

**APPENDIX 5.5**  
**SEW SITE CHARACTER SHEETS**

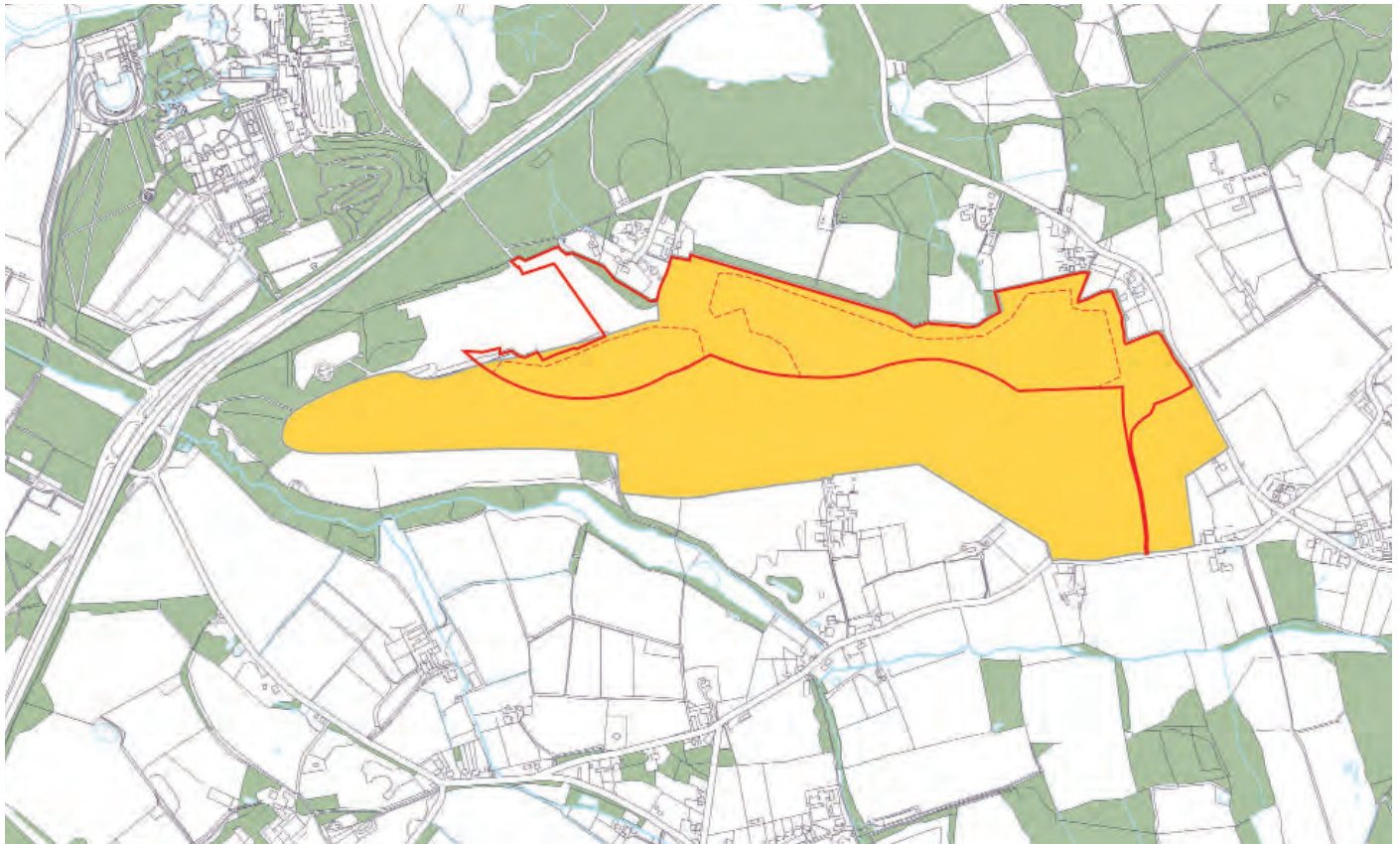
## Appendix 5.5

### Site Character Assessment Record Sheet

**Project Ref:** Wisley Airfield - Unit 1: Runway

**Date:** October 2020

**OS Grid Reference:** Centred on TQ 08045 57520



#### LANDFORMS/TOPOGRAPHY

Flat	✓	Plain		Estuary	
Undulating	✓	Valley		Coastal	
Rolling		Plateau	✓	Flood Plain	
Steep		Mountainous			
Escarpment		Hills			
Ridgeline		Lowland			

#### ADDITIONAL NOTES:

The runway itself forms a plateau in an east x west direction across the central section of the site. There is a shallow ridgeline to the south of the runway whereby the levels to the north and south drop slightly but do not form a notable gradient. There is also a slight drop beyond the eastern end of the runway, however this is also not a notable element.

