



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

ENVIRONMENTAL STATEMENT (VOLUME 3)

TECHNICAL ANNEX F. LANDSCAPE AND VISUAL IMPACT ASSESSMENT

HYBRID PLANNING APPLICATION

MAY 2025

**blocwork (Eastleigh) LLP
&
Southampton International Airport Ltd**



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APPENDIX 11.1:

LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY AND CRITERIA

Introduction

1. The purpose of a Landscape and Visual Impact Assessment (LVIA) when produced in the context of an EIA is to identify and report any likely significant landscape and visual effects.
2. The following appendix sets out the methodology and criteria against which the assessment of landscape and visual effects has been undertaken.
3. The Guidelines for Landscape and Visual Impact Assessment (Third Edition) (GLVIA3)¹ are widely recognised as the primary source of guidance for LVIA in the UK but clearly state that: *“The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.”* (paragraph 1.20)
4. GLVIA 3 also states that: *“professional judgement is a very important part of the LVIA”* (paragraph 2.23) and that *“in all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others.”* (paragraph 2.24).
5. It goes on to state that *“there are no hard and fast rules about what effects should be deemed significant but LVIAs should always distinguish clearly between what are considered to be the significant and non-significant effects.”* (paragraph 3.32)
6. Wherever possible, identified effects are quantified, but as noted above, the nature of landscape and visual assessment requires interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and the assessment of significance of the residual landscape and visual effects are based on pre-defined criteria as set out in this appendix.
7. Landscape and Visual Assessments are separate, though linked processes which GLVIA3 notes are *“related but very different considerations”*. The assessment of the potential effect on the landscape is carried out as an effect on the environmental resource (i.e. the landscape). Visual effects are assessed as an inter-related effect on people.
 - Landscape effects derive from changes in the physical landscape elements which may give rise to changes in its distinctive character and how this is experienced, including consideration of aesthetic and perceptual aspects.
 - Visual effects relate to changes that arise in the composition of available views as a result of changes to the landscape, to people’s responses to the changes and to the overall effects with respect to visual amenity.

¹ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment Third Edition*; Spon; 2013

Establishing the Baseline

8. The baseline for consideration of landscape and visual effects is evaluated through desk study and site work and is the current situation at the time of the assessment, unless noted otherwise. Existing operational/ built development and development under construction is considered as part of the baseline.
9. The **future baseline**, where relevant, incorporates any anticipated natural change to the landscape (eg change to land cover through natural regeneration), and also in the case of built development, changes which are considered certain or likely to happen (including consented proposals which are not yet present in the landscape but which are expected to be constructed). These may or may not be included as part of the landscape and visual baseline depending on individual project circumstances. Where the future baseline differs from the current baseline, it is clearly stated in the LVIA which baseline has been adopted for the assessment of effects and a rationale for the approach taken is provided as necessary.

Direct and Indirect Effects

10. Direct and indirect effects are defined in GLVIA3. Direct effects may be defined as resulting *“directly from the development itself”* (paragraph 3.22). An indirect (or secondary) effect is one that results *“from consequential change resulting from the development”* (paragraph 3.22) and is often produced away from the site of the proposed development or as a result of a complex pathway or secondary association.

Landscape Effects

11. The starting point for an assessment of landscape effects is a desk-based assessment of published landscape studies, which may include landscape character assessments, sensitivity and capacity studies and/or landscape designation reviews. Relevant documents are listed as appropriate in the assessment and relevant extracts may be included as appendices where this is judged appropriate. Desk based assessment is supplemented by field work to verify the key characteristics of the landscape.
12. In accordance with GLVIA3, the significance of landscape effects is determined by combining judgements regarding the sensitivity of the receiving landscape and the magnitude of the landscape effects arising from the Proposed Development.
13. An assessment of the degree to which the proposed development changes *“distinct and recognisable pattern of elements, or characteristics, in the landscape that make one landscape different from another, rather than better or worse”* (‘An Approach to Landscape Character Assessment’, Natural England, 2014), enables a judgement to be made as to the significance of the effect in landscape character terms.
14. In order to reach an understanding of the effects of development upon the landscape resource it is necessary to consider different aspects of the landscape baseline including:
 - **Landscape Fabric/Elements:** The individual features of the landscape, such as hills, valleys, woods, hedges, tree cover, vegetation, buildings and roads for example which can usually be described and quantified.
 - **Landscape key characteristics:** The particularly notable elements or combinations of elements which make a particular contribution to defining or describing the character of an area, which may include experiential characteristics such as wildness and tranquillity.

