

# **KENLEY CAMPUS, VICTOR BEAMISH AVENUE, CATERHAM CR3 5FX**

Landscape and Visual Impact Appraisal

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## Landscape and Visual Impact Appraisal

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## 1.0 INTRODUCTION

- 1.1.1 The Croydon and District Education Trust is seeking to develop new housing on land at Kenley Campus, which is located on the northern edge of Caterham in Tandridge District (**Figure 1: Site Location and Context**). This land (“the site”) surrounds a school building and its associated playground and car parking areas. The school provides private education and the building is Grade II listed.
- 1.1.2 The site and school collectively occupy the southern part of the former Royal Air Force (RAF) Station, Kenley (“the station”). RAF Kenley has been described by English Heritage as “*the most complete fighter airfield associated with the Battle of Britain to have survived*”, making it a battlefield site of particular national historic significance. The school was formerly the Navy, Army and Air Force Institutes (NAAFI) building and school playground was the formerly Parade Ground for the station. The airfield lies to the immediate north of the site and is located within the London Borough of Croydon. The northern and southern parts of the station are together designated as the Kenley Aerodrome Conservation Area and form part of the Metropolitan Green Belt.
- 1.1.3 Scarp Landscape Architecture Ltd was commissioned in December 2021 by The Croydon and District Education Trust to prepare a Landscape Strategy for the development proposal (“the Development”) and to prepare this Landscape and Visual Impact Appraisal (LVIA) for the Development.
- 1.1.4 This report presents the findings of the appraisal of potential landscape and visual effects.

## 2.0 LANDSCAPE CONTEXT

### 2.1 Settlements

2.1.1 The built-up area of Caterham lies on the southern side of the site, the village of Whyteleafe lies to the east and northeast and the village of Old Coulsdon lie to the west (**Figure 1: Site Location and Context**).

### 2.2 Local Landform

2.2.1 The site and adjacent airfield are located on an area of relatively flat land between two dry valleys that largely contain the built up areas of Whyteleafe and Old Coulsdon.

### 2.3 Land Uses and Vegetation

2.3.1 Land uses around the site are dominated by the airfield and by extensive areas of housing and greenspace, including Coulsdon Common to the west. Local deciduous woodland includes a stand of ancient woodland (Coxes Wood) along the eastern side of the airfield. Salmons Green, a local greenspace, is located on the south-eastern side of the site (**Figure 2: Local Landscape Aerial Photograph**).

2.3.2 The airfield occupies an extensive area of elevated, flat, open land. It includes storage buildings along its southern edge and a peripheral road. An Officers' Mess and eleven groups of World War II fighter pens remain alongside the peripheral road. The NAAFI building (off-site) and a derelict workshop (on-site) lie on the southern wide of the airfield.

### 2.4 Connectivity

2.4.1 Salmons Lane West passes along the southern site boundary, Salmons Lane along the south-eastern site boundary and Whyteleafe Road passes approximately 90-170m east of the site. An array of residential streets lies to the west, including Collard Close and Halton Road (**Figure 4: Site Landscape Aerial Photograph**). A network of public footpaths extends across Coulsdon Common and across greenspace areas on the northern side of the airfield (**Figure 1: Site Location and Context**). The Kenley Revival Project has established the Kenley Airfield Heritage Trail and publicises various walks on RAF land around the airfield periphery (**Plate 1** below).

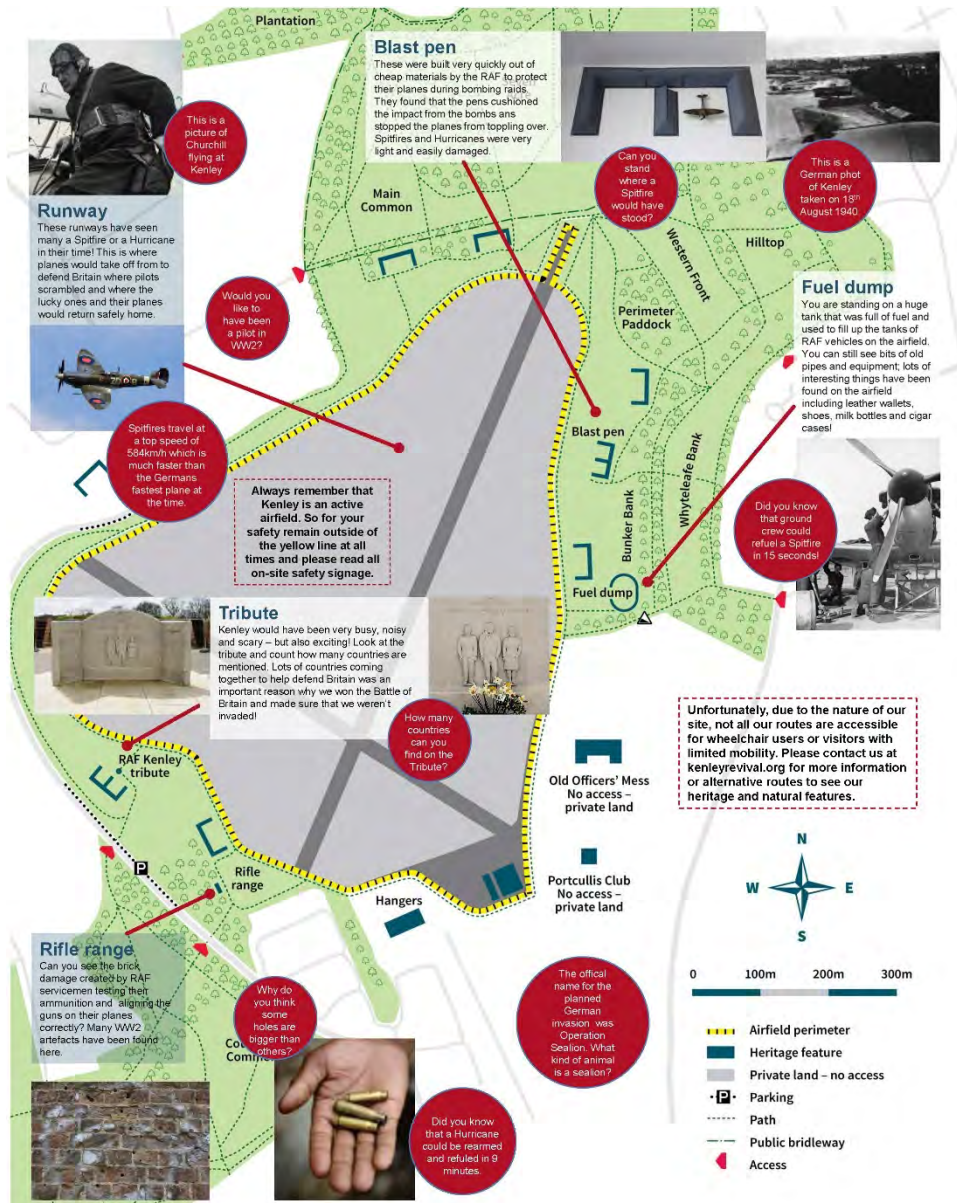


Plate 1: Kenley Revival Project Walk Along Airfield Perimeter (identified as dashed line)

## 2.5 Designations Reflecting Natural or Cultural Value

2.5.1 The site does not form part of any landscape that is designated at either national or local level to protect its scenic value. It is located outside the Surrey Hills Area of Outstanding Natural Beauty and Areas of Great Landscape Value.

### Conservation Areas, Scheduled Monuments and Listed Buildings

2.5.2 The part of station within Tandridge District was designated a Conservation Area in December 2005 and the part within the London Borough of Croydon was designated in March 2006. The World War II fighter pens are designated as scheduled monuments. The Officers' Mess and the



NAAFI building (both within Tandridge District) are Grade II listed (**Figure 3: Landscape and Cultural Designations**).

2.5.3 A joint Kenley Aerodrome Conservation Area Proposals Statement has been adopted as Supplementary Planning Guidance (SPG) by both the London Borough of Croydon and Tandridge District Council. The character appraisal set out in the SPG sub-divides the conservation area into three sub-areas (see **Plate 2** below). Sub Area 1 comprises land around the Officers' Mess; Sub Area 2 is centred around the NAAFI (with former Parade Ground) and includes the site (with a derelict former RAF workshop building); and Sub Area 3 comprises the airfield and fighter pens.



**Plate 2: Character Sub-Areas, as identified in the Kenley Aerodrome Conservation Area Proposals Statement**

2.5.4 The appraisal provides the following description of Sub Area 2:

*“the area that surrounds the former Institute building (the NAAFI) and workshop building. This area comprises open ground, part of which formed the former parade ground. The Institute building is also Listed as Grade II. Planning Permission has been granted to use the building for educational purposes.”*

2.5.5 The appraisal also notes that:

*“The workshop building is not listed.”*

*“The wider surrounds of this building consists of large areas of hardstanding, which under the current consent would be available for car parking. The land south of the former parade ground area at the southern end of the site close to the main entrance has been top-soiled in preparation for being laid to grass. At the northern end of this area there is a small area of Ministry of Defence Land that is used by Air Training Corps. This area contains several temporary buildings of a neutral character. Beyond this area to the north is the main Airfield (in Croydon).”*

*“There is no public access to the area, but it is visible through the entrance onto Salmons Lane West and from the existing and new residential properties to the west.”*

*“The Council’s main objectives for this area is to preserve the Institute building and to ensure that any reuse of the building and the surrounding land, including any new development that might be acceptable under Green Belt policy, would preserve and enhance the appearance of the area.”*

2.5.6 The Proposals Statement also states that:

*“Any new proposals for development or works within the Conservation Area should aim to protect and enhance its character.”* (Paragraph 2.2.1)

*“Every opportunity should be taken to improve public access to the aerodrome, whilst considering the importance of safety in relation to the continued operation of the airfield. Any proposals for new development should aim to improve public access. Any changes in land ownership should not compromise public access or wider plans for improved public access (such as heritage trails or circuits) but should result in improved public access.”* (Paragraph 2.2.3)

2.5.7 The locations of the NAAFI building (blue dot), workshop building (purple dot) and parade ground (orange dot) are identified on **Plate 3** below (extract from 1958 Ordnance Survey Map). The approximate location of a steel base for a flagpole (green dot) is also identified.

2.5.8 The NAAFI building has been converted into a school (**Photographs C and D**). The former workshop building (**Photographs F and G**) is derelict, is overgrown with vegetation and contains piles of rubble.



**Plate 3: Extract from Ordnance Survey Map (1958) with approximate site boundary overlaid**

- 2.5.9 The grid-like arrangement of former buildings, including a grid of barrack buildings south of the NAAFI, imparted a formal, military character to the southern part of the station. The workshop building is now separated from the NAAFI by mature trees with the result that there is minimal visual relationship between the NAAFI and this now derelict workshop building.
- 2.5.10 Buildings and roads on the site historically adopted a clear north-south arrangement, with one axis extending through the centre of the parade ground and NAAFI building and along the road on the northern side of the NAAFI to the airfield. The flagpole in the far southern part of the site (**Figure 4: Site Landscape Aerial Photograph**) is also aligned with this axis. A number of buildings/workshops that once framed this central axis through the site have since been demolished and removed. The visual and functional relationship between the former NAAFI building and the airfield has been largely lost due to the overgrown nature of trees/scrub, the erection of security fencing that prevents public access and the development of new large-scale

storage sheds along the southern edge of the airfield. However, there is a degree of residual visual connection between them that could be restored and enhanced.

### **Local Green Spaces**

- 2.5.11 Salmons Lane Green at the eastern end of Salmons Lane West (**Figure 3: Landscape and Cultural Designations**) is designated as a Local Green Space in the Caterham, Chaldon and Whyteleafe Neighbourhood Plan<sup>1</sup> on account of its value to the community.

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<sup>1</sup> Caterham, Chaldon and Whyteleafe Neighbourhood Plan (Adopted June 2021)

### 3.0 LANDSCAPE PLANNING POLICY

#### 3.1 Introduction

3.1.1 The Development Plan for the District includes the Tandridge District Core Strategy (Adopted October 2008) and Tandridge Local Plan Part 2: Detailed Policies 2014 – 2029 (Adopted July 2014). Emerging Local Plan policies are set out in Our Local Plan: 2033 (Regulation 22 submission) January 2019. Neighbourhood Plan policies are set out in the Caterham, Chaldon and Whyteleafe Neighbourhood Plan<sup>2</sup>. Landscape related policies are set out below.

#### 3.2 Tandridge District Core Strategy Policies

##### Policy CSP 18 Character and Design

3.2.1 This policy states, amongst other things, that:

*“The Council will require that new development, within town centres, built up areas, the villages and the countryside is of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness.*

*“Development must also have regard to the topography of the site, important trees or groups of trees and other important features that need to be retained.”*

*“Development must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any other adverse effect.”*

*“The Council will protect the wooded hillsides in the built-up areas by ensuring that new development does not adversely affect the character of these areas and that there is no overall loss of tree cover.”*

##### Policy CSP 21 Landscape and Countryside

3.2.2 This policy states, amongst other things, that:

*“The character and distinctiveness of the District’s landscapes and countryside will be protected for their own sake, new development will be required to conserve and enhance landscape character.”*

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<sup>2</sup> Caterham, Chaldon and Whyteleafe Neighbourhood Plan (Adopted June 2021)

### **3.3 Tandridge Local Plan Part 2: Detailed Policies**

#### **Policy DP7: General Policy for New Development**

3.3.1 This policy states, amongst other things, that:

*“All new development will be expected to be of a high quality design. Development should integrate effectively with its surroundings, reinforcing local distinctiveness and landscape character. Innovative designs will be encouraged where appropriate.”*

*“Landscaping: The proposal ensures that landscaping is an integral element in layout design, making provision for suitable new planting, trees and boundary treatments to enhance the appearance, character and amenity of the site from the outset. The proposal is also expected to retain existing important features such as trees, hedgerows and walls wherever possible. Where a new road is required, a suitably hard and/or soft landscaped gap will be required between any existing properties and the new carriageway;”*

*“Trees: Where trees are present on a proposed development site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees that are important by virtue of their significance within the local landscape.”*

#### **Policy DP19: Biodiversity, Geological Conservation & Green Infrastructure**

3.3.2 This policy states, amongst other things, that:

*“There will be a presumption in favour of development proposals which seek to: 1. Protect, enhance or increase the provision of, and access to the network of multi-functional Green Infrastructure (GI)”*

### **3.4 Tandridge Emerging Local Plan Policies**

#### **Policy TLP32: Landscape Character**

3.4.1 This policy states, amongst other things, that:

*“All proposals for development in the District will protect and enhance the key landscape features and visual sensitivities of the landscape character areas identified in the Surrey Landscape Character Assessment 2015 and the Tandridge Landscape Capacity and Sensitivity Assessment 2016-18, or subsequent updates where they apply.*

*Proposals will be required to incorporate and implement the landscape guidance set out in the SLCA, 2015, and to:*

