

Statutory Consultation 2022

# **Preliminary Environmental Information Report**

Volume 3: Appendix 14.8

**Residential Visual Amenity Assessment**



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# 1 INTRODUCTION

## 1.1 Background

- 1.1.1 Luton Rising (a trading name of London Luton Airport Limited ('the Applicant')) is proposing to expand London Luton Airport (the airport) by submitting an application for development consent) for works that will allow the airport to expand capacity from 18 million passengers per annum (mppa) to accommodate 32 mppa (the Proposed Development).
- 1.1.2 This document provides a Residential Visual Amenity Appraisal (RVAA) of the Proposed Development, and is provided as a technical appendix to the Preliminary Environmental Information Report (PEIR) published as part of a suite of documents to support statutory consultation. The preparation of an RVAA was agreed with the Planning Inspectorate (PINS) during scoping for the landscape and visual elements of the Environmental Impact Assessment (EIA) for the Proposed Development, as described in paragraph 4.13.18 of the Scoping Opinion provided as **Appendix 1.2** in Volume 3 of this PEIR, and subsequent engagement with stakeholders.
- 1.1.3 This document should be read in conjunction with the preliminary Landscape & Visual Impact Assessment (LVIA) reported in **Chapter 14** in Volume 2 of this PEIR.

## 1.2 Purpose of the RVAA

- 1.2.1 Residential Visual Amenity means *'the overall quality, experience and nature of views and outlook available to occupants of residential properties, including views from gardens and domestic curtilage.'* (Ref. 1)
- 1.2.2 The purpose of this RVAA is to determine if the effect of the Proposed Development on Residential Visual Amenity is of such a nature or magnitude that it potentially affects 'living conditions' or 'Residential Amenity.' This is referred to as the Residential Visual Amenity Threshold (RVAT) (Ref. 2).
- 1.2.3 Professional judgements made in respect of Residential Visual Amenity should not be confused with the judgement regarding Residential Amenity because the latter is a planning matter (Ref. 3).

# 2 METHODOLOGY

- 2.1.1 The methodology employed for this RVAA is informed by the principles and processes set out in the third edition of the Guidelines for Landscape & Visual Impact Assessment (GLVIA3) and reflects guidance set out in the Landscape Institute technical guidance note on Residential Visual Amenity Assessment (Technical Guidance Note 2/19).
- 2.1.2 The RVAA follows the four-stage process as set out below:
- Step 1: Define study area and identify properties to be appraised.
- Step 2: Evaluate baseline visual amenity of properties.

Step 3: Consider change to visual amenity of properties & identify properties requiring further appraisal.

- 2.1.3 Step 4: Detailed appraisal of individual properties identified in Step 3 to determine whether they would experience the greatest magnitude of change (i.e. High adverse), using the criteria defined in Table 8 at **Appendix 14.1** in Volume 3 of this PEIR, such that the RVAT may be engaged (Ref. 4).
- 2.1.4 Fieldwork has been undertaken from publicly accessible locations with no requests made to enter private land. Where assumptions about visibility from private land are made this is made clear in the appraisal.

### **3 APPRAISAL**

#### **3.1 Defining the Study Area & Identifying Properties**

- 3.1.1 The Study Area for this RVAA as shown in **Figure 1** has been informed by the LVIA but recognises that RVAA is a stage beyond (Ref. 5) and that residential properties impacted by potentially very large but lower profile structures and developments are unlikely to require RVAA except where in very close proximity, (Ref. 6) which in the context of the Proposed Development is judged by the assessor and has been agreed with the LVIA Working Group (as defined in **Section 14.4** in Volume 2 of this PEIR) to be a distance of less than 150m.
- 3.1.2 It is judged by the assessor and has been agreed with the LVIA Working Group that residential receptors would only have potential to require RVAA where impacted by elements of the Proposed Development that exceed a height of 10m above existing grade and where contributing to the following works (as described in **Chapter 4** in Volume 2 of the PEIR):
- a. Airfield works.
  - b. Terminal and associated works.
  - c. Airport support facilities.
- 3.1.3 The works to enable development (Work No. 1), works to deliver the landscape and mitigation (Work No. 5) and highway works (Work No. 6) are judged not to have potential to require RVAA.
- 3.1.4 Winch Hill House is located more than 150m from Work 4c.01 (Fuel Storage Facility) and is accordingly judged not to have potential to require RVAA.
- 3.1.5 Several properties in South Wigmore are within 150m of the proposed P9 decked car park (Work No. 4o.02). This element of the Proposed Development would however also be less than 10m in height and is consequently also judged not to have potential to require RVAA (Ref. 7).
- 3.1.6 The curtilage of a few properties at Eaton Place (properties 1-3, 6 and 7 Eaton Place), on Eaton Green Road (properties 55-57 Eaton Green Road) and at the corner of Lalleford Road (properties 1-4 Hartop Court) are within 150m of the proposed parameter extents for Work 4b (Hangers A and B), which is envisaged to exceed a height of 10m and is accordingly judged to have potential to require RVAA.

