apparent. Aircraft movements would continue to contribute to the perception of activity and movement, influencing the overall visual and perceptual experience.

15.7.39 By the time the Project reaches established operation, the West Drayton and Hayes Community Areas would experience permanent changes associated primarily with the presence of the Northwest Runway and associated infrastructure within the wider landscape, together with changes in aircraft activity. The completed runway and airside development would form a new and discernible component of more distant views towards Heathrow, introducing additional built form, lighting and activity. This would alter the visual composition of the skyline and horizon in certain directions, particularly where existing views are relatively open.

15.7.40 A key aspect of change will be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and an increase in the frequency of aircraft movement. These changes will be experienced across much of the West Drayton and Hayes Community Areas and will contribute to a more active and dynamic visual environment. In areas of higher sensitivity, including historic parts of West Drayton and Hayes and locations associated with open spaces and canal or river corridors, these changes will influence the setting and experience of these features. In more urbanised areas the changes will be experienced as an intensification of an already infrastructure-influenced environment.

15.7.41 Over time, maturing B&GI will contribute to the integration of the Project within the wider landscape, although their influence on views from this West Drayton and Hayes Community Areas will be limited due to distance and the intervening urban fabric.


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15.7.42 Overall, the scale and permanence of change associated with the Project during both construction and subsequent operation would give rise to noticeable but not significant adverse effects on landscape and visual amenity within the West Drayton and Hayes Community Areas, primarily associated with the increased presence of airport infrastructure in more distant views and the greater frequency of aircraft movement.

## Heston and Hounslow

15.7.43 The Heston and Hounslow Community Areas lie to the east and south-east of the existing airport and comprise a predominantly urban landscape characterised by a mix of residential neighbourhoods, local centres, employment areas and transport infrastructure. The area includes the communities of Heston, Hounslow West, Hounslow Heath and central and southern parts of Hounslow. The landscape is defined by a relatively dense urban grain, with interwar and later residential development alongside more recent commercial and industrial uses (**Figure 15A.3, Photo 10**). Major transport corridors, including the A4 and other strategic and local routes, contribute to a character shaped by movement and connectivity. Aircraft overflight is an established component of the baseline, influencing how the area is experienced.

15.7.44 Areas of open space – including Hounslow Heath, Rectory Farm, Lapton Park, Inwood Park and other parks and recreational areas – provide important landscape features within the urban context. These areas offer visual relief and contribute to local amenity, as well as to perceptual qualities such as openness and, in places such as Hounslow Heath, relative tranquillity. River corridors and smaller scale green spaces also provide localised variation within the otherwise continuous urban fabric. Many of the open areas, particularly to the west of the Heston and Hounslow Community Areas are designated green belt land. Taking account of the value associated with Heston and Hounslow's historic areas, established residential fabric and open spaces, and recognising the relatively reduced susceptibility of more urbanised and infrastructure-influenced environments to the type of change proposed from the DCO application, the Heston and Hounslow Community Areas are assessed as having medium sensitivity to change.

15.7.45 During the early years of construction, the Heston and Hounslow Community Areas would experience changes largely arising from the visibility of construction activity around Heathrow, rather than from direct physical works within the communities themselves. While construction of the proposed runway will lie outside the immediate context of these communities, associated airport-related development and support infrastructure to Heathrow's eastern and southern boundary will introduce cranes, plant, earthworks and construction compounds into views, particularly from upper floors, key transport corridors and open spaces such as Hounslow Heath. Some localised works to roads, utilities or other infrastructure may occur within the areas including the location of some freight forwarding sites to the west of Heston, though these will be limited in scale and duration compared with locations closer to Heathrow.

15.7.46 The introduction of visible construction activity is likely to alter the composition of views, particularly where existing views include open sky or more distant horizons. In


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open spaces such as Hounslow Heath, where there is currently a greater sense of openness, construction activity may be more noticeable and influence the perception of these areas as places of relative separation from surrounding urban and infrastructure influences. In more enclosed urban areas, these changes will be less perceptible within the immediate landscape context. Increased movement and visible activity will also influence perceptual qualities, contributing to a reduction in perceived tranquillity in some locations.

15.7.47 As the Project progresses into the early operational period, the presence of permanent infrastructure including the Northwest Runway, airside development and associated buildings will become more apparent within views from the Heston and Hounslow Community Areas. These elements will alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions. Construction activity will continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure will increase the perceived scale and presence of Heathrow within the surrounding landscape. The combination of ongoing construction and the introduction of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change.

15.7.48 Within the Heston and Hounslow Community Areas, some localised infrastructure works and early elements of B&GI will be introduced, although these will be limited in scale and would offer little visual containment or integration at this stage. While the wider construction programme along with early operation will increase the overall level of activity around Heathrow, the presence of intervening communities and existing urban form means that the way Heston and Hounslow are experienced will change only modestly, with effects largely confined to occasional distant views. As a result, the sense of separation from Heathrow will remain broadly intact, with only limited perceptual change arising during this phase. Aircraft movements would continue to contribute to the perception of activity and movement, influencing the visual and perceptual experience.

15.7.49 By the time the Project reaches established operation, the Heston and Hounslow Community Areas would experience permanent changes associated primarily with the presence of the Northwest Runway and associated infrastructure within the wider landscape, together with changes in aircraft activity. The completed runway and airside development would form a more prominent component of views towards Heathrow, introducing additional built form, lighting and activity. This would primarily alter the visual composition of the skyline and horizon in certain directions, particularly from more open or elevated locations.

15.7.50 A key component of change during this phase would be the increase in ATMs, resulting in a greater number of aircraft visible within the sky. Given the location of these communities relative to the runway, this would be experienced as a more continuous presence of aircraft movement, contributing to a more active and dynamic visual environment. In open spaces such as the green belt, these changes would influence the perception of openness and tranquillity, with the increased presence of aircraft and activity affecting how these areas are experienced. In more urbanised locations, the changes would be experienced as an intensification of an already infrastructure-influenced environment.


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15.7.51 Over time, maturing B&GI will contribute to the integration of the Project within the wider landscape. However, due to the distance and the intervening urban fabric, their influence on views from this Heston and Hounslow Community Areas will be limited.

15.7.52 Overall, while construction activity may give rise to noticeable and, in some locations, likely significant adverse effects, the operation is expected to result in only limited and largely nonsignificant adverse effects, with the main influence arising from increased aircraft overflight rather than visible airport infrastructure. Effects are expected to reduce progressively with distance from Heathrow, with the most pronounced change occurring in areas closest to the boundary.

## Feltham North and Bedfont

15.7.53 The Feltham North and Bedfont Community Area lie to the south and south-east of Heathrow and comprises a mix of suburban residential neighbourhoods, local centres, employment areas and areas of open land, including Green Belt land. The area includes the northern extent of Feltham and the settlement of Bedfont, both of which retain elements of a historic village core alongside more modern residential development. The landscape is characterised by interwar and later housing, local roads and community infrastructure, together with more recent commercial and industrial development, particularly in areas influenced by transport routes (**Figure 15A.3, Photo 2**). Bedfont contains areas of historic character – including Bedfont Green conservation area and listed buildings – while Feltham North has the Feltham town centre and St Dunstan's conservation areas at its edges, where the scale and grain of development contribute to a higher sensitivity to change.

15.7.54 Open spaces, including Bedfont Recreation Ground (**Figure 15A.3, Photo 1**), Feltham Arenas Parklands, the green belt, Bedfont Lakes and associated parkland (**Figure 15A.3, Photo 5)**, together with smaller areas of green space, playing fields, PRoW and river corridors such as the River Crane and Duke of Northumberland's River, provide important landscape features within the area. These spaces contribute to visual amenity, recreational use and perceptual qualities such as openness and tranquillity. However, the influence of Heathrow is already evident, particularly through aircraft overflight and the presence of nearby infrastructure. Taking account of the value associated with the green belt, local open spaces and the historic fabric within the conservation areas, which together contribute to a strong sense of place, and recognising the relatively reduced susceptibility of areas influenced by transport routes and industrial uses to the type of change proposed by the Project, the Feltham North and Bedfont Community Areas are assessed as having medium sensitivity to change.

15.7.55 During the early years of construction, the Feltham North and Bedfont Community Areas would experience change arising from both visible construction activity within the wider airport setting and localised enabling and infrastructure works. Construction activity associated with the Project would introduce cranes, plant, compounds, stockpiling areas and earthworks into views, particularly from upper floors, PRoW, transport corridors and open spaces such as Bedfont Lakes. Within the Community Areas themselves, works associated with ASD, freight forwarding sites, the relocated immigration removal centre (IRC), public realm improvement proposals and road


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works would introduce temporary activity and disturbance, including the movement of plant and construction vehicles and the presence of compounds within existing green spaces and agricultural land.

15.7.56 In open spaces, green belt land, and along river corridors, construction activity would be more noticeable and may influence the perception of these areas as places of relative separation from surrounding development. The introduction of compounds, stockpiling and construction traffic within or adjacent to existing green spaces and agricultural land, including the green belt, would temporarily reduce their sense of openness and tranquillity. In more enclosed residential areas, visibility would be more limited and experienced primarily in distant views. Across the community areas, increased movement and visible activity would contribute to a reduction in perceived tranquillity, although effects would generally be temporary and confined to periods of active works.