- I. Protect and enhance the character and qualities of the local landscape through appropriate design and management, and*
- II. Make provision for the retention and enhancement of features of landscape importance, and*
- III. Protect and where possible, enhance key public views and vistas, and*
- IV. Protect the landscape setting and contribute to maintaining the individual and distinct character of settlements by preventing coalescence, and*
- V. Where appropriate, provide landscape mitigation.”*

**Policy TLP37: Trees and Soft Landscaping**

3.4.2 This policy states, amongst other things, that:

*“Trees and soft landscaping represent a fundamental part of the landscape of the District and its natural capital. Trees and soft landscaping also have an important role in limiting the impact of rainfall and increasing temperatures and they enhance leisure experiences. To ensure this remains the case, we will:*

- I. Resist the loss of trees, woodlands, hedgerows and vegetation of significant amenity, historic, cultural or ecological value, including proposals which have the potential to threaten the continued wellbeing of such trees and vegetation;*
- II. Require existing trees, hedgerows and vegetation to be positively integrated into the site layout and protected in accordance with BS5837:2012 and any subsequent update, allowing for the future growth of trees and avoiding conflict with structures, hard surfaces and resident amenity;*
- III. Require comprehensive replacement planting to be provided where trees have been removed prior to planning permission being granted, unless the Council considers there is an overriding reason not to do so. Evidence of any such justification must be submitted within the application details before any deviation from the requirement to replant will be considered. Where there is evidence of deliberate neglect or damage to trees or woodland assets the deteriorated state of the asset will not be taken into account in any decision.*
- IV. Expect new development to positively integrate space for additional trees, hedgerows and vegetation wherever possible within layout design allowing for the future growth of trees both above and below ground and avoiding conflict with structures, hard surfaces and resident amenity;*
- V. Seek opportunities to improve links between green spaces to improve access for recreation and corridors which allow species to move between habitats.”*

## Policy TLP43: Historic Environment

3.4.3 This policy states, amongst other things, that:

*“To respect the varied historical character and appearance of the District, development proposals will conserve and enhance the character and appearance of designated and non-designated heritage assets, through high-quality sensitive design. These include important archaeology, historic buildings, conservation areas, monuments, street patterns, streetscapes, landscapes, commons, and their settings.”*

## Housing allocations

3.4.4 The emerging local plan identifies and allocates specific sites suitable for residential development. Paragraph 22.2 states that *“Factors such as landscape impact, ecology, Green Belt impact, flooding and infrastructure were all material considerations to the sites which have been selected.”*

3.4.5 Housing allocation HSG06: Land off Salmons Lane West, Caterham comprises the application site (see **Plate 4** below).



**Plate 4: Extent of Housing Allocation HSG06: Land off Salmons Lane West, Caterham**



3.4.6 The following site-specific matters/requirements were identified as part of this allocation:

*“Conservation*

*I. Development will conserve and enhance the conservation area and the setting of nearby heritage assets, including the listed building, Scheduled Monument and be considered in accordance with the Kenley Aerodrome Conservation Area Proposals Statement, or any subsequent update.*

*I. In keeping with the heritage value of the site and the principles of the Conservation Area, any scheme should focus development primarily to the northern area of the site and a sympathetic design, scale and layout must be demonstrated in any application.*

*III. All development proposals must be accompanied by a detailed heritage assessment.*

*Landscaping*

*IV. Retention and mitigation measures relating to significant trees will be required and they should be utilised as a feature of the development, where possible and appropriate. Density and design should be cognisant of the quality woodland and mature parkland tree corridors.*

*V. The visual connection between the NAAFI listed building/school and the Kenley Airfield to the north should remain legible and kept intact.*

*New Defensible Boundaries*

*VI. Design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.”*

## **3.5 Neighbourhood Plan<sup>3</sup> Policies**

### **Policy CCW4: Character of Development**

3.5.1 The site forms part of the East Caterham-on-the-Hill Character Area as defined on Figure 5.1 of the neighbourhood plan. Policy CCW4 states, amongst other things, that development is expected to preserve and enhance the character area in which it is located (as shown in Figure 5.1) and that development proposals will be supported that:

*“make a positive contribution to the character area when viewed from the main highway approaches into the settlements;” and*

*“do not have a significantly detrimental impact on local views as set out in Policy CCW10”.*

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<sup>3</sup> Caterham, Chaldon and Whyteleafe Neighbourhood Plan (Adopted June 2021)

3.5.2 The Neighbourhood Plan identifies a total of 35 locally significant views that are important to the community. One of these, 'CATH25: Salmons Green looking North towards Whyteleafe Hill', is orientated towards the site (see **Plate 5** below).

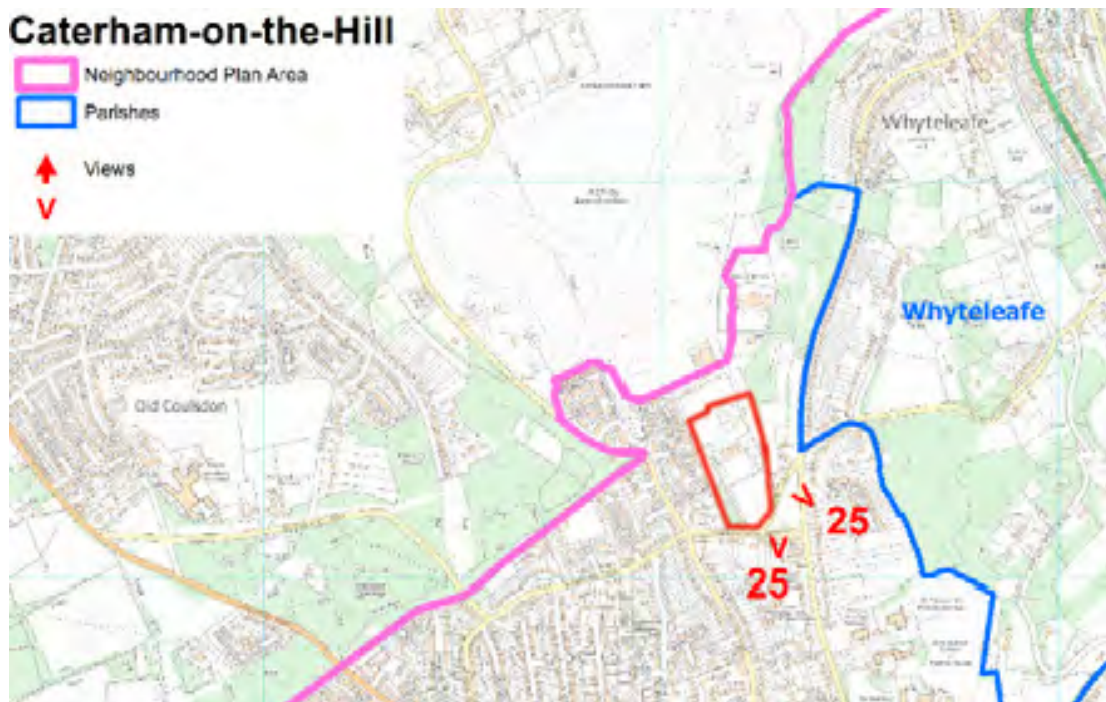


Plate 5: Extract from Neighbourhood Plan Figure 7.5: Significant views in Caterham Hill parish (with approximate site boundary overlaid)

3.5.3 Illustrative photographs of CATH25 are provided (see **Plate 6** below).



Plate 6: Photographs for CATH25: Salmons Green as extracted from the Neighbourhood Plan: LH Photograph shows the view "looking North towards Whyteleafe Hill. A green buffer between Whyteleafe and Caterham Hill". RH Photograph shows "Grove House, dating from 18th Century".

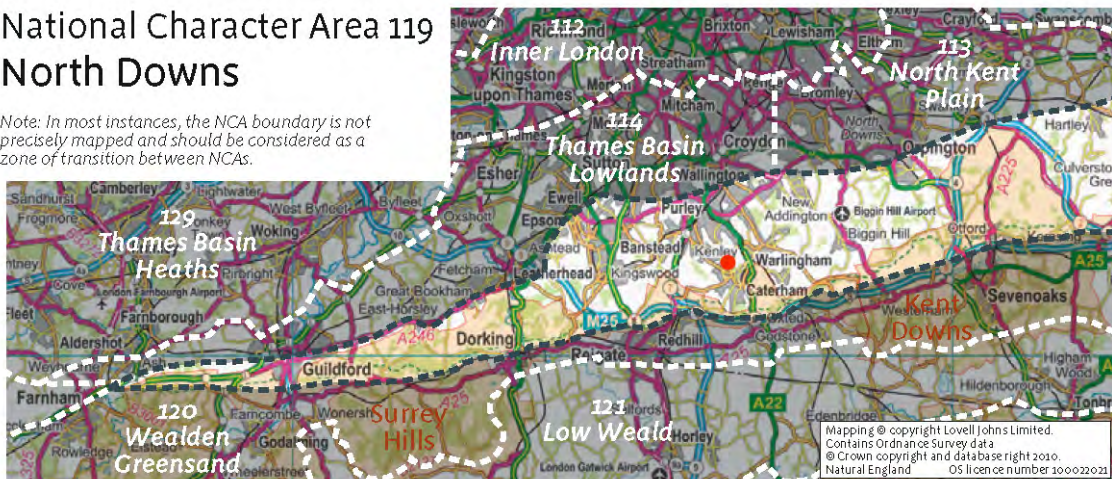
## 4.0 LANDSCAPE CHARACTER AND DESIGN GUIDELINES

### 4.1 National Level Character Assessment

- 4.1.1 The Site lies in the far southern part of the North Downs National Character Area (NCA 119), as identified by Natural England's Character Map of England. The approximate location of the site within this character area is identified by a red dot on **Plate 7** below.

#### National Character Area 119 North Downs

*Note: In most instances, the NCA boundary is not precisely mapped and should be considered as a zone of transition between NCAs.*



**Plate 7: Extract from the North Downs National Character Area Profile (© Natural England 2013)**

### 4.2 County Landscape Character Assessment

- 4.2.1 The Surrey Landscape Character Assessment provides information about the environmental characteristics of Surrey as a whole, and the distinctiveness of its different landscapes. The site was excluded from this assessment as it forms part of a large built-up area. The approximate location of the site in relation to the county landscape character areas is identified by a red dot on **Plate 8** below.

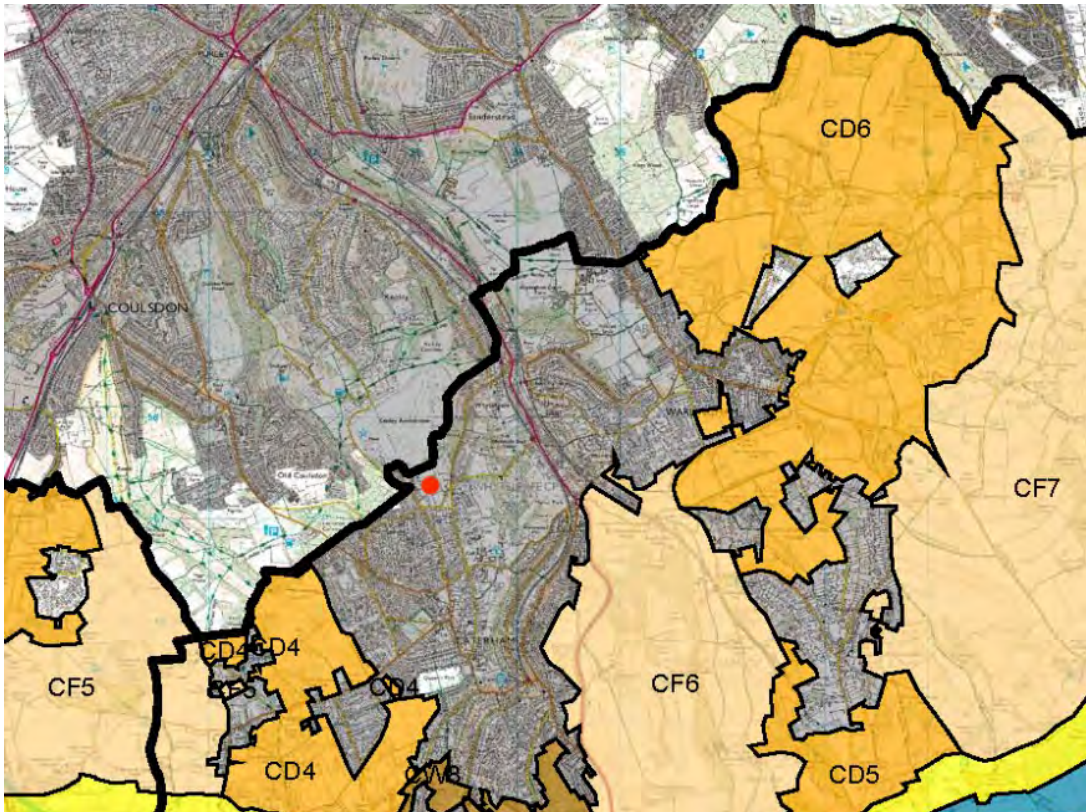


Plate 8: Extract from Figure 20 of the Surrey Landscape Character Assessment 2015

### 4.3 Tandridge Landscape Capacity and Sensitivity Study

- 4.3.1 The Tandridge Landscape Capacity and Sensitivity Study (LCSS)<sup>4</sup> provides an assessment of the landscape capacity and sensitivity of sites that have been presented to the Council for consideration through the Housing and Economic Land Availability Assessment and Economic Needs Assessment.
- 4.3.2 The potential for the site to accommodate new housing development was assessed in the LCSS as Site CAT 040. The LCSS includes an analysis of (1) Whyteleafe as a settlement (**Plate 9** below) (2) Site Visibility and (3) landscape capacity of Site CAT 040 (see extract in **Appendix A**). The LCSS states:

*“The majority of Whyteleafe is located along a prominent dry valley, within the wider undulating downland. However settlement has also spread up the valley sides, in particular to the west, up along Whyteleafe Hill Road towards Caterham. On the upper parts of this east facing slope there is significant tree cover, including areas of ancient woodland.*”

<sup>4</sup> Tandridge Landscape Capacity and Sensitivity Study (October 2016)