3.1.7 The curtilage of no other residential properties is within 150m of elements judged to have potential to require RVAA.

## **3.2 Evaluation of Baseline Visual Amenity**

### ***Properties on Eaton Place***

3.2.2 Properties 1-3 Eaton Place are orientated in an east west direction away from the Proposed Development boundary and the parking area to their frontage has a mature coniferous hedgerow, which adjoins Eaton Green Road. Residents of properties 1-3 Eaton Place experience glimpsed and oblique views toward and through the buildings within the Airport Executive Park from their frontages and upper storeys to the rear. They are also anticipated to experience glimpsed views to an existing surface car park for airport staff from the rear of their property. The property 1 Eaton Place has windows on its southern frontage, on both lower and upper floors.

3.2.3 Properties 6 and 7 Eaton Place are also orientated in an east-west direction away from the Proposed Development boundary. Views from their gardens are generally enclosed by fencing, outbuildings and vegetation, however there are views above the fencing, and from the edge of their curtilage, at the parking area shared with properties 1-3, towards the Airport Executive Park. Residents of these properties are judged to experience glimpsed and oblique views toward and through the buildings within the Airport Executive Park from their upper storeys and gardens.

3.2.4 The views experienced by residents in properties on Eaton Place are considered to be undistinguished. The sensitivity of these receptors is however judged to be High.

### ***Properties on Eaton Green Road***

3.2.5 Property 57 Eaton Green Road adjoins 7 Eaton Place and is similarly orientated in an east west direction away from the Proposed Development boundary but has its main entrance and car parking bay adjoining its southern frontage and a window above the entrance on its upper floor. Views southward toward the Main Application Site from this property are dominated in the foreground by a building within the Airport Executive Park, behind mature trees lining Eaton Green Road.

3.2.6 Properties 55 and 56 on Eaton Green Road are orientated in a north south direction, with the main frontage of the property directly facing the Proposed Development boundary. Planting within the front garden of the properties is not at a height to provide any screening. Views southward toward the Main Application Site from this property are dominated in the foreground by a building within the Airport Executive Park beyond mature boundary trees lining Eaton Green Road.

3.2.7 The views experienced by residents in properties on Eaton Green Road are unremarkable. The sensitivity of these receptors is however judged to be High.

### ***Properties at 1-4 Hartop Court, Lalleford Road***

- 3.2.8 The properties at 1-4 Hartop Court are orientated in an east west direction away from the Proposed Development boundary. Residents of these properties are judged to experience glimpsed and oblique views toward and through the buildings within the Airport Executive Park from the curtilage of the property. The southern facade of these properties does not have windows. Only the southernmost part of the curtilage to these properties falls within the Study Area.

## **3.3 Assessment of likely change to visual amenity**

### ***Properties on Eaton Place***

- 3.3.2 Works 4b (Hangers A and B) would be an evident feature at ground level in views experienced by residents within the car parking area of properties 1-3 Eaton Place and would be capable of being seen in oblique views from upper floors in these properties. It is however anticipated that this development would be largely screened in views experienced by residents from the ground floors of these properties due to the coniferous hedgerow that adjoins Eaton Green Road.
- 3.3.3 Works 4b would likely be screened from the ground floor of properties at 6 and 7 Eaton Place, due to the properties enclosed nature and orientation, however, as in properties 1-3 they would experience views from within the car parking area, above fencing in the garden and in oblique views from upper storeys.
- 3.3.4 The magnitude of change to visual amenity experienced by residents of properties on Eaton Place is appraised to be Low.

