

5.0 LANDSCAPE AND VISUAL EFFECTS

Introduction

- 5.1 This chapter of the ES assesses the likely significant effects of the Development on the environment in respect of landscape and views.
- 5.2 This chapter has been prepared by Davies Landscape Architects Ltd (DLA). The assessment has been undertaken by Samantha Hart (BAHons, DipLA,CMLI), Director of DLA and Chartered Member of the Landscape Institute with 15 years' experience of EIA projects with background input by Licentiate Members.

Policy Context

National Planning Policy Frameworkⁱ

NPPF Section 15 – Conserving and Enhancing the Natural Environment

- 5.3 Reflects the requirement to contribute to enhancing the local and natural environment.
- 5.4 Para 001 of the Natural Environment Planning Practice Guidance (NE PPG) identifies Landscape Character Assessment (LCA) as an important tool within this process.
- 5.5 Para 117 and NE PPG paras 009, 015 and 019 reiterate the importance of Biodiversity, Ecosystems and Green Infrastructure on the landscape character and habitat network.

Local Planning Policy

Guildford Borough Local Plan: Strategy And Sites 2015 - 2034 - Adopted 25th April 2019ⁱⁱ
POLICY A35: Former Wisley airfield, Ockham

- 5.6 Potential effects of landscape and phasing on the Ockham DVOR/DME will be considered in the phasing. The earth-mounding has been considered to fall within the required height parameters.

POLICY P1: Surrey Hills Area of Outstanding Natural Beauty and Area of Great Landscape Value

- 5.7 Potential effects upon the views and setting of the AONB have been considered and scoped out.

POLICY ID4: Green and blue infrastructure

- 5.8 The Site will be assessed for its potential to provide net gain in key landscape features and biodiversity opportunities as part of the Development.

Local plan saved policiesⁱⁱⁱ

Policy G1 General Standards Of Development & Policy NE5 Development Affecting Trees, Hedges and Woodlands

- 5.9 The Development has been designed to retain all of the tree and hedgerow features and lie outside the protection zones identified in the technical assessments.
- 5.10 Relevant extracts from the above policies are contained in Appendix 5.2.

Assessment Methodology

- 5.11 The following methodology for assessment has been used:
- The methodology is drawn from the GLVIA, 3rd Edition and GLVIA3 clarifications provided by the Landscape Institute^{iv}; and
 - The Landscape Institute's Landscape Institute 'Visual Representation of Development Proposals' Technical Guidance Note 06/19 17 September 2019^v.
- 5.12 A full methodology is given in Appendix 5.1.
- 5.13 The study area for the LVIA was been determined through the identification of a Zone of Theoretical Visibility (ZTV) and refined through site visits. The initial ZTV was informed using GIS mapping systems and based on locating transmitters at the final AOD height of the tallest mounding within the Site. The GIS process does not pick up localised screening and hedgerows, however built up areas and areas of woodland have been interpolated to provide a more accurate study area (woodland at 10m and urban blocks at 8.5m height over the

existing ground levels). As part of a historic application for the wider development of the Former Wisley Airfield (Reference: 15/P/00012), a survey of the heights of the local woodland was undertaken to refine this process and have been inserted in the current model. The location and heights of this woodland are shown on Figure 5.1 and Appendix 5.1.

- 5.14 The site visits during May and September 2020 further clarified the range of receptors which were then provided a sensitivity and baseline description on which to base the magnitude of change and subsequently the potential significance of any effects.
- 5.15 The potential for views and influencing factors has been recorded in a series of Representative and Illustrative Viewpoints (RVP's and IVP's). Representative Viewpoints (RVP's) have been taken to illustrate a typical view (or views) from a given area or group of receptors identified through the desk-based assessment and field surveys. Where it is not possible Illustrative Viewpoints (IVP's) have been included to help inform the decision process. These have been taken from within the Site towards private land and residences and to illustrate where specific factors or features influence the potential extent of view. These are shown on Figures 5.12 and 5.13 and included in Appendix 5.3. To comply with the LI methodology these should be viewed or presented at A3 and viewed at '*comfortable arm's length*'. The location and extent of the RVP's have been agreed with GBC as part of the LVIA methodology – See Appendix 5.3.
- 5.16 A series of unverified photomontages have also been prepared. These can be found, along with the methodology, in Appendix 5.6. As with the RVP's these have been agreed with GBC.

Determining Sensitivity of Receptor

- 5.17 The GLVIA identifies sensitivity as a combination of the '*susceptibility of the receptor to a specific type of change or development*' and the '*value related to that receptor*'.
- 5.18 The susceptibility to change relates to the ability of the Site to '*accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategy*'.
- 5.19 The criteria used to assess the value and susceptibility of the landscape and visual receptors are set out in Appendix 5.1 - Methodology, Criteria and Glossary. The resulting sensitivity of affected landscape and visual receptors has been considered on a scale of high, moderate, low or negligible and set out in the table below.

Table 5. 1 Landscape Sensitivity

Landscape Sensitivity	Definition
High	A well-recognised landscape or feature afforded protection through national, local or regional policy and designation. A landscape particularly sensitive to adverse change that would only accept minor and not easily recognisable adverse effects on the physical and perceived qualities of a landscape or townscape character, feature or elements that contribute to its distinctiveness.
Moderate	A locally recognised landscape or feature, although not protected, valued as a landscape resource or influential on the local character. A landscape capable of accepting limited change resulting in an easily recognisable new element within the landscape or townscape character, or impact on a feature that would not be perceived as out of context with the overall quality and experience.
Low	A landscape capable of accommodating considerable proposed change without significant effects on landscape or townscape character, features or elements. A degraded or low-quality landscape with poor structure, condition and value.
Negligible	A derelict or landscape devoid of features, quality or value. Distinctly degrading or detracting character.

5.20 Visual sensitivity relates to:

- The location and context of the viewpoint;
- The amount of use;
- The expectations and activity of the receptor; and
- The importance of the view.

5.21 In determining the sensitivity there is the potential for a significant difference between well used footpaths that offer extensive panoramas of attractive countryside, and footpaths that show minimal signs of usage or are heavily influenced by urban form, major detractors or busy transport routes.

5.22 The sensitivity of potential visual receptors is assessed using Table 5.2 below.

Table 5.2 Visual Sensitivity

Receptor		View type	Sensitivity
Private dwellings	Gardens/ outdoor space	Often used for sitting and leisure, where people congregate with opportunity for high quality views over the surrounding landscape	High
		Gardens that are moderately well screened with opportunities for occasional Moderate quality views towards the surrounding landscape.	Moderate

Receptor		View type	Sensitivity	
		Gardens that are very well screened with no or extremely limited opportunities of low-quality views towards the surrounding landscape	Low	
	Ground Floor	Windows orientated and designed to take advantage of specific views where people may congregate for a prolonged period of time.	High	
		Windows that are orientated towards moderate or unexceptional quality views and contain urban elements or detracting views.	Moderate	
		Windows that overlook low quality or degraded landscape or are dominated by large urban structures.	Low	
	Upper Floor	Balconies orientated and designed to take advantage of high-quality views during the day.	High	
		Bedroom windows used for relatively short periods with curtains drawn at night.	Moderate	
		Windows illuminating stairs, bathrooms or toilets	Low	
	Places of Work	External areas	Outdoor seating areas	Low
		Ground & Upper Floors	Windows overlooking development	Low
Recreational Routes	PROW, CRoWs ¹ & Cycle Routes & Waterways	Nationally designated paths/cycle ways with a high expectation of very high-quality views and experiences including elevated panoramas. Recreational paths/cycle ways with a high expectation of quality views and experiences of the surrounding landscape.	High	
		Recreational paths/cycle ways with a Moderate expectation of views and experiences and contain elements that are uncharacteristic or discordant with the overall view.	Moderate	
		General access routes that are dominated by discordant and low-quality aspects of the neighbouring landscape. Includes routes that appear to not be in use.	Low	
Others	Designated Cultural/Historical Aspects	Views from and towards the feature form an integral part of the perceived setting of a designated heritage asset.	High	
	Public open space	Managed public open space normally found within or adjoining settlements used for formal and informal play/ sporting activities and intermittent use	Moderate	

5.23 In determining the sensitivity there is the potential for a significant difference between well used footpaths that offer extensive panoramas of attractive countryside compared for example with footpaths that show minimal signs of use or are heavily influenced by urban form, major

¹ Land with additional access rights through the Countryside Rights of Way Act

detractors or busy transport routes.