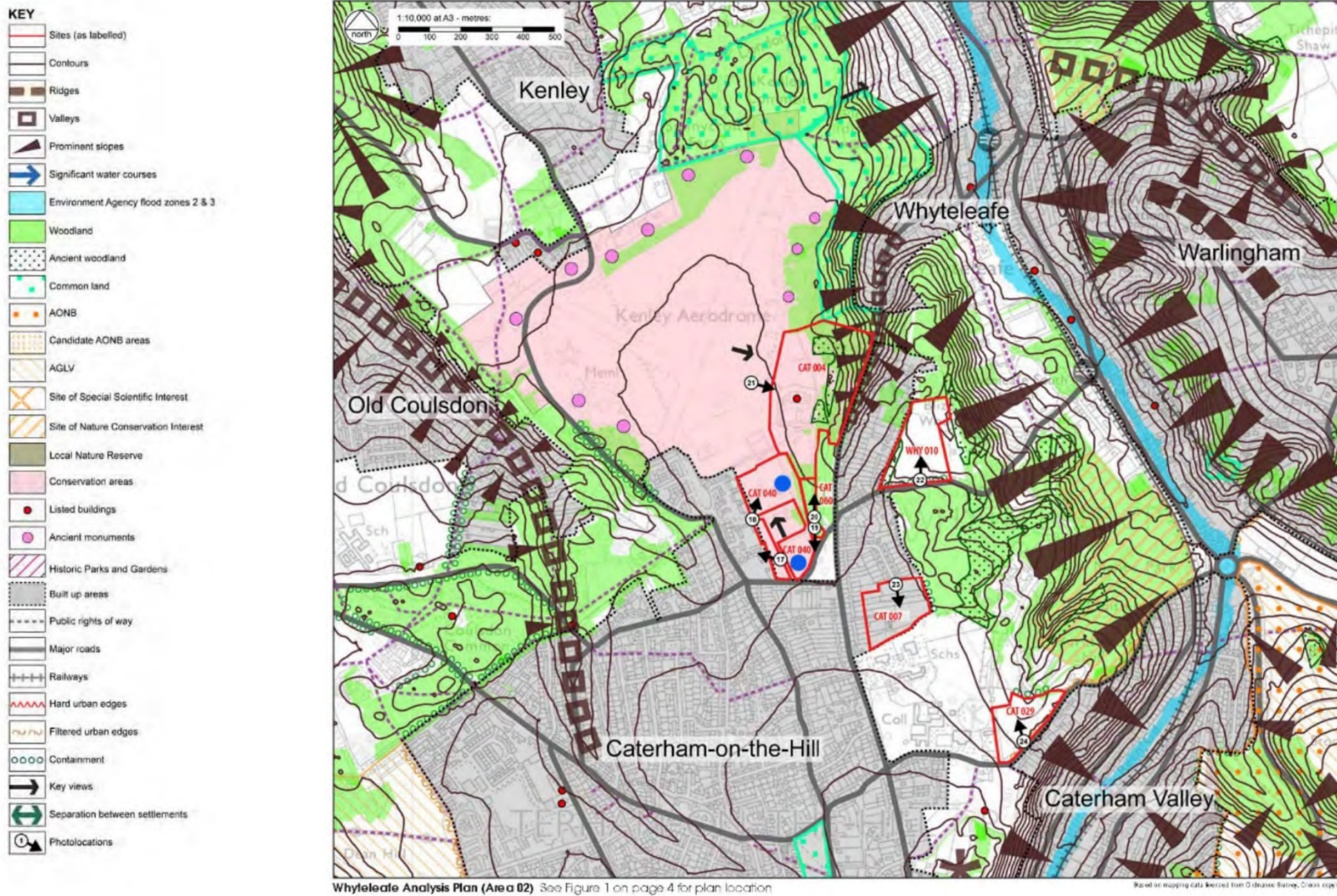


Plate 9: Whyteleafe Settlement Analysis extracted from the Tandridge Landscape Capacity and Sensitivity Study

*Woodland either side of Whyteleafe Hill Road provides a short stretch of separation between the northern edge of Caterham and Whyteleafe. Sites CAT040, CAT060 and CAT004 within Kenley Aerodrome conservation area.....”*

*“Site CAT040 is three parcels of former RAF land to the north, south and west of a former RAF building currently being used as a school. It is a conservation area. Views are localised, however include some views in from Kenley Aerodrome to the north. Views from Salmon Lane to the south are restricted by densely wooded boundaries, with glimpses along Victor Beamish Avenue. To the east views from the property CAT060 are screened by planting and woodland along the boundary with CAT 004. To the north there are filtered views in from Kenley Aerodrome. There are views from the east, from housing which overlooks the site on Rosebriars, Hillhurst Gardens and Collard Close. There are open views from Victor Beamish Avenue and the Plymouth Brethren School site. Overall, the visual sensitivity is judged to be Moderate.”*

*“Site CAT040 is judged to have a medium landscape capacity for housing development. The site would potentially be suitable in landscape terms for limited development proposals, but would need to demonstrate no adverse impacts on the setting of the existing landscape and settlement, including the conservation area.”*

#### 4.3.3 The assessment of landscape sensitivity notes that:

*“The site is made up of three distinct areas surrounding a school building. There are playing fields to the south of the school building and to the north an area of land connected to Kenley Aerodrome. Victor Beamish Avenue, divides the site into parcels. The parcel to the west is surrounded by wooden fences and green security fencing. There is tree cover across this site with more mature trees in the northern section which is fenced off. The eastern parcel is also surrounded by security fences and is a more open playing field. To the north, the site includes a derelict building and a tarmacked entrance. There is evidence of ruined buildings which are covered in vegetation. The site includes some mature and young tree cover. The east of the site is wooded and forms a boundary with CAT 004 and CAT 060.”*

*“The site contributes to separation between Caterham on the Hill and Whyteleafe. “*

*“The site forms a limited part of setting to Kenley Aerodrome to the north of the site. The site is open to views especially the northern part of the site.”*

*“There are localised views in from the housing estate to the west. There are views into the northern part of the site from Kenley Aerodrome. There are views from the site to the north. There are views into the site from the house to the east.”*

*“The site is unremarkable to the south of the school. To the north the setting is more distinctive as it is visually linked to the aerodrome.”*

*“The site makes a limited contribution to the setting of the aerodrome....”*

*“There is no public right of way through or adjacent to the site. The site is part of the setting to areas which are used for recreation and there is visual access into the site.”*

*“Enclosure from Salmons lane boundary means that urban influences are low. To north the site is more tranquil where its adjoining character is open and undeveloped.”*

## 4.4 Neighbourhood Plan Character Areas

4.4.1 The Neighbourhood Plan Design Guidelines<sup>5</sup> sub-divide the Neighbourhood Plan area into seven distinct character areas and identify the site as being located with Character Area 04: Caterham-on-the-Hill East. The approximately extent of the site within this character area corresponds with the extent of the Kenley Conservation Area, which is identified using an orange tone in **Plate 10** below.



**Plate 10: Extract from Design Guidelines Figure 9: Caterham-on-the-Hill East**

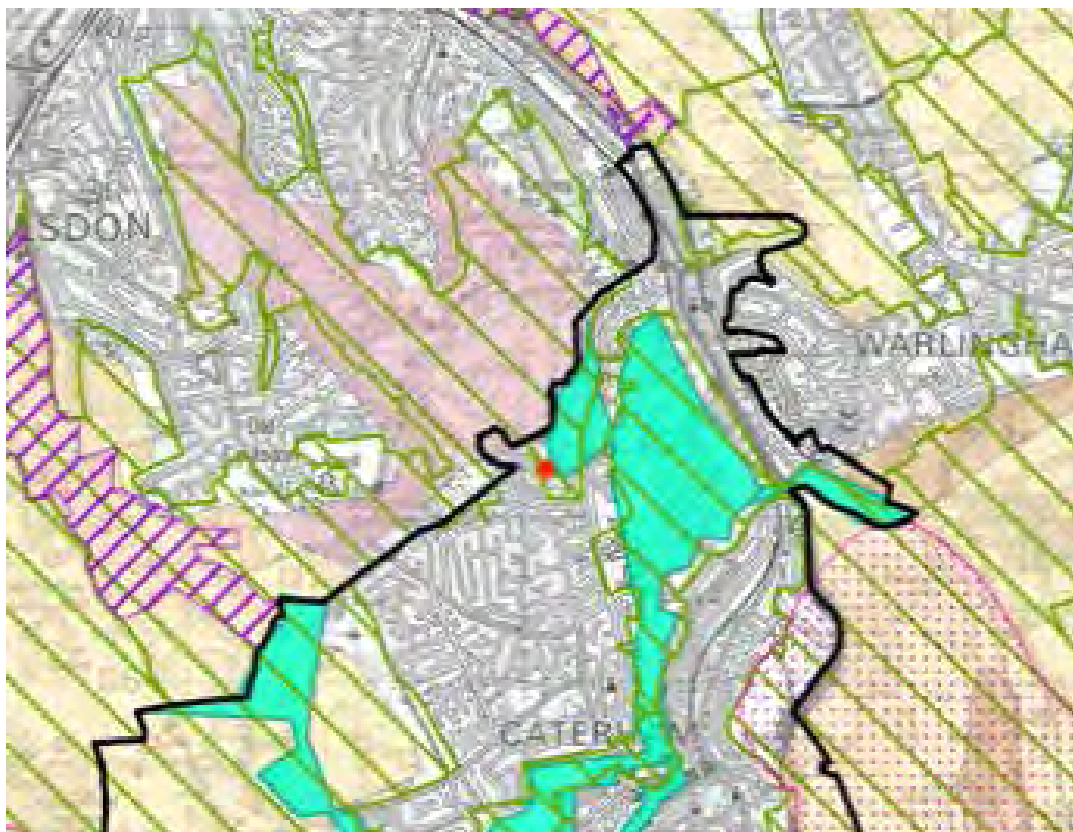
4.4.2 The report identifies the following key characteristics of the character area:

- *“Low to medium density development comprising detached homes with a diversity of architectural periods and styles including a number of large Victorian villas and blocks”;*

<sup>5</sup> Caterham, Chaldon and Whyteleafe Neighbourhood Plan Design Guidelines (AECOM, 2018)

- *“Houses are typically set back from the road, occupying generous curtilages including driveways, mature Salmons Lane and Salmons Lane Green. vegetated front and back gardens and substantial East vegetated boundary treatments”;*
- *“Avenues of mature trees line the streets resulting in channelled views along the road corridors and creating a soft verdant character”;*
- *“Primary vehicular routes are linear and orientated north to south with smaller connecting roads running perpendicular. Infill developments have created smaller cul-de-sacs between the streets”;*
- *“The area is relatively flat and therefore views are limited by built form and vegetation”;*
- *“Educational campuses in green space including well vegetated boundaries”;* and
- *“Green spaces in the north and south of the area provide a village green character.”*

4.4.3 The report also identifies the location of the site with the Metropolitan Green Belt (dashed green lines on **Plate 11** below) and outside the framework of green corridors within the plan area (solid green tone on **Plate 11** below).



**Plate 11: Extract from Design Guidelines Figure 6: Green infrastructure Context Plan**

4.4.4 The report notes how these green corridors serve to separate Caterham-on-the-Hill and Whyteleafe, provide verdant backdrops and contribute to variation in landscape character (Page 22).



- 4.4.5 The report identifies positive aspects of the character area that should be sustained, reinforced or enhanced (Page 63), including:

*“Low density developments with generous plot sizes allowing for a large amount of green infrastructure in front and back gardens”;*

*“Tall vegetation and mature trees in front and back gardens and in verges creating a verdant backdrop and corridors along the long, relatively straight roads”;*

*“Quiet residential roads”;*

*“Green infrastructure surrounding the school campuses”;*

*“Medium range views across open green spaces; Salmons Lane Green and Town End Recreation Ground”;*

*“The character area is well connected to wooded areas or green spaces to the north and east”;*

*“The green gateway and village green to Caterham-on-the-Hill from Whyteleafe formed by Salmons Lane Green”;*

*“Heritage buildings and features often protected by a listed status scattered along the primary roads”;* and

*“Views into and within the Kenley Aerodrome Conservation Area”.*

## **4.5 Neighbourhood Plan Design Guidelines**

- 4.5.1 The Design Guidelines<sup>6</sup> include the following guidance for Character Area 04: Caterham-on-the-Hill East (Pages 140-145):

### **Layout and groupings**

- *“The area has a low to medium density development character mainly made up of detached homes that should be preserved”;*
- *“Primary roads should be linear and orientated north to south with smaller connecting roads running perpendicular”;*
- *“Buildings should be set back from the road and provide generous plot sizes with front and back gardens”;*
- *“Proposals for new developments should employ a scale of built form and materials which is sympathetic to the existing surrounding development”;*
- *“New developments, infill and extensions should preserve the remaining heritage assets, be sensitive to their surroundings and not compromise the existing large, vegetated back gardens”.*

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<sup>6</sup> Caterham, Chaldon and Whyteleafe Neighbourhood Plan Design Guidelines (AECOM, 2018)

## **Views**

- *“The area is relatively flat and therefore views are limited by built form and vegetation; However, new developments should maintain the visual connection and integration with the wooded areas and green spaces”;*
- *“Long channelled views along the road corridors should be respected and enhanced to maintain the soft verdant character of the area”;*
- *“Short range views between houses that allow views towards trees and back gardens should be respected”;*
- *“Long distance views along Whyteleafe Road towards open countryside and wooded ridgelines should be protected and where possible enhanced.”*

## **Boundary treatment**

- *“Design proposals for developments should maintain and enhance the tree planting along the streets and include trees in front and back gardens to create and maintain a leafy street scene”;*
- *“Road proposals should provide mature trees and verges to create a verdant backdrop and corridors along the long, relatively straight roads”;*
- *“Proposals for this area should include well vegetated boundaries defined by hedgerows, brick walls and mature trees.”*

## 5.0 SITE DESCRIPTION

### 5.1 Introduction

5.1.1 The appraisal of existing site conditions set out below makes reference to **Figure 4: Site Landscape Aerial Photograph** and to the set of site appraisal and site context photographs in **Appendix B**. The locations of photographic viewpoints are identified on the **Photographic Viewpoint Locations Plan** at the front of this appendix.

### 5.2 Site Features and Context

5.2.1 The site is a broadly rectangular, well-treed area of land on the southern side of Kenley Airfield. Residential areas are located on the western, southern and eastern sides of the site (**Figure 4: Site Landscape Aerial Photograph**).

5.2.2 Victor Beamish Avenue passes north-south through the eastern part of the site, providing vehicular access to the off-site listed school building and its associated hard-surfaced playground and carpark (**Photograph C**). Further to the north, the road veers off-site and continues alongside the western site boundary to provide access to RAF Kenley. The airfield access road extends east-west along the northern side of the site. An area of mown grass, a pre-fabricated building and a small group of trees lie between this access road and the site (**Photographs O, P and Q**). Two large storage sheds abut the northern edge of the access road (**Photograph O**). An extensive area of runways and grassland associated with the airfield lie on the northern side of these sheds.

5.2.3 A grass sports pitch lies in the southern part of the site (**Photograph D**). The derelict workshop building (**Photographs F and G**), areas of hardstanding, an array of dilapidated roads and piles of rubble (**Photograph H**) lie in the northern part of the site. The flagpole base is located on the southern side of the sports pitch. An electricity substation lies in the far southern part of the site alongside Salmons Lane West (**Photograph 9**). Areas of mown grass and mature trees lie on both sides of the school complex (**Photographs A, B, E and F**). Tree groups are located along the northern and eastern sides of the workshop building and along the far northern section of the western site boundary (**Figure 4: Site Landscape Aerial Photograph**). Security fencing lines (1) both sides of Victor Beamish Avenue, (2) the site boundaries adjacent to the airfield and its access road and (3) the edge of the school complex (**Photographs A, B, D, J and P**).