### ***Properties on Eaton Green Road***

- 3.3.5 Works 4b would be entirely screened in views experienced by residents from within the domestic curtilage of 57 and 56 Eaton Green Road due to intervening built form within the Airport Executive Park. The magnitude of change to visual amenity experienced by residents of properties 57 and 56 Eaton Green Road is appraised to be Low.
- 3.3.6 Residents within the domestic curtilage of 55 Eaton Green Road will have views through the gaps between buildings within the Airport Executive Park towards Works 4b, although as it is seen in the context of Airport Executive Park and only a small proportion of the view is affected, the magnitude of change to visual amenity experienced by residents of properties on Eaton Green Road is similarly appraised to be Low.

### ***Properties at 1-4 Hartop Court, Lalleford Road***

- 3.3.7 Works 4b would be visible in oblique views from the curtilage of the properties and windows, through gaps between the buildings of Airport Executive Park and at a more direct angle of view from the garden to the south of the properties. The hangars would be seen in the context of the Airport Executive Park with only a small proportion of the view affected. The magnitude of change to visual amenity experienced by residents is accordingly appraised to be Low.



### **3.4 Forming the RVAA judgement**

3.4.1 In accordance with Technical Guidance Note 2/19, (Ref. 8) RVAA is only concerned with those properties that experience a change in the highest magnitude category. As residents of properties on Eaton Place, Eaton Green Road and Lalleford Road would experience a magnitude of change that is appraised to be Low, none of these receptors is judged to engage the RVAT.

## **4 SUMMARY**

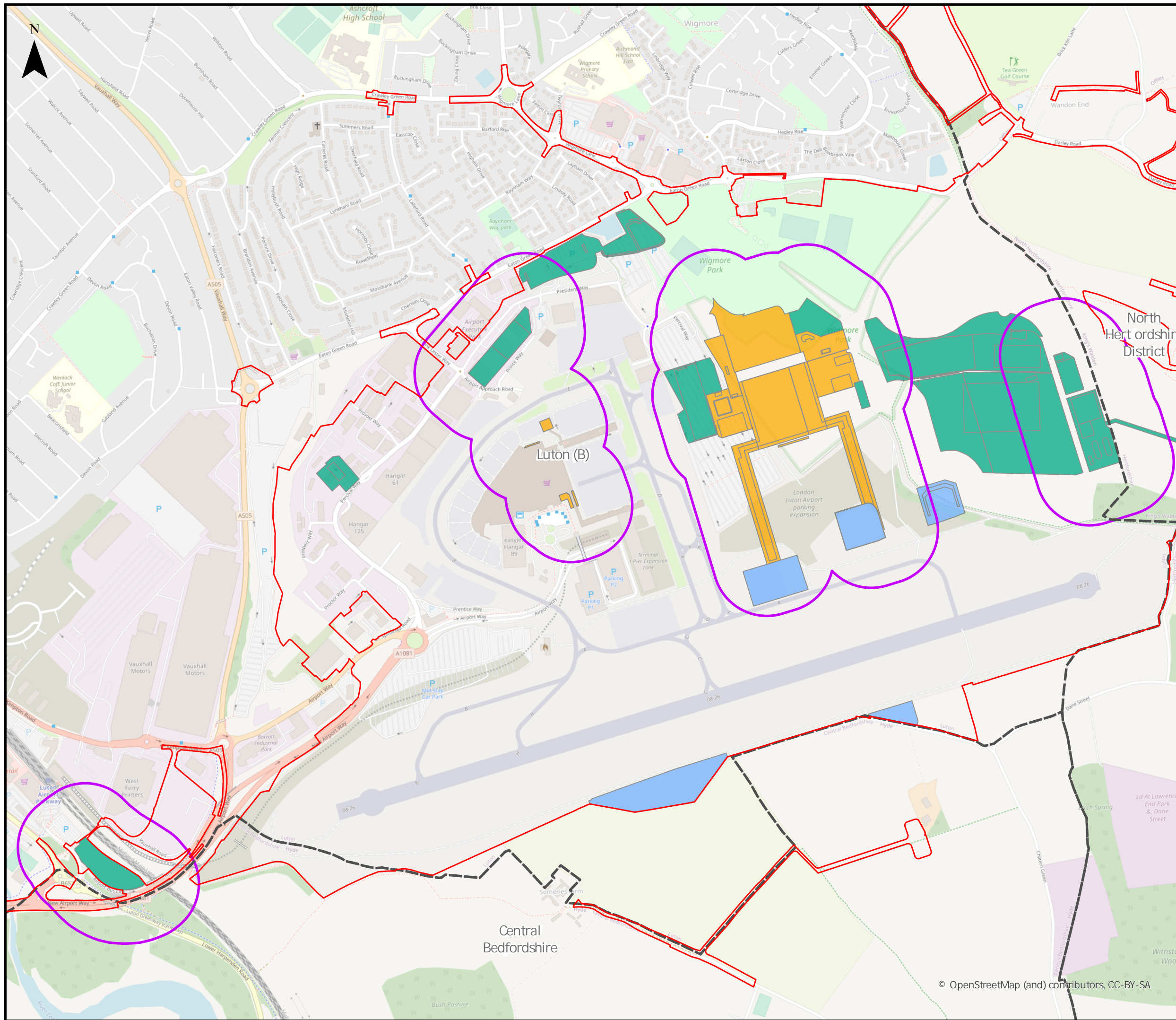
4.1.1 Works 4b (Handgers A and B) would exceed a height of 10m and be located within 150m of residential receptors on Eaton Place, Eaton Green Road and Lalleford Road. No other part of the Proposed Development that is considered to have potential to require RVAA would exceed a height of 10m or be located within 150m of residential receptors.