Determining the Magnitude of Change

- 5.24 The magnitude of change has been considered as the change experienced from the baseline conditions at the sensitive receptor and has been considered on a scale of large, medium, small or negligible.

Table 5.3 Landscape Magnitude of Change

Type	Magnitude	Criteria
Adverse	Major	Total loss of or major alteration to key elements/feature/characteristics of the baseline i.e. pre-Development landscape and/or introduction of elements considered to be totally uncharacteristic when set up within the attributes of the receiving landscape
	Moderate	Partial loss of or alteration to key elements/features/characteristics of the baseline i.e. pre-Development landscape or view and/or introduction of elements that may be prominent but may not necessarily be considered to be substantially uncharacteristic when set within the attributes of the receiving landscape
	Minor	Minimum loss of or alteration to key elements/features/characteristics of the baseline i.e. pre-Development landscape and/or introduction of elements that may be prominent but may not be uncharacteristic when set within the attributes of the receiving landscape.
Negligible	Negligible	Very Minimum loss of or alteration to key elements/features/characteristics of the baseline i.e. pre-Development landscape and/or introduction of elements that are not uncharacteristic with the surrounding landscape - no change.
Beneficial	Minor	Minor improvement or removal of key elements/features/characteristics that slightly detracts from the baseline character of the landscape and/or introduction of new elements, which relate to and provide minor enhancement to the baseline character of the landscape.
	Moderate	Moderate improvement or removal of key elements/features/characteristics that currently detract from the baseline character of the landscape and/or introduction of new elements, which fit into the baseline landscape/townscape and Moderately enhance the baseline character of the landscape/townscape.
	Major	Major improvement or removal of several notable key elements/features/characteristics that significantly detract from the baseline character of the landscape and/or introduction of new elements, which fit into the baseline landscape and substantially enhance the baseline character of the landscape.

Table 5.4 Visual Magnitude

Type	Magnitude	Criteria
Adverse	Major	Major changes in views where the Proposed Scheme would form a major and immediately apparent part of the scene that affects and changes its overall character and would be experienced on a regular or permanent basis.

Type	Magnitude	Criteria
	Moderate	Moderate changes in views where the Development may form a visible and recognisable new element within the scene and may be readily noticed by the observer and would be experienced on an occasional basis.
	Minor	Minor changes in view, few receptors affected, where the Proposed Scheme would be a minor component of the wider view and may be missed by the casual observer-awareness of the Development would not have a marked effect on the scene.
Negligible	Negligible	No perceived change in view where the Development would be scarcely appreciated and, on balance, would have little effect on the scene.
Beneficial	Minor	Where enhancement or mitigation would be a minor component of the wider view, few receptors affected and may be missed by the casual observer-awareness of the Development would not have a marked effect on the scene.
	Moderate	Moderate enhancement of views and or many receptors affected where the Development may form a visible and recognisable new element within the scene and may be readily noticed and appreciated by the observer
	Major	Major enhancement of views and or large numbers of receptors affected. Where the Development may form a visible and recognisable new element within the scene and may be readily noticed and appreciated by the observer.

Reporting of the Environmental Effect and Significance Criteria

- 5.25 The assessment of likely significant environmental effects as a result of the Development has taken into account the construction and operational phases.
- 5.26 The duration of the effect has been assessed as either 'short-term', 'medium-term' or 'long-term'. Short-term is considered to be up to 1 year, medium-term is considered to be between 1 and 10 years and long-term is considered to be greater than 10 years.

Determining the Level of Effect

- 5.27 For the purposes of LVIA the visual effects have been considered during the construction of the earth works and the final landform. These effects are based on the assumptions set out later in this methodology. The Development has been considered as a stand -alone element however the potential cumulative effects with the Proposed Wisley New Settlement are discussed towards the end of this chapter.
- 5.28 The level of effect has been determined by correlating the sensitivity and magnitude (Tables 5.1-5.4 and Table 2.6 Significance Matrix) taking account of its duration and the effect of the described mitigation measures.

5.29 Additionally, effects can be further summarised 'significant' or 'not significant'. The GLVIA guidelines require a clear narrative to draw out the key issues and effects that are likely to influence the eventual planning decision (significant) and those effects which are of a potential lesser concern and are unlikely to impact upon the decision process (not significant). This does not mean that 'not significant' effects are ignored but it is considered they can be effectively mitigated to a level as to reduce potential levels to minor/negligible effects or effects of a temporary nature when tested against the criteria set out below.

5.30 The following terms have been used to define the significance of the effects identified and these can be 'beneficial' or 'adverse':

- **Major effect:** where the Development forms a fundamental, dominant or immediately apparent change to the baseline landscape conditions or views within an important or moderate quality landscape in such way it would change its overall character and experiences. This effect is considered to be 'Significant'.
- **Moderate effect:** Where the Development forms a recognisable new element within a Moderately or very important landscape or view, but are of such a design or small scale that a casual observer may not readily notice the change in character. Alternatively, the proposals cause an immediately apparent or fundamental change in character and visual experiences in a landscape of low importance. This effect is considered more likely to be 'Significant' but will be subject to professional judgement.
- **Minor effect:** Where the Development forms a recognisable new element within a low importance/quality landscape or view, but to such a small degree/scale that a casual observer may not readily notice the change in character or experiences. This effect is considered less likely to be 'Significant' but will be subject to professional judgement.
- **Negligible:** where the Development is unlikely to cause a noticeable change to the perceived character or views despite its level of sensitivity. This effect is 'Insignificant'.

Limitations and Assumptions

5.31 To ensure transparency within the EIA process, the following limitations and assumptions have been identified.

- The assessment is based on the description of Development set out in Chapter 3 and relevant plans included within this ES;
- The ZTV is only used as an initial guide to receptor identification. These will be tested and refined as part of the LVIA process;
- There will be no earthworks, storage or movement within the RPA's identified within

the BS5837 Tree Surveyvi (Figure 5.15);

- The construction will be implemented during summer months affording full leaf screening and carried out in a rolling phased approach which will start at the western edge of the Site moving east. This will further limit the duration of direct impacts upon the PRoW and residential properties;
- The cut and fill has been considered to provide a neutral balance;
- Herras fencing will be erected to stop access from footpaths into the construction area;
- The ecological mitigation works are limited to walkabouts and surveying of the Site and are not considered to cause a level of visual intrusion beyond that of current activity within the Site;
- The Site is currently subject to periods of fallow and bare-earth as part of the current agricultural processes therefore the unseeded final landforms will be tested against this baseline. Grass establishment should take approximately 1 month at which point the new landforms will appear 'green' and be representative of the periods of when the proposed species rich grassland will be cut;
- For human receptors, views are assessed at 1.5m, assuming average adult standing height;
- For the purposes of this assessment the effects on residential properties is used as a tool to inform the overall landscape and visual impact assessment not as part of a residential amenity assessment/appraisal. (Refer to GLVIA3 Statement of Clarification 2/14 28-01-14).