5.2.4 The southern and south-eastern site boundaries are defined by hedging or timber fencing (**Photographs 6-11**). The south-eastern site boundary abuts the well-treed rear gardens of the Salmons Lane properties whilst the eastern site boundary abuts woodland. The southern and central sections of the western site boundary are defined by the garden fencing/hedging of

residential properties along Halton Road, Collard Close and Rosebriars. The northern section of this boundary is defined by metal fencing (**Photograph J**) and is set back from Collard Close housing by the access road to RAF Kenley. The northern site boundary is defined by metal fencing (**Photograph 1**). The eastern site boundary passes through woodland.

- 5.2.5 Parking is permitted along the RAF Kenley access road (**Photograph J**) and is used informally by people who want to exercise along the airfield perimeter road. Connectivity between the site and the airfield is prevented by security fencing.

### 5.3 Site Character and Amenity

- 5.3.1 The site and wider area forms part of a settled landscape. The site has a developed, brownfield character that arises from (1) Victor Beamish Avenue and other roads across the site; (2) the centrally located school building (off-site); (3) mounds of rubble and large areas of hard-standing in the northern part of the site, (4) security fencing along both sides of Victor Beamish Avenue and along the boundary with the airfield and its access road. Adjacent housing has a strong urbanising influence on the site. Mature on-site trees and off-site woodland provide the site with a verdant character. The northern part of the site has an air of dereliction and relatively low levels of visual amenity resulting from mounds of rubble, unmanaged vegetation, weeds, areas of broken hard-standing and the dilapidated workshop building. The widespread use of security fencing also detracts from visual amenity. The site is not tranquil due to street lighting and the noise/sight of traffic using Victor Beamish Avenue and adjacent roads. A glow in the sky above Caterham is clearly visible.

### 5.4 Landscape Quality, Value and Sensitivity

- 5.4.1 The Landscape Institute Technical Guidance Note (TGN 2/21) on assessment of landscape value outside national designations states that assessments of value should include not only the site itself and features within it but the role that features play within the site's context. **Table 1** below considers the site and immediately surrounding landscape against the factors, definitions and indicators of landscape value in Table 1 of TGN 2/21.

**Table 1: Assessment of Landscape Value**

Factor	Definition	Indicators of landscape value	Value
Natural heritage	Landscape with clear evidence of ecological, geological, geomorphological or physiographical interest which contribute positively to the landscape.	The site comprises mown grass, rough grassland, roads, areas of hard-standing, scrub and an array of emerging and mature trees. Grass areas have been established over the bases of former buildings and roads and are dissected by Victor Beamish Avenue and by the off-site school building and playground. Mature trees make a positive contribution to the local landscape.	Medium
Cultural heritage	Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape.	The Site forms part of the Kenley Aerodrome Conservation Area, which has a rich cultural heritage. All listed buildings and scheduled ancient monuments in the Conservation Area are all located off-site. The readability of the historic landscape as a military base has been notably diminished following the removal of most on-site buildings and the loss of visual connections with the airfield to the north.	Medium/High
Landscape condition	Landscape which is in a good physical state both with regard to individual elements and overall landscape structure.	On-site trees are of variable condition but most are of low quality. The northern part of the site contains numerous features that are in poor condition, including the dilapidated workshop building, mounds of rubble, unmanaged vegetation, weeds alongside roads and areas of broken hard-standing. The flagpole base, electricity sub-station and other small structures in the southern part of the site appear to be in moderate or poor physical condition. Security fencing and Victor Beamish Avenue are in good condition.	Medium
Associations	Landscape which is connected with notable people, events and the arts.	The site is associated with the wider military landscape but not all parts of it are readily readable as a historic landscape. The main access road through the site has been named in memory of Group Captain Francis Victor Beamish who was based at Kenley.	Medium/High
Distinctiveness	Landscape that has a strong sense of identity.	The site does not form part of any national or local landscape designations. It has a sense of identity as a historic military base with the original workshop building and some historic roads still in place. Mature trees, including those alongside Victor Beamish Avenue, provide a positive contribution to local distinctiveness.	Medium/High
Recreational	Landscape offering recreational opportunities where experience of landscape is important.	There are no public rights of way across the site. The pedestrian footpath along Victor Beamish Avenue is separated from the wider site landscape by security fencing but provides access from Salmons Lane West to the heritage walk around the airfield.	Low
Perceptual (Scenic)	Landscape that appeals to the senses, primarily the visual sense.	Mature on-site trees provide a positive contribution to scenic beauty in the local landscape, including views from the adjacent off-site roads, Victor Beamish Avenue and the school. The dilapidated workshop building, mounds of rubble, weeds and areas of hard-standing in the northern part of the site, small structures in poor physical condition and the security fencing along the avenue and site peripheries all detract from the scenic quality of the site. The site does not form part of a landscape that is designated at either local or national level to protect its scenic value.	Medium/Low

Factor	Definition	Indicators of landscape value	Value
Perceptual (Wildness & tranquillity)	Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies.	The local landscape is neither remote nor wild. The site has a residential context. The movement/noise of traffic along adjacent roads and noise from the airfield all detract from local tranquillity. Victor Beamish Avenue and off-site roads are lit at night.	Medium/Low
Functional	Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape.	Large areas of hard-standing and roads provide a relatively low contribution to the healthy functioning of the landscape. The scrub and mature trees contribute to climate change mitigation and provide shade and foraging opportunities for birds.	Medium

5.4.2 It may be concluded from the above that the overall value of the site landscape is medium. This accords with the findings of the LCSS.

## **6.0 EXISTING SITE VISIBILITY**

### **6.1 Introduction**

6.1.1 This section identifies (a) the views of the site that are available from publicly accessible locations and (b) the type and sensitivity of visual receptors (i.e. the people who would be potentially affected by changes in views or visual amenity at different places surrounding the site).

6.1.2 Reference is made to the set of site appraisal photograph (**Photographs A to R**) and site context photographs (**Photographs 1 to 11**) in **Appendix B**, . These photographs were taken during the winter months when vegetation was not in leaf. The locations of photographic viewpoints are identified on the **Photographic Viewpoint Locations Plan** at the front of this appendix.

### **6.2 Views from the North and Northwest**

6.2.1 The trees, roads and derelict workshop in the northern part of the site may be seen to the rear of the site boundary security fencing in views from the airfield access road (**Photographs P and 1**). The fencing and derelict workshop detract from the quality of the view. A glimpsed view of the listed school building may be seen to the rear of trees at the end of a historic north-south road that formerly connected the building with the airfield (**Photograph P**). On-site trees contribute to the verdant character of this view.

6.2.2 On-site trees may be seen against the skyline in views from the airfield peripheral road but the site is not otherwise visible due to the enclosure provided by storage sheds along the southern edge of the airfield (**Photograph O**). These views are obtained in the context of existing housing around the airfield (**Photographs 2 and 3**).

### **6.3 Views from the West and Southwest**

6.3.1 Partial views of the site may be obtained from the section of airfield access road that passes along the western site boundary, including views of scrub, rough grassland, the derelict workshop building, mounds of rubble, areas of hardstanding and a line of semi-mature trees along the site boundary (**Photographs J and K**).

6.3.2 Views of the site from Collard Close and Halton Road are typically enclosed by intervening houses but glimpsed views are available of on-site trees in the vicinity of off-site greenspaces (**Photographs 4 and 5**). The derelict workshop building and/or school building may be seen set

amongst trees. Some glimpsed views of on-site trees are also available from Rosebriars, a private road serving the housing cluster further to the south (**Figure 4: Site Landscape Aerial Photograph**).

6.3.3 Views into the site from the section of Salmons Lane West are almost entirely truncated by roadside shrubs, trees and close-board timber fencing (**Photograph 6**).

6.3.4 The site is not visible from locations further to the west and southwest of these viewing positions due to the enclosure provided by intervening housing and vegetation.

## 6.4 Views from the South, Southeast and East

6.4.1 A partial view into the site may be obtained from the section of Salmons Lane West close to the site entrance. Victor Beamish Avenue and its associated avenue trees are prominent components of this view. Security fencing along both sides of the avenue detracts from visual amenity and restricts visibility across the site, including views towards the school building. Existing housing along the western site boundary forms part of the visual context of this view (**Photograph 8**).

6.4.2 Views towards the south-eastern site boundary from the section of Salmons Lane West are partially enclosed by site boundary fencing and by the electricity sub-station (**Photograph 9**) but include filtered views of the school building. The sub-station building and dilapidated site boundary fencing detract from visual amenity.

6.4.3 From viewing positions further to the southeast, including the Whyteleafe Road/Salmons Lane West junction (**Photograph 10**) and Salmons Lane Green (represented by **Photograph 11**), views into the site are almost entirely enclosed by the screening effects of site periphery shrubs and trees.

6.4.4 Views from sections of Whyteleafe Road further to the north, from Annes Walk and from Salmons Lane (**Figure 4: Site Landscape Aerial Photograph**) are similarly enclosed by this site boundary vegetation.

## 6.5 Views from the Northeast

6.5.1 The site is not visible from locations to the northeast due to the enclosure provided by intervening woodland.



## 6.6 Levels of Visual Amenity

6.6.1 The mature trees within the site make a positive contribution to visual amenity of the site and local landscape but overall levels of visual amenity are diminished by (1) the widespread use of security fencing around the site periphery and along Victor Beamish Avenue; (2) the derelict workshop building; (3) areas of hardstanding, dilapidated roads and piles of rubble in the northern part of the site and (4) the electricity substation and broken fencing along the site boundary.

## 6.7 Summary of Site Visibility

6.7.1 The extent of site visibility is heavily restricted:

- **To the North and Northwest:** by the large-scale buildings in the southern part of the airfield;
- **To the West and Southwest:** by the lines of housing along Halton Road, Collard Close and Rosebriars;
- **To the South and Southeast and East:** by fencing, shrubs and trees along the southern and south-eastern site boundaries, by housing on the southern side of Salmons Lane West and by the belt of woodland along the eastern site boundary;
- **To the Northeast:** by the belt of woodland between the site and Whyteleafe Road.

6.7.2 Publicly accessible views of the site are largely restricted to:

- the heritage trail around the airfield periphery;
- the section of airfield access road close to the northern and western site boundaries;
- short sections of Halton Road and Collard Close;
- short sections of Salmons Lane West and Salmons Lane close to the southern and south-eastern site boundaries, Salmons Lane Green and short sections of Whyteleafe Road southeast and east of the site.

## 6.8 Visually Sensitive Receptors

6.8.1 The sensitivity of visual receptors varies according to the degree of interest and attention they would be paying to the views around them and the length of time or frequency with which they would experience the views. The levels of sensitivity of people who potentially will have views of the Development are:

- Recreational walkers using the heritage trail around the airfield periphery and users of local greenspaces: high sensitivity receptors;

- Roadside pedestrians and vehicle users within the conservation area: medium sensitivity receptors; and
- Roadside pedestrians and vehicle users outside the conservation area: low sensitivity receptors.

## 7.0 THE PROPOSED DEVELOPMENT

- 7.1.1 The Development comprises the erection of 87 dwellings together with associated parking and landscaping (in outline form with all matters reserved aside from access). The proposed housing layout is identified on the submitted Illustrative Masterplan that forms part of the planning application. Terraced, detached and semi-detached buildings have been arranged in formal groups alongside a grid-like arrangement of internal roads. The layout has been heavily influenced by the rich military history of the site and wider RAF Kenley complex.
- 7.1.2 A relatively high density of housing would be located within the northern part of the site in accordance with the emerging site allocation. This would reflect the historic, substantial amount of built form of varied scale in this part of the site. The Development would reinstate and celebrate the historic visual and functional connection between the NAAFI (school) building and the airfield, creating a central pedestrian-only avenue through the northern portion of the Site. This route would be lined by inward facing ‘barrack block’ terraces that would frame views towards a new public space in the northern part of the site. The airfield would be seen at the end of this north-south visual axis. A new pedestrian link to and from the airfield would be provided on the northern side of this planted square thereby re-instating the historic functional connection between the former NAAFI and the airfield. East-west orientated ‘barrack block’ terraces would also be provided alongside the northern site boundary on either side of the public space. Groups of larger ‘officer-type’ residential properties are proposed on either side of these northern ‘barrack block’ terraces, set within generous boundary plots, some with subservient garage buildings set back from the street edge. Front gardens would be provided along street frontages.
- 7.1.3 Victor Beamish Avenue would be retained along its historic alignment to provide access to the proposed housing, school and airfield. An array of detached, semi-detached and linked units would be provided on the eastern side of the avenue where the layout has been determined through the retention of a central cluster of Category A trees. A ‘barrack block’ terrace would also be provided alongside Victor Beamish Avenue in the southern part of the site to reflect the historic building typologies in this area (**Plate 3** above). The orientation of this terrace and adjacent road would emphasise the historic north-south axis of the military base. An array of detached properties would be developed on the western side of the avenue and housing groups would be separated by both wildflower greenspace and a communal greenspace with children’s play equipment. Building density in the southern part of the site would be lower density than that proposed to the north of the NAAFI in line with the emerging site allocation. The historic domestic and military character of this part of the Site would be re-established.
- 7.1.4 Well-treed greenspaces would be retained either side of the site entrance. Buildings have been located to maximise the retention of on-site trees, thereby conserving the verdant character of

the site. The mature avenue trees along Victor Beamish Avenue would all be retained with driveways to housing sensitively located between these retained trees.

- 7.1.5 The majority of trees in peripheral parts of the site would be retained and selectively reinforced to conserve the well-treed character of the site. An array of informal recreational facilities would be provided in the northern part of the site within well-treed corridor of land along the eastern site boundary.
- 7.1.6 It is anticipated that, subject to planning approval, detailed design proposals at Reserved Matters stage would reflect historic materials and character by drawing on the rich military background of the site.

## 8.0 VISUAL APPRAISAL

### 8.1 Introduction

8.1.1 This section provides an appraisal of the effects on existing views and visual amenity at Year 1 (winter) and Year 15 (summer) following completion of the Development. The appraisal of effects has been based on the Illustrative Masterplan and the Landscape Strategy for the Development. Reference is made in this appraisal to the site appraisal and site context photographs in **Appendix B**. The methodology for assessing potential landscape effects is set out in **Appendix C**. This appraisal does not consider (1) effects on views from the school as it is in private ownership or (2) effects associated with construction works as these would be small-scale and temporary in nature.

### 8.2 Effects on views from the North and Northwest

8.2.1 The east-west orientated 'barrack block' terraces proposed parallel to the northern site boundary would truncate most views into the site from the airfield access road, replacing existing views of on-site trees (**Photographs P and 1**). A new public square would be seen between these terraces and the listed school building would be seen to its rear / at the end of a new viewing corridor formed by the formal north-south avenue created between the airfield and the listed school building. New tree/shrub vegetation proposed alongside the northern site boundary would visually soften and partially enclose views of the proposed buildings and would enclose views of parked vehicles. The proposed housing would be typically seen in the context of both existing residential buildings (**Photograph Q**) and airfield storage buildings (**Photograph O**) and would be in character with the views that would have been historically available in this part of the station.