Landscape Sensitivity

15. It should be noted, as stated in GLVIA3, “LVIA sensitivity is similar to the concept of landscape sensitivity used in the wider arena of landscape planning but is not the same as it is specific to the particular project or development that is being proposed and to the location in question” (paragraph 5.39).
16. In LVIA, landscape sensitivity is assessed by combining judgements about the value attached to a landscape and its susceptibility to the type of change and nature of the development proposed. The overall sensitivity of the landscape to a particular development is described in the assessment as **High, Medium or Low**.
- **Landscape Value:** This is the relative value or importance attached to different landscapes by society on account of their landscape qualities. Sometimes it is used as a basis for designation or recognition which expresses national or local authority consensus, because of its special qualities/attributes. Whilst the presence of formal designations are an important component when determining landscape value, other aspects are also considered as part of the judgement process as explained in Landscape Institute Technical Guidance Note 02-21², especially when considering the value of landscapes outside of national designations. These include factors related to natural and cultural heritage (for example ecological, geological or heritage matters), landscape condition, cultural associations (in terms of connections with people, arts or events), distinctiveness (i.e. a sense of unique identity in the landscape), recreational opportunities, perceptual aspects (including scenic quality, wildness and tranquillity) and landscapes with a clearly identifiable role or function. In this assessment, the value attributed to the landscape is described as: **National, Regional or Community**.
 - **Landscape Susceptibility:** Landscape Susceptibility according to GLVIA3 means “the ability of the landscape receptor to accommodate the proposed Development without undue consequences for maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (paragraph 5.40). The susceptibility of the landscape varies depending on the type of development proposed and the particular site location. Judgements on landscape susceptibility include references to both the physical and aesthetic characteristics and the potential scope for mitigation. In this assessment, the susceptibility of the landscape is described as **High, Medium or Low**.
17. The criteria and the detailed judgements regarding susceptibility and value of landscape receptors are identified within the sensitivity tables included within the assessment.
18. Sensitivity is evaluated taking into account the component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that equal weighting is attributed to susceptibility and value when determining overall landscape sensitivity.

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	Medium	Medium/Low
	Community	Medium	Medium/Low	Low

² Landscape Institute Technical Guidance Note 02-21: Assessing Landscape Value Outside National Designations

Magnitude of Landscape Change

19. The magnitude of landscape change arising from the proposed development at any particular location is assessed in terms of *“size or scale, the geographic extent of the area or receptor that is influenced and its duration and reversibility”* (paragraph 5.48).
20. Judgements concerning the **Scale** of the change take account of:
 - degree of loss or alteration to key landscape features/elements; characteristics; and for designated areas – special qualities and/or purposes of designation;
 - distance from the development; and
 - landscape context to the development.
21. The approach to assessing effects on landscape character is to consider the key characteristics for the Landscape Character Area (LCA) within which the proposed development is located (the host LCA) and if relevant the adjacent LCA's (non-host) and identify which of these the proposed development would affect. A large scale change in landscape character is likely to occur where key characteristics would be lost or substantially changed. A small scale change is likely to occur where key characteristics are altered to a lesser degree and this can be influenced by distance and surrounding context.
22. Where particular views are a key characteristic of a landscape type, large or medium scale landscape character effects may occur where the proposed development becomes a key feature of those views. A similar approach applies to designated landscapes, for which the effects on the defined purposes of designation and special qualities are considered.
23. In this assessment, the scale of landscape change is described as: **Large, Medium, Small** or **Negligible**.
24. Having established the scale of change to the landscape baseline, the **Geographic Extent** of the change can be identified. In this assessment, the geographical extent of landscape change is described as: **Wide, Intermediate, Localised** or **Limited**.
25. **Duration and Reversibility** can be linked depending on the nature of the development. Reversibility is a judgement about the practicality of reversing the landscape effects of the proposed development (for example, solar farms are ultimately largely reversible whilst housing is permanent). Duration reflects how long the change will last and can include frequency the effect would be experienced. In this assessment, the duration of the change would be considered:
 - **short term** when lasting less than 2 years;
 - **medium term** when lasting between 2 and 10 years;
 - **long term** when lasting between 10 and 40 years, and
 - **permanent** for more than 40 years.
26. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

Visual Effects

27. In accordance with GLVIA3, the significance of visual effects is determined by combining judgements regarding the sensitivity of visual receptors (people who view the landscape) and the magnitude of the change they experience arising from the Proposed Development.