Baseline Conditions

Landscape Designations – Figure 5.2

- 5.32 With the exception of a belt of trees along the southwest boundary of Elm Corner which is protected by Tree Preservation Order (TPO) No. 9 of 2003 (plan ref P1/201/491)², there are no national, regional, locally designated or protected landscapes or features within the Site.
- 5.33 Woodland to the north of the Site, east of Snakesfield, is "woodland identified on the provisional ancient woodland register" or "provisional ancient woodland".
- 5.34 The North Downs, which lie within the Surrey Hills Area of Outstanding Natural Beauty (AONB), are located approximately 5km to the south/southwest of the Site (circa 6km to the elevated hills). Due to the elevated nature of the AONB there is potential for the Site to form part of the panoramic views, however opportunities are limited by the extent of mature

² TPO reference taken from <http://www2.guildford.gov.uk/planaccess/planaccess>

woodland along the intervening slopes and landscape setting.

- 5.35 The quality and condition of the key landscape features within the Site are discussed in Site Character.

Cultural and Historical Designations

- 5.36 The EIA scoping process has not identified effects on Cultural or Historical Assets as potentially significant.
- 5.37 There are no listed buildings within the Site or refined ZTV. The Ockham Conservation Area (CA), Ockham Park House (to the south/south west) and the registered Park and Garden RHS Wisley (60m west) are all screened from the Site by intervening topography and mature vegetation.

Biodiversity

- 5.38 The effects on Biodiversity receptors are discussed within Chapter 6.0.
- 5.39 Within the well treed boundaries, the vast majority of the Site is made up of intensive, sprayed arable crops and it is only these areas that will be subjected to proposed earthworks. The remainder of the Site comprises hardstanding. Both have limited biodiversity value.

Topography – Figures 5.4 & 5.3

- 5.40 The ZTV identifies limited opportunities for the Site to be read within the gently undulating landscape beyond the wider FWA site. The Site is separated from the heathlands at Ockham and Wisley Common to the north by woodland and busy transport corridors.
- 5.41 The historical development of the wider FWA site has resulted in a notable departure from the wider surrounding topographical context. The east x west airfield was significantly engineered towards its western end (22m AOD) in the early 1940's to create a level runway. This resulted in the formation of a steep embankment towards the A3 and Stratford Brook.
- 5.42 A shallow ridgeline runs along the southern extents of the concrete runway, gradually falling from approximately 48m AOD at the eastern extent of the Site to 37m AOD at the western end of the runway (Fig 5.4 – Site Topography). This ridgeline screens intervisibility between the northern and southern boundaries of the FWA.

Access – Figure 5.5

5.43 Access and experiences from local access routes are restricted to the following:

- Old Lane, a local road directly east of the site which provides a link from the villages to the south (Ockham and Martyr's Green), and the A3 to the north of the Site; and
- Ockham Lane, in particular the eastern extent of the lane which joins Old Lane at Martyr's Green.
- Elm Lane, providing access to the former hangar area.

5.44 The Site is criss-crossed by a series of Public Rights of Way (PRoW) which provides links between the village of Ockham and the Open Access Area/Common to the north. These are identified as:

- FP13A - runs parallel to FP13 along the southern boundary of the FWA before adjoining FP13 at Hatch Lane;
- BW544 - runs from RHS Wisley Gardens, across the A3, along Elm Lane into the Site before joining Hyde Lane (BY544) to the south;
- FP15 - runs south from Elm Corner to Ockham;
- BW16 - runs south from Elm Lane to Hatch Lane; and
- FP19 - runs southwest from Hatchford End to Ockham Lane, east of the village.
- FP13 lies outside of the Site boundary to the south and runs from the FWA's western entrance along the runway before falling to Ockham lane to the southeast.

Landscape Character – Figure 5.6

5.45 Landscape character is defined as the distinct pattern or combination of elements that occurs consistently in a particular landscape and makes it different and unique from one place to another. It is how we perceive the interaction of a number of aspects recognised as the earth sciences, historical and cultural influences, biodiversity, visual and sensory qualities, which all combine to create local distinctiveness and a sense of place. Landscape Character Assessment (LCA) can be undertaken at a number of scales from national level through to local or site level.

5.46 A desk study revealed that the following Landscape Character Assessments were applicable to this Site (Extracts are contained within Appendix 5.4).

Table 5.5 Landscape Character Assessments

Type	Magnitude	Criteria
Regional		
National Landscape Character Type (LCT) and Land Description Units (LDU) Natural England ^{vii}	114 Thames Basin Lowlands (LCA) Lowlands, Clayland and Wooded – ancient woods 129 Thames Basin Heaths (RDS) Intermediate, Heath & Moorland, Wooded – secondary.	2014
County		
Surrey Landscape Character Assessment ^{viii}	Landscape Type LR2: Ockham and Clandon Wooded Rolling Claylands.	2015
Borough		
Guildford Borough Landscape Character Assessment – Rural Assessment (GBLCA) ^{ix}	E2: Ockham and Clandon Wooded Rolling Claylands G2: Wisley wooded and settled sand heath	2007

- 5.47 A table identifying how the Site contributes to the key landscape features within each of these Landscape Character Areas has been included within Appendix 5.4. Testing the Site against the various assessments has identified that, with the exception of the influence of the A3, the Site has only a very low contribution to the character of the landscapes outside and abutting the Site. These have been summarised below.
- 5.48 The airfield construction and expansion of the runway resulted in substantial losses of landscape features, including hedgerows, rural lanes, Hyde and Stratford Farms. The resulting open landscape of the wider FWA site, markedly contrasts with the landscape typology of the enclosed small to medium scale agricultural landscape to the south, and wooded heathland to the north around Ockham Common. The western end of the runway was also raised creating steeper slopes to the west. Lack of management is evident with amount of scrub encroachment to the west and poor quality of its only remaining remnant hedgerows bordering Old Lane to the east and small sections of hedgeline to the northwest and southwest.
- 5.49 Historic mapping shows that some field rationalization took place prior to its use as an airfield (from 1943 – Figure 5.7). This resulted in a large field to the east with small and medium sized fields bounded by hedgerows and hedged lanes to the west.
- 5.50 The surrounding area is a complex mixture of rural landscape interspersed with historical parkland which includes some large areas of recreation such as golf courses and nurseries (Figure 5.8), and a large area of heathland/woodland at Wisley and Ockham Common to the north of the Site. None of these are reflected within the Site or the wider FWA context. This is further clarified in the Historic Landscape Classification of Surrey (Figure 5.6) which shows how the wider FWA and Site form a notable additional landuse strongly linked to its historic airfield use. The Site forms part of the area identified as '*Communications*'.

5.51 Mature woodlands and copses are an important feature within the wider rolling landscape and have contributed to the semi-enclosure of the landscape, in particular the truncating of views and screening of the major transport corridors. This enclosure is particularly notable to the north, west and east of the Site where vegetation truncates all but heavily filtered winter views into the Site. The adjoining FWA to the south however provides a strong contrasting sense of 'openness' and exposure.

The wide network of footpaths and bridleways provide valuable links between the village and countryside for both locals and visitors. The Site contains several of these local routes.

5.52 Views out of the Site towards the wider rural landscape are limited to winter views and do not contribute to the overall perception and experiences within the Site which are predominantly characterised by the adjoining airfield. There are very limited glimpses towards the AONB as a distant horizon over the intervening low ridgeline that runs along the runway. These views become more available once passing south through the Site to the runway and southern boundary of the FWA site.

5.53 Whilst the northern part of the Site is arable, it does not reflect the characteristic pattern of medium to large scale fields bordered by hedgerows.

5.54 The A3 corridor is notable towards the western section of the Site, albeit it mainly audible during the summer months, however the proposed DCO works will potentially extend this influence. The potential cumulative effects associated with it are considered later in this chapter.

5.55 The following strategies and opportunities from the various LCA's are applicable to the Development:

- Conserve and manage semi-natural and farmed landscapes to increase habitat and biodiversity connectivity, landscape character and well-being (NCA114); and
- Encourage appropriate land management to encourage sustainable drainage (E2 & LR2).