8.2.2 The magnitude of visual change for high sensitivity recreational walkers in the conservation area would be **medium** at Year 1 (winter) and **low** with partial maturity of the proposed vegetation by Year 15 (summer) with a resultant effects of major-moderate significance at Year 1 and moderate significance at Year 15. The nature of effect would be adverse at Year 1 and neutral by Year 15 when the vegetation structure will have reached partially maturity.

8.2.3 The roofs of the proposed east-west orientated 'barrack block' terraces are likely to be visible slightly above the storage sheds along the southern edge of the airfield (**Photographs 2 and 3**). These roofs would be viewed largely against a backdrop of on-site trees and in the context of existing housing around the airfield. The overall magnitude of visual change for high sensitivity recreational walkers using the airfield peripheral walk would be **negligible** at Year 1 (winter) and Year 15 (summer) with a resultant effects of negligible significance at both years.

### 8.3 Effects on views from the West and Southwest

- 8.3.1 Partial views of the Development would be obtained from the airfield access road alongside the western site boundary. Glimpsed and partial views of the proposed 'barrack block' terraces and detached houses and associated garages in the northern part of the site would be readily noticeable above new rear garden timber fencing, replacing existing oblique views of metal fencing and a line of immature site boundary trees (**Photograph K**). New rear garden tree planting would be readily noticeable by Year 15. The proposed detached houses would also replace existing views of the derelict workshop building, mounds of rubble and areas of hardstanding (**Photograph J**). Views of the proposed built form would be obtained in the context of off-site housing and car parking. The magnitude of visual change for high sensitivity recreational walkers in the conservation area would be **medium** at Year 1 (winter) and **low** by Year 15 (summer) with resultant effects of major-moderate significance at Year 1 and moderate significance by Year 15. The nature of effect would be adverse at Year 1 and neutral by Year 15 when the vegetation structure will have reached partially maturity.
- 8.3.2 Views of the Development from Collard Close and Halton Road would be typically enclosed by off-site housing but some glimpsed views would be available from short sections of these roads (**Photographs 4 and 5**). Views of the housing from Collard Close would replace the existing view of the derelict workshop (**Photograph 4**) and would be seen in the context of the off-site listed school building. The two mature foreground trees and the well-treed backdrop to this view would be retained. There would be negligible changes to the existing glimpsed view of the listed school building and on-site trees from Halton Road (**Photograph 5**). The overall magnitude of visual change for medium sensitivity pedestrians would be **negligible** at Year 1 (winter) and Year 15 (summer) with a resultant effects of negligible significance at both years.
- 8.3.3 Views of the Development from the section of Salmons Lane West would be almost entirely enclosed by the screening effects of roadside shrubs, the line of site boundary trees (**Photograph H**) and by close-board timber fencing (**Photograph A**). The magnitude of visual change for medium sensitivity pedestrians would be **negligible** at Year 1 (winter) and Year 15 (summer) with resultant effects of negligible significance at both years.
- 8.3.4 The Development would not be visible from locations further to the west and southwest of these viewing positions due to the enclosure provided by intervening housing and trees.

## 8.4 Effects on views from the South, Southeast and East

- 8.4.1 A partial view of the Development would be available from the section of Salmons Lane West close to the site entrance (**Photograph 8**). Filtered views of the proposed housing would be obtained to the rear of retained trees along both sides of Victor Beamish Avenue and in the context of off-site housing. Existing filtered views of the listed school building would be enclosed by the new built form, which would be set back from Salmons Lane West by a retained belt of well-treed greenspace. One of the houses proposed alongside the western site boundary in the northern part of the site would also be visible at the end of vista along Victor Beamish Avenue. Supplementary tree planting between the airfield access road and the re-aligned internal road would enclose views of this northern house by Year 15. The proposed built form would, in a similar manner to the trees and fencing in the existing view, restrict views across the southern part of the site. The viewing corridor along Victor Beamish Avenue would be conserved and the amenity of the view enhanced by the removal of the security fencing. The tree-lined road would remain the most prominent component of the view. Existing filtered views of the listed school building from the section of Salmons Lane West on the eastern side of the entrance (**Photograph 9**) would be replaced by filtered views of new housing. The overall magnitude of visual change for medium sensitivity pedestrians and low sensitivity road users along Salmons Lane West would be **low** at Year 1 (winter) and Year 15 (summer) with resultant effects of slight significance (neutral) for pedestrians at Year 1 and Year 15.
- 8.4.2 Views of the Development from the Whyteleafe Road/ Salmons Lane West junction (**Photograph 10**), Salmons Lane Green (**Photograph 11**), Whyteleafe Road and roads on the eastern side of Whyteleafe Road would be almost entirely enclosed by the screening effects of site boundary shrubs and trees at Year 1 and Year 15. Supplementary tree/shrub planting along the site periphery would have a strong visual presence by Year 15 and would reinforce this degree of visual enclosure. The overall magnitude of visual change for medium sensitivity pedestrians and high sensitivity users of the greenspace would be **negligible** at Year 1 (winter) and Year 15 (summer) with resultant effects of negligible significance at both years.

## 8.5 Effects on views from the Northeast

- 8.5.1 The Development would not be visible from locations to the northeast due to the enclosure provided by intervening woodland.

## 8.6 Effects on Internal Views

- 8.6.1 The proposed built form would be seen at close distances from the section of Victor Beamish Avenue within the site and would restrict views across the site. Near distance views of mature

trees alongside the avenue would be retained. These new views would replace existing views of houses on the eastern and western sides of the site (**Photographs B and C**) and, in some cases, existing views of the school building. The proposed housing groups would be separated by greenspaces and the verdant character of views from the avenue would be conserved. The terraced houses proposed alongside the avenue would reflect the historic barrack block buildings thereby imparting a sense of time-depth to views. The security fencing along both sides of the avenue would be removed with resultant opening up of views and enhancement of visual amenity. The overall magnitude of visual change for medium sensitivity pedestrians and low sensitivity road users along the section of Victor Beamish Avenue within the site would be **high** at Year 1 (winter) and would fall to **medium** by Year 15 (summer) with resultant effects of major-moderate significance (adverse) for pedestrians at Year 1 and moderate significance (neutral) by Year 15.



## **9.0 LANDSCAPE APPRAISAL**

### **9.1 Introduction**

9.1.1 This section provides an appraisal of the effects of the Development on the physical landscape and on landscape character. The appraisal of effects has been based on the Illustrative Masterplan and the Landscape Strategy for the Development. Reference is made in this appraisal to the site appraisal and site context photographs in **Appendix B**. The methodology for assessing potential landscape effects is set out in **Appendix C**.

### **9.2 Landscape Sensitivity**

9.2.1 Development of new housing on the site has the potential to alter valued characteristics of the conservation area. Victor Beamish Avenue and its associated trees is a feature that is sensitive to change resulting from new housing development. The derelict workshop building, although of historic interest, has a relatively low sensitivity to change as a result of its poor condition. Site sensitivity is reduced by the security fencing, areas of hardstanding, the dilapidated roads and piles of rubble in the northern part of the site. The mature trees on the site impart positive scenic qualities to the site. They are relatively ordinary landscape features but are susceptible to change as they are not readily replaceable in their mature form and their loss would notably affect local landscape character. The areas of grassland are reasonably tolerant to change as they are relatively ordinary landscape components and can be readily replaced/substituted. The site has medium/high susceptibility to new housing on the basis of the above.

9.2.2 Landscape sensitivity derives from the combination of susceptibility and value. The site and local landscape is considered to be of medium/high sensitivity based on its medium value and medium/high susceptibility to change.

### **9.3 Effects on the Physical Landscape**

9.3.1 Areas of roads, hardstanding, grassland, scrub, mature trees and a derelict workshop building would be developed for a new residential neighbourhood of houses, roads and greenspaces. Existing trees would be substantially retained through the set-back of housing from these valued features. The proposed housing layout takes into account the Tree Protection Plan that has been prepared on the basis of the BS5837 Pre-Development Tree Condition Survey. Provision of supplementary native trees and shrubs would contribute to the vegetation framework for (1) integrating the proposed housing and open space into the local landscape and (2) providing distinctive setting and strong sense of place for the new residential area.

## 9.4 Effects on Landscape Character

- 9.4.1 There would be a high level of change to the character of the site, as would almost inevitably be the case when developing a site for new housing. However, the proposed housing would be set within an historic framework of on-site buildings and roads and within a strong residential context provided by surrounding off-site housing to the west, south and east. Terraced, detached and semi-detached buildings have been arranged in formal groups alongside a grid-like arrangement of internal roads. The layout of the proposed built form reflects the former regimented, domestic and military character of the site.
- 9.4.2 The pattern and grain of the proposed buildings would relate well with surrounding areas of off-site housing. The relatively high density of housing within the northern part of the site would reflect the historically substantial amount of built form of varied scale in this part of the site. The Development would reinstate and celebrate the historic visual and functional connection between the NAAFI (school) building and the airfield, including a new pedestrian link to and from the airfield. Building density in the southern part of the site would be lower density than that proposed to the north of the NAAFI in line with the emerging site allocation. The historic domestic and military character of the southern part of the site would be re-established.
- 9.4.3 Victor Beamish Avenue would be retained along its historic alignment to provide access to the proposed housing, school and airfield. The character of avenue would be conserved through retention of its roadside trees.
- 9.4.4 The new housing would be sensitively integrated into a strong framework of retained and proposed trees, including a cluster of Category A trees in the central southern part of the site. The amenity of the site would be enhanced through the removal of the derelict workshop, sections of security fencing and dilapidated areas of hard-standing/roads. The off-site listed school building and associated playground trees would continue to provide contributions to the sense of time-depth and the verdant character of the site.
- 9.4.5 The richly vegetated greenspace corridors adjacent to public roads (Salmons Lane West and Salmons Lane) would be retained and reinforced with supplementary tree planting with resultant conservation of local landscape character. The Development would be well integrated within the local pattern of woodland and housing that characterises the peripheral areas of Caterham. The retained woodland within the eastern part of the site would, together with the contiguous belt of off-site woodland to the east, continue to provide separation between these two settlements.

9.4.6 The proposed distribution of housing and greenspace on the site, its response to the historic domestic and military landscape and its substantial integration with the pattern and grain of surrounding built development would result in an overall **low** magnitude of change to this medium/high sensitivity landscape with a resultant effect of **slight adverse** significance on the local landscape at Year 1 and Year 15.

## 10.0 SUMMARY AND CONCLUSIONS

### 10.1 Visual Effects

#### Effects on views from the North and Northwest

- 10.1.1 The east-west orientated 'barrack block' terraces proposed parallel to the northern site boundary would truncate most views into the site from the airfield access road, replacing existing views of on-site trees. A new public square would be seen between these terraces and the listed school building would be seen to its rear / at the end of a new viewing corridor formed by the formal north-south avenue created between the airfield and the listed school building. New tree/shrub vegetation proposed alongside the northern site boundary would visually soften and partially enclose views of the proposed buildings and would enclose views of parked vehicles. The proposed housing would be typically seen in the context of both existing residential buildings and airfield storage buildings and would be in character with the views that would have been historically available in this part of the station. The magnitude of visual change for high sensitivity recreational walkers in the conservation area would be **medium** at Year 1 (winter) and **low** with partial maturity of the proposed vegetation by Year 15 (summer).
- 10.1.2 The roofs of the proposed east-west orientated 'barrack block' terraces are likely to be visible slightly above the storage sheds along the southern edge of the airfield. These roofs would be viewed largely against a backdrop of on-site trees and in the context of existing housing around the airfield. The overall magnitude of visual change for high sensitivity recreational walkers using the airfield peripheral walk would be **negligible** at Year 1 (winter) and Year 15 (summer).

#### Effects on views from the West and Southwest

- 10.1.3 Partial views of the Development would be obtained from the airfield access road alongside the western site boundary. Glimpsed and partial views of the proposed 'barrack block' terraces and detached houses and associated garages in the northern part of the site would be readily noticeable above new rear garden timber fencing, replacing existing oblique views of metal fencing and a line of immature site boundary trees. New rear garden tree planting would be readily noticeable by Year 15. The proposed detached houses would also replace existing views of the derelict workshop building, mounds of rubble and areas of hardstanding. Views of the proposed built form would be obtained in the context of off-site housing and car parking. The magnitude of visual change for high sensitivity recreational walkers in the conservation area would be **medium** at Year 1 (winter) and **low** by Year 15 (summer).

- 10.1.4 Views of the Development from Collard Close and Halton Road would be typically enclosed by off-site housing but some glimpsed views would be available from short sections of these roads. The overall magnitude of visual change for medium sensitivity pedestrians would be **negligible** at Year 1 (winter) and Year 15 (summer).
- 10.1.5 Views of the Development from the section of Salmons Lane West would be almost entirely enclosed by the screening effects of roadside shrubs, the line of site boundary trees and by close-board timber fencing. The magnitude of visual change for medium sensitivity pedestrians would be **negligible** at Year 1 (winter) and Year 15 (summer).
- 10.1.6 The Development would not be visible from locations further to the west and southwest of these viewing positions due to the enclosure provided by intervening housing and trees.

#### **Effects on views from the South, Southeast and East**

- 10.1.7 A partial view of the Development would be available from the section of Salmons Lane West close to the site entrance. Filtered views of the proposed housing would be obtained to the rear of retained trees along both sides of Victor Beamish Avenue. Existing filtered views of the listed school building would be enclosed by the new built form. The proposed built form would, in a similar manner to the trees and fencing in the existing view, restrict views across the southern part of the site. The viewing corridor along Victor Beamish Avenue would be conserved and the amenity of the view enhanced by the removal of the security fencing. Existing filtered views of the listed school building from the section of Salmons Lane West on the eastern side of the entrance would be replaced by filtered views of new housing. The overall magnitude of visual change for medium sensitivity pedestrians and low sensitivity road users along Salmons Lane West would be **low** at Year 1 (winter) and Year 15 (summer).
- 10.1.8 Views of the Development from the Whyteleafe Road/ Salmons Lane West junction, Salmons Lane Green, Whyteleafe Road and roads on the eastern side of Whyteleafe Road would be almost entirely enclosed by the screening effects of site boundary shrubs and trees at Year 1 and Year 15. The overall magnitude of visual change for medium sensitivity pedestrians and high sensitivity users of the greenspace would be **negligible** at Year 1 (winter) and Year 15 (summer).

#### **Effects on views from the Northeast**

- 10.1.9 The Development would not be visible from locations to the northeast due to the enclosure provided by intervening woodland.

### **Effects on Internal Views**

- 10.1.10 The proposed built form would be seen at close distances from the section of Victor Beamish Avenue within the site and would restrict views across the site. Near distance views of mature trees alongside the avenue would be retained. The proposed housing groups would be separated by greenspaces and the verdant character of views from the avenue would be conserved. The security fencing along both sides of the avenue would be removed with resultant opening up of views and enhancement of visual amenity. The overall magnitude of visual change for medium sensitivity pedestrians and low sensitivity road users along the section of Victor Beamish Avenue within the site would be **high** at Year 1 (winter) and would fall to **medium** by Year 15 (summer).