## Site Character Assessment Record Sheet

LANDSCAPE ELEMENTS					
Built Form		Land Cover		Agricultural Uses	
Townscape		Amenity/ Recreation		Arable	✓
Urban		Parkland		Pasture	
Industrial		Scrub	✓	Mixed	
Commercial		Marsh/Bog		Grazing	
Urban fringe/Suburban		Heathland/Moor		Regular fields	
Village		Meadow		Irregular fields	
Military/Defence	✓	Historic gardens		Horticulture	
Scattered farms/houses	✓	Rough grassland		Storage	✓
Archaeological/Historical		Open water		Set aside	
Ecclesiastic		Horse paddock			
Derelict	✓	Quarry/Extraction			
Agricultural	✓	River/Stream			
Communication structures	✓	Coastal			
Energy structures		Estuary			
Unsettled		Natural			
		Man-made	✓		

### ADDITIONAL NOTES:

Due to its plateau nature, the airstrip is only visible from the immediate locality. It does however form a dominant feature within these views due to its scale and openness.

The land surrounding the runway is arable but not defined by any typical field boundaries as these have been removed to accommodate the airfield function.

In terms of built form and structures, these are restricted to the hard-standing associated with the runway, the VOR located in the southern section and a small building at the entrance gate in the southeast.

There are several crash barriers along the runway and its overall condition is largely unkempt, disused and derelict with areas of scrub and grass evident across its entirety.

There are a handful of residential properties abutting the boundary but they do not have a notable influence on the overall site character.

Vegetation Cover		Boundary Treatment		Transport Influences	
Conifer woodland	✓	Unmanaged hedgerow	✓	Motorway	✓
Native woodland	✓	Managed hedgerow		A Roads	✓
Plantation		Post and Rail	✓	B Roads	
Ornamental		Security fencing	✓	Country lanes	✓
Formal		Ornamental		Local access	
Orchard		Complete		PRoW	✓
Wet woodland		Gappy/Defunct		Railway	
Succession		Natural stone wall		Canal	
Extensive		Close board fencing		Rivers	
Linear	✓	hedgebank		Airfields	
Fragmented		Dykes/Rheens			
Interlocking	✓	Straight			
Shelterbelt	✓	Irregular	✓		
		Stream			

### ADDITIONAL NOTES:

Key landscape features are restricted to the perimeter where mature woodland, shelterbelts, trees and hedgerows delineate the boundaries (most notably to the north). The eastern boundary is defined by several mature oak trees and a native hedgerow which is gappy in places.

The southern boundary is predominantly defined by post and rail fencing along the boundary with Bridge End Farm and further east by mature hedgerows and trees. The western extent of the runway area is partially open with the exception of notable features such as a line of poplars to the west of the farm and a dense area of trees/woodland to the northwest of the runway. The crash barriers along the runway denote the route of the existing PRoW's within the site and are a degrading feature.

**Site Character Assessment Record Sheet**

<b>VISUAL AND SENSORY PERCEPTIONS (CIRCLE MOST APPROPRIATE)</b>					
<b>Views</b>	<u>Distant</u>	Framed	Intermittent	<u>Panoramic</u>	Corridor
<b>Scale</b>	Intimate	Small	Moderate	<u>Large</u>	Vast
<b>Enclosure</b>	Confined	Enclosed	<u>Semi-Enclosed</u>	<u>Open</u>	<u>Exposed</u>
<b>Variety</b>	Uniform	<u>Simple</u>	Diverse	Complex	
<b>Texture</b>	Smooth	<u>Textured</u>	Rough	Very Rough	
<b>Lines</b>	<u>Straight</u>	Angular	Curved	<u>Sinuous</u>	
<b>Pattern</b>	Random	<u>Organised</u>	Regular	Formal	
<b>Security</b>	Comfortable	<u>Safe</u>	Unsettling	Threatening	
<b>Colour</b>	Monochrome	<u>Muted</u>	Colourful	Garish	
<b>Movement</b>	Dead	<u>Calm</u>	Gently Active	Busy	
<b>Unity</b>	Unified	<u>Interrupted</u>	Fragmented	Chaotic	
<b>Naturalness</b>	Undisturbed	Restrained	<u>Tamed</u>	Disturbed	
<b>Sound</b>	Tranquil	<u>Distant</u>	Discordant		