5.56 The Development does not include any of the negative 'forces for change' or 'future pressures' identified within the LCA's.

Site Character Assessment – Figure 5.9 & 5.10 (Site Features)

5.57 Due to the distinctive differences between the Site and the surrounding LCA's, a site-based character assessment has been carried out as part of this LVIA to provide an in-depth understanding of the quality, sensitivities and overall landscape value of the Site. Reference has been made to the various ecological, historical and arboriculture assessments currently undertaken for the wider FWA site. It provides a baseline on which to test the susceptibility of Site to assimilate the Development.

5.58 For quality and value criteria refer to Appendix 5.1.

5.59 The landscape character within the Site can be divided into two distinctive Units. These Units are larger than the actual Site illustrating how it relates to the wider FWA as illustrated on the Unit evaluation sheets in Appendix 5.5. The descriptions below summarise the findings of the Unit character within the Site however these do not notably deviate from the findings of the wider Unit. The two Units are physically and visually separated by a change in topography and a narrow strip of woodland. These are:

- Unit 1 Runway; and
- Unit 2: Former hangar area.

5.60 It should be noted that no works are proposed in the former hangar area, just temporary storage.

Unit 1: Runway

5.61 This part of the Site forms part of a larger Unit character area within the wider FWA site.

Boundaries

5.62 The northern extent of this area is defined by a mature belt of woodland running between Elm Corner and Hatchford End and two small clusters of residential properties located directly north and northeast of the airfield. The central section of the woodland belt defines the southern extent of Snakesfield SNCI.

5.63 The west/northwestern limit is predominantly demarked by a mature shelterbelt which separates the runway from the sunken former hangar area and two access tracks.

5.64 To the east, the Site is contained by Old Lane which is delineated by remnant Elm hedgerows and a number of mature hedgerow trees. The lane is also slightly sunken.

- 5.65 The residential properties of Yarne and Ockham End lie beyond the southeastern corner of the Site and are separated by tall Beech and Privet hedges and mature trees. These provide screening to the gardens.
- 5.66 The southern boundary of this area is open along the runway.

Topography

- 5.67 Immediately south of the Site a shallow ridgeline runs parallel to the south of the runway forming gentle slopes that fall northwards towards the airfield boundary at 36m AOD and southwards to Ockham Lane at 35m AOD.
- 5.68 The runway, due to its function, forms a long linear plateau within the centre of the wider FWA. In relation to the Site boundary, there is a subtle slope from the eastern end at circa 46m AOD to 38m AOD at the western end, however this is not notable within the Site due to its scale.
- 5.69 The construction of the runway has resulted in a notable level change beyond its southwestern and western extent. This change in topography marks the extent of the runway character area as it falls steeply towards the Stratford Brook corridor and the A3 and is influential in screening views towards the runway and northern boundary from these receptors.

Landscape Context & Key Features

- 5.70 Whilst within the wider FWA character area, Unit 1 is typically characterised by the arable land use with a very distinct change between the cropped and ploughed farming seasons. The runway and its edge are more prominent to the south of the Site.
- 5.71 Small pockets of rough scrub and ruderal herb are located in the north adjacent to Elm Corner, and along the southern section of BW544 just south of the runway. These areas are however small in comparison to the other areas and do not strongly contribute to the overall character.
- 5.72 Key landscape features of high value and sensitivity are restricted to the heavily vegetated northern and eastern boundaries and the section of woodland between the runway and former hangar area. These provide a high degree of screening between the Unit (vegetation heights approximately 7-15m) and the wider landscape as well as habitat connectivity and have remained protected during the construction period. Both the runway and arable areas are considered low quality and sensitivity.

Visual and Sensory Perceptions

- 5.73 The northeast and eastern section of the Unit have a moderate sense of enclosure due to the proximity of the large-scale treed boundaries. By contrast, the remainder of the southern boundary is open and exposed with some opportunities for uninterrupted views along the length of the runway and towards middle distance wooded horizons.
- 5.74 The overall palate is muted with some slight variation within the textures and colours to the west and northwest due to the fragmenting influence of scrub and ruderal herb. There is a distinct difference between the site in full crop (typically maize approximately 1.5m in height) and the bare earth during the winter months once the area has been cleared.
- 5.75 The A3 and M25 are notable audible detractors towards the western extents of the Site, decreasing to the east. The treed A3 corridor and intervening scrub along the western corner of the Site truncates the runway, restricting experiences of the A3 and RHS Wisley beyond to glimpsed winter views. The vegetation however does little to reduce the noise impact upon this section of the Site and there is a notable contrast to the limited movement within the Site from elements such as occasional farm vehicles and walkers.

Access

- 5.76 Several PRow's cross the Unit, all of which are reasonably well defined and appear to be mainly utilised by dog walkers and cyclists.
- 5.77 The routes are typically open in nature as they cross the site with some overlooking and surveillance afforded from neighbouring properties which results in an overall safe and secure experience. These experiences do however differ slightly as the PRow's enter and exit the site through the adjacent woodlands where paths become more enclosed by the vegetation.

*Value**Quality, Condition and intactness – individual features and Overall*

- 5.78 Overall, the landscape quality and sensitivity of Unit 1 is considered low with the exception of the hedgerows and mature tree belts which contribute to the boundary treatments and connectivity which are considered moderate/high.
- 5.79 The majority of the Unit is therefore considered low local value whilst the treed boundaries

and features provide high district value.

Designations of Landscape or Features

- 5.80 This Unit does not lie within or contain any protected landscapes or features – negligible value.

Scenic quality and appeal to the receptors senses, including perceptual aspects such as tranquillity

- 5.81 Whilst seemingly rural and fairly quiet within the northern boundary of the arable section, the area itself is not considered to provide a high-quality experience or exemplar of local or even regional character. The NATs beacon and runway are visible on the horizon, particularly during winter months. Whilst there are limited opportunities for longer distance views towards the Downs from the south of this area, the views are dominated by the existing runway and additional elements which are degraded in nature. The western extent of the Site, in particular, is influenced by noise from the A3 and M25 – local low scenic and tranquillity value.

Uniqueness, rarity and contribution to key local features

- 5.82 The Unit character area does not contain any features that are considered unique, rare or that provide a positive contribution to the character of the local area – negligible value.

Cultural or historical associations and designations

- 5.83 The Unit does not form a part of any known heritage 'setting'. The historic airfield has some local historical/cultural association, but this is identified as low within the Heritage assessments of the wider FWA – low local value.

Recreational use of the landscape

- 5.84 Whilst the Site is crossed by several PRow's, the potential for quality or attractive experiences of the landscape both within and beyond the Site is relatively limited. They do however provide a valuable recreational resource and opportunities for local circular links – moderate local value.

Overall Value

- 5.85 Overall, the aspects of the Site that are likely to change are considered to have a **localised low landscape value.**

*Unit 2: Former hangar area**Boundaries*

- 5.86 The northern boundary to the former hangar area is bordered by a large swathe of mature mixed woodland which separates the western end of the site from the A3 corridor to the northwest.
- 5.87 To the east, the former hangar area is separated from existing residential properties at Elm Corner by a dense tree belt which is also identified as a TPO.
- 5.88 The southern limit of the area is denoted by the tree belt described in Unit 1, which separates the hangar area from the runway, and a concrete access track. This section of the boundary is also defined by a steep bank that rises up towards the runway and on which the tree belt is located.
- 5.89 The western extent of the Unit is defined by a narrow tree belt which runs adjacent to the A3 and areas of scrub at the western end of the runway.