## **10.2 Landscape Character Effects**

### **Effects on the Physical Landscape**

- 10.2.1 Areas of roads, hardstanding, grassland, scrub, mature trees and a derelict workshop building would be developed for a new residential neighbourhood of houses, roads and greenspaces. Existing trees would be substantially retained through the set-back of housing from these valued features. Provision of supplementary native trees and shrubs would contribute to the vegetation framework for (1) integrating the proposed housing and open space into the local landscape and (2) providing distinctive setting and strong sense of place for the new residential area.

### **Effects on Landscape Character**

- 10.2.2 There would be a high level of change to the character of the site, as would almost inevitably be the case when developing a site for new housing. However, the proposed housing would be set within an historic framework of on-site buildings and roads and within a strong residential context provided by surrounding off-site housing to the west, south and east. Terraced, detached and semi-detached buildings have been arranged in formal groups alongside a grid-like arrangement of internal roads. The layout of the proposed built form reflects the former regimented, domestic and military character of the site.
- 10.2.3 The pattern and grain of the proposed buildings would relate well with surrounding areas of off-site housing. The relatively high density of housing within the northern part of the site would reflect the historically substantial amount of built form of varied scale in this part of the site. The Development would reinstate and celebrate the historic visual and functional connection between the NAAFI (school) building and the airfield, including a new pedestrian link to and from the airfield. Building density in the southern part of the site would be lower density than

that proposed to the north of the NAAFI in line with the emerging site allocation. The historic domestic and military character of the southern part of the site would be re-established.

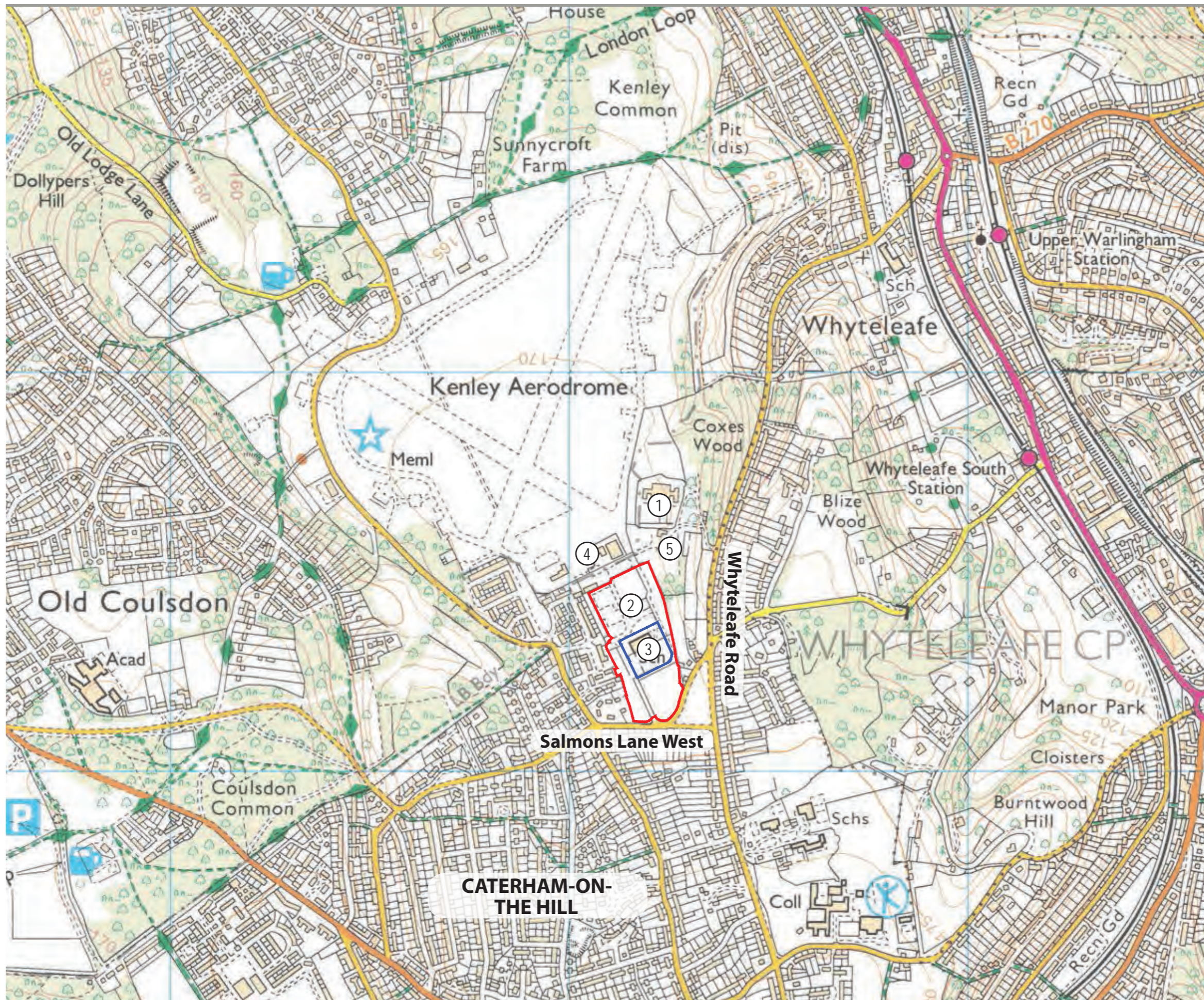
- 10.2.4 Victor Beamish Avenue would be retained along its historic alignment to provide access to the proposed housing, school and airfield. The character of avenue would be conserved through retention of its roadside trees.
- 10.2.5 The new housing would be sensitively integrated into a strong framework of retained and proposed trees, including a cluster of Category A trees in the central southern part of the site. The amenity of the site would be enhanced through the removal of the derelict workshop, sections of security fencing and dilapidated areas of hard-standing/roads. The off-site listed school building and associated playground trees would continue to provide contributions to the sense of time-depth and the verdant character of the site.
- 10.2.6 The richly vegetated greenspace corridors adjacent to public roads (Salmons Lane West and Salmons Lane) would be retained and reinforced with supplementary tree planting with resultant conservation of local landscape character. The Development would be well integrated within the local pattern of woodland and housing that characterises the peripheral areas of Caterham. The retained woodland within the eastern part of the site would, together with the contiguous belt of off-site woodland to the east, continue to provide separation between these two settlements.
- 10.2.7 The proposed distribution of housing and greenspace on the site, its response to the historic domestic and military landscape and its substantial integration with the pattern and grain of surrounding built development would result in an overall **low** magnitude of change to this medium/high sensitivity landscape with a resultant effect of **slight adverse** significance on the local landscape at Year 1 and Year 15.

### **10.3 Response to Landscape Planning Policies**

- 10.3.1 Overall, the Development would comply with all relevant aspects of local planning policy in respect of the landscape and visual issues.

## FIGURES





**Key**

- Site Boundary
- Applicant's Off-site Ownership
- Public Footpaths
- Long Distance Recreational Footpaths
- ① Former Officers Mess
- ② Former workshops
- ③ Former Navy, Army and Air Force Institutes (NAAFI) building
- ④ Aerodome storage sheds
- ⑤ Royal Air Forces Association Building

**Notes**

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Ordnance Survey 0100031673

**Scarp** landscape architecture  
environmental planning

Client The Croydon and District Education Trust

Project Kenley Campus, Caterham

Dwg Title Figure 1: Site Location and Context

Dwg No

# KENLEY CAMPUS, CATERHAM



**Key**

 Site Boundary

 Applicant's Off-site Ownership

**KENELEY  
AERODOME**

**WHYTELEAFE**

**OLD COULSDON**

**Notes**

2023 Google Earth/Landsat/Copernicus

**Scarp** landscape architecture  
environmental planning

Client The Croydon and District Education Trust

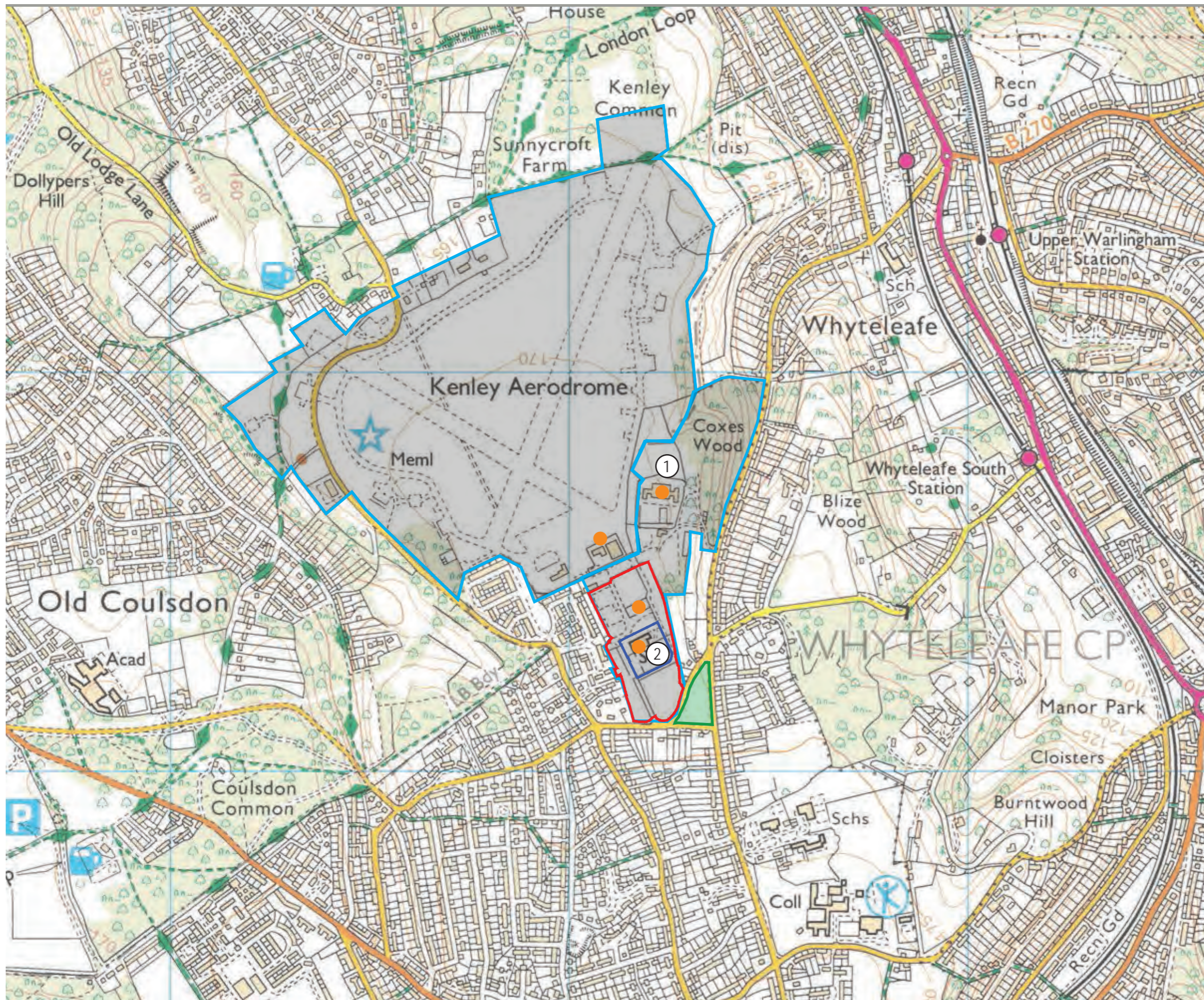
Project Kenley Campus, Caterham

Dwg Title Figure 2: Local Landscape Aerial Photograph

Dwg No

NTS June 2023

**KENLEY CAMPUS, CATERHAM**



**Key**

- Site Boundary
- Applicant's Off-site Ownership
- Kenley Aerodrome Conservation Area\*
- Buildings
- 1 Former Officers Mess at former RAF Kenley\*\*
- 2 Former Dining Room and Institute at RAF Kenley\*\*
- Salmons Lane Green (Local Green Space)\*\*\*

**Notes**

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 Ordnance Survey 0100031673  
 \*Kenley Aerodrome Conservation Area (Croydon Borough Council and Tandridge District Council Planning Policy Maps)  
 \*\*Historicengland.org.uk  
 \*\*\*Caterham, Chaldon and Whyteleafe Neighbourhood Plan (June 2021)

**Scarp** landscape architecture  
 environmental planning

Client The Croydon and District Education Trust

Project Kenley Campus, Caterham

Dwg Title Figure 3: Landscape and Cultural Designations

Dwg No

**KENLEY CAMPUS, CATERHAM**



**Key**

- Site Boundary
- Applicant's Off-site Ownership
- ① Former workshop buildings
- ② Listed school building
- ③ Areas of hard-standing
- ④ Royal Air Forces Association Building
- ⑤ Aerodome storage sheds
- ⑥ Salmons Lane Green
- Approximate location of flagpole

**Notes**

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Client The Croydon and District Education Trust

Project Kenley Campus, Caterham

Dwg Title Figure 4: Site Landscape Aerial Photograph

Dwg No

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**KENLEY CAMPUS, CATERHAM**

## **Appendix A**

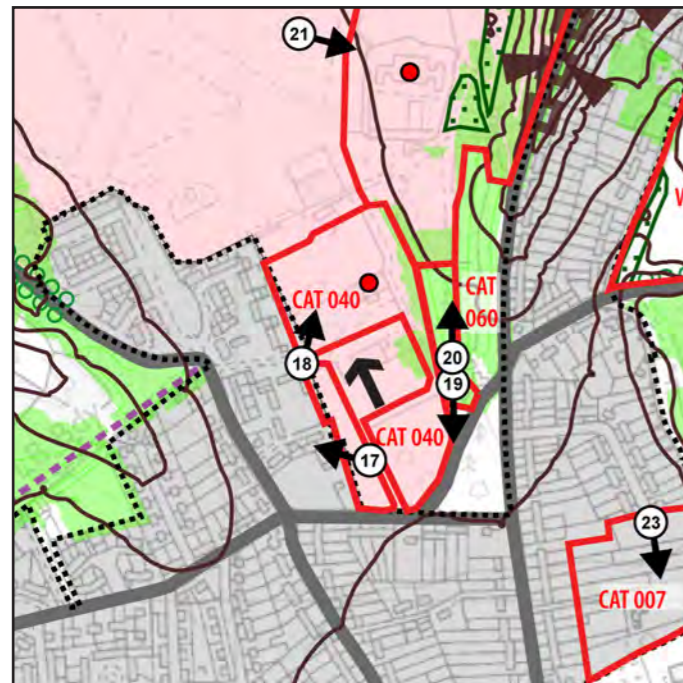
### **Tandridge Landscape Capacity and Sensitivity Study Findings for Site CAT 040**



Photograph 17: View south east from Victor Beamish Avenue



Photograph 18: View north towards Kenley Aerodrome



Plan not to scale  
See plan on page 36 for wider context and key to symbols

**Site Visibility (see accompanying photographs above):**

- 1.1 Site **CAT040** is three parcels of former RAF land to the north, south and west of a former RAF building currently being used as a school. It is a conservation area. Views are localised, however include some views in from Kenley Aerodrome to the north.
- 1.2 Views from Salmon Lane to the south are restricted by densely wooded boundaries, with glimpses along Victor Beamish Avenue. To the east views from the property CAT060 are screened by planting and woodland along the boundary with CAT 004. To the north there are filtered views in from Kenley Aerodrome.
- 1.3 There are views from the east, from housing which overlooks the site on Rosebriars, Hillhurst Gardens and Collard Close. There are open views from Victor Beamish Avenue and the Plymouth Brethren School site.
- 1.4 Overall, the visual sensitivity is judged to be **Moderate**. This rating feeds into the overall sensitivity assessment table on the following page.