Visual Receptor Sensitivity

28. In visual assessment, visual receptor sensitivity is assessed by combining judgements about the value attached to views and the susceptibility of the viewer to the type of change and nature of the development proposed. The overall sensitivity of the visual receptor to a particular development is described in this assessment as **High, Medium** or **Low**.

- **Value of Views:** The value of public views, which is the focus of GLVIA3, will vary depending on the nature, location and context of the view and the recognised importance of the view. Considerations include cultural associations; designation or policy protection; views of or from landmarks; and/or the scenic quality of the view. It should be noted that the value attributed relates to the value of the view only (e.g. a National Trail is nationally valued for access, but not always for the available views from every section). In this assessment, the value attributed to visual amenity is described as: **National, Regional** or **Community**.
- **Susceptibility of Visual Receptors:** Those living within view of the Proposed Development are usually regarded as the highest susceptibility group as well as those engaged in outdoor pursuits for whom landscape experience is the primary objective. The susceptibility of potential visual receptors will also vary depending on the activity of the receptor. For visual receptors, susceptibility and value are closely linked - the most valued views are also likely to be those where viewer's expectations will be highest. In this assessment, visual receptor susceptibility is defined in accordance with the criteria below.

High - Local residents; tourists; people engaged in outdoor recreation focused on an appreciation of views including users of footpaths and quiet country lanes, beauty spots and picnic areas and people experiencing views to or from important features of physical, visual, cultural or historic interest.

Medium - Local road users and travelers on trains. People engaged in outdoor recreation with some appreciation of the landscape e.g. road cycling, nature conservation, golf and water based recreation.

Low - Workers, users of facilities and commercial buildings (indoors) experiencing views from buildings. Road and rail users on fast moving commuting or trunk routes. Visual receptors where views are incidental to the activity and/or location.

29. Sensitivity is evaluated taking into account component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that a greater weight is intentionally attributed to the susceptibility of the visual receptor than to value. This is in recognition of the fact that relatively few views are specifically recognised through designation or cultural reference. This approach still acknowledges that value associations influence sensitivity.

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

Magnitude of Visual Change

30. The magnitude of visual change arising from the Proposed Development is assessed in terms of its size or scale, geographic extent of the area or receptor that is influenced and its duration.
31. Representative viewpoints are used in the LVIA as 'samples' on which to base judgements of the scale of change experienced by visual receptors. The wider extent of the effect and its duration are not captured in the viewpoint analysis (as a viewpoint cannot capture these factors for an entire route or area). As duration and extent are necessary considerations in determining magnitude of change, judgements concerning magnitude and significance are provided for visual receptors and not for representative viewpoints. The only exception to this would be a specific viewpoint – where people visiting that location to look at the view are assessed as a visual receptor group in its own right.
32. With the exception of specific viewpoints (as noted above), each route (e.g. a footpath or road) and receptor group (e.g. a community or village) will encompass a range of possible views, which might vary from no view of the development to very clear, close views. Therefore, effects are described in such a way as to identify where views towards the development are likely to arise and what the scale and duration and extent of those views is likely to be. In some cases, this will be further informed by a nearby viewpoint and in others it will be informed with reference to ZTV studies, aerial photography and site visits. Each of these individual effects are then considered together in order to reach a judgement of the effects on the visual receptors along that route, or in that place.
33. The Scale of change arising from the Proposed Development as experienced by a visual receptor group reflects the degree to which the nature of the views from that location would be changed taking into account:
 - The distance of the viewpoint from the development;
 - the degree to which the development is visible or screened;
 - the angle of view in relation to main receptor activity or main focus of the view;
 - the horizontal and vertical field of view occupied by the development; and
 - the extent and nature of other built development visible.
34. In this assessment, the scale of change in view is described as: **Large, Medium, Small or Negligible**.
35. The approach to assessing effects on views is to consider the full 360 degree view from any given receptor – not just those towards the development and/or shown in visualisations. It is assumed that the change would be seen in clear visibility and the assessment is carried out on that basis. Seasonal variation in visibility due to varying vegetation cover is also taken into account in all judgements. Where there are operational (and consented) developments considered as part of the baseline, the visual effects consider the effects of adding the proposed development to that baseline. Where appropriate, comment may be made on lighting and weather conditions.
36. For visual receptors moving through the landscape (e.g. road and footpath users), the length of their journey during which they would see the Proposed Development is reflected in the judgement of the **Geographic Extent** of effects. In this assessment, the geographical extent of visual change is described as: **Wide, Intermediate, Localised or Limited**.
37. **Duration** reflects how long the change will last and judgements are framed in the same way as described above for landscape effects. In this assessment, the duration of the change would be considered:
 - **short term** when lasting less than 2 years;
 - **medium term** when lasting between 2 and 10 years;
 - **long term** when lasting between 10 and 40 years, and

- **permanent** for more than 40 years.

38. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

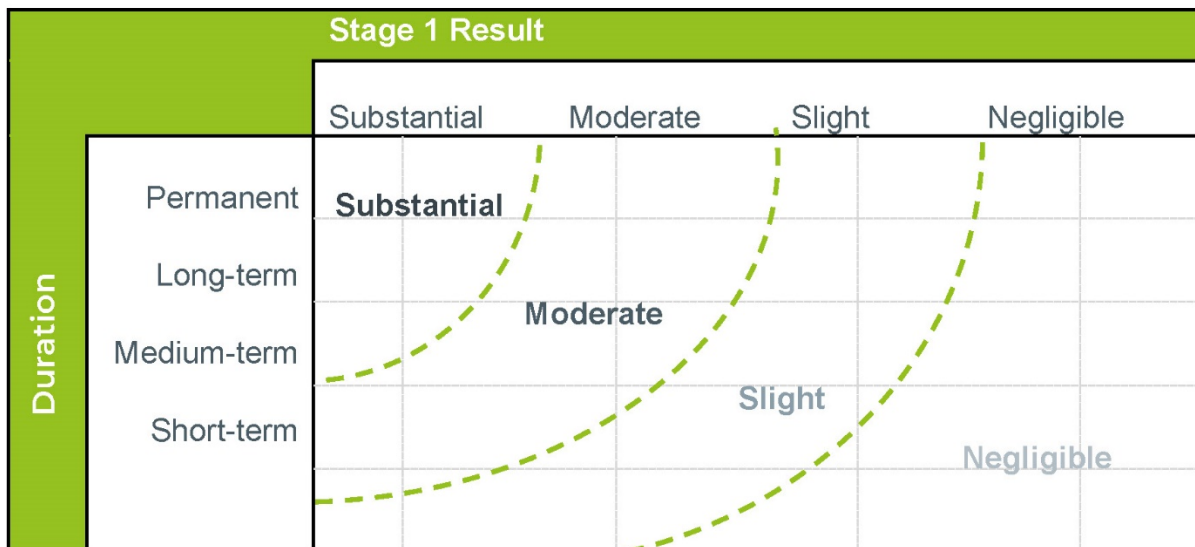
39. Scale of change is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.
40. The diagrams presented below in Plate 1 illustrate in outline how these two modifying factors are considered in a two-stage process. A judgement is first formed about the scale of the change to the landscape or visual receptor. The geographic extent of the effect is then considered as a modifying influence in the first part of Plate 1 (Stage 1). The result or outcome of Stage 1 is then considered again in relation to the duration of the effect as illustrated in the second part of Plate 1 (Stage 2). The outcome of Stage 2 is the overall magnitude of effect judgement reported in the assessment. Plate 1 is not intended to be interpreted rigidly as a chart to provide definitive answers; professional judgement is employed as appropriate to arrive at an overall magnitude judgement.
41. In this assessment, the magnitude of effects is described as **Substantial, Moderate, Slight** or **Negligible**. Where magnitude is judged to lie between levels, an intermediate assessment will be adopted.

Plate 1 Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

Stage 1 - Modifying Influence of Geographic Extent on Magnitude of Effect



Stage 2 - Modifying Influence of Duration on Magnitude of Effect



Significance of Landscape and Visual Effects

42. The significance of any identified landscape or visual effect is described as **Major, Moderate, Minor** or **Negligible**. These categories are based on the consideration of receptor sensitivity with the predicted magnitude of effect. The table below is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances a particular parameter may be considered as having a determining effect on the analysis.

		Magnitude of Effect			
Receptor Sensitivity		Substantial	Moderate	Slight	Negligible
	High	Major	Major/ Moderate	Moderate	Minor
	Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor/ Negligible
	Low	Moderate	Moderate/ Minor	Minor	Negligible

43. Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where 'Moderate' effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/ Minor, Minor, Minor/ Negligible or Negligible significance are considered to be not significant.