Topography

- 5.90 The area has been levelled to form a large plateau at approximately 29.9m AOD. This area of hard-standing is separated from the wider airfield further south by a steep bank which climbs up to the runway at circa 33.5m AOD. A shallow slope provides access up to the runway in the southeast corner of the unit.
- 5.91 An additional access track climbs southwest from the plateau to join the western end of the runway at approximately 36m AOD.

Access

- 5.92 BW544 enters the eastern plateau area from the northern boundary with Elm Lane. It continues in a southerly direction where it ascends up the bank through the tree belt to cross the runway. Site visits observed that the line of the path has become less prominent due to overgrown areas of scrub, but is still utilised by walkers and cyclists.
- 5.93 FP13 also provides access into the western most part of the area as it continues from the runway towards the A3. Whilst the marking for the PRoW are directed through the scrub and

vegetation, the majority of users appear to utilise the existing access road which provides an easily visible and open access to the runway.

Landscape Context and Key Features

- 5.94 The eastern extent of the area comprises a large section of hard-standing on which the former hangars and associated airfield development were located. By contrast, the western section is predominantly rough ground dominated by scrub and pockets of dense vegetation. Both areas are notably unmanaged and have become degraded over time.
- 5.95 The original concrete road still provides access to the elevated runway to the southwest and southeast of the area.
- 5.96 The northern boundary is characterised by a dense block of managed native woodland which extends between the Site and the A3. The woodland averages approximately 18m in height and provides a strongly defined backdrop to the area and separation from the A3 corridor. It is integral to the enclosure at this section of the airfield forming part of a high sensitivity feature and asset.
- 5.97 To the northeast and west, the wider hangar area (outside the Site) is contained by woodland edge and remnant hedgerow. The remainder of the western section is unmanaged with prominent areas of low quality overgrown scrub and tree groups which have self-seeded.

Visual and Sensory Perceptions

- 5.98 The Site is visually degraded by the areas of derelict hard standing, rough ground and areas of scrub. In addition, the Site is audibly influenced by the A3 to the west although this reduces towards Elm Corner.
- 5.99 The large area of hard-standing has a simplistic uniform character which contrasts with the muted vegetated surroundings. The lack of vegetation affords open views from BW544 allowing appreciation of the scale of the former hangar areas. In contrast, the area to the west appears fragmented, overgrown, and unsettling.

Value

Quality, Condition and intactness – individual features and Overall

- 5.100 Overall, the landscape quality and sensitivity of the former hangar area Unit 2 is considered

low with the exception of the hedgerow and native tree belts which are considered to have a district level high/moderate value. The areas of scrub within the western section provide opportunities for habitat potential. **Local low** value with the exception of the treed boundaries.

Designations of Landscape or Features

5.101 Unit 2 does not lie within any protected landscape. The boundary along Elm Corner is formed by a TPO tree belt that will be protected and retained. It also forms some connectivity with the northern boundary however the features within the Site that are likely to be affected are considered to have a **low district** value.

Scenic quality and appeal to the receptors senses, including perceptual aspects such as tranquillity

5.102 The area is heavily influenced by the audible A3 corridor, former hangar area and dominated by large areas of concrete which are degraded and detract from the overall visual and sensory quality of this Unit – **local low** tranquillity value.

5.103 Views from within this area are typically restricted to close views across the immediate landscape with opportunities for attractive wider views contained by both vegetation and topography – **local low** scenic value.

Uniqueness, rarity and contribution to key local features

5.104 Within the Site, and in areas that are likely to be affected through the construction, there are no features that are identified as unique or rare within the various LCA's or technical assessments. In terms of key local features the wooded tree belts are considered to have a high/moderate level value – however in areas that are likely to be affected, the contribution to local features is considered to have **local low** value.

Cultural or historical associations and designations

5.105 There are no cultural or historical landscape associations – **negligible** value.

Recreational use of the landscape

5.106 This section of the Site is traversed by BW544 and FP13 which provide opportunities for onward links however the experiences are considered poor quality therefore afforded an overall **local moderate** recreation value.

Overall Value

5.107 Overall, the landscape value of elements within this Unit subject to change are considered **low** and, with the exception of the woodland and Prow links, limited to a low **local importance**. The woodland and connectivity to other boundaries has a district level importance and is considered a high value feature and high-level constraint and will be protected during the construction of the earthworks and ongoing management. The locally valued PRow links will also be retained as part of the Development. Therefore there will be no change to their contribution to the landscape value.

Susceptibility and Sensitivity

5.108 The site assessment leads to the conclusion that the Site has a low susceptibility of change to the Development, based on the Low – Low/Moderate quality landscape features and experiences that will be affected by the earthworks. The value of the Site is also considered Low and results in an overall **Low Landscape Sensitivity** (Table 2 – Appendix 5.1).

Visual Assessment (Figures 5.11, 5.12, 5.13 and Appendix 5.3 RVP's)

Desk study

5.109 Desktop and site analysis work has identified the following range of sensitive receptors that could have potential landscape and visual effects from the Development within the given timescales (Fig 5.1).

5.110 **Views from the north.** Outside the Site boundary, views are restricted to a couple of residential receptors directly abutting the Site at Elm Corner and Hatchford End. Further views, including into the SPA, are screened by the maturing woodland and treed hedgerows along the northern boundary which limit potential opportunities to heavily filtered winter views through the boundary.

5.111 **Views from the east.** Mature treed hedgerows and garden boundaries restrict summer views to Old Lane and a single upper storey view from Ockham End.

5.112 **Views from the south.** The low-lying ridgeline along the former airstrip limits close views to the properties within the wider FWA site to the south. Views from further afield are screened during summer months by intervening trees and hedgerows.

5.113 Opportunities for experiences along Ockham Lane are predominantly screened by intervening topography and vegetation along its route. The exception to this is a limited framed view from the airfield entrance along the eastern extent of the lane.

5.114 **Views from the west.** Views from the west are screened by mature trees within the Site and the wider FWA site.

5.115 The wider FWA site affords open views from the PRow's which cross it. The extent of these views are affected locally by the low lying ridgeline which runs along the length of the runway which, to a degree, truncates intervisibility between the wooded boundary to north and the south.

5.116 Potential receptors include:

- Limited views from properties along the northern perimeter of the Site at Hatchford End and Elm Corner;
- Open views from The Old Farm, next to Bridge End Farm
- Single upper storey view from Ockham End;
- PRow across the Site and wider FWA site.
- Occasional glimpsed views from Old Lane through gaps in the defunct hedgerow;
- Limited framed views from Elm Lane and Ockham Lane at the Site entrance; and
- Key landscape features within the Site and its perimeter.

5.117 The works will be undertaken during the summer months with the advantage of the surrounding vegetation being in full leaf.

5.118 Once completed potential winter views are limited to heavily filtered views to the north and east. Within these views the proposed grassed mounding, swales and Sustainable Drainage Systems (SuDS) ponds will not form a notable feature within the wider grassland areas. It is considered that the changes in levels will have a negligible effect on these seasonal views therefore the following receptors identified within Fig 5.1 have been scoped out:

- Views north of the Site boundary are screened by mature tree planting along the Site boundary;
- Views from Bridgend Farm – views towards the construction work are screened by intervening farm buildings to the northeast and east and two mature tree belts to the north and northwest;

- Views from Yarne to the southeast are screened during summer months by boundary vegetation (IVPG);
- Views to the east, including BW70 & FP71 are screened by tree and hedgerow planting aligning Old Lane (IVPL);
- Views from Martyrs Green to the southwest are screened during summer months by the mature vegetation along Old Lane and the property boundaries of Yarne and Ockham End (IVP H & G);
- Views to the south of Ockham Lane are screened by the intervening hedge and limited to a glimpsed views through the Site entrance only (IVPJ & K); and
- In elevated views from the South Downs AONB to the south (IVPP), the Site forms a negligible component within a wide panoramic view over a varied landscape dominated by tree cover and interspersed by several large urban conurbations. The works will not be discernible beyond that of other vehicle movements within the view or of a scale or landuse that once completed will alter the view.
- There is potential for indirect views of the machinery being delivered to Site from Ockham Lane via Old Lane. This will be limited to two journeys at the start and finish of the works and are therefore not considered significant and not included in the assessment.