**Landscape Capacity:**

- 2.1 The landscape capacity for housing development of the site has been determined by combining the sensitivity and value assessments set out on the following page, using the capacity matrix table. The capacity of the site is as follows:  
  
**Moderate** sensitivity x **Moderate** value = **Medium** landscape capacity
- 2.2 With moderate sensitivity and value, site **CAT040** is judged to have a medium landscape capacity for housing development. The site would potentially be suitable in landscape terms for limited development proposals, but would need to demonstrate no adverse impacts on the setting of the existing landscape and settlement, including the conservation area. Other evidence relevant to the site's suitability for development should also be considered.

Landscape Sensitivity:

Inherent landscape quality (intactness and condition)	Ecological sensitivity	Inconsistency with existing settlement form/ pattern	Contribution to separation between settlements	Contribution to the setting of surrounding landscape/settlement	Views (visual sensitivity)	Potential for mitigation <small>(inverse score i.e. high potential for mitigation = low sensitivity, therefore low score)</small>	Overall sensitivity judgement <small>01-07 = Negligible 08-14 = Slight 15-21 = Moderate 22-28 = Substantial 29-35 = Major</small>
2	2	3	3	2	3	2	17
The site is made up of three distinct areas surrounding a school building. There are playing fields to the south of the school building and to the north an area of land connected to Kenley Aerodrome. Victor Beamish Avenue, divides the site into parcels. The parcel to the west is surrounded by wooden fences and green security fencing. There is tree cover across this site with more mature trees in the northern section which is fenced off. The eastern parcel is also surrounded by security fences and is a more open playing field. To the north, the site includes a derelict building and a tarmacked entrance. There is evidence of ruined buildings which are covered in vegetation. The site includes some mature and young tree cover. The east of the site is wooded and forms a boundary with CAT 004 and CAT 060.	There are bluebells, stands of young trees including young oak and horse chestnuts. Coniferous trees, some of which are mature include a cedar.	Development on this site would not be consistent with residential development at Whyteleafe. There is recent modern development to the west of the site.  Previous buildings on this site were all connected to the aerodrome.  The site is connected along the western boundary to the settlement boundary of Caterham on the Hill.	The site contributes to separation between Caterham on the Hill and Whyteleafe.	The site forms a limited part of setting to Kenley Aerodrome to the north of the site.  The site is open to views especially the northern part of the site.	There are localised views in from the housing estate to the west.  There are views into the northern part of the site from Kenley aerodrome.  There are views from the site to the north.  There are views into the site from the house to the east.	It would be difficult to mitigate impacts on the heritage assets adjacent to the site, especially to the north of the site which is more sensitive and had open views in.  The parcels adjacent to Salmons Lane would be more appropriate to development.	<b>MODERATE</b>

Landscape Value:

Landscape designations	Ecological and other designations (eg. heritage, flood zone etc)	Local distinctiveness	Any historic/cultural/ literary associations	Contribution to setting of 'outstanding assets'	Recreation and public access/ locally valued spaces	Perceptual aspects (eg. scenic quality, tranquillity, and remoteness)	Overall value judgement <small>01-07 = Negligible 08-14 = Slight 15-21 = Moderate 22-28 = Substantial 29-35 = Major</small>
1	3	2	4	3	2	2	17
None	The site is within a conservation area, and there is a listed building on site.	The site is unremarkable to the south of the school.  To the north the setting is more distinctive as it is visually linked to the aerodrome.	Surrey Historic Landscape Characterisation:  13. COMMUNICATIONS  1302. Airfields  listed building present – Institute building of the former parade ground – Grade II  Designated conservation area	The site makes a limited contribution to the setting of the aerodrome which is historic, designated as a conservation area and has twelve designated ancient monuments within it.	There is no public right of way through or adjacent to the site.  The site is part of the setting to areas which are used for recreation and there is visual access into the site.	Enclosure from Salmons lane boundary means that urban influences are low.  To north the site is more tranquil where its adjoining character is open and undeveloped.	<b>MODERATE</b>

## **Appendix B**

### **Site Appraisal and Site Context Photographs**







# KENLEY CAMPUS, CATERHAM

## Key

 Site Boundary

 Photographic Viewpoint Locations  
 A

## Notes

2023 Google Earth/Landsat/Copernicus

**Scarp** landscape architecture  
 environmental planning

Client The Croydon and District Education Trust

Project Kenley Campus, Caterham

Dwg Title Photographic Viewpoint Locations Plan (1)



Dwg No

NTS June 2023



**Key**

 Site Boundary

 Photographic Viewpoint Locations  


**Notes**

2023 Google Earth/Landsat/Copernicus

**Scarp** landscape architecture  
environmental planning

Client The Croydon and District Education Trust

Project Kenley Campus, Caterham

Dwg Title Photographic Viewpoint Locations Plan (2)

Dwg No

NTS June 2023

**KENLEY CAMPUS, CATERHAM**



**Photograph A**  
View looking south from southern section of Victor Beamish Avenue



**Photograph B**  
View looking northwest across site from southern section of Victor Beamish Avenue



**Photograph C**

View looking across northeast across site from southern section of Victor Beamish Avenue



**Photograph D**

View looking north to school from southern edge of sports pitch



**Photograph E**

View looking south across eastern part of site towards sports pitches



**Photograph F**  
View looking north towards airfield from track on eastern side of derelict workshops



**Photograph G**  
View looking north towards airfield from track on western side of derelict workshops



**Photograph H**  
View looking west across northern part of site



**Photograph I**  
View looking south from northern section of Victor Beamish Avenue



**Photograph J**  
View looking north along RAF Kenley access road (1)



**Photograph K**  
View looking north along RAF Kenley access road (2)



**Photograph L**  
View looking south along RAF Kenley access road



**Photograph M**  
View looking east along RAF Kenley access road



**Photograph N**  
View looking north across airfield



**Photograph O**  
View looking northeast towards RAF Kenley buildings



**Photograph P**  
View looking south towards school (former NAAFI building) from RAF Kenley access road



**Photograph Q**  
View looking west along RAF Kenley access road

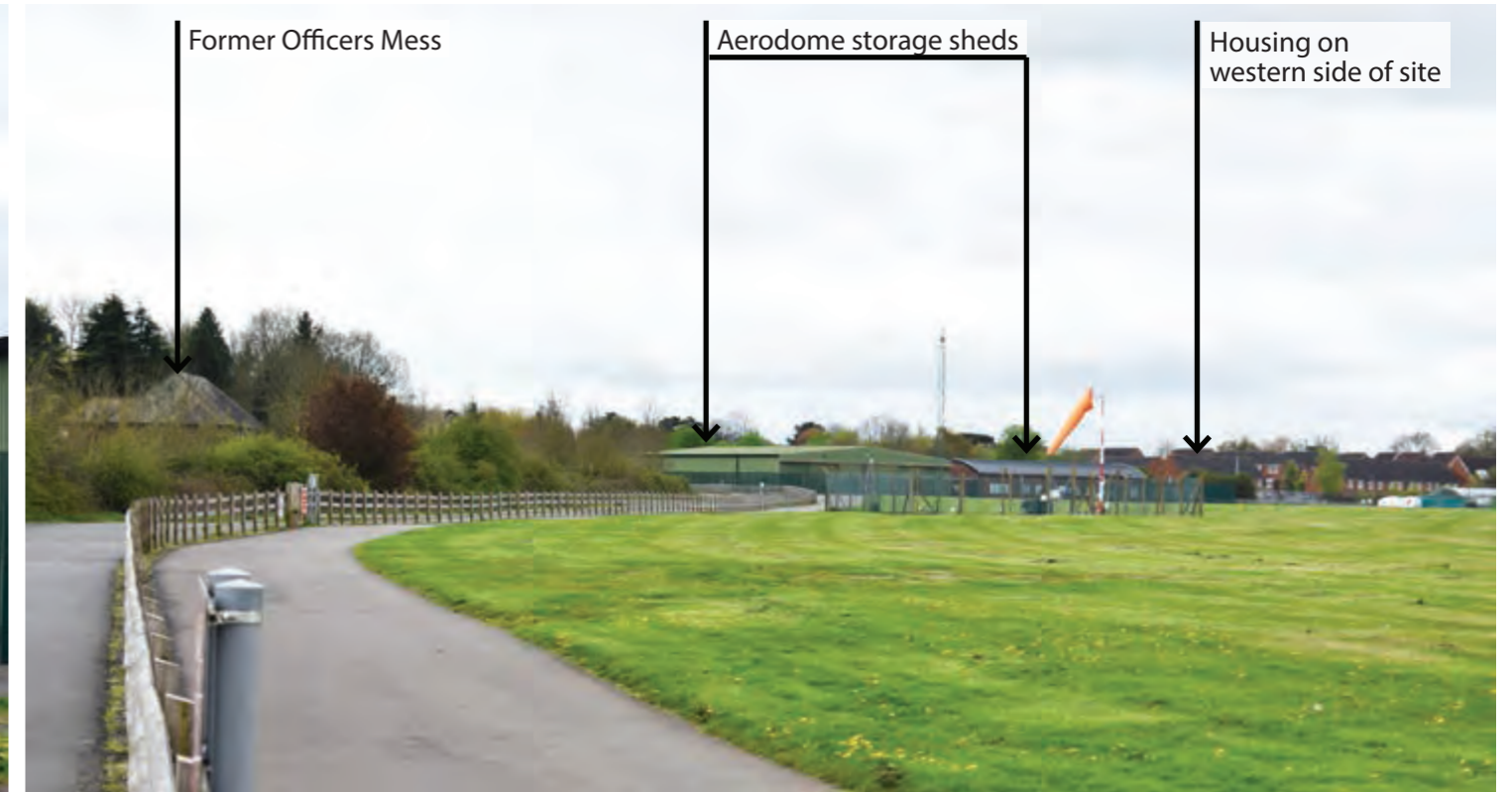


**Photograph R**  
View looking north towards airfield on eastern side of RAF Kenley buildings





**Photograph 1**  
View looking south towards site from airfield perimeter road (1)



**Photograph 2**  
View looking south towards site from airfield perimeter road (2)



**Photograph 3**  
View looking south towards site from airfield perimeter road (3)



**Photograph 4**  
View looking east towards site from Collard Close/Halton Road junction



**Photograph 5**  
View looking east towards site from southern end of Halton Road



**Photograph 6**  
View looking northeast towards western part of site from Salmons Lane West



**Photograph 7**  
View looking northwest towards site entrance from Salmons Lane West



**Photograph 8**  
View looking north along Victor Beamish Avenue from Salmons Lane West



**Photograph 9**  
View looking north towards eastern part of site from Salmons Lane West



**Photograph 10**  
View looking northwest towards site from Whyteleaf Road/ Salmons Lane West junction



**Photograph 11**  
View looking west towards site from Whyteleaf Road

## **Appendix C**

### **Landscape and Visual Impact Appraisal Methodology**

## Methodology for Appraising Landscape and Visual Effects

Landscape and Visual Appraisal (LVA) is a tool used to identify and appraise the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity.

The methodology for appraising landscape and visual effects is based on the following best practice guidance:

- 'Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA 3), by the Landscape Institute and Institute of Environmental Management and Assessment, 2013;
- 'An Approach to Landscape Character Assessment', Natural England (October 2014)
- Assessing landscape value outside national designations, Landscape Institute Technical Guidance Note 02/21

The appraisal considers effects on landscape character and visual amenity, the approach to which is described below.

### LANDSCAPE APPRAISAL

Effects on landscape character have been assessed by (1) Describing the character of the landscape (and/or townscape) surrounding the site, and evaluating its sensitivity to change and (2) Identifying the main sources of change due to the development and evaluating its magnitude.

#### Step 1: Landscape Character and Sensitivity Evaluation

Landscape receptors are identified, i.e. the constituent elements of the landscape, the aesthetic and perceptual qualities of the landscape and the character of the landscape in different areas. The Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) defines landscape as a 'place' that results from the: *"interplay of the physical, natural and cultural components of our surroundings. Different combinations of these elements and their spatial distribution create the distinctive character of landscapes to be mapped, analysed and described. Character is not just about physical elements and features that make up landscape, but also embrace the aesthetic, perceptual and experiential aspects of the landscape that make places distinctive."* (GLVIA3 p. 21).

The character of the site and surrounding area has been described from published landscape and townscape character assessments and from fieldwork, taking account of attributes such as land-use, the pattern and scale of existing development, and the influence of vegetation on views and openness.

Sensitivity describes the ability of a landscape to accommodate change without affecting its intrinsic character (and especially its valued attributes). It is derived from two factors:

- Susceptibility, which defines the physical ability of a landscape to accommodate change; and
- Value, which defines the importance of a landscape, as recognized by relevant designations or by criteria such as scenic quality or recreational use.

GLVIA3 Para. 5.40 describes ‘susceptibility to change’ as *“the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies.”*

Indicators of landscape susceptibility are set out in **Table A1** below.

**Table A1: Indicators of Landscape Susceptibility**

Sensitivity	Typically where the landscape:
High	<ul style="list-style-type: none"> <li>• Is highly susceptible to change as components are rare and/or not easily replaced/substituted (e.g. mature trees, distinctive buildings). The landscape is largely unspoilt and of high scenic quality with high levels of positive perceptual qualities (e.g. tranquillity and seclusion) and distinctive elements and features that make a positive contribution to the character of the area.</li> <li>• Highly susceptible to change due, for example, to a high degree of openness or a high density of tree cover (that would require clearing), features such as hedgerows or a relative absence of built development.</li> <li>• Has limited scope for effective mitigation in character with the existing landscape and may offer some opportunities for the proposed development type to contribute to the attainment of landscape planning policies and strategies.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Is moderately susceptible / reasonably tolerant to change as components are relatively ordinary and can be replaced/substituted. The landscape displays some positive landscape characteristics / scenic qualities but is generally unremarkable. Is mostly unspoilt albeit with some features or areas detracting from the character of the area (e.g. infrastructure and settlement edges).</li> <li>• Moderately susceptible to change due to a degree of openness or tree cover, but already influenced by built development.</li> <li>• Has some scope for effective mitigation in character with the existing landscape and may offer notable opportunities for the proposed development type to contribute to the attainment of landscape planning policies and strategies.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• Has an overall low level of susceptibility to change as components are commonplace and can be readily replaced/substituted. The landscape displays few scenic qualities and may be degraded in areas. Likely to have some areas/features that are discordant, derelict or in decline, resulting in indistinct character with little or no sense of place.</li> <li>• Low susceptibility to change due to the prevailing influence of built development.</li> <li>• Has considerable scope for effective mitigation in character with the existing landscape and/or notable opportunities for character enhancement</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• Will be readily able to accommodate the proposed type of change as it is a landscape greatly affected by uncharacteristic development eroding scenic</li> </ul>

Sensitivity	Typically where the landscape:
	<p>quality. The landscape has few or no distinctive or positive components, or has components that notably detract from character.</p> <ul style="list-style-type: none"> <li>• Has considerable scope for effective mitigation in character with the existing landscape, and may offer significant opportunities to both create a new, positive landscape and to contribute to the attainment of landscape planning policies and strategies.</li> </ul>

**Table A2** below sets out the criteria that are considered for determining landscape value. These are informed by the factors identified in Technical Guidance Note 02/21.