**ACCESS AND CONDITION**

<p><b>Evidence of recreational use:</b></p> <p>There are several PRow's which cross the site and were observed during site visits as being well used by dog walkers and cyclists etc.</p>	<p><b>PRow Condition:</b></p> <p>The PRow's running across the runway are defined by ground markings and crash barriers along their route. Beyond the runway they are less defined as they travel through arable crops.</p>
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**Visual Impact of Modern Land Uses/Degrading Elements (Including sensory):**  
 The historic removal of hedgerows has resulted in a large, open expanse of land which is uncharacteristic within the immediate local context.  
 The former runway is a dominant feature whilst within the southern section of the Unit and is notably man-made and urban due to the additional crash barriers and large expanse of concrete.  
 The NATS beacon forms a distinctly alien feature against the wider context and its relationship with the runway is not particularly obvious at ground level - this is especially true during crop seasons.  
 The A3 and M25 are audible but not strong detractors to the experience of this section - more notable towards the west.

**Condition Summary:**

Features of value are limited to the perimeter of the site. The moderate/higher value and sensitivity elements are typically located to the north of the site whereby mature vegetation provides a strongly defined boundary and backdrop to the site. The southern section of the site is more open by comparison and strongly characterised by the concrete runway.

The agricultural land within this section is not an uncommon feature within the wider landscape, however its value and sensitivity is degraded by the presence of the redundant runway and lack of north x south boundary features.

The arable land is bare earth for several months of the year.

**Key Characteristics/Features:**

Mature woodland around the perimeter - could do with some gapping up and enhancement along Old Lane.

Lack of connectivity around the site boundary with minimal habitat links across the site due to the removal of hedgerows.

**Site Character Assessment Record Sheet**



View north towards runway and VOR from Ockham Lane (VOR access track)



View southeast across eastern end of the runway (towards Martyr's Green)



View south across runway towards VOR Beacon (from FP19)



View towards eastern extent of runway from central section (Junction of FP13 & FP15)



View north across arable land towards runway from northern boundary with Bridge End Farm