5.119 The RVP's and IVP's can be found in Appendix 5.3 and should be viewed at A3.

Views from the north

Elm Corner – northern boundary – IVPA, B & C

Baseline Description

- 5.120 The majority of views from properties at Elm Corner are screened during summer months by vegetation. There are limited open ground floor and garden views south from the properties immediately north of the airfield (Primrose Cottage and Smithers Cottage [1] – IVPA). Mount Pleasant Cottages [2] have potential for oblique upperstorey views along the northern boundary. Views from the higher sensitivity garden areas are screened by boundary vegetation (IVPB).
- 5.121 The foreground to these views is formed by a former concrete storage area, which is becoming overgrown with scrub, with the runway beyond. The NATS beacon is visible in the background. The topography along the runway forms a low horizon screening views further south.
- 5.122 Views into the former hangar area to the west are screened by the intervening woodland

(IVPC).

Receptor Sensitivity

5.123 Views from the properties are considered moderate sensitivity rising to high from the limited garden views.

View from Elm Lane – Site’s north east boundary – RVP14

5.124 Views from the lane are limited to a framed view through the current entrance by dense woodland either side of the road. The views are directed towards the low-quality former hangar area and are as described within footpath BW544.

Receptor Sensitivity

5.125 Views from the lane are considered moderate sensitivity.

Hatchford End – northern boundary – IVPD & IVPE

Baseline Description

5.126 There are limited views from properties within The Gardens [3] that have a direct boundary with the Site (IVPD). Views from the ground floor are screened by garden boundary treatments however there are opportunities for limited upper storey views. These are directed over the Site towards a low horizon along the runway on which the upper sections of Bridgend Farm, adjacent poplars and the NATS Beacon are visible.

5.127 The site visit identified a large enclosed open area to the west of The Gardens but was unable to ascertain which property it was attached to. There were limited gaps within the boundary affording filtered views (IVPE) however the majority of the boundary contained evergreen coverage providing all year-round screening.

5.128 The site visit confirmed that mature tree cover screens potential views from Ockham Grange [4].

Receptor Sensitivity

5.129 The sensitivity of the available views is considered moderate. The area of garden was also

considered moderate sensitivity as it did not appear to form the immediate residential garden curtilage to a property or take advantage of views beyond the boundary.

Views from the east

View from Old Lane – Site’s eastern boundary – RVP01 & IVPF

Baseline Description

- 5.130 Views from the lane are transient, experienced by car users and are contained by hedgerows and trees either side of the lane (IVPF). There is no pedestrian footpath. Views are limited to oblique glimpses through gaps immediately adjacent to the Site (RVP01). During the summer months these views are heavily filtered by the understorey affording glimpsed views towards the eastern boundary. Within these views the NATS Beacon is viewed against an open and simple horizon formed by the treed boundaries around the airfield and the intervening topography.

Receptor Sensitivity

- 5.131 The sensitivity of the road is considered moderate due to its rural character.

Ockham End - southeast of the site (IVPG & H)

Baseline Description

- 5.132 The IVP’s illustrate a potential for a limited upper storey views [05] towards the eastern end of the Site. Mature trees and hedgerows along the FWA Site boundary and the property screen all other summer views.

Receptor Sensitivity

- 5.133 Views are first floor level with the current views containing degrading elements such as the concrete runway and NATS Beacon within the foreground therefore affording a moderate sensitivity.

Views from the south

Ockham Lane to the south of the Site - (RVP02 & IVPs J & K)

Baseline Description

- 5.134 Views from the eastern section of Ockham Lane are primarily screened by the hedgebanks and dense hedgerows (IVPJ) along its northern alignment.
- 5.135 Views from the residential properties to the south of the lane (Upton Farm, The Barn and The Lodge) are further screened by hedgerow planting along the southern alignment (IVPK).
- 5.136 The entrance to the wider FWA site off Ockham Lane (RVP02) affords a limited framed view towards the section of the site. The NATS Beacon is visible against a densely wooded backdrop which deflects some of its prominence within the overall view. Little Upton and Bridge End Farm are also visible within the view. The Site lies between the airfield and woodland boundary on the horizon.

Receptor Sensitivity

- 5.137 Views are primarily transient and experienced from vehicles using the lane as there is no pedestrian footpath; however some cyclist and pedestrian movement was noted during site visits. The sensitivity of these receptors is considered moderate.

The Old Farm – to the south of the site

Baseline Description

- 5.138 The Site lies to the north of the property. Views north from The Old Farm are screened by the intervening barns and boundary vegetation.
- 5.139 The Old Farm [06] boundary is defined by a well-maintained evergreen hedgerow and conifers around the horse school which restricts opportunities to limited framed and oblique upper storey views towards the eastern section.

Receptor Sensitivity

5.140 The views from The Old Farm are considered moderate.

PROW

5.141 Once within the central areas of the wider FWA site, the views and experiences of the Site from the PRoW's are very similar in description. Within all of the RVP's the experiences afford open panoramic views along the length of the runway and the Site, contained by close horizons to the north, west and east formed by trees and woodland along the Site and wider FWA boundaries. The low-lying ridgeline along the runway is notably influential in limiting views to the south from the northern section of the FWA and Site.

5.142 Views along the southern boundary of the Site are visually dominated by the extensive concrete runway and metal barriers, a sharp contrast to the softer agricultural and muted wooded landscape experienced from the footpaths immediately north and south. The open 'big sky' character contrasts with the more enclosed and intricate landscapes outside of the Site and is not considered to represent the higher quality landscape character and features associated with the surrounding rural outlooks.

5.143 These views and experiences are often subject to vehicles and machinery activities through the management of the arable farmland, ongoing maintenance and survey of the NATS Beacon and wider FWA site as well as technical surveys including archaeological trenches over the last couple of months. The wider FWA site has also been used as a film set (War Horse & Hope and Glory) and for occasional events.

*Baseline Description**FP19 RVPs03, 04 & 05*

5.144 Views towards the Site from the southern end of FP19 only become visible as the footpath heads north past Little Upton and its horse school at the juncture with FP13. The immediate foreground view is defined by arable farmland and the airstrip with the NATS Beacon visible against the wooded backdrop of the Site's north and eastern boundary. Beyond the runway the views are directed towards the east and central sections of the Site with glimpses of the housing at Elm corner and Hatchford End visible against a well wooded backdrop.

5.145 Upon entering the Site from the northern extent of the PRoW, the view is directed towards

Bridge End Farm on a low horizon formed by the intervening topography associated with the runway. As the footpath passes Hatchford End it opens out to provide a wide panoramic view of the low horizon to the south and west, including the NATS Beacon. The topography rises towards the runway affording longer distance views to the south from this point.

- 5.146 The overriding experience of FP19 is of an open and expansive area within the site which becomes heavily influenced by the wide section of runway towards the south. The lack of views beyond the Site towards higher quality and character landscape areas, and the detracting features along the route reduces the potential sensitivity to moderate.

BW16 – RVP's 06, 07 & 08

- 5.147 Views north towards the site from BW16 are restricted to the opening out of Bridge End Farm yard and initially directed north and north east by a hedgeline along the route. Once past the concrete runway section, views are directed towards the northern boundary with glimpses of the residential dwellings at Elm Corner. The changes in level and trees to the west screen the experiences of the lower former hangar area and direct views towards the western end of the runway. The NATS beacon is visible to the east.

- 5.148 From the northern approach, the views are similar in description and sensitivity to FP19. The PRoW is considered Moderate sensitivity.