4.1.2 The magnitude of change experienced by residential receptors at Eaton Place, Eaton Green Road and Lalleford Road is appraised to be Low. The Proposed Development is accordingly judged not to engage the RVAT from any residential receptors.

## REFERENCES

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- Ref 1 Landscape Institute (2019) Clause 1.2 Residential Visual Amenity Assessment (RVAA) Technical Guidance Note 2/19
- Ref 2 Landscape Institute (2019) Clause 2.1, RVAA TGN 2/19
- Ref 3 Landscape Institute (2019) Clause 1.9, RVAA TGN 2/19
- Ref 4 Landscape Institute (2019) Figure 1: RVAA Process, RVAA TGN 2/19
- Ref 5 Landscape Institute (2019) Clause 4.6, RVAA TGN 2/19
- Ref 6 Landscape Institute (2019) Clause 4.7, RVAA TGN 2/19
- Ref 7 The parameter plans suggest a theoretical height of 14.423m in Work No. 4o.02 (154.500m AOD less 140.077m AOD). This is however because the existing landform within this area falls from east to west. The maximum height of the proposed built form at Work No. 4o.02 would be 7.15m above existing ground level.
- Ref 8 Landscape Institute (2019) Footnote 7, RVAA TGN 2/19



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 All structure positions are indicative. The proposed works will be subject to detailed design development. The changes will be within limits of deviation specified in the Development Consent Order.

- Legend**
- Proposed Development Boundary
  - Local Authorities Boundaries
  - Residential Visual Amenity Assessment (RVA) Boundary
- Zones**
- Airfield Works
  - Airport Support Facilities
  - Terminal and Associated Works

First Issue	AB	PD	CS	07/11/21	P01
Revision History	Drawn	Checked	Approved	Date	Rev.

**Luton Rising** Our airport. Our community. Our planet.  
 Luton Rising  
 Hart House Business Centre  
 Kimpton Road, Luton, LU2 0LA  
 www.lutonrising.org.uk

**London Luton Airport  
 Development Consent Order**

Drawing Title  
**Residential Visual Amenity Assessment (RVA) Study Area**

Purpose of issue <b>SUITABLE FOR INFORMATION</b>				Suitability S2	
Drawn AB	Checked PD	Approved CS	Date 07/12/21	Scale 1:10,000	Size A3

DCO Application Ref. TR020001	APFP Regulation	DCO Document Ref.
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