

An aerial photograph of Gatwick Airport's northern runway and taxiway. The runway is a long, straight concrete strip with white markings, including the number '26' and the letter 'L'. Several aircraft are visible on the taxiway and runway. In the foreground, a large white Airbus A380 is taxiing. To its left, a smaller white aircraft is also taxiing. Further up the runway, another white aircraft is visible. In the bottom left corner, a red and white easyJet aircraft is taxiing. The surrounding area includes green grass, paved taxiways, and airport buildings in the distance. A control tower is visible on the right side of the image.

YOUR LONDON AIRPORT  
*Gatwick*

*Our northern runway: making best use of Gatwick*

Preliminary Environmental Information Report

Appendix 7.3.1: Summary of Stakeholder Scoping Responses - Historic Environment

September 2021

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## 1 Introduction

### 1.1 General

- 1.1.1 This document forms Appendix 7.3.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.
- 1.1.2 This document provides the summary of stakeholder scoping responses for historic environment for the Project.

## 2 Summary of Stakeholder Scoping Responses for Historic Environment

Consultee	Date	Details	How/where addressed in PEIR
Crawley Borough Council	14 October 2019	The physical impacts on historic listed and locally listed buildings of any potential noise mitigation (eg additional glazing, insulation or mechanical ventilation) that could be required in noise affected locations should be scoped in and considered as part of the Environmental Statement (ES).	Noise effects are discussed in Chapter 14: Noise and Vibration, with the details of the proposed noise insulation schemes discussed in Section 14.8 and the proposed Noise Insulation Scheme zones identified in Figure 14.8.1. The ES will include the identification of the number and locations of listed buildings within the proposed Noise Insulation Scheme zones.
Crawley Borough Council	14 October 2019	It is unclear what para 7.1.39 [of the Scoping Report] considers as " <i>the more urbanised areas of Horley and Crawley</i> " in respect of the impact on settings and what is assumed to be scoped out. Crawley Borough Council would like more certainty on the scope of the assessment and would recommend that the assets are listed within the ES in order to ensure that no important assets are excluded.	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report. Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. Any asset for which no assessment is provided has been scoped out.
Historic England	14 October 2019	Para 7.1.25 [of the Scoping Report] – potential climate change effects on the historic environment are dismissed but we would suggest that there may be some effects; eg climate generated change in hydrology and ground water conditions may affect archaeological preservation environments through drying out of soil or rapid changes in ground saturation.	The potential effects of climate change on aspects of the historic environment are described in the Future Baseline Conditions within Section 7.6 of Chapter 7: Historic Environment.
Historic England	14 October 2019	Para 7.1.26 [of the Scoping Report] – the study area for archaeological assessment is limited to 1 km circumference of the airport; this is very limited and we think this could be wider, perhaps to align with the 3 km zone anticipated for other heritage asset types.	The defined study area for non-designated heritage assets (including archaeological sites) extends for 1 km from the Project site boundary. This provides adequate context for understanding the known and potential archaeological resource within the Project site. The discussion of archaeological potential presented in Appendix 7.6.1: Historic Environment Baseline Report covers a much wider area of South East England.
Historic England	14 October 2019	Para 7.1.27 [of the Scoping Report]– assessment of effects on historic buildings is limited to 3 km; this is likely to be sufficient in most cases. It is acknowledged within the report, however, that some heritage assets beyond 3 km could be affected and therefore may be brought within the scope of the Environmental Impact Assessment (EIA). These are not specified and it would be helpful to have early clarification of which sites or buildings these may be so that appropriate assessment of effects can be factored into the EIA.	The assessment of effects on the significance of designated heritage assets resulting from changes within their settings is based on a study area which extends for 3 km from the Project site boundary. The Zone of Theoretical Visibility (ZTV) established for the Project is also taken into account when assessing visual changes within