Beneficial/Adverse

44. Landscape and visual effects can be beneficial or adverse and in some instances may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral or adverse is identified based on professional judgement. GLVIA3 indicates at paragraph 2.15 that this is a "*particularly challenging*" aspect of assessment, especially in the context of a changing landscape.
45. However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this will generally constitute an adverse effect. Any variation from this stance will be clearly justified.

Cumulative Effects

46. If required cumulative effects will be assessed as follows. In a broad generic sense, cumulative impacts "*result from the incremental changes caused by other past, present or reasonably foreseeable actions together with the project*"³ However, an assessment of cumulative effects should focus on whether there are any potential cumulative impacts which are reasonably foreseeable and which are likely to influence the decision making of the proposed development, rather than an assessment of every potential cumulative effect⁴, which in practice means focusing on other nearby development proposals and the effects that might arise from the combined influence of those developments on landscape and visual receptors.

³ GLVIA3 page 120, paragraph 7.1 quoting Hyder, 1999 'Guidelines for the assessment of indirect and cumulative impacts as well as impact interactions'

⁴ GLVIA3 page 121 paragraph 7.5.

47. As recommended by the NatureScot cumulative guidance, this assessment focusses on the *“additional cumulative change which would be brought about by the proposed development”*⁵.
48. As noted above, operational developments are included in the baseline, Consented development which are expected to be constructed, form part of the future baseline and will be included as such. However, where there is some uncertainty regarding the future construction of consented developments, they may be considered as the first scenario of the cumulative assessment.
49. Proposals in planning are considered where there is good reason to assume that the timing of decisions may be similar and significant cumulative effects are likely. The assessment of effects is considered within the cumulative assessment.
50. Proposals in scoping are noted but not considered within the cumulative assessment, as there is no certainty that these proposals will progress to planning submissions and the nature of the proposed schemes may be subject to change.
51. The assessment is based on the same landscape and visual baseline and receptor groups as the main LVIA, and the methodology is also the same in terms of forming and expressing judgements.
52. Cumulative effects on landscape receptors arise from combined direct and/or indirect effects on the same receptor – such as two developments within the same character area; or one development within, and one visible from, a designated area.
53. Cumulative effects on visual receptors arise either from two (or more) developments both being visible from the same place; or from sequential views as people travel through the landscape.
54. In order to simplify what may otherwise be a complex assessment, where appropriate, the following approaches are also used:
 - The cumulative assessment considers scenarios within which developments may be ‘grouped’ - for instance two nearby cumulative proposals may be considered in one scenario if it is considered that the cumulative effects arising if one or both are developed are likely to be similar.
 - Receptors judged to receive Negligible or Slight-Negligible magnitude effects are not considered for cumulative effects on the basis that any significant effects arising would primarily be caused by the cumulative developments and would be unlikely to be contributed to by the proposed development.
 - Only those receptors judged likely to experience effects from the cumulative development(s) being considered within a given scenario are described within that scenario.
55. Qualitative assessment of design and aesthetic considerations arising as a result of cumulative development, and/or considerations set out within local guidance provided in relation to cumulative development, is also provided where relevant.

VISUAL AIDS

Guidance and Standards Used

56. All Visibility Maps (ZTVs), photography, visualisations (wirelines and photomontages) and their graphical presentation has been undertaken in line with the Landscape Institute’s Technical Guidance Note 06/19, Visual Representation of Development Proposals.

⁵ Assessing the Cumulative Impact of Onshore Wind Energy Developments, NatureScot, 2021

The Computer Model

57. To generate wireline visualisations and photomontages, computer models of the proposed site and study area are produced. SketchUp is used to create a 3D computer model of the proposed development representing the specified geometry and position of the proposed development, and the existing landform (terrain). The landform information is derived from 50m resolution terrain data incorporating 5m resolution terrain data around the site and each viewpoint and viewpoints where required (either by local guidance, or where we judge it is needed for accurate modelling).
58. The computer models include the entire study area and all calculations take account of the effects caused by atmospheric refraction and the Earth's curvature. The computer models do not take account of the screening effects of any intervening objects such as vegetation, buildings or other non-terrain features, unless expressly stated.

ANNEX 1: GLOSSARY OF TERMS

Term	Definition
CLVIA	Cumulative Landscape and Visual Impact Assessment.
Cumulative Effects	