**Table A2: Indicators of Landscape Value**

Level of value	Criteria for landscape value
High	<ul style="list-style-type: none"> <li>• Designated areas at an International or National level (including, but not limited to, World Heritage Site, National Parks, AONB's) and also considered an important component of the country's character, experienced by high numbers of tourists.</li> <li>• Landscape condition is good and components are generally regularly maintained to a high standard.</li> <li>• Rare or distinctive elements and features are key components contributing to character.</li> <li>• A landscape of high aesthetic appeal and rich cultural associations.</li> <li>• A landscape with rich cultural and/or nature conservation resources.</li> <li>• An elevated level of tranquillity due to enclosure by land use, traffic and movement, light pollution and absence of major infrastructure.</li> <li>• Extensive and promoted opportunities are available for recreation.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• Designated areas at a Regional or County level (including, but not limited to, green belt, regional scale parks, designated as open space or a Conservation Area in local planning documents) and also considered a distinctive component of the region/county character experienced by a large proportion of its population.</li> <li>• Landscape condition is fair and components are generally well maintained.</li> <li>• Rare or distinctive elements and features are a notable component that contribute to the character of the area.</li> <li>• A landscape of moderate aesthetic appeal and cultural associations.</li> <li>• A landscape with some cultural and/or nature conservation resources.</li> <li>• Moderate levels of tranquillity due to land use, traffic and movement, light pollution and/or major infrastructure.</li> <li>• Opportunities are available for recreation.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• No formal designations but a landscape of local relevance (including, but not limited to, public or semi-public open spaces, village greens or allotments) and also green infrastructure and open spaces within residential areas likely to be visited and valued by the local community.</li> </ul>



Level of value	Criteria for landscape value
	<ul style="list-style-type: none"> <li>• Landscape condition is poor/components generally poorly maintained or damaged.</li> <li>• Rare or distinctive elements and features are not a notable component that contribute to the character of the area.</li> <li>• A landscape of limited aesthetic appeal and cultural associations.</li> <li>• A landscape with limited cultural and/or nature conservation resources.</li> <li>• Limited levels of tranquillity due to land use, traffic and movement, light pollution and presence of major infrastructure.</li> <li>• There are few/no opportunities for recreation.</li> </ul>
Very Low	<ul style="list-style-type: none"> <li>• Landscape condition is very poor and components are poorly maintained or damaged.</li> <li>• The landscape does not contain any rare or distinctive elements and features.</li> <li>• A landscape of no aesthetic appeal or cultural associations.</li> <li>• A landscape with no cultural and/or nature conservation resources.</li> <li>• The landscape has low levels of tranquillity.</li> <li>• There are no opportunities for recreation.</li> </ul>

## Step 2: Magnitude of Landscape Change

Landscape effects may include the loss or addition of particular features, changes to landscape quality and changes to landscape character. The main factors that will be considered are as follows:

- Changes to landscape elements: the addition of new elements or the removal of existing elements such as buildings, trees, vegetation, and buildings and other elements which may be characteristic of the landscape character type;
- Changes to landscape qualities: degradation or erosion of landscape elements and patterns, and perceptual characteristics, particularly those that form key characteristic elements of landscape character types; and
- Changes to landscape character: landscape character may be affected through the incremental effect on characteristic elements, landscape patterns and qualities (including perceptual characteristics) and the cumulative addition of new features, the magnitude of which is sufficient to alter the overall landscape character type of a particular area;

The magnitude of change on the landscape is influenced by:

- size and scale of the change - for example if there is a complete or partial loss of a particular element of the landscape;
- geographical extent of the area that will be altered; and
- duration of the change and its reversibility.

Factors that are considered in appraising the magnitude of landscape change are summarised in **Table A3** below. Any combination of factors may be considered when appraising the level of effect. This allows professional judgement to be used when determining the relative importance of different factors and this varies on a site-specific basis. Effects may be adverse or beneficial.

**Table A3: Magnitude of Landscape Change Levels**

Impact magnitude	Criteria
High	<ul style="list-style-type: none"> <li>• A prominent change that may be large in scale and / or extent and include the loss of key landscape characteristics, or the addition of new features or elements that will become the characteristics of the landscape, changing the overall landscape quality and character</li> <li>• Total loss of or substantial alteration to key characteristics of the character area, the setting of the character area, and/or the landscape setting of a heritage feature or area</li> <li>• Addition of new uncharacteristic features or components that substantially alter character and/or a large part of the setting of the character area</li> <li>• Introduction of irreversible change over a substantial area of an LCA or its setting</li> <li>• Introduction of long term or permanent change uncharacteristic of the area</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• A noticeable / prominent change of more limited scale and extent including the loss of some key landscape characteristics or elements, or the addition of some new features or elements, that will potentially change the landscape character</li> <li>• Noticeable change or alteration to one or more key characteristics of the character area, the setting of the character area, and/or the landscape setting of a heritage feature or area</li> <li>• Addition of new features or components that form prominent elements of the character and/or setting of the character area, but are largely characteristic of the existing setting</li> <li>• Uncharacteristic changes across only a proportion of the character area or its setting</li> <li>• Introduction of some irreversible changes in parts of a character area or its setting</li> <li>• Introduction of medium to long term uncharacteristic changes and/or permanent changes largely characteristic of the existing setting</li> </ul>
Low	<ul style="list-style-type: none"> <li>• A noticeable change affecting small areas of landscape character where the Proposed Development will not quite fit into the landform and scale of the landscape or will add new features or elements of limited characterising influence.</li> <li>• Slight loss or alteration to one or more characteristics of the character area, the setting of the character area, and/or the landscape setting of a heritage feature or area</li> <li>• Addition of new features or components that form largely inconspicuous elements of the existing character and/or setting</li> </ul>

Impact magnitude	Criteria
	<ul style="list-style-type: none"> <li>• Introduction of short to medium term uncharacteristic changes and/or long term/permanent changes in a small proportion of a character area or its setting</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• A change affecting relatively small areas of landscape character where the Proposed Development will largely complement the scale, landform and pattern of the landscape and existing character and quality of the landscape will be substantially conserved. A change to the landscape setting of a heritage feature or area that is negligible or difficult to perceive.</li> </ul>

## VISUAL APPRAISAL

The planning system is concerned with the protection of visual amenity as a public asset. Effects on visual amenity have been assessed by (1) identifying representative views from publicly accessible viewing positions and assessing the magnitude of change to each and (2) evaluating the sensitivity of the view on the basis of the types of receptor affected and its contribution to their amenity.

### Step 1: Identifying Views and Magnitude of Impact

The magnitude of effect on views reflects both physical changes (e.g. obstructing or opening up a view) and changes to their composition or character (e.g. introduction of built development where none is currently visible). It is made up of judgements about:

- size and scale of the effect - for example is there complete or partial loss of a particular element in the view;
- geographical extent of changes in view; and
- duration of the change and their reversibility.

The factors that are considered in appraising the magnitude of change to views are summarised in **Table A4** below. Effects may be adverse or beneficial.

**Table A4: Magnitude of Visual Change Levels**

Impact magnitude	Criteria
High	<ul style="list-style-type: none"> <li>• The proposals form a significant and immediately apparent part of the scene, appearing as a prominent and contrasting feature</li> <li>• Total loss or substantial alteration to key characteristics of the view from a receptor</li> <li>• Addition of new features or components that are continuously highly visible across the majority of the view and out of character from a receptor</li> <li>• Substantial changes in proximity to the visual receptor, within the direct frame of view</li> </ul>

Impact magnitude	Criteria
	<ul style="list-style-type: none"> <li>• Introduction of long term or permanent change uncharacteristic of the view</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• A readily noticeable change to the view, where change is evident but is not the key feature in the view</li> <li>• Noticeable change or alteration to one or more key characteristics of the view from a receptor</li> <li>• Addition of new features or components that may be continuously highly visible across much of the view, but are largely characteristic of the existing view from a receptor</li> <li>• Changes a relatively short distance from the receptor, but viewed as one of a series of components in the middle ground of the view</li> <li>• Substantial change partially filtered by intervening vegetation and/or built form, or viewed obliquely from the visual receptor</li> <li>• Introduction of medium to long term change uncharacteristic of the view and/or permanent changes largely characteristic of the existing view or in a small proportion of the view</li> </ul>
Low	<ul style="list-style-type: none"> <li>• Minor changes to the view that will not be readily noticeable, affecting a small proportion of the view that may be obliquely viewed or partly screened and/or appearing in the background landscape. May be a transient view obtained over short periods and capable of being missed by casual observers.</li> <li>• Slight loss or alteration to one or more characteristics of the view from a receptor</li> <li>• Addition of new features or landscape components that may be continuously or intermittently visible in part of the view, but are largely characteristic of the existing view from a receptor</li> <li>• Changes within the background of the view, viewed as one of a series of components in the wider panoramic view from a receptor</li> <li>• Change largely filtered by intervening vegetation and/or built form, or viewed obliquely from the visual receptor.</li> <li>• Introduction of short to medium term change uncharacteristic of the view and/or long term/permanent changes in a small proportion of the view.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• Changes to just a minor element in the overall view where change is barely perceptible.</li> <li>• Very minor or barely perceptible loss or alteration of largely inconspicuous characteristics of the view from a receptor.</li> </ul>

## Step 2: Assessing the Sensitivity of the View

Visual sensitivity may be defined as the overall degree to which people are potentially affected by changes in views and visual amenity, taking into account their activities, the degree of interest that they may have in views and visual amenity and the value attached to views. The sensitivity of views reflects:

- Receptor sensitivity, based on the assumption that people’s sensitivity to visual change varies according to their activity and their proprietorial interest in the views they experience; and
- The contribution the views make to their amenity (e.g. attractive views from identified viewpoints, public open space or gardens).

The sensitivity of different visual receptors to the proposed development is appraised in accordance with the criteria set out in **Table A5** below.

**Table A5: Visual Receptor Sensitivity Criteria**

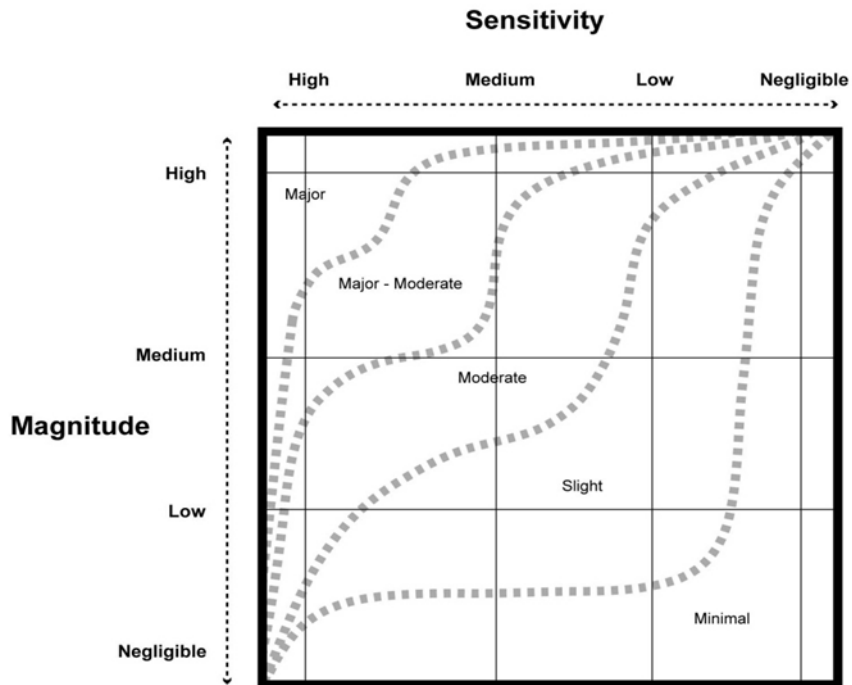
Sensitivity	Visual Receptors and Views
High	<ul style="list-style-type: none"> <li>• Occupiers of residential properties.</li> <li>• Recreational users or tourists whose attention may be focussed on the landscape (e.g. visitors to the AONB, users of the PRoW network).</li> <li>• Designated or protected views.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• People travelling along scenic roads through the landscape.</li> <li>• People staying in hotels and healthcare institutions.</li> <li>• People walking along residential streets.</li> <li>• People engaged in outdoor sport or recreation, which involves some appreciation of views of the landscape (e.g. cricket).</li> <li>• Users of research facilities, where staff may walk between buildings and expect a high-quality working and living environment</li> </ul>
Low	<ul style="list-style-type: none"> <li>• People at work and in educational institutions.</li> <li>• People engaged in formal sports activities that does not involve appreciation of views of the landscape.</li> <li>• People walking through urban areas (for example commuters).</li> <li>• People travelling on main roads through the landscape.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• People at their place of work or other locations where views of the wider landscape have little or no importance (e.g. occupants of some industrial sites or commercial developments).</li> <li>• View affected by many landscape detractors and unlikely to be valued.</li> </ul>

## ASSESSMENT OF SIGNIFICANCE FOR LANDSCAPE AND VISUAL EFFECTS

The process of forming a judgment on the significance of an effect is based upon an assessment of the magnitude of change affecting the landscape or the views experienced by people, combined with the sensitivity of the ‘receptor’ to change of the nature proposed, i.e. the landscape itself or the viewer. Thus, a high level of change affecting a highly sensitive receptor (landscape resource or viewer) will be more significant than a small degree of change affecting less sensitive landscape or visual receptors.

The level of significance will be a factor influencing planning decisions and it is therefore important that judgments on sensitivity, magnitude of change and overall significance of effect

are clearly understood, and a measure of proportion established. An indication of the likely level of significant effect is set out in the diagram below.



**Levels of Significance for Landscape and Visual Effects [Based on EIA significance evaluation matrix, Institute of Environmental Management & Assessment, June 2011]**

Significant effects in terms of whether it is a material consideration in the decision making process are those that are Major-Moderate or Major.

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