**Site Character Assessment Record Sheet**



View southeast across arable land towards the runway from BW16



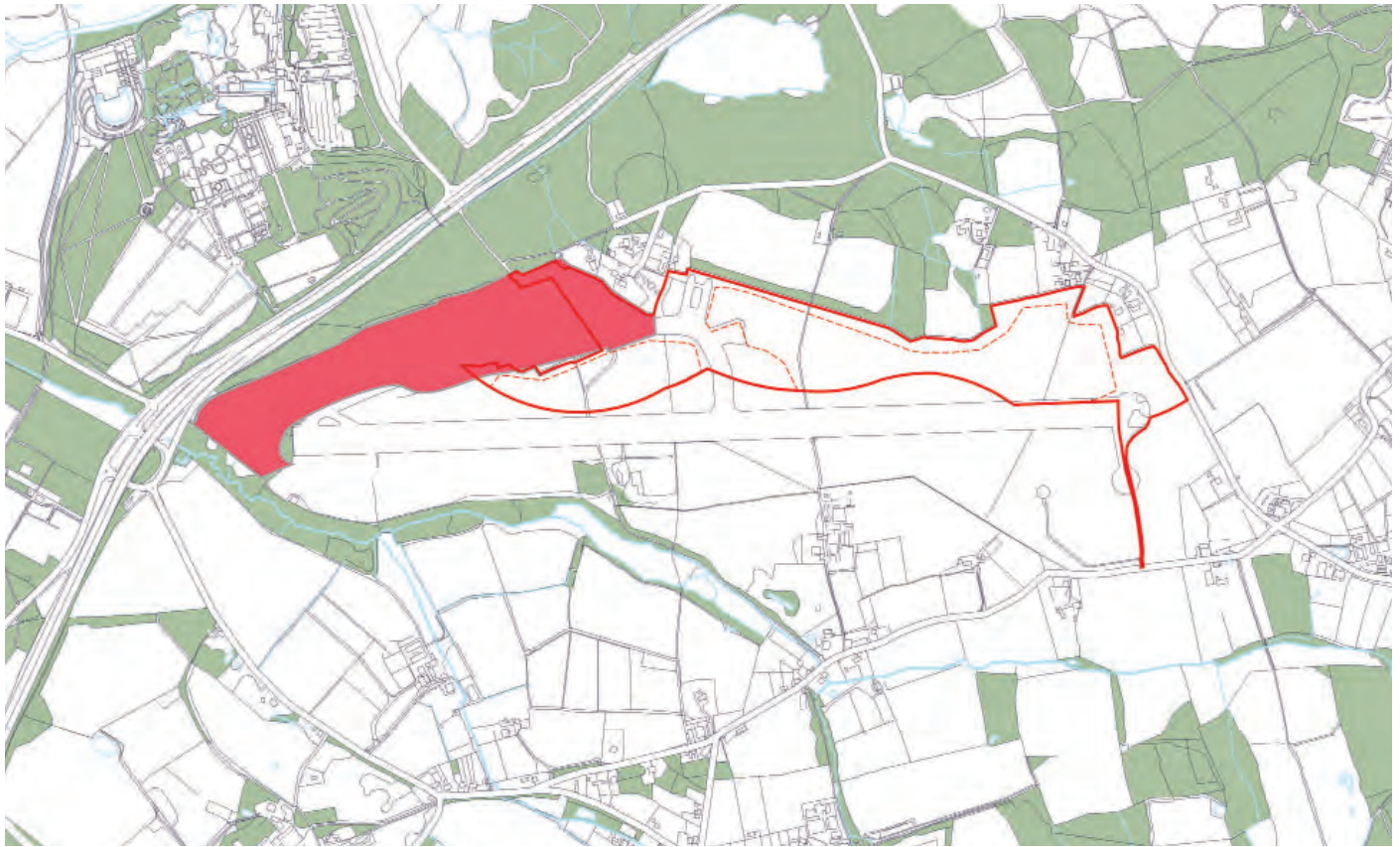
View southwest across arable land towards runway from FP19

**Site Character Assessment Record Sheet**

**Project Ref:** Wisley Airfield - Unit 2: Former Hangar Area

**Date:** October 2020

**OS Grid Reference:** Centred on TQ 08045 57520



LANDFORMS/TOPOGRAPHY					
Flat	✓	Plain	✓	Estuary	
Undulating		Valley		Coastal	
Rolling		Plateau	✓	Flood Plain	
Steep	✓	Mountainous			
Escarpment		Hills			
Ridgeline		Lowland			

**ADDITIONAL NOTES:**

The landform within the eastern section of this area is defined by a large concrete plateau. Directly south and west however, the topography rises towards the runway and A3 resulting in a notable bank defined by a mature shelterbelt, concrete track and scrubby vegetation. The topography within the most south westerly point of the area rises steadily to meet the runway before falling towards the southwest corner of the site.

## Site Character Assessment Record Sheet

LANDSCAPE ELEMENTS					
Built Form		Land Cover		Agricultural Uses	
Townscape		Amenity/ Recreation		Arable	
Urban		Parkland		Pasture	
Industrial		Scrub	✓	Mixed	
Commercial		Marsh/Bog		Grazing	
Urban fringe/Suburban		Heathland/Moor		Regular fields	
Village		Meadow		Irregular fields	
Military/Defence	✓	Historic gardens		Horticulture	
Scattered farms/houses		Rough grassland	✓	Storage	
Archaeological/Historical		Open water		Set aside	
Ecclesiastic		Horse paddock			
Derelict	✓	Quarry/Extraction			
Agricultural		River/Stream			
Communication structures		Coastal			
Energy structures		Estuary			
Unsettled	✓	Natural	✓		
		Man-made	✓		

### ADDITIONAL NOTES:

This section is characterised by a large area of hard-standing which contained the former hangar area and access road. This eastern plateau section is largely enclosed by mature woodland and vegetation restricting its visibility to the immediate locality. When visible however, the hard-standing forms a dominant feature.

The tracks which link to the runway are still evident however they do not form a prominent element within this section.