15.7.57 As the Project progresses into the early operational period, the presence of new permanent infrastructure including ASD, the IRC and associated buildings will become more apparent within the community areas, diminishing the sense of separation between Heathrow and surrounding communities, particularly where these replace existing green spaces or agricultural land. In the wider setting, emerging airport-related development will alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions. Construction activity will continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure will increase the perceived scale and influence of development within the surrounding landscape. Early ATMs prior to Northwest Runway opening will contribute to activity within the area, although the uplift represents only a small change relative to current operations. Taken together, these factors will result in a prolonged period of change in how the landscape is experienced.

15.7.58 Within the Community Areas, localised infrastructure works and the early establishment of B&GI will occur. These elements will be mostly limited in extent and will not yet provide meaningful visual containment or screening. At Mayfield Farm (**Figure 15A.3, Photo 4**) however, there is extensive B&GI proposed including reed beds, ponds, a community orchard and nursery, the Green Loop and a community farm, along with structural planting. The increasing presence of development and activity in the wider setting will reduce the sense of separation between Heathrow and surrounding communities, particularly in areas where open space, agricultural land and vegetation currently provide visual or perceptual relief. Changes in aircraft movements will also begin to be more noticeable during this phase, contributing to a more active sky and influencing perceptual qualities such as tranquillity.

15.7.59 By the time the Project reaches established operation, permanent changes will occur within the Feltham North and Bedfont community areas. These changes will be associated with the presence of new operational infrastructure within the Feltham North and Bedfont Community Areas and the wider landscape. Associated airside infrastructure and the relocated IRC proposals will form more apparent components of local views, particularly where they replace agricultural land or existing green


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spaces. In the wider setting, airport related development will remain visible in distant views, contributing to a more urbanised backdrop.

15.7.60 A key component of change during this phase will be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and a higher frequency of overflight. In areas of higher sensitivity, including Bedfont village, Bedfont Lakes and remaining open spaces, these changes will influence perceptual qualities such as openness and tranquillity. In more urbanised parts of Feltham North, the changes will be experienced as an intensification of an already infrastructure-influenced context, reflecting the existing presence of industry, transport corridors and commercial development.

15.7.61 Over time, maturing B&GI will help integrate elements of the Project. While these environmental measures will soften some aspects of Heathrow's presence, the replacement of agricultural land and existing green spaces with ASD and the IRC proposals will result in a more urbanised landscape, and perceptual qualities such as tranquillity will remain reduced relative to baseline conditions, consistent with the year of maximum ATM capacity.

15.7.62 Overall, the scale and permanence of change associated with the Project would give rise to noticeable and likely significant adverse effects on landscape and visual amenity within the Feltham North and Bedfont Community Areas during both construction and operation, primarily associated with the increased presence of airport infrastructure in views and the greater frequency of aircraft movement. The prominence of airport-related change is greatest near the boundary and decreases with distance across the wider Community Areas.

## Stanwell Moor and Stanwell

15.7.63 The Stanwell Moor and Stanwell Community Areas lie to the south and south-west of Heathrow and comprises a mixed landscape of rural, semi-rural and urban fringe character. Stanwell Moor is a small village set within a landscape of open land, reservoirs and river corridors associated with the Colne Valley, while Stanwell to the south has a more suburban character with residential areas, local centres and associated infrastructure. The area includes important landscape features such as reservoirs and water bodies associated with former gravel extraction (**Figure 15A.3, Photo 6**), open farmland and river corridors including the River Ash, Duke of Northumberland's River, and River Colne. These features contribute to a sense of openness and separation from surrounding urban and infrastructure influences, particularly in and around Stanwell Moor.

15.7.64 Stanwell Moor retains a distinct village character, with a relatively small scale of development and a close relationship to surrounding open land. Stanwell, while more urban in character, includes Stanwell conservation area (**Figure 15A.3, Photo 7**), residential areas and open spaces, such as within the green belt, that contribute to local amenity and perceptual qualities. Across the area, tranquillity is an important characteristic in locations away from major roads, although influenced by existing aircraft overflight and nearby transport infrastructure. Taking account of the value associated with conservation areas, open spaces, water bodies and river corridors,


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which contribute to local character, and recognising the relatively reduced susceptibility of more urbanised areas influenced by industrial, Airport and transport infrastructure to the type of change proposed by the Project, the Stanwell Moor and Stanwell Community Areas are assessed as having medium sensitivity to change.

15.7.65 In the early years of construction, the Stanwell Moor and Stanwell Community Areas would undergo direct and extensive physical transformation. Large areas of open land (including within the green belt), vegetation, former quarry landscapes and river corridor features would be cleared or reworked to accommodate the first stages of airside infrastructure. Construction Support Sites (CSS), haul routes, stockpiling areas and earthworks would be established immediately adjacent to residential areas, replacing the current mix of open land and semirural edges with a landscape influenced by construction activity.

15.7.66 A defining element of this phase would be the reconfiguration of local infrastructure, including the combined twin rivers, alterations to drainage systems and changes to the local road network along with the construction of the Southern Parkway. These interventions will reshape the physical structure of the area, altering alignments, removing familiar features and introducing engineered and built forms into places previously characterised by informal or naturalistic patterns. High levels of construction movement, cranes, plant and temporary works will be experienced at very close range from homes, footpaths and local roads.

15.7.67 As the Project moves into early operation, the emerging runway to the north of Heathrow, airside infrastructure and engineered landforms would become clearly apparent within the landscape. Land previously defined by open fields, quarry uses, and semi-rural character would be replaced by paved surfaces, earthworks, lighting columns and large-scale built elements. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. These changes would be particularly pronounced at the communities' northern extents, with the expanded airport edge forming a dominant and immediate presence. Realigned roads and diverted watercourses would be functioning but would still appear new, exposed and engineered, with limited vegetation cover.

15.7.68 Construction activity would continue in parts of the area, maintaining a high level of movement and visual disturbance. Early planting, B&GI and re-provided public open space (prior to the loss of existing) would begin to take shape. However, they would offer only limited screening or integration at this stage. The combination of emerging airport infrastructure and ongoing construction, together with the introduction of early ATMs before the Northwest Runway opening, would result in a sustained period of perceptual change, which would reinforce a more urbanised, infrastructure led character.

15.7.69 By the time the Project reaches established operation, the Stanwell Moor and Stanwell Community Areas would have undergone noticeable change. The new development would form dominant, permanent features, further urbanising the character of the area. The former pattern of open land and river corridors would have been reconfigured, resulting in a landscape shaped by large scale infrastructure,


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engineered landforms and continuous operational activity. Operational activity would strongly influence how the area is experienced. Frequent and prominent aircraft movements would be a defining feature of the sky, reflecting the Stanwell Moor and Stanwell Community Areas immediate proximity to the runway. For residents of Stanwell Moor and parts of Stanwell, the relationship between settlement and Heathrow would shift somewhat, with the sense of separation from major infrastructure reduced or removed.

15.7.70 Over time, maturing B&GI would contribute to the integration of the Project, including the re-establishment of landscape structure. However, while these elements would provide some visual and environmental benefits, they would not offset the overall change in character resulting from the introduction of large-scale infrastructure.

15.7.71 Overall, the scale and permanence of change associated with during both construction and operation of the Project would give rise to likely significant adverse effects on landscape and visual amenity within the Stanwell Moor and Stanwell Community Areas, reflecting the transformation of the landscape and the increased presence and activity at the expanded airport. Beyond the immediate vicinity of Heathrow, the degree of landscape and visual change lessens as distance from the airport increases.

## Datchet and Horton

15.7.72 The Datchet and Horton Community Areas lie to the west of Heathrow and comprise a predominantly low-lying floodplain landscape associated with the River Thames and the wider Colne Valley. The area includes the historic village of Datchet, the smaller settlement of Horton, and surrounding areas of open agricultural land, together with elements of the urban edge of Slough. Datchet retains a strong historic character, with a designated conservation area, listed buildings and a close relationship to the River Thames and its floodplain. Horton is smaller in scale but similarly reflects a rural village character, with a close relationship to the surrounding lowland landscape.

15.7.73 The wider landscape is characterised by flat, open farmland, field patterns and river corridors, including the Thames and smaller tributaries within the Green Belt. These features contribute to a strong sense of openness and long-distance views across the floodplain. Despite the relative openness of the landscape, the influence of Heathrow is evident through aircraft overflight and distant infrastructure. However, the area retains perceptual qualities associated with openness and, in some locations, relative tranquillity, particularly away from major roads and built-up areas. Taking account of the landscape character and value associated with the open river valley setting, agricultural land and historic settlement pattern of Datchet and Horton and recognising the relatively reduced susceptibility of areas influenced by infrastructure, mineral extraction and airport-related activity to the type of change proposed from the DCO application, the Datchet and Horton Community Areas are assessed as having medium sensitivity to change.

15.7.74 During the early years of construction, the Datchet and Horton Community Areas will experience changes primarily associated with the visibility of large-scale construction


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activity within the wider setting, rather than direct physical change within the area itself. Construction of the proposed runway and ASD will introduce cranes, plant, earthworks and construction compounds into views across the open floodplain and beyond the communities of Cranford and Poyle. These elements will be visible over relatively long distances due to the flat and open nature of the landscape, particularly from elevated or open viewpoints within Datchet and Horton, as well as from PRoW and open spaces.