FP15 - RVPs 09, 10 & 11

- 5.149 Views north from the footpath are screened by the intervening topography and vegetation until it reaches the runway. At this point it opens out into a wide east x west panorama with the runway and metal barriers in the foreground and the Site forming the midground, truncated by the close well wooded horizon along the northern boundary. The lower hangar area is screened by intervening trees and the change in level. The housing at Elm Corner provides a single point of reference within the view.

- 5.150 Upon entering the Site from the north, the runway ridgeline forms a low and close horizon that screens the longer attractive views to the south. Only the upper sections of Bridge End Farm and NATS Beacon are visible over the topography in the foreground, the latter being less prominent in the view from this location. Overall, the quality and sensitivity of the Footpath is considered Moderate.

BW544 – RVP's 12, 13 & 14

- 5.151 The egress of BW544 into the wider FWA site is via a steep footpath through an area of scrub and trees which opens out directly onto the runway. Views towards the Site are screened up until this point. The extent of panoramic view is similar to the FP15 however the influence of the NATS Beacon is notably reduced and only forms a minor component. The northern section of the footpath runs through the former hangar area. Within the sunken former hangar area, views north are directed towards the wooded northern boundary and the TPO woodland along Elm Corner. The quality of the view at this section is notably reduced due to the wide area of degrading and derelict concrete. These views are, in comparison, enclosed due to the lower topography, a mature tree belt that separates the runway and clumps of mature scrub that have developed around the concreted section.
- 5.152 The quality and sensitivity of the views within the Site and its approaches is considered Moderate.

FP13 – RVPs 12, & 15 & IVPM

- 5.153 The initial views from the western approach of FP13 are characterized by the sloping topography, the woodland edge of Stratford Brook to the south and scrub and tarmac encasing the western edge of the runway.
- 5.154 Views towards the Site from the west of FP13 are restricted to its egress out onto the runway. Views from here are directed towards a close wooded horizon formed by woodland and trees outside the northern perimeter and the treebelt that separates the former hangar area and runway. This affords opportunities for glimpsed views towards the northern wooded backdrop. Within these views the arable farmland gives way to the open runway, both affording 'open skies' and long panoramic views across the Site and to either end of the runway.
- 5.155 Properties at Elm Corner, Hatchford End are visible within the views but due to the level of boundary vegetation and their relatively small mass and scale, they do not detract from the overall experience. Views from FP13 vary in character and quality. The southeast section affords opportunities for open long distance views towards the Downs seen over foreground vegetation, however the airstrip remains a dominant feature and therefore the views are considered moderate sensitivity.

Future Baseline

- 5.156 The Site would continue to be used as arable farm land and would therefore not increase in

landscape quality, value or sensitivity. There would potentially be some further degradation of the runway, concrete and former hangar area with the increase of developing scrub around their perimeter. The visual experiences would remain as current.

Likely Significant Effects

Construction Phase

- 5.157 The Site is subject to periods of activity associated with the preparing of the soil, planting and cropping. For there to be open views across a bare earth landscape is not uncharacteristic. There is also movement within the Site through security vehicles and machinery and fencing used for ongoing technical studies. There is also a current compound area located to the south east of the Site surrounded by Heras fencing. These form part of the day-to-day experiences of the current baseline. However, the increased movement and earthwork movement will alter the relatively arable character to the north of the Site.

Landscape Character

- 5.158 The character of the former hangar area will remain as existing.
- 5.159 The increased machinery and earth movement will be the main source of effects on the perceived rural character of the northern section of the Site. This is considered to have a major adverse magnitude of change on a low sensitivity receptor resulting in a moderate minor adverse significance. These effects are direct, temporary, short term and mitigated upon establishment. Due to the very limited time frame and opportunity to provide visual and biodiversity benefits these effects are not considered Significant.
- 5.160 The footpaths will remain open and/or diverted therefore the positive recreational value of the Site will be retained. The loss of the scrub and crops will not alter the connectivity, quality or condition of the key landscape feature within the Site. The existing tarmac and concrete will remain in situ. The effect on the baseline value and contribution to key landscape character features within the Site is considered negligible.

Visual

- 5.161 Due to the nature of the works the visual effects of the construction work are consistent across the Site. During the initial months there will be close open views of the implementation and placing of herptile fencing, this will include the clearing of some scrub but overall is considered a negligible effect within the context of current the day-to-day movement and

activities within the Site.

- 5.162 There will be close open views from all of the receptors towards machinery and earth moving during the eight-week period at the end of July.
- 5.163 Within views from the footpaths there will be additional views towards hedges fencing aligning the routes to stop access into the works and to protect trees. Such fencing is already in use within the wider FWA. The majority of the adverse effects come from the visual movement of the machinery. Views towards bare earth are not uncommon within this section of the airfield.
- 5.164 The construction phasing will roll across the Site which will further reduce the timescales in which the effects are experienced. For example, the effects upon the residential properties will only be noted when the works are directly south/north of their boundaries, and the intervening mounding will begin to screen views between the footpaths to the east and west.
- 5.165 With the exception of the potential views from the gardens at Elm Corner, Elm Lane and Ockham Lane the sensitivity of the receptors is considered moderate. Due to the proximity of these works the magnitude of effects equating to a major-moderate adverse significance. These effects are direct, temporary, short term and mitigated upon establishment.
- 5.166 This effect becomes major adverse along the limited views from the gardens at Elm Corner but will be limited to views of the works direct south and southeast.
- 5.167 Along Elm Lane and Ockham Lane the potential effects reduce to minor adverse due to intervening topography and when combined with their moderate sensitivity result in a minor adverse effect.
- 5.168 Due to the very limited time frame and these effects are not considered Significant.

Completed Development

- 5.169 The character and views of the former hangar area will remain as existing.
- 5.170 Non verifiable visualisations have been produced based on a 3d terrain model of the proposed contouring and locked into site photographs using identified surveyed points. These are included in Appendix 5.6. Cross sections have also been produced to show the rise and fall of the proposed earthworks across the Site (Fig 5.14).

Landscape Character & Visual

- 5.171 The cross sections and non-verifiable visualisations illustrate that due to the scale of the Site the mounding can be assimilated into the views and experiences without forming an artificial or unnatural feature.
- 5.172 Once the earthworks have been completed the bare earth areas will be reseeded with wildflower meadow mix with a strip along the runway left to allow for natural colonisation. The bare earth will begin to 'green' up within a couple of weeks as is consistent with the developing arable crops.
- 5.173 The northern area will be consistently grassed, not returning to bare earth, but will still provide season change through the flowering season between spring and summer.
- 5.174 The established levels and meadow grassland will reflect the gently undulating landscape that are noted to the east and the south of the Site and assist in breaking up views across the uncharacteristic open northern area. The proposed SUDS features and swales will form localised features, becoming more notable when in use and after cuts but will not detract from the wider landscape.
- 5.175 The mounding will effectively screen views between the footpaths and create interest when walking across the Site leading towards the wider panoramic views that are visible to the south of the runway.
- 5.176 Within the views from the residential properties the meadow will form an attractive foreground. Maintenance of the meadow will be less intensive than the current arable crops.
- 5.177 Overall the proposed reseeded and mounding is considered to provide a minor beneficial magnitude of change to the current baseline views and experiences as well as the character of the Site and biodiversity. This equates to an overall Minor beneficial significance to both the landscape and the majority of the visual receptors.
- 5.178 In views from the higher sensitivity gardens at Elm Corner, the change from the current degraded baseline directly south of the dwellings will equate to a moderate minor beneficial significance – replacing the views with a natural undulating meadow.
- 5.179 The Development will not be notable in the views from Ockham Lane and Elm Corner therefore the effect is negligible.

Mitigation Measures

Construction Phase

- 5.180 The cut and fill has been considered to provide a neutral balance. There are no suitable or effective mitigation measures during the earth reprofiling.