The western extent of this section comprises largely unmanaged and semi improved grassland, scrub and woodland vegetation which provides a distinct contrast to the eastern area of hard-standing.

There are some residential properties beyond the eastern boundary but they do not have a significant impact on the character of the site.

Vegetation Cover		Boundary Treatment		Transport Influences	
Conifer woodland		Unmanaged hedgerow	✓	Motorway	
Native woodland	✓	Managed hedgerow		A Roads	✓
Plantation		Post and Rail		B Roads	
Ornamental		Security fencing		Country lanes	
Formal		Ornamental		Local access	
Orchard		Complete		PRoW	✓
Wet woodland		Gappy/Defunct	✓	Railway	
Succession		Natural stone wall		Canal	
Extensive		Close board fencing		Rivers	
Linear	✓	hedgebank		Airfields	
Fragmented	✓	Dykes/Rheens			
Interlocking	✓	Straight			
Shelterbelt	✓	Irregular	✓		
		Stream			

### ADDITIONAL NOTES:

Key features are limited to the mature woodland along the northern site boundary and a shelterbelt between the hangar area and the runway.

The area to the west comprises areas of predominantly semi improved or unmanaged grassland with scrubby elements which detract from the overall character of the site.



**Site Character Assessment Record Sheet**

<b>VISUAL AND SENSORY PERCEPTIONS (CIRCLE MOST APPROPRIATE)</b>					
<b>Views</b>	Distant	Framed	Intermittent	Panoramic	Corridor
<b>Scale</b>	Intimate	Small	Moderate	Large	Vast
<b>Enclosure</b>	Confined	Enclosed	Semi-Enclosed	Open	Exposed
<b>Variety</b>	Uniform	Simple	Diverse	Complex	
<b>Texture</b>	Smooth	Textured	Rough	Very Rough	
<b>Lines</b>	Straight	Angular	Curved	Sinuous	
<b>Pattern</b>	Random	Organised	Regular	Formal	
<b>Security</b>	Comfortable	Safe	Unsettling	Threatening	
<b>Colour</b>	Monochrome	Muted	Colourful	Garish	
<b>Movement</b>	Dead	Calm	Gently Active	Busy	
<b>Unity</b>	Unified	Interrupted	Fragmented	Chaotic	
<b>Naturalness</b>	Undisturbed	Restrained	Tamed	Disturbed	
<b>Sound</b>	Tranquil	Distant	Discordant		

<b>ACCESS AND CONDITION</b>	
<p><b>Evidence of recreational use:</b></p> <p>Several dog walkers and cyclists were observed during site visits and appeared to be using the existing bridleway as access into the wider site.</p>	<p><b>PRoW Condition:</b></p> <p>The route of the bridleway from Elm Lane is physically marked on the ground with painted lines however, due to the overgrown and degraded nature of the area it has become less notable on site.</p>
<p><b>Visual Impact of Modern Land Uses/Degrading Elements (Including sensory):</b></p> <p>The hard-standing of the hangar area is a notable detracting feature within the site. The removal of hedgerows has also resulted in an uncharacteristic open and exposed area within the local context. The A3 to the north forms and audible detractor within this section and can be occasionally glimpsed through the vegetation, in particular to the southwest of this section.</p>	
<p><b>Condition Summary:</b></p> <p>Features of value relate to the boundary treatments and prominent shelterbelt that separates the runway and hangar area. The wooded northern boundary is considered moderate/high value and sensitivity due to the backdrop it provides. The western extent of the boundary is gappy in places and affords intermittent views towards the A3. Whilst more naturalised in character than the eastern hangar plateau, the western area is largely overgrown and unmanaged but offers habitat potential.</p>	
<p><b>Key Characteristics/Features:</b></p> <p>Mature woodland along the northern boundary forms a strong screen and backdrop to the area.</p> <p>Although not a feature, the area of rough grassland to the west has habitat potential.</p> <p>Lack of connectivity around the area with minimal habitat links across the section due to the removal of hedgerows.</p>	

## Site Character Assessment Record Sheet



View towards hard-standing within eastern extent of former hangar area - enclosed by vegetation



View south across former hangar area from BW544 Elm Lane entrance into site



View into naturalised western extent of area from the western edge of the runway



View east towards runway from access track within western section



View towards western end of runway to show change in topography within this section