15.7.75 Construction activity associated with the Project will be visible in the wider landscape but will be filtered and moderated by the presence of intervening communities and existing development between Heathrow and the Datchet and Horton Community Areas. While some large scale engineered elements and increased movement may be perceptible in longer distance views, these will be experienced as part of a broader, already varied visual context rather than as prominent features. In more open areas associated with the River Thames and surrounding farmland, glimpses of distant construction activity may be noticeable, but effects will remain limited by distance and the presence of settlement edges, vegetation and infrastructure in the foreground. Any influence on perceptual qualities, including tranquillity, will be localised and modest.

15.7.76 As the Project moves into early operation, elements of new airport infrastructure may become discernible in distant views, particularly where the landscape is open and low-lying. However, the intervening communities, built form and vegetation between Heathrow and Datchet and Horton will continue to provide a substantial degree of visual filtering, meaning that new built form will appear as a distant component of the skyline rather than a defining feature. The extent of open sky may reduce slightly in certain directions, but the overall composition of views across the floodplain will remain broadly intact.

15.7.77 During this transitional period, some ongoing construction activity in the wider area may coincide with the emergence of new airport infrastructure. However, the separation created by other communities and intervening development will limit the perceived scale and influence of these changes. Views from Datchet and Horton across open farmland may include occasional distant elements of airport-related development, but these will sit within a layered landscape where settlement edges, infrastructure and vegetation already form part of the visual baseline. The combination of construction activity and the introduction of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change, where changes in aircraft movements may become more noticeable, but effects on tranquillity will be incremental rather than substantial.

15.7.78 By the time the Project reaches established operation, the Datchet and Horton Community Areas will experience some degree of change associated with the presence of new airport infrastructure in the wider landscape. However, these elements will remain distant and visually moderated by intervening communities, meaning they will not form a prominent or defining component of views. The predominantly open and rural character of the floodplain will remain the primary influence on the skyline and horizon, with airport related development appearing as a background feature rather than a dominant one.


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15.7.79 A key component of change during this phase will be the increase in ATMs, which will be perceptible across the Datchet and Horton Community Areas due to the openness of the surrounding floodplain. Although aircraft are already a familiar feature of the baseline environment, the higher frequency of movements will be experienced as a more noticeable and regular presence in the sky, particularly in locations with wider views. In more sensitive areas, including the historic cores of Datchet and Horton and parts of the rural setting, increased overflight will influence perceptual qualities such as tranquillity and the experience of the landscape, even though the intervening settlement and infrastructure between Heathrow and these communities will continue to moderate the overall scale of visual change.

15.7.80 Over time, maturing B&GI and re-provided public open space (prior to the loss of existing) associated with the Project will assist in integrating the new expanded airport elements into the wider landscape. From Datchet and Horton however, the influence of these environmental measures will be minimal, as the distance and intervening built form already provide the primary visual separation. As a result, the overall character and experience of the Datchet and Horton Community Areas will remain largely unchanged, with only modest, distant influences from Heathrow in the long term.

15.7.81 Overall, while some change during both construction and operation will be perceptible within the Datchet and Horton Community Areas, particularly in relation to increased aircraft movements, the combination of distance, intervening settlement and existing baseline influences means that effects on landscape and visual receptors are expected to be limited and not significant.

## East Langley, Brands Hill and Colnbrook

15.7.82 The East Langley, Brands Hill and Colnbrook Community Areas lie to the north west of Heathrow and comprises a varied landscape at the interface between urban, industrial and rural environments. The area includes residential communities at Brands Hill and Colnbrook, together with employment and industrial areas associated with the Slough fringe, and areas of open land within the green belt extending towards the Colne Valley and surrounding lowlands. Colnbrook retains elements of a historic village core, including conservation designations and heritage assets, such as the Colnbrook conservation area, with a relatively fine grain and strong sense of place. In contrast, Brands Hill and East Langley are more strongly influenced by major transport infrastructure, including the M4, A4 and associated road networks, as well as nearby industrial and logistics uses.

15.7.83 The wider area includes open land and low-lying landscapes associated with the Colne Valley and Horton and Wraysbury lowlands. These areas provide visual relief from surrounding development and contribute to perceptual qualities such as openness and, in some locations, relative tranquillity. However, the influence of Heathrow and surrounding infrastructure is already evident across much of the area. Taking account of the urban character of the area, including residential areas, industrial land, transport corridors and pockets of open space, and recognising the relatively reduced susceptibility of areas influenced by existing airport-related activity


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to the type of change proposed by the DCO application, the East Langley, Brands Hill and Colnbrook Community Areas are assessed as having medium sensitivity to change.

15.7.84 During the early years of construction, the East Langley, Brands Hill and Colnbrook Community Areas would experience substantial changes associated with both direct physical alterations in parts of the area and the visibility of large-scale construction activity within the wider setting. Construction works associated with the proposed runway and airside infrastructure would extend into parts of the East Langley, Brands Hill and Colnbrook Community Areas, particularly where open land within the green belt and existing development are required for the Project. These works would include demolition, site clearance and earthworks, resulting in the loss or alteration of existing land uses, vegetation and landscape features.

15.7.85 The diversion and reconfiguration of infrastructure would also form a key component of change, including alterations to major and local road networks such as sections of the A4, as well as changes to utilities and drainage infrastructure. River corridors and drainage features within the lowland landscape would be diverted or modified, altering their alignment and relationship with surrounding land. Construction activity would introduce high levels of movement, activity and visual disturbance, including cranes, plant and temporary works. These effects would be experienced in close proximity from residential properties in Colnbrook and Brands Hill, as well as from local roads and public spaces.

15.7.86 In areas of higher sensitivity, particularly within the historic core of Colnbrook and in locations where open land currently provides a degree of separation from surrounding infrastructure, these changes would contrast strongly with the existing character. In more industrial and infrastructure influenced areas, construction activity would be experienced within an already active context. Increased movement and disturbance would also influence perceptual qualities, contributing to a reduction in tranquillity in areas where this is currently experienced.

15.7.87 As the Project progresses into the early operational period, the runway, airside development and associated structures would begin to take more defined form within the landscape. These elements would become increasingly prominent within views, particularly in areas close to Heathrow and along transport corridors. They will occupy land previously characterised by a mix of open space such as the green belt, residential development and industrial uses, resulting in a noticeable change in the composition and character of the area. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities.

15.7.88 Realigned roads and modified river corridors would become more established, although at this stage they may appear engineered and less integrated, with limited vegetation establishment. The relationship between Colnbrook, Brands Hill and the surrounding landscape would be altered, with a reduced sense of separation from Heathrow and a stronger visual and physical connection to infrastructure. Construction activity would remain evident, with ongoing movement, plant and temporary works continuing to influence views and the experience of the area. Early


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elements of B&GI would begin to be introduced including The Hill, the active green network, and proposed structural planting for visual integration, although these would be in early stages of establishment and will provide limited screening.

15.7.89 The combination of emerging airport infrastructure and ongoing construction, together with the introduction of early ATMs before the Northwest Runway opening, would result in a sustained period of perceptual change, which would reinforce a more urbanised, infrastructure-led character. The increasing presence of infrastructure and activity would further influence perceptual qualities, including tranquillity, particularly in areas previously benefiting from some degree of separation from major infrastructure.

15.7.90 By the time the Project reaches established operation, the East Langley, Brands Hill and Colnbrook Community Areas would experience permanent changes associated with the presence and operation of the Northwest Runway and associated infrastructure. The completed runway and airside development would form prominent features within the landscape, increasing the visual influence of Heathrow across the area. This would be experienced in views as a greater presence of built form, lighting and activity, particularly in locations close to Heathrow and along transport corridors.

15.7.91 The increase in ATMs would result in a greater number of aircraft visible within the sky and an increase in the frequency of aircraft movement. Given the proximity of these Community Areas to the runway, these changes would be clearly perceptible and contribute to a more active and dynamic visual environment. In areas of higher sensitivity, including the historic core of Colnbrook and residential areas with views towards Heathrow, these changes would influence the setting and perception of the environment. In more industrial and infrastructure dominated areas, the changes would be experienced as an intensification of an already active and developed character.

15.7.92 Over time, maturing B&GI would contribute to the integration of the Project, including the establishment of planting and landscape features. However, while these elements would provide some visual containment, they would not remove the overall influence of Heathrow within the area.

15.7.93 Overall, the scale and permanence of change associated with the Project would likely give rise to likely significant adverse effects during both construction and operation on landscape and visual amenity within the East Langley, Brands Hill and Colnbrook Community Areas, reflecting both the physical transformation of parts of the area and the increased presence and activity of the expanded airport.

## Wraysbury and Old Windsor

15.7.94 The Wraysbury and Old Windsor Community Areas lie to the south-west of Heathrow and comprise a landscape associated with the River Thames, historic settlements and the wider setting of Windsor. The area includes the village of Wraysbury and the settlement of Old Windsor, together with extensive areas of open land, parkland and estate landscapes. Wraysbury retains a village character with a close relationship to the surrounding floodplain and water bodies, including gravel lakes and the River


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Thames. Old Windsor includes a historic core with conservation designations, including the Old Windsor conservation area, and listed buildings and forms part of the wider setting of the Windsor estate landscapes (**Figure 15A.3, Photo 8**).

15.7.95 The wider landscape is characterised by flat or gently undulating floodplain, open farmland, parkland and river corridors, with strong visual connectivity across the area. These features contribute to a pronounced sense of openness and continuity, as well as perceptual qualities such as tranquillity and a degree of separation from more urbanised areas. While the influence of Heathrow is evident through aircraft overflight, the area retains a strong sense of place derived from its historic, landscape and ecological value. Taking account of the value associated with heritage assets, designated landscapes and the open floodplain character of the area, and recognising the relatively reduced susceptibility of areas influenced by transport corridors and commercial development to the type of change proposed by the DCO application, the Wraysbury and Old Windsor Community Areas are assessed as having medium sensitivity to change.

15.7.96 During the early years of construction, the Wraysbury and Old Windsor Community Areas would be largely unaffected by direct physical change, with any influence arising from distant visibility of construction activity within the wider airport setting. Given the substantial separation created by Stanwell Moor, Horton and other intervening development, construction elements such as cranes, plant and earthworks would appear as remote features on the horizon, visible only in longer distance views across the floodplain and parkland landscapes.

15.7.97 These distant changes may be perceptible from more open locations, including riverside paths, parkland and elevated viewpoints where long sightlines extend towards Heathrow. In these areas, construction activity may introduce small-scale movement or engineered forms into otherwise naturalistic or historic landscapes, though the distance involved means effects would be modest and filtered. Any influence on tranquillity would likely be limited and localised, with the underlying character of parkland and estate landscapes remaining the dominant experience.

15.7.98 As the Project moves into early operation, elements of new airport infrastructure may become discernible in very long-distance views, particularly where the landscape is open and low-lying. However, the multiple layers of settlement, vegetation and infrastructure between Heathrow and Wraysbury/Old Windsor would continue to provide substantial visual separation. New built form will therefore appear as a distant component of the skyline, with only minor influence on the overall composition of views.

15.7.99 Some ongoing construction activity may coincide with the emergence of new airport infrastructure, where the combination of construction activity and the release of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change. Even so, the significant distance and intervening communities would limit the perceived scale and influence of these changes. Views from parkland and riverside areas may include occasional distant elements of airport development, but these would sit within a broad, layered landscape where settlement edges and


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vegetation already form part of the visual baseline. Perceptual effects would therefore remain limited.

15.7.100 By the time the Project reaches established operation, the Wraysbury and Old Windsor Community Areas would experience only minor visual change associated with distant airport infrastructure. While some elements may be visible in certain directions due to the openness of the floodplain, they would remain far-reaching and visually moderated and would not form a defining component of the landscape. The rural, parkland and historic character of the area would remain the primary influence on views.

15.7.101 A key component of change during this phase would be the increase in ATMs, which will be perceptible across the Wraysbury and Old Windsor Community Areas due to the openness of the landscape. Although aircraft are already a familiar feature of the baseline environment, the higher frequency of movements would be experienced as a more noticeable and regular presence within the sky, particularly in open areas and in the historic cores of Wraysbury and Old Windsor. These changes would influence perceptual qualities such as tranquillity, even though the distance to Heathrow ensures that ground level infrastructure remains a minor visual influence.

15.7.102 Over time, B&GI associated with the Project will help integrate expanded airport elements into the wider landscape. From Wraysbury and Old Windsor, the primary moderating factor would continue to be the substantial distance and intervening settlement, meaning that long-term views would remain broadly similar to those experienced during early operation, with only distant expanded airport elements visible.

15.7.103 Overall, the Wraysbury and Old Windsor Community Areas would experience limited visual influence from construction and operational airport infrastructure due to its distance and separation by other communities. The most noticeable change would relate to increased aircraft movements, which would be perceptible across the open floodplain and parkland landscapes. While these changes would influence perceptual qualities in some locations, particularly in more sensitive historic and parkland settings, the overall effects on landscape and visual amenity would remain not significant during both construction and subsequent operation.

## Iver and Richings Park

15.7.104 The Iver and Richings Park Community Areas lie to the north west of Heathrow and comprise a mix of suburban residential areas and adjacent parkland landscapes. The area includes the residential neighbourhood of Richings Park, together with parts of the eastern edge of Slough and areas of open land and parkland extending towards Iver to the north and the wider Colne Valley landscape. Richings Park is characterised by a coherent suburban form with tree lined streets, local open spaces and a strong residential character. Iver has a more varied character, combining elements of historic village form with more recent development and a close relationship to surrounding open land and transport infrastructure.


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15.7.105 The Iver and Richings Park Community Areas include residential neighbourhoods, open land north of the M4, and extensive areas of parkland, golf courses and woodland extending across the M25, including Thorney Country Park and land stretching north towards Huntsmoor Park. These landscapes contribute to the green belt, and together, with lowland farmland and major transport corridors such as the M25, M4 and nearby rail lines, provide a mix of visual containment and open outlooks. Although influenced by surrounding infrastructure and urban edges, the area retains a greater degree of separation from Heathrow than communities located closer to it. However, aircraft overflight is an established part of the baseline.

15.7.106 Taking account of the value associated with the suburban residential character of Richings Park, the presence of parkland, woodland and open land extending towards Iver and the wider Colne Valley landscape, the contribution of historic settlement patterns and open spaces to local character – and recognising the relatively reduced susceptibility of areas influenced by major transport infrastructure and existing aircraft overflight to the type of change proposed by the DCO application – the Iver and Richings Park Community Areas are assessed as having medium sensitivity to change.

15.7.107 During the early years of construction, the Iver and Richings Park Community Areas would experience change primarily through the visibility of construction activity south beyond the M4, rather than direct physical change. Construction of airport infrastructure would introduce cranes, plant, earthworks and compounds into views, particularly from more open areas north of the M4 and across the M25, including parts of Thorney Country Park. Localised works including the proposed utility building (northern grid supply point) and the development of large areas of wet woodland and flood storage areas would occur within the Iver and Richings Park Community Areas and within the green belt, but these would be limited in scale and duration.

15.7.108 Visible construction activity would alter the composition of longer-distance views, especially where open sky or distant horizons form part of the outlook. In areas with broader views such as the edges of Thorney Country Park and within land north of the M4 these changes may be more noticeable. In contrast, enclosed residential areas, including much of Richings Park and north towards Huntsmoor Park, would experience construction activity only in glimpsed or filtered views. Distant movement and activity may lead to a localised reduction in tranquillity, though the overall character of the area would remain largely unchanged.

15.7.109 As the Project moves into early operation, elements of new airport infrastructure may become more apparent in distant views, introducing additional built form into the skyline in certain directions. Construction activity would continue in the wider area and the combination of emerging infrastructure and ongoing works would slightly increase the perceived presence of Heathrow. The combination of construction activity and the release of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change. However, the distance, intervening infrastructure and extensive vegetation would continue to moderate the scale of visual change.


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15.7.110 Within the Iver and Richings Park Community Areas, extensive B&GI would be introduced, including re-provided public open space (prior to the loss of existing), new planting, habitat creation, water management features and landscape corridors extending across open land north of the M4 and within Thorney Country Park extending north towards Huntsmoor Park. Although these elements would be at an early stage of establishment, they would begin to strengthen landscape structure and provide new areas of visual relief, particularly where they reinforce existing vegetation or create new buffers along transport corridors. As airport-related activity increases, the presence of this new B&GI within the green belt would help to maintain a sense of separation in many locations, even as distant airport elements become more apparent. Increased aircraft movements would, however, be noticeable across the Community Area and would contribute to a more active sky, influencing perceptual qualities such as tranquillity.

15.7.111 By the time the Project reaches established operation, the Iver and Richings Park Community Area would experience some permanent change associated with the presence of new airport infrastructure in the wider landscape. These elements would be visible in certain directions, particularly from more open areas north of the M4 and across the M25, including Thorney Country Park. While these features would introduce additional built form and lighting into distant views, the local landscape structure, reinforced by extensive new B&GI, would remain the dominant influence on character and the overall experience of the area.

15.7.112 A key component of change during this phase would be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and a higher frequency of overflight. These changes would be perceptible across much of the community area and contribute to a more active visual environment. In areas of higher sensitivity, such as residential parts of Richings Park and open spaces near Thorney Country Park and Huntsmoor Park, these changes would influence perceptual qualities, including tranquillity, even though ground level airport infrastructure remains distant and visually moderated.

15.7.113 Over time, the extensive B&GI proposed within the Community Area would mature, strengthening local landscape structure, enhancing habitat networks and providing new areas of visual relief. These environmental measures would play a substantial role in shaping the character and experience of the community area itself, reinforcing separation from surrounding infrastructure and improving local amenity.

15.7.114 Overall, the scale and permanence of change associated with the Project would give rise to perceptible and not significant adverse effects on landscape and visual amenity during both construction and operation within the Iver and Richings Park Community Area. These effects would be driven primarily by the increased presence of airport infrastructure in distant views and the greater frequency of aircraft movement, while the community's separation from Heathrow, combined with the maturing B&GI, would continue to limit the extent of visual change and maintain the area's underlying landscape character.


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# 15.8 Tranquillity assessment

## Introduction

15.8.1 Tranquillity is an important part of how people experience certain landscapes. It relates to feelings of peace, calm and escape from the noise and activity of everyday life. Many people value this sense of quiet, especially when visiting countryside areas or protected landscapes. In the context of the Project, tranquillity is relevant not only close to Heathrow but also in more distant areas where aircraft may still be seen or heard. This section describes how the Project may influence tranquillity outside the main Landscape and Visual Impact Assessment (LVIA) study area, focusing on places where aircraft may fly below 5,000 feet above mean sea level and therefore have more potential to affect people's experience. Effects on tranquillity within the LVIA study area are addressed as part of landscape character within the assessment by Community Area above, which considers tranquillity as one of the perceptual qualities that contribute to overall character.

15.8.2 Paragraphs 5.213 and 5.219 of the Airport National Policy Statement (ANPS) a[3] require that tranquillity is considered in national parks and national landscapes (formerly Areas of Outstanding Natural Beauty) along with any local 'tranquil' areas that are identified through community engagement where aircraft may fly below 5,000 feet above mean sea level. Aircraft flying below this height are more likely to be noticeable, either visually or audibly.

15.8.3 Only one nationally protected landscape falls within this 5,000□foot area in relation to the Project: the Chilterns National Landscape. All locally identified areas of relative tranquillity raised through engagement to date, including Richmond Park, Windsor Great Park, Royal Botanic Gardens Kew, Harmondsworth Moor, Cranford Park, Bushy Park, Black Park, Langley Park and Thorney Country Park, fall within the LVIA study area and are considered through the assessment of landscape character. Their tranquillity is treated as a perceptual attribute contributing to landscape value and sensitivity, with associated effects also reflected in the assessment of heritage settings and recreational receptors where tranquillity forms part of their experiential qualities. CAP1616i, superseded by CAP1616 version 6 and its accompanying guidance documents (CAP1616j and CAP1616k), remains available for reference and continues to provide the relevant CAA guidance on how tranquillity should be considered for designated landscapes. Within this LVIA, these locally valued areas are assessed proportionately as part of the character and visual receptor evidence base. This tranquillity assessment therefore focuses on the Chilterns national landscape and whether the Project could change how tranquil it feels to people who live in or visit the area.

## Baseline tranquillity

15.8.4 The Chilterns national landscape is a large area of countryside stretching across parts of Buckinghamshire, Oxfordshire, Hertfordshire and Bedfordshire. It is known for its rolling chalk hills, wooded ridges, quiet valleys, historic villages and extensive


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network of footpaths and bridleways. Many people visit the Chilterns to walk, cycle, watch wildlife or simply spend time in a place that feels different from the busy towns and cities nearby. Tranquillity is one of the qualities that makes the Chilterns special. The area's management plan 2019 to 2024 (and schedule of amendments, June 2025) [12] highlights that visitors actively seek peace and quiet, and that although the Chilterns is not a wilderness, it offers a level of calm and separation from urban life that is increasingly rare in the wider region.

15.8.5 The Chilterns is also highly sensitive to changes that could affect its tranquillity. As a nationally designated landscape, it matters at a national scale and represents one of a limited number of protected landscapes in England. Its tranquil qualities are increasingly uncommon in the South East of England, and while some aspects of tranquillity can be restored, they are not easily replaced once lost. The management plan includes policies that emphasise the need to conserve and restore tranquillity, reduce noise from transport networks, and resist activities that could damage the area's peaceful character. At the same time, the management plan acknowledges that tranquillity is already under pressure from built-up areas, major roads, railways and existing overflying from Heathrow, Luton and local airfields. These factors mean that although the Chilterns is valued for its tranquillity, it is also vulnerable to further change.

15.8.6 Looking ahead, the future baseline for the Chilterns will also reflect wider changes to the airspace system beyond Heathrow. Airspace-change proposals for other airports in the South East, including Gatwick and Luton, are progressing through the Airspace Change Process (ACP) and are anticipated to be implemented before the Project becomes fully operational. These changes may alter the pattern and distribution of aircraft movements over the region and therefore form part of the context in which future tranquillity within the Chilterns will be experienced. While the extent of any change will depend on the finalised airspace designs, recognising these wider system level modifications is important in understanding how the Chilterns' already pressured tranquillity may evolve over time.


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## Approach

15.8.7 In assessing tranquillity effects linked to aircraft movements, the approach draws on CAP1616i, which recognises that tranquillity is difficult to measure and that no single agreed method exists. CAP1616i notes that WebTAG's landscape guidance [13] can provide a useful framework for understanding perceptual change, but it does not prescribe how the criteria should be applied. Although CAP1616 has since been updated to version 6, in the absence of a new tranquilly process in the current CAP, CAP1616i continues as a reference material for determining how tranquillity should be considered in designated landscapes. For this assessment, only the parts of the WebTAG criteria that are relevant to aircraft in the sky have been used. Many of the WebTAG criteria relate to physical changes on the ground, which are not affected by aircraft movements, so the assessment focuses instead on those criteria that relate to the setting of the landscape and how people experience it. This approach is supported by the noise information, including theextent of the lowest observed adverse effect level (LOAEL), which helps identify where aircraft may be perceptible and how this relates to the landscape's sensitivity.

15.8.8 Although the Chilterns is valued for its tranquillity, it is not completely free from modern influences. Several major roads, including the M40, M25, A413 and A404, run through or close to the area. There are railway lines, local roads and existing aircraft flying to and from Heathrow, Luton and smaller airfields. In some parts of the Chilterns, the sound of traffic or the sight of aircraft is already a familiar part of the background. In other parts, particularly in deeper valleys, wooded commons and more remote sections of the chalk escarpment, these influences are much less noticeable, and the sense of tranquillity is stronger. This variation means that while the Chilterns as a whole is sensitive to change, some areas are more exposed to existing disturbance and others remain relatively undisturbed. Taking into account these factors, overall sensitivity is considered to be high.

## Assessment

15.8.9 The Project will involve aircraft linked to Heathrow flying at altitudes up to 5,000 feet over parts of the Chilterns, meaning that aircraft may be present across a broad area of the national landscape where they could potentially be seen or heard and could influence people's experience of the designated landscape. It is important to be clear about what this change does and does not mean. The modelling indicates that noise levels in the Chilterns remain low and below the point at which likely significant adverse effects are expected. The Project does not introduce very loud aircraft noise into an otherwise silent landscape. Instead, the changes relate mainly to how often aircraft may be present in the sky and how far across the Chilterns that presence might be perceptible.

15.8.10 Tranquillity is influenced by sound, so it is important to consider how the noise environment might change. Even when noise levels are low, the sound of an aircraft can still be noticeable in a quiet rural area, particularly at times of day when other background sounds are reduced. In the parts of the Chilterns already influenced by road traffic or existing aircraft, the additional aircraft movements associated with the


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Project is unlikely to stand out. In these areas, the sound of traffic and aircraft is already part of the everyday experience, and small changes in how often planes are heard are likely to blend into the existing pattern of noise. In quieter areas, such as more remote valleys or wooded ridges, people may notice aircraft occasionally, but the change is expected to be small. Aircraft noise will remain intermittent rather than constant, and there is no indication that the Project will create a continuous or dominant noise presence over the Chilterns.

15.8.11 What people see also matters for tranquillity. The sight of aircraft moving across the sky can affect how peaceful a place feels, especially in open landscapes or on hilltops where the sky occupies a large part of the view. The flight path information shows that aircraft may be visible across parts of the national landscape. However, aircraft at this height (5,000 feet) are relatively small and distant and often appear as small moving objects against the sky rather than as large, intrusive features. The Chilterns already experiences regular overflight today, so the presence of aircraft is not new or unexpected for most visitors. In many parts of the Chilterns, particularly in wooded areas and enclosed valleys, views of the sky are limited by trees and landform, which reduces the likelihood of aircraft being seen frequently or clearly. In more open areas, such as parts of the escarpment or higher farmland, aircraft may be more visible, but again the change is expected to be modest and set against an existing pattern of activity.

15.8.12 Because tranquillity is about the overall experience, sound and sight should be considered together rather than in isolation. In the Chilterns, both the sound and visibility of aircraft are expected to change only slightly as a result of the Project. The landscape already contains some noise and movement from roads, railways and existing aircraft, and the Project does not introduce new types of disturbance or major increases in activity. For most people visiting or living in the Chilterns, the overall experience of the area is expected to remain largely as it is today. They may occasionally notice aircraft, as they do now, but the sense of being in a largely rural, scenic and relatively peaceful landscape is not expected to be fundamentally altered by the Project.

15.8.13 In summary, the Chilterns National Landscape is a sensitive and valued area where tranquillity is an important part of people's experience. The Project does extend the area within which aircraft may be present at altitudes that could influence that experience, but the scale of change in both sound and visibility is expected to be small. The existing pattern of noise and movement within the Chilterns provides an established baseline context, within which aircraft are already a perceptible component in many locations. The Project is not expected to introduce a material change in that situation.

15.8.14 This conclusion will be revisited when the final noise information is available and as the design of airspace is developed in more detail. The Environmental Statement (ES) will include a more detailed assessment using the final modelling. Engagement with the Chilterns Conservation Board and other stakeholders will continue, so that local knowledge and concerns about tranquillity can be taken into account.


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15.8.15 On the basis of current information, the Project is not expected to give rise to a discernible change in overall tranquillity and would therefore result in a non-significant adverse effect. Despite this, tranquillity will remain an important consideration as the Project, and associated airspace proposals continue to be refined.

## 15.9 Summary of likely significant landscape and visual effects

15.9.1 Overall, the assessment demonstrates that the nature and extent of effects would vary across the successive construction phases of the Project, reflecting the progression from initial construction activities to the full implementation and operation of the Project. During early construction, the wider landscape structure beyond the immediate vicinity of construction activity would remain largely unchanged. With the implementation of environmental measures and construction controls, including temporary screening, hoarding, lighting controls and the management of construction compounds and working areas, any significant adverse effects would be localised rather than widespread. Effects during this phase would be temporary and transitional in nature, reflecting the interim position before full infrastructure delivery.

15.9.2 During further construction and early operation, more substantial and enduring changes to the landscape and visual environment would arise, particularly in areas close to the Project boundary. Despite this, the extent of significant adverse effects would remain largely contained to these areas, and widespread likely significant effects across the Wider Study Area are not anticipated. This reflects the retention of the broader landscape structure, together with the influence of embedded environmental measures and the concentration of more pronounced change within the immediate Project envelope.

15.9.3 A summary of the likely significant effects on Community Areas can be found within **Table 15.1**. The assessment identifies that significant adverse effects on landscape and visual receptors are likely to be limited to those Community Areas located immediately adjacent to the Project, where large scale physical change, landform alteration, and the introduction of Northwest Runway and airside infrastructure will directly affect landscape character and views. These include Harmondsworth, Sipson, Longford, Poyle, Harlington, Cranford Cross, Cranford, Feltham North, Bedfont, Stanwell Moor, Stanwell, East Langley, Brands Hill and Colnbrook where the scale, proximity and permanence of change give rise to likely significant adverse effects related to both construction and operation.

15.9.4 Within West Drayton, Hayes, Heston, Hounslow, Datchet, Horton, Wraysbury, Old Windsor and Iver and Richings Park Community Areas, the combination of distance from Heathrow, intervening settlement, vegetation, topography and the introduction of extensive Blue and Green Infrastructure (B&GI) means that effects on landscape character and visual amenity during both construction and operation will be modest and **not significant**. While construction activity may be perceptible in long-distance views from some locations (**Figure 15A.3, Photo 3**), these influences will be


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experienced within a layered and already infrastructure-influenced context and will not materially alter the underlying character of these areas.

15.9.5 During operation, the most widespread perceptual change across the study area will relate to increased aircraft movements, which will be noticeable in many locations due to the openness of the landscape and the established presence of overflight in the baseline. These changes will influence perceptual qualities such as tranquillity in some areas, particularly in open spaces, such as the green belt, parkland and historic village cores. However, outside the communities immediately next to Heathrow, these effects will not be sufficient to give rise to likely significant landscape or visual effects.

15.9.6 The extensive B&GI network proposed as part of the Project will play a meaningful role in strengthening local landscape structure, enhancing habitat networks, and providing new areas of visual relief. While this infrastructure will not screen distant airport development, it will contribute positively to the local character and amenity of many community areas and will help maintain a sense of separation from major infrastructure.

15.9.7 Overall, likely significant effects are limited to those locations where the Project directly alters the physical landscape or introduces large-scale infrastructure close to sensitive receptors. Elsewhere, effects are noticeable but not significant, with overflight representing the primary perceptual change.

**Table 15.1: Summary of likely significant landscape and visual effects**

| Community area | Construction effects | Operational effects | Adverse effects |
|---|---|---|---|
| **Harmondsworth** | Direct physical change, loss of settlement fabric, major construction presence. | Dominant runway and airside infrastructure. | **Significant** |
| **Sipson** | Direct physical change, large scale construction activity. | Permanent loss of settlement and major infrastructure presence. | **Significant** |
| **Longford** | Direct physical change, major construction presence. | Dominant runway and airside infrastructure. | **Significant** |
| **Poyle** | Direct physical change, major construction presence. | Dominant runway and airside infrastructure. | **Significant** |
| **Harlington** | Direct physical change, major construction presence. | Dominant runway and airside infrastructure. | **Significant** |
| **Cranford Cross** | Construction activity within transport corridors and nearby open land. | Increased infrastructure presence, reduced separation from Heathrow, increased aircraft activity. | **Significant** |


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| Community area | Construction effects | Operational effects | Adverse effects |
|---|---|---|---|
| **Cranford** | Construction activity affecting open land and infrastructure, visible works from residential and community areas. | Increased infrastructure presence, reduced separation from Heathrow, increased aircraft activity. | **Significant** |
| **Feltham North** | Localised construction works, activity within open spaces and infrastructure corridors. | New operational infrastructure, increased aircraft activity, reduced separation. | **Significant** |
| **Bedfont** | Localised construction works, activity within open spaces and infrastructure corridors. | New operational infrastructure, increased aircraft activity, reduced separation. | **Significant** |
| **Stanwell Moor** | Large-scale construction adjacent to community, major landform and infrastructure change. | Dominant runway, airside activity, major perceptual change. | **Significant** |
| **Stanwell** | Large-scale construction adjacent to community. | Dominant runway and airside infrastructure. | **Significant** |
| **East Langley** | Direct physical change in parts of area, major construction activity, | Prominent runway and airside infrastructure, increased aircraft movement. | **Significant** |
| **Brands Hill** | Direct physical change and infrastructure reconfiguration, major construction presence. | Dominant airport infrastructure and activity. | **Significant** |
| **Colnbrook** | Direct physical change affecting settlement and Green Belt, major construction activity. | Prominent runway and airside infrastructure, increased aircraft movement. | **Significant** |
| **All other community areas (including West Drayton, Hayes, Heston, Hounslow, Datchet, Horton, Wraysbury, Old Windsor, Iver and Richings Park)** | Distant visibility of construction in some locations; moderated by intervening settlement, vegetation and topography. | Increased aircraft movements perceptible; distant airport infrastructure visible in some directions; extensive blue and green infrastructure strengthens local landscape structure. | **Not Significant** |


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## 15.10 Next steps and preparation of the Environmental Statement (ES)

15.10.1 The Environmental Statement (ES) will present a more detailed and technical level of landscape and visual amenity assessment. While this chapter has used community areas to provide a strategic overview of how change may be experienced across the study area, the ES will revert to a standard Landscape and Visual Impact Assessment (LVIA) structure, assessing effects on defined local landscape character areas (LCA) and specific visual receptors. Representative viewpoints will be selected at public rights of way (PRoW), open spaces, heritage settings and residential receptors, where appropriate (that is, where receptors have the potential to experience likely significant effects with regards to their sensitivity and the anticipated magnitude of change). This ensures that the ES is fully aligned with GLVIA3 and relevant infrastructure guidance, including Design Manual for Roads and Bridges (DMRB) LA107.

15.10.2 To support this, the baseline will be updated through a comprehensive programme of desktop analysis, site surveys and new photography captured in accordance with LI/TGN 06/19 [14]. The viewpoints identified in 2019 will be reviewed, refined and expanded where necessary, informed by updated visibility analysis, design evolution and stakeholder feedback. The zone of theoretical visibility (ZTV) will be updated using the design information presented for the Project application, incorporating landform, settlement massing, vegetation layers and proposed Blue and Green Infrastructure (B&GI). This will confirm the visual envelope for the ES and ensure that all relevant receptors are captured.

15.10.3 For selected viewpoints, the ES will include accurate visual representations (AVRs), including photomontages, prepared in accordance with LI/TGN 06/19. These will illustrate the appearance of key elements of the Project, including runway infrastructure, airside buildings, landform changes and the maturing B&GI network. Where relevant, night-time visualisations will also be prepared to support the assessment of lighting effects on night-time visual amenity.

15.10.4 The Landscape Character Assessment will be carried out using the updated baseline data, including changes in land use and vegetation maturity. The ES will also include a more granular assessment of the extensive B&GI proposals, considering their contribution to landscape structure, habitat connectivity, visual relief and long-term integration of the Project.

15.10.5 A night-time visual amenity assessment will be undertaken to consider the effects of construction and operational lighting on landscape character, visual receptors and perceptual qualities such as tranquillity. This assessment will follow the principles of GLVIA3 and the structured approach set out in DMRB LA107, supported by night-time baseline photography and, where appropriate, night-time visualisations. The lighting assessment will be presented within the ES.

15.10.6 Updated information on aircraft movements and indicative airspace will be incorporated to refine the assessment of overflight visibility, movement patterns and


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effects on perceptual qualities, including tranquillity. This will be coordinated with the Project's noise assessment to ensure consistency in how perceptual change is described across topics. Following engagement with Natural England and the Chilterns National Landscape Board, a Natural Beauty Assessment will also be prepared. This will provide a structured evaluation of the components of natural beauty relevant to the Chilterns National Landscape and how they may be influenced by the Project. The Natural Beauty Assessment will form a dedicated appendix to the ES and will be cross-referenced within the LVIA and tranquillity assessment to ensure a coherent and integrated approach.

15.10.7 All elements of the LVIA methodology for the ES, including the selection of representative viewpoints, the scope and parameters of the ZTV, the approach to AVRs and night-time assessment, and the treatment of B&GI, will be agreed through ongoing engagement with relevant stakeholders, including local planning authorities, statutory consultees, landscape officers and heritage specialists. This engagement will ensure the ES reflects shared expectations on method, coverage and presentation, and that the assessment is transparent, proportionate and robust.

15.10.8 The ES will therefore provide a receptor-based LVIA, supported by verified visualisations, refined ZTV analysis, updated baseline information and a detailed understanding of the evolving design. Final significance judgements will be made at ES stage, drawing on the updated baseline, environmental measures and the detailed design information available at that time.


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# 15.11 Glossary of terms

| Term / acronym | Definition |
|---|---|
| **Accurate visual representation (AVR)** | A visualisation prepared in accordance with LI/TGN 06/19 that illustrates how the Project will appear in a view. AVRs may include wirelines, photomontages or rendered images depending on the required level of accuracy. |
| **Air Traffic Movements (ATMs)** | The total number of aircraft movements at Heathrow, comprising all take-offs and landings within a defined period. |
| **Area of special character** | A defined area recognised for its distinctive and coherent combination of landscape, townscape or visual qualities that set it apart from its surroundings. It is a designed area where particular attributes such as built form, materials, layout, vegetation structure, or historic pattern create a recognisable sense of place. |
| **Baseline** | The existing environmental state against which future changes and impacts are assessed. |
| **Blue and Green Infrastructure (B&GI)** | A network of natural and semi-natural features including planting, habitat areas, watercourses, sustainable drainage systems, open spaces and landscape corridors designed to provide environmental, visual and amenity benefits and to integrate development into its surroundings. |
| **Community Area** | Community Areas have been mapped to form the basis for understanding how baseline conditions vary between local communities and how effects may be experienced at a neighbourhood scale. These areas are comprised of administrative geographies such as wards and output areas for which 2021 Census and Office for National Statistics data is available. The Community Areas have been defined to reflect functional communities, patterns of connectivity and physical boundaries, while also having regard to local authority boundaries. They provide a consistent local geography through which variations in demographic profile, deprivation, health, labour market conditions and place characteristics can be described and compared. |
| **Construction Support Site (CSS)** | A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes. |
| **Design Manual for Roads and Bridges (DMRB) LA107** | National guidance for assessing landscape and visual effects of highways projects. LA107 provides a structured approach to defining receptors, assessing magnitude of change and reporting effects |
| **Environmental Impact Assessment (EIA)** | The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The EIA regulations require that the effects of a project, where these are likely to have a significant effect on the environment, are considered in the decision-making process for the project. |
| **Environmental measures** | Environmental measures proposed in an EIA are designed to limit or remove any significant adverse environmental effects of a development. |
| **Environmental Statement (ES)** | The written output presenting the full findings of the EIA. |


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| Term / acronym | Definition |
|---|---|
| **Freight forwarding** | The specialist logistics services that manage, coordinate and facilitate the movement of air cargo through the airport. |
| **Green belt** | A designation for land used in land use planning, to retain areas of undeveloped land surrounding urban areas, aimed to keep this land permanently open or largely undeveloped. |
| **Green Loop** | A continuous, predominantly recreational route within the active green network that connects communities, workplaces, public open spaces, biodiversity sites and cultural locations via a network of existing and new footpaths, cycleways and bridleways, enhancing connectivity around the airport while supporting active travel and mitigating green belt impacts. |
| **Group rapid transit (GRT)** | A type of automated public transport system that uses driverless vehicles to carry small groups of passengers on a dedicated guideway network. |
| **Guidelines for Landscape and Visual Impact Assessment (GLVIA3)** | The primary professional guidance for assessing landscape and visual effects. GLVIA3 sets out principles for defining sensitivity, magnitude of change and significance. |
| **Landscape character** | The distinct and recognisable pattern of elements, such as landform, vegetation, settlement and land use, that give an area its sense of place. |
| **Landscape character area (LCA)** | A distinct geographic area with a recognisable pattern of landscape elements, such as landform, land use, vegetation and settlement, which combine to create a particular sense of place. |
| **Landscape and Visual Impact Assessment (LVIA)** | A structured assessment of the likely effects of a development on landscape character and on views experienced by people. |
| **Level of change** | The scale, extent and nature of change expected to occur as a result of the Project, taking account of duration, reversibility and the degree of contrast with the baseline. |
| **Mass rapid transit (MRT)** | A high-capacity public transport system designed to move large numbers of people quickly and efficiently in urban areas, typically using rail-based modes such as metros or subways on dedicated routes. |
| **Night-time visual amenity** | The experience of landscape and views after dark, influenced by lighting, skyglow, contrast, visibility and perceptual qualities such as tranquillity. |
| **Photomontage** | A type of AVR that combines baseline photography with a rendered image of the Project to show how it will appear in the view. |
| **Public rights of way (PRoW)** | A right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route. |
| **Representative viewpoint** | A location selected to illustrate typical views experienced by receptors within an area. Viewpoints are used to assess visual effects and may be supported by AVRs. |
| **Significance (of effect)** | A professional judgement on whether an effect is important in EIA terms, based on the sensitivity of the receptor and the level of change. |


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| Term / acronym | Definition |
|---|---|
| **Study area** | The geographical area within which landscape and visual effects are assessed. The study area is informed by ZTV analysis, baseline conditions and professional judgement. |
| **Sustainable drainage systems (SuDS)** | Sustainable drainage systems are a form of surface water management which mimics the natural drainage regime to attenuate, treat and discharge surface water runoff from a site. They are considered to be more sustainable than traditional piped approaches to surface water drainage. |
| **Townscape character** | Townscape character describes the distinct appearance and identity of built-up areas, resulting from the combination of streets, buildings, open spaces, land use and urban features that create a recognisable sense of place. |
| **Tranquillity** | An important component of how people experience landscape and townscape. It relates to the sense of calm, relative quiet and freedom from visual and environmental disturbance that can be perceived in a place.<br>Tranquillity can be influenced by a combination of factors, including the presence of built development, movement, lighting and noise. |
| **Visual amenity** | The value and quality of views experienced by people, including the composition of the view, the presence of features and the perceptual experience. |
| **Visual receptor** | An individual or group of people who experience a view, such as residents, walkers, road users or visitors to open spaces. |
| **WebTAG** | Contains the Department for Transport's guidance on the conduct of transport studies. |
| **Zone of theoretical visibility (ZTV)** | A computer-generated map showing areas from which the Project may theoretically be visible, based on terrain and, where included, vegetation and built form. |


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# 15.12 References

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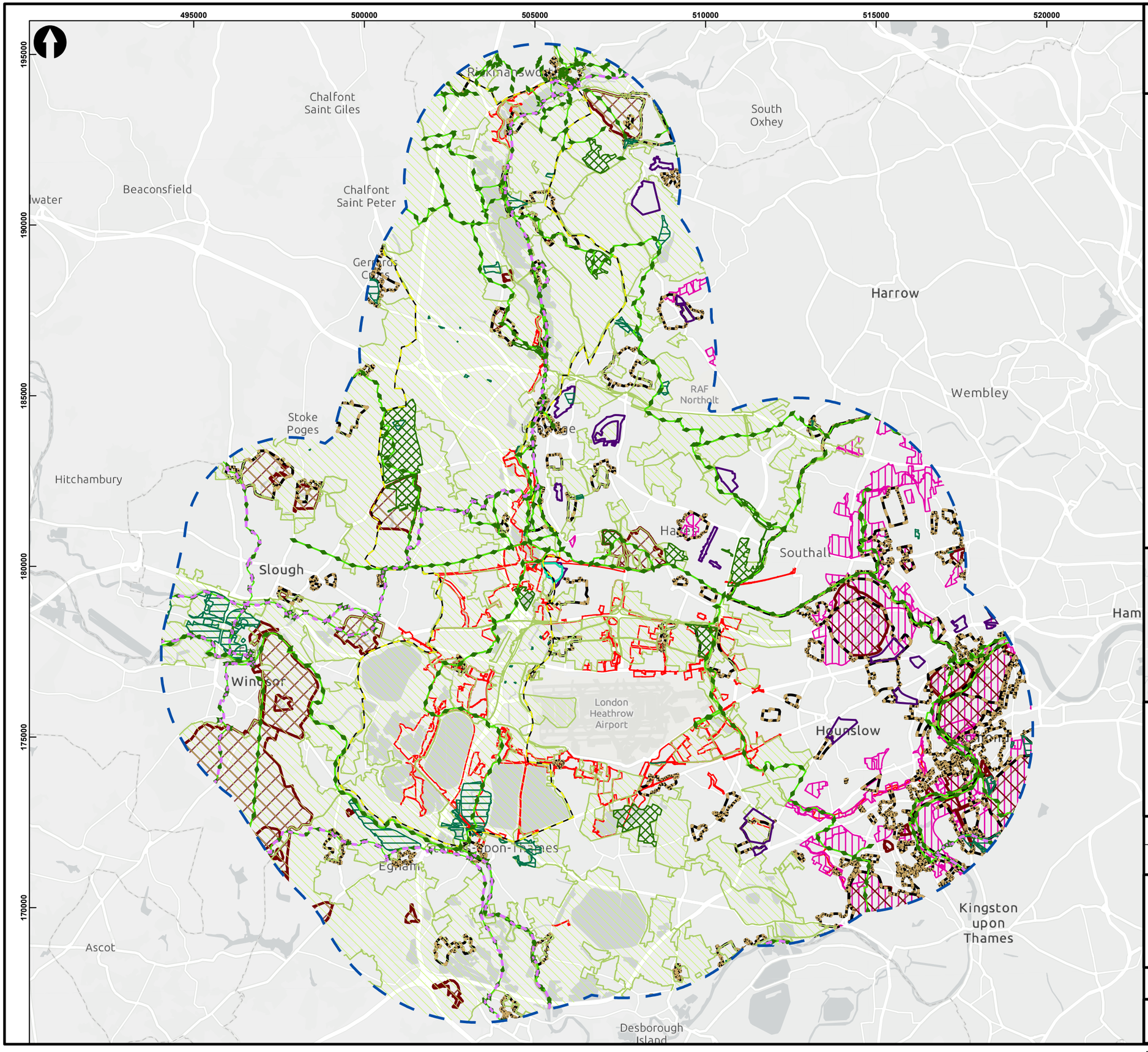
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# Appendix 15A Figures

## Figure 15A.1: Landscape and visual context plan


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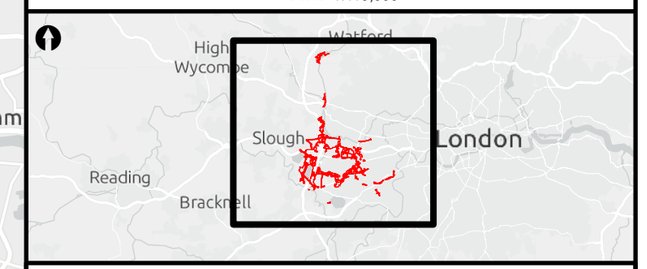



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- Draft DCO Order Limits
- Landscape and visual amenity study area
- National Trail / Recreational Route
- National Cycle Route
- Colne Valley Regional Park
- West Drayton Area of Special Local Character
- Area of Special Local Character
- Conservation Areas
- Registered Parks and Gardens
- Country Park
- Countryside and Rights of Way (CRoW) Act Open Access Land
- Green Belt
- Metropolitan Open Land

0 550 1,100 2,200 3,300 4,400 5,500 6,600
Metres

Scale 1:110,000




Heathrow

| | |
|---|---|
| © Heathrow Airport Limited | Scale 1:110,000 |
| Project Name Heathrow Expansion Project | Heathrow Project No. 3R000 |

Title

Figure 15A.1: Landscape and Visual Context Plan

| Company | Drawn By | Chk/Approved | Drawn Date | Status |
|---|---|---|---|---|
| WSP | LT | CC | 21/05/2026 | FINAL |

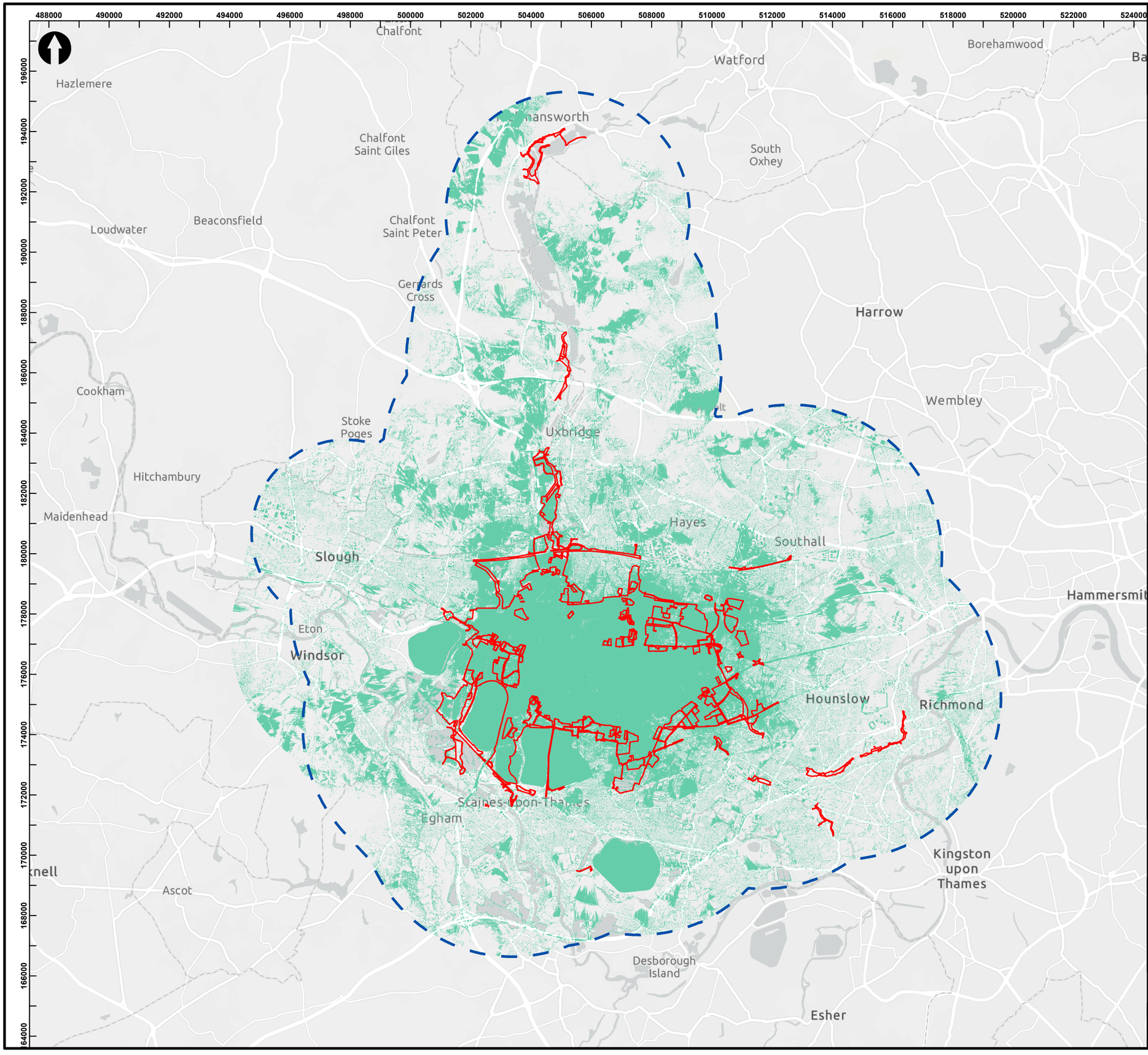
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|---|---|
| 3R000-XX-GA-XXX-100023 | 1.0 |

Source file: EH-WSP-EICR-009

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## Figure 15A.2: Landscape and visual ZTV


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Draft DCO Order Limits

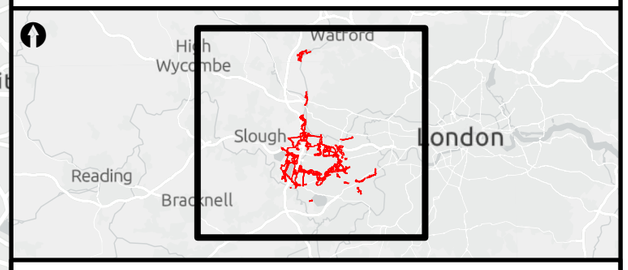
Landscape and visual amenity study area

Zone of Theoretical Visibility (ZTV)

ZTV modelling used LiDAR 2m DSM data © Environment Agency copyright and/or database right 2022.
For the purposes of ZTV modelling, planes using the airport have been taken into account through addition of a plane height of 24m to runways and taxiways.
For the purposes of ZTV modelling, it is assumed that surface elevations in flood risk areas would not increase.
ZTV modelling does not take into account lighting design elements at this stage, as the locations and heights o f these have yet to be defined.
The ZTV includes an adjustment that allows for the Curvature and Light Refraction of the Earth.

0 625 1,250 2,500 3,750 5,000 6,250 7,500
Metres

Scale 1:125,000




Heathrow

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| Scale | |
|---|---|
| 1:125,000 | |

| Project Name | Heathrow Project No. |
|---|---|
| Heathrow Expansion Project | 3R000 |

Title

Figure 15A.2: Landscape and Visual Zone of Theoretical Visibility (ZTV)

| Company | Drawn By | Chk/Approved | Drawn Date | Status |
|---|---|---|---|---|
| WSP | RE | CC | 08/07/2026 | FINAL |

| Location-Level-Sub Series/System-Identifier | Version |
|---|---|
| 3R000-XX-GA-XXX-100024 | 1.0 |

Document Uncontrolled When Printed

Source file: EH-WSP-EICR-010_V2

## Figure 15A.3: Site context photos



Photo 1 North-West view from Bedfont recreation ground



Photo 2 North west view from Feltham station Lidl carpark



Photo 3 North east view from Saint Ann's Hill



Photo 4 Northern view from Great South-West Road


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**Photo 5 Northern view from Bedfont Lakes Country Park**



**Photo 6 Northern view from Staines Miles public footpath near Staines Reservoir**



**Photo 7 Northern view from Stanwell High Street/Church Approach green**



**Photo 8 Eastern view from the Long Walk at Windsor estate**


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**Photo 9 Southern view from Harmondsworth field public right of way**



**Photo 10 South west view from Wellington Primary School sport ground, Hounslow West**



**Photo 11 Southern view from Cranford Country Park**



**Photo 12 Southern view from West Drayton, M4 footbridge near Saxon Lake**


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