Completed Development

- 5.181 The mitigation measures are to seed and manage the new landscape with wildflower meadow (Emorsgate mix EM2). This provides not only landscape character, value and visual benefits but also biodiversity. The meadow will be managed in perpetuity for biodiversity. This could be secured through Condition or a S106.

Residual Effects

- 5.182 The residual effects are neutral.

Cumulative Effects

- 5.183 Cumulative effects are restricted to those permissions within the identified ZTV and which will have intervisibility with the Site and which form part of the experiences of the Site. This restricts potential cumulative receptors to the proposed DCO works and the wider FWA site. The latter will only be experienced with the completed development.

Construction Phase

- 5.184 There is potential for the Development to coincide with the DCO works to the west of the Site. As part of the DCO, FP13 will be diverted so therefore there will be no opportunity for cumulative views.
- 5.185 The removal of vegetation between the former hangar area and the proposed road alignment will potentially afford open views between the western tip of the Site (BW544, FP15 and limited views from BW16) and the DCO area. The culmination of these two developments will remain major therefore not alter the moderate-major significance afforded these receptors.
- 5.186 There are no other opportunities for cumulative effects on landscape and visual resources and assets due to lack of intervisibility and potential to form a part of the visual experiences of the Site.

Completed Development

- 5.187 The earth mounding to the west of the Site will have a minimal screening effect to the views from the southern section of BW544 and FP15 towards the DCO works. Mitigation for views between the completed DCO and Site form part of Highways England's DCO application. The completed Development will have a negligible landscape and visual effect on the DCO.
- 5.188 The Development comprises the enabling works to facilitate the first phase of a SANG that will come forward as part of the Proposed Wisley New Settlement on the wider FWA site to the south of the Site, it is intended that the Site will be converted to an area of SANG. It would comprise 24ha of a c.50ha SANG. Creation of the SANG would be assessed in detail as part of a forthcoming application and EIA process for the proposed Wisley New Settlement. In terms of potential cumulative effects with future development, the establishment of the meadow grassland will have a maturity of the first phase of the SANG and will be further enhanced with tree and scrub planting, additional circular routes and features such as seating areas and sculpture.

Summary

- 5.189 The assessment has been prepared to identify and assess the potential impacts upon the landscape character, value and visual amenity resulting from the Development. The assessment work has been carried out in line with best practice as set out by the Landscape Institute.
- 5.190 The assessment concluded that effects are limited to the immediate locality including:
- Limited views from properties at Elm Corner, Hatchford End, Ockham End and The Old Farm;
 - The PRoW crossing the Site; BW544, FP15, BW16, FP19 and FP13;
 - Limited views through Site entrances from Elm Lane and Ockham Lane and glimpses from Old Lane along the eastern boundary; and
 - The existing open arable farmland within the Site boundary.
- 5.191 With the exception of a limited view from the gardens at Elm Corner (high) the receptors are considered moderate sensitivity.
- 5.192 The current baseline is strongly defined by the Sites contribution to the wider historic airfield. The construction and operation of the airfield removed the majority of landscape features and enclosure with the wider FWA site and has resulted in a low quality landscape with degrading

features such as areas of hardstanding, concrete runway and the NATS beacon.

- 5.193 Whilst the arable landuse provides a degree of rurality to the northern section of the site the loss of historic field boundaries has resulted in an un-characteristic open landscape that is devoid of the key features, qualities and condition that contribute to the surrounding landscape character. The high-quality features and assets such as woodland and trees are associated with the Site boundaries and were used as primary constraints and excluded from the proposed areas of disturbance negating to potential for effects.
- 5.194 There are opportunities for views towards the wider landscape to the south of the Site.
- 5.195 The potential for negative effects is restricted to the construction period due to the close proximity of the machinery and earthworks. Due to the temporary nature and very limited time frame these effects are not considered Significant.
- 5.196 The resulting earthworks are not considered to form an engineered or artificial landscape feature within the Site. Due to the scale of the Site and wider FWA they appear as gently undulating landforms consistent with the wider landscape context and create enclosure and interest within the northern section of the wider FWA.
- 5.197 Mitigation measures are limited to the completed Development and consist of the reseeded of the former arable area to wild flower meadow. This provides a minor positive benefit to the landscape character, value and visual amenity against the current baseline conditions. Whilst these benefits are positive due to the scale and setting they are not considered Significant. However, as has been assessed in the cumulative assessment, should the Development be converted to SANG through a future planning application for the Proposed Wisley New Settlement it will potentially, cumulatively, form part of circa 50ha SANG which will be considered a Significant beneficial effect.
- 5.198 In conclusion, negative effects are limited to the construction period, albeit on a very limited timescale. Once completed it is considered that the Development can be successfully assimilated into the existing Site and provide positive benefits to the current landscape and visual baseline.
- 5.199 Table 5.6 contains a summary of the likely significant effects of the Development.

Table 5.6: Table of Significance – Landscape and Visual Effects

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/Minor) (Beneficial/Adverse/Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/Moderate/Minor) (Beneficial/Adverse/Negligible)
				I	UK	E	R	C	B	L	
Construction											
Open Views from PRow crossing the Site	Temporary	Moderate Adverse	N/A							*	Negligible
Open upper storey views from limited properties at Elm Corner	Temporary	Major Adverse	N/A							*	Negligible
Open groundfloor/garden views from limited properties at Elm Corner	Temporary	Moderate Adverse	N/A							*	Negligible
Open views from limited properties at Hatchford End	Temporary	Moderate Adverse	N/A							*	Negligible
Single upperstorey view from Ockham End	Temporary	Moderate Adverse	N/A							*	Negligible
Limited framed views from Old Farm	Temporary	Moderate Adverse	N/A							*	Negligible
Glimpsed/filtered views from Old Lane	Temporary	Moderate Adverse	N/A							*	Negligible
Framed view through entrance off Ockham Lane	Temporary	Minor Adverse	N/A							*	Negligible
Framed view through entrance off Elm Lane	Temporary	Minor Adverse	N/A							*	Negligible
Landscape Character and Value	Temporary	Moderate-Minor Adverse	N/A							*	Negligible
Completed Development											
Open Views from PRow crossing the Site	Permanent	Minor Beneficial	Arable converted to managed meadow							*	Negligible
Open upper storey views from limited properties at Elm Corner	Permanent	Minor Beneficial	Arable converted to managed meadow							*	Negligible
Open groundfloor/garden views from limited properties at Elm Corner	Permanent	Moderate - Minor Beneficial	Arable converted to managed meadow							*	Negligible
Open views from limited properties at Hatchford End	Permanent	Minor Beneficial	Arable converted to managed meadow							*	Negligible
Single upperstorey view from Ockham End	Permanent	Minor Beneficial	Arable converted to managed meadow							*	Negligible
Limited framed views from Old Farm	Permanent	Minor Beneficial	Arable converted to managed meadow							*	Negligible

Glimpsed/filtered views from Old Lane	Permanent	Minor Beneficial	Arable converted to managed meadow								*	Negligible
Framed view through entrance off Ockham Lane	Permanent	Negligible	N/A								*	Negligible
Framed view through entrance off Elm Lane	Permanent	Negligible	N/A								*	Negligible
Landscape Character and Value	Permanent	Minor Beneficial	Arable converted to managed meadow								*	Negligible
Cumulative Effects												
<i>Construction</i>												
Combined views with DCO works	Temporary	Major adverse	N/A								*	Negligible
<i>Completed Development</i>												
Combined views with DCO works	Permanent	Negligible	N/A								*	Negligible
Part of wider FWA application	Permanent	Beneficial – level unassessed at this stage	Included as part of a wider more detailed SANG								*	Negligible

*** Geographical Level of Importance**

I = International; UK = United Kingdom; E = England; R = Regional; C = County; B = Borough; L = Local

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