Consultee	Date	Details	How/where addressed in PEIR
			settings of heritage assets. Through the Scoping Report, advice was sought as to whether any specific heritage assets beyond the 3 km study area should also be assessed – no such assets were identified within the Scoping Opinion. A much wider study area has been used in the assessment of effects resulting from increased overflights.
Historic England	14 October 2019	It is proposed to scope out any assessment of effects on urban heritage assets (para 7.1.39 [of the Scoping Report]); however, a number of assets within the 3 km assessment area are within the Horley urban area. It is not clear, therefore, if all assets in urban areas will be scoped out or if sites falling within the ambit of paragraph 7.1.27 [of the Scoping Report] will be an exception. Historic England request clarification.	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report. Section 7.9 of the Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. Any asset for which no assessment is provided has been scoped out.
Historic England	14 October 2019	While assessment of effects on individual heritage assets may be included within the scope of the EIA, there is no specific mention of settlement level impacts of Charlwood; given the concentration of assets in this location and its proximity to the airport, and in particular to the repositioned northern runway, there is a case for such an assessment to be included.	Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. This includes assessment of the Charlwood Conservation Area and individual designated heritage assets within Charlwood.
Historic England	14 October 2019	Given the scale of the reproductions in the report ([Scoping Report] figure 7.1.1, Volume 2), it has not been possible to check the accuracy of the heritage designations map. We assume it has drawn its data from respective Historic Environment Records; it would be helpful if these were to be confirmed as the sources of data.	Information regarding data sources is provided within Appendix 7.6.1: Historic Environment Baseline Report. The Historic Environment Records for Surrey and West Sussex have been consulted in the preparation of the baseline report.
Historic England	14 October 2019	There is a case for inclusion of heritage/cultural facilities within the non-residential receptors category of the noise assessment chapter (paragraph 7.8.25 [of the Scoping Report]). The enjoyment and appreciation of heritage sites, museums & galleries, and historic parks and gardens could be disproportionately affected by changes in the noise regime and visual intrusion resulting from more flights and additional ground facilities proposed by the project. Some of these could be well beyond the 3 km radius set for the heritage impacts (eg Hever Castle).	The study area for the assessment of effects resulting from increased air noise is much greater than 3 km – it is based on the modelled noise change footprints rather than a predefined distance from the Project site boundary. This is described within Appendix 7.6.1: Historic Environment Baseline Report.
Historic England	14 October 2019	The proposed geographical limitations (1 km for archaeology, 3 km for built heritage) are applied to the proposed cumulative assessment matrix (Table 7.15.2 [of the Scoping Report]); if an extension of those study area limits (eg to the archaeological impacts) are agreed, the revised area of assessment should apply to the cumulative impacts also.	The area of assessment for cumulative impacts aligns with the defined study area for effects resulting from changes within the settings of designated heritage assets.
Horsham District Council	14 October 2019	No figure representing the 3 km area for heritage assets, only a figure representing the 1 km archaeological area. It would therefore be useful for GAL to provide a map at the earliest opportunity that shows the area 3 km from the Project site boundary to confirm that all designated assets within this area have been identified. If this is not currently the case, these sites should be incorporated into the assessment process. It is also suggested that the impact on non-designated heritage assets be identified and considered. Although not of national importance these assets are of local significance and should be protected where possible.	The designated heritage assets within 3 km of the Project site boundary (and within the ZTV) are indicated on Figure 5.2.1 of Appendix 7.6.1: Historic Environment Baseline Report. Potential effects on the significance of non-designated heritage assets are described with Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	An initial Heritage Assessment has been undertaken; based primarily on readily available resources held by the Kent County Council Historic Environment Record. Rather than a detailed appraisal, it provides a broad initial view on the sensitivity of the historic environment resource in Kent and the way in which this should be approached for assessment of the potential impacts of development at Gatwick. The sensitivity of particular sites	The only part of the heritage assessment that could cover heritage assets within Kent is the assessment of effects resulting from increased air noise. The study area for this assessment is described within Appendix 7.6.1: Historic Environment Baseline Report, whilst

Consultee	Date	Details	How/where addressed in PEIR
		may change following more detailed appraisal and in light of new information. The process of assessment should be reviewed and refined as the consideration of the proposed development progresses.	the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	The proposal is unlikely to have direct impact on Kent's archaeological remains. However, there may also be a more indirect impact from enabling or related works, such as improvements to infrastructure - especially improvements to the M25, A25, A21 or A264, or improvements to services, such as upgrading water, electricity, gas or telecommunication routes. These indirect impacts should be identified and considered within the ES.	The only part of the heritage assessment that could cover heritage assets within Kent is the assessment of effects resulting from increased air noise. The study area for this assessment is described within Appendix 7.6.1: Historic Environment Baseline Report, whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment. The Project does not include any infrastructure improvements within Kent.
Kent County Council	14 October 2019	There may be impact from additional overhead planes on the setting of some archaeological sites, such as Squerryes Park Hillfort, in terms of appreciation and understanding of their site and situation.	The study area for the assessment of effects resulting from increased air noise is based on the modelled noise change footprints. This is described within Appendix 7.6.1: Historic Environment Baseline Report whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	The increase in flight numbers arising as a result of the proposal is likely to result in an increase in pollution from the aircraft, as well as the increased traffic travelling to the airport – this may have a direct impact on the designated and non-designated buildings in Kent. The proposal may have an impact on historic buildings within the high status residences, including Squerryes Court, Chiddingstone and Chartwell. The historic buildings within the villages along the A25, such as Westerham and Brasted, and along the A264, such as Ashurst, could also be affected. Furthermore, indirect impacts could result in a detrimental effect on the setting of the more isolated but high status historic buildings, especially in terms of the understanding and appreciation of medieval and post medieval components of buildings within Kent.	The study area for the assessment of effects resulting from increased air noise is based on the modelled noise change footprints. This is described within Appendix 7.6.1: Historic Environment Baseline Report whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	Historic Landscapes: The historic landscapes within the study zone in Kent could be directly affected by the increase in overhead planes and indirectly by increased road traffic. The increase in flights and resulting noise arising from the proposal would be intrusive and would have a detrimental impact on the appreciation, understanding and enjoyment on the extensive designated parklands - some of which are major visitor attractions in Kent. The wider historic landscapes of this study zone are a key part of the historic character of Kent and the tranquility of the historic areas are valued by residents and visitors. There might also be a detrimental visual impact on the views from and towards the historic parklands located on the hills, particularly towards the northern part of the study zone in Kent.	The study area for the assessment of effects resulting from increased air noise is based on the modelled noise change footprints. This is described within Appendix 7.6.1: Historic Environment Baseline Report whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	Although there may only be a localised direct impact on the archaeology, historic buildings and historic landscapes from works associated with the proposal, there may be a considerable range of indirect impacts from the increase in air traffic and the need to improve surface access for the airport. This could range from direct detrimental impact on the fabric of historic buildings through increased air pollution, to the impact of the appreciation of the tranquility of surviving medieval landscapes. Assessment of the environmental impact of the proposal needs to be supported by a thorough and robust assessment of the historic environment and a specialist assessment of archaeology and historic buildings and historic landscapes should be part of the ES.	The assessment of effects on the historic environment is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	The ES for this scheme will need to include key local planning policies on heritage of Tunbridge Wells Borough Council, Sevenoaks District Council and Tonbridge and Malling Borough Council. It is essential that the historic environment for these districts and boroughs is considered, particularly in view of the potential impact from noise, pollution and traffic impacts.	The only part of the heritage assessment that could cover heritage assets within Kent is the assessment of effects resulting from increased air noise. The study area for this assessment is described within Appendix 7.6.1: Historic Environment Baseline Report, whilst

Consultee	Date	Details	How/where addressed in PEIR
			the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Kent County Council	14 October 2019	Assessment of the historic environment as part of the ES will need to include appropriate assessment of historic/ archaeological landscapes, not just Historic Landscape Character. At present, guidance set out by the Highways Agency could be the best current national model to follow. This is particularly important to ensure robust assessment of designated heritage assets and their significance. In Kent, the impact from noise, pollution, lighting and visible planes is going to be a significant issue moving forward due to the potential impact on all aspects of west Kent's environment.	The only part of the heritage assessment that could cover heritage assets within Kent is the assessment of effects resulting from increased aircraft noise. The study area for this assessment is described within Appendix 7.6.1: Historic Environment Baseline Report, whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Mid Sussex District Council	14 October 2019	Any recommendations/ consultation advice received from statutory consultees should be provided and discussed as part of ongoing consultation and design development.	All consultation advice is recorded within Table 7.3.2 in Chapter 7: Historic Environment.
Mid Sussex District Council	14 October 2019	Given that the Design Manual for Roads and Bridges (DMRB) has potentially limited application to airports it should be confirmed how the proposed methodology compares or contrasts to the assessment methods applied in other recent cognate EIAs related to airport schemes.	It is not accepted that DMRB has potentially limited application to airports. The methodology used for the assessment presented Chapter 7: Historic Environment has been informed by DMRB but takes on board other guidance published by statutory bodies.
Mid Sussex District Council	14 October 2019	It should be confirmed how the methods used to define study areas for the Historic Environment have been developed in tandem with other topics, including Landscape, Townscape and Visual Resources and Noise and Vibration.	The assessment of effects on the significance of designated heritage assets resulting from changes within their settings is based on a study area which extends for 3 km from the Project site boundary. The ZTV established for the Project as part of the Landscape and Visual Impact Assessment is also taken into account when assessing visual changes within settings of heritage assets. The study area for the assessment of effects resulting from increased air noise is based on the modelled noise change footprints. This is described within Appendix 7.6.1: Historic Environment Baseline Report whilst the assessment of effects is presented within Section 7.9 of Chapter 7: Historic Environment.
Mid Sussex District Council	14 October 2019	The ES should ensure that it describes the areas in which the Historic Environment and Landscape, Townscape and Visual Resources topics overlap or diverge in their methodological approaches to aspects including: <ul style="list-style-type: none"> <li>▪ study areas;</li> <li>▪ tranquility;</li> <li>▪ viewpoints, viewsheds, photomontages and visualisations;</li> <li>▪ definition, verification and use of ZTV(s);</li> <li>▪ setting assessment;</li> <li>▪ receptor identification and selection;</li> <li>▪ receptors shared with Noise and Vibration/Human Health topics;</li> <li>▪ their roles in providing inputs into design and design principles/ guidance; and</li> <li>▪ conservation areas, individual historic structures and historic landscape.</li> </ul>	The study areas for the heritage assessment are described within Appendix 7.6.1: Historic Environment Baseline Report.
Mole Valley District Council	14 October 2019	Paragraph 7.1.1 [of the Scoping Report] – For the avoidance of doubt, the Council would like to make clear that not all of the Mole Valley Local Plan 2000 policies listed as relevant to the Historic Environment were saved following review of the 2000 Local Plan in 2007. Policies ENV40, ENV41, ENV44, ENV45, and ENV46 were not saved and are therefore not applicable.	It is acknowledged that the stated policies from the Mole Valley Local Plan 2000 are not 'saved' – these policies are not considered within the PEIR and subsequent ES.
Mole Valley District Council	14 October 2019	Paragraph 7.1.39 [of the Scoping Report] – No assessment is proposed to be undertaken with regard to the potential effects on the importance of designated heritage assets located within the more urbanised areas of	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report.

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		Horley and Crawley. While this concerns land outside the Council's remit, we are concerned that this is an insufficient approach as there are designated heritage assets such as listed buildings, within the built-up areas of Horley and Crawley, that are within close range of the airport or near to areas where development is planned through the Project. Such heritage assets have the potential to be affected by the development and should therefore be included in the scope of the EIA.	Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. Any asset for which no assessment is provided has been scoped out.
Reigate and Banstead Borough Council	14 October 2019	Following the adoption of the Development Management Plan (DMP) on 26th September 2019, references to the following saved Borough Local Plan Policies should also be removed from Paragraph 7.1.1 of the Scoping Report: <ul style="list-style-type: none"> <li>▪ Pc8 "Ancient Monuments &amp; Archaeology";</li> <li>▪ Pc9 "Buildings of Historic Interest";</li> <li>▪ Pc10 "Buildings of Local Interest";</li> <li>▪ Pc11 "Historic Gardens"; and</li> <li>▪ Pc12-14 "Conservation Areas."</li> </ul>	It is acknowledged that the Reigate and Banstead Borough Council DMP 2018-2027 was adopted in September 2019. Consequently, the 'saved' policies from the former Borough Local Plan are not considered within the PEIR or subsequent ES.
Reigate and Banstead Borough Council	14 October 2019	We have some concern regarding the scoping out of the potential effects on the importance of designated heritage assets located within the more urbanised areas of Horley and Crawley. We consider that such a generic blanket approach is not appropriate - whilst we recognise (and appreciate) the justification provided by GAL, namely that because their settings are predominantly urban that it is unlikely that any development at the airport would impact upon them, we note that this may lead to the screening out of the impact of the project on St Bartholomew's Church which is Grade I listed and whilst in the urban area of Horley is within very close proximity to the proposed Project site boundary and proposed improvement works that may be required to the Longbridge roundabout.	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report. Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. Any asset for which no assessment is provided has been scoped out. The potential effects on the significance of the Grade I listed Church of St Bartholomew have been assessed.
Reigate and Banstead Borough Council	14 October 2019	The Council would expect to see greater clarity as to the proposed definition of the study area for the identification of non-designated heritage assets (locally listed buildings). We note that Paragraph 7.1.20 of the EIA Scoping Report says that the historic environment desk-based assessment will include locally listed buildings but that no study area is proposed for the identification of locally listed buildings within Paragraphs 7.1.26-7.1.28 of the EIA Scoping Report which detail the proposed study areas for heritage assessments.	The defined study area for non-designated heritage assets (including locally listed buildings) extends for 1 km from the Project site boundary.
Surrey County Council	14 October 2019	The area around Gatwick Airport is rich in Prehistoric material and known occupation sites. The Sussex side of the border has produced significantly more evidence – this is likely due to the heavily urbanised and developed nature of the landscape meaning that more investigations have taken place there, rather than any indication of a dearth of occupation on the rather more rural Surrey side. It is notable that some of the Sussex archaeological areas stop at the Surrey border, whilst one of the Surrey ones stops at the edge of Sussex: the assessment will need to be mindful of the fact that these distinctions are artificial.	The assessment takes account of the potential for the boundaries of defined areas of archaeological significance to be artificial constructs based on previous investigations.
Surrey County Council	14 October 2019	One of the proposed construction compound sites is within the Surrey border (the site to the north of Junction 9a of the M23 and A23). This site is adjacent to a Surrey Area of High Archaeology Potential (AHAP) and will require investigation unless it can be demonstrated that the compound will be constructed and operated in a manner which will leave sub-surface deposits undisturbed, including through the possibilities of site compaction. Provision for this appears to be set out in paragraph 7.1.31 [of the Scoping Report], as are the proposals for subsequent mitigation, although it is noted that no mention is made of publication within the discussion on reporting: we will almost certainly require the results of any work to be detailed in the county Archaeological Journal.	Appropriate archaeological investigation of this proposed construction compound location would be undertaken in accordance using methodologies agreed in advance with the archaeology team at Surrey County Council. Any mitigation measures for the protection of archaeological remains would also be agreed in advance with the archaeology team at Surrey County Council, as would the details of the publication of the results of any archaeological investigations undertaken within Surrey in connection with the Project.

Consultee	Date	Details	How/where addressed in PEIR
Surrey County Council	14 October 2019	There is little mention of heritage assets other than archaeology, but as the proposal is largely about reconfiguration of operations within an existing airport, many of the effects on these assets (Listed Buildings, historic landscapes, etc) will already be apparent. It will be important to keep note of the settings of these sites however, particularly with regard to probable increased noise issues.	Section 7.9 of Chapter 7: Historic Environment presents an assessment of the likely effects on all aspects of the historic environment. The chapter includes an assessment of likely effects resulting from increased noise.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.2 [of the Scoping Report] - The list of guidance documents should also include the Sussex Archaeological Standards (2019). These are non-statutory local archaeological standards used in providing development management advice by East Sussex County Council, West Sussex County Council and Chichester District Council.	This document is now included within the list of guidance documents described and discussed within Appendix 7.6.1: Historic Environment Baseline Report.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.9 [of the Scoping Report] - Deeper deposits of potential geoarchaeological and palaeoenvironmental significance (eg late glacial channel deposits, alluvial deposits) may survive below areas of previous heavy ground disturbance.	The potential for deposits of geoarchaeological and palaeoenvironmental interest to be present within the Project site is discussed in Appendix 7.6.1: Historic Environment Baseline Report.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.18 [of the Scoping Report] - It is recommended strongly that the information used to inform the detailed Historic Environment Desk Based Assessment (DBA) should include full summaries of the findings of the two archaeological investigations by GAL for the New Pollution Lagoon (Figure 7.5.1 [of the Scoping Report]) and Flood Alleviation Reservoir (to the south of Crawley Sewage Works), both of which are within the Project site boundary. The Flood Alleviation Reservoir construction site included part of a Late Iron Age cremation cemetery, which lies partly within the Water Treatment Works Option 2 Area; the cemetery, from the brief information presently available, appears to be of high archaeological significance, but its extent is not presently known. It is also recommended strongly that further information should be provided about the cemetery - its dating, quality, degree of rarity and extent - as part of the EIA, eg following excavation of trial trenches in the close vicinity of the known discoveries. The Historic Environment DBA should also include an appraisal of the geoarchaeological potential of the site in relation to the proposals.	Detailed summaries of the results of the programmes of archaeological work at these two sites are presented within in Appendix 7.6.1: Historic Environment Baseline Report. The potential for deposits of geoarchaeological and palaeoenvironmental interest to be present within these areas is also discussed in Appendix 7.6.1: Historic Environment Baseline Report.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.25 [of the Scoping Report]: Climate change should be included as it is likely to affect the historic environment baseline over the assessment period through increased heat and rainfall undermining foundations and damaging buildings.	The potential effects of climate change on aspects of the historic environment are described in the Future Baseline Conditions within Section 7.6 of Chapter 7: Historic Environment.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.31 [of the Scoping Report]: Some of the land within the Project site boundary, where buried archaeological features may still exist, not previously investigated or recorded, is listed. However, the following Project Elements should also be included: <ul style="list-style-type: none"> <li>▪ Fire Training Ground and potential Noise Mitigation Bund;</li> <li>▪ Car parking areas: Crawter's Road Car Park &amp; Purple Parking re-provision area; and Pentagon Field;</li> <li>▪ Waste Water Treatment Option 1;</li> <li>▪ Waste Water Treatment Option 2 (known Iron Age cremation burial cemetery on part of the site formerly a construction compound for the Flood Alleviation Reservoir, exact location of cemetery and details of archaeological investigation and recording pending);</li> <li>▪ Western part of the potential area for flood compensation;</li> <li>▪ Main construction Compounds north and south of A23 Gatwick Spur Road; and</li> <li>▪ All of the Potential Environmental Mitigation and Enhancement Areas.</li> </ul>	A programme of geophysical survey has been undertaken in order to further inform the understanding of archaeological potential as selected locations within the Project site. This was agreed in advance with the appropriate archaeological advisors to the local planning authorities. Further investigations will be undertaken ahead of the production of the final ES – again all work would be agreed in advance with the appropriate archaeological advisors to the local planning authorities, as would any subsequent investigations carried out ahead of or during construction.
West Sussex County Council	14 October 2019	In reference to Paragraph 7.1.39 [of the Scoping Report]: The proposed scoping out of the potential effects of the Project on the significance of designated heritage assets located within the more urbanised areas of Crawley is acceptable in principle, with the reservation that such assets should be listed in the ES (eg in an Appendix), to facilitate review of excluded assets where desirable; and that it should be made clear there whether or not these	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report. Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such

Consultee	Date	Details	How/where addressed in PEIR
		assets are in the ZTV associated with the Project. Further, the potential physical impact of noise insulation on historic buildings should be taken into account. No comments are offered here in respect of similar proposed scoping out for built-up areas of Horley (in Surrey, outside West Surrey County Council's geographical remit).	assessment is considered necessary. Any asset for which no assessment is provided has been scoped out.
Tandridge District Council	14 October 2019	No specific comments are made on the proposed scope of the baseline studies, study area, affects proposed to be assessed, and the approaches to the assessment of effects, and mitigation, enhancement and monitoring in relation to this topic. The scoping out of the potential effects on the importance of designated heritage assets in urbanised areas (Horley and Crawley) is considered acceptable in principle, though the comments made by the Boroughs within which these towns are located (Reigate and Banstead, and Crawley) are deferred to in this instance. The scoping out of effects on buried archaeology during the operational phase of the development is considered acceptable.	Further information on assets scoped out of the assessment is provided in Appendix 7.6.1: Historic Environment Baseline Report. Section 7.9 of Chapter 7: Historic Environment provides an assessment of impacts and effects on all assets for which such assessment is considered necessary. Any asset for which no assessment is provided has been scoped out.

### 3 Glossary

#### 3.1 Glossary of terms

**Table 3.1.1: Glossary of Terms**

Term	Description
AHAP	Area of High Archaeological Potential
DBA	Desk Based Assessment
DMP	Development Management Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
PEIR	Preliminary Environmental Information Report
ZTV	Zone of Theoretical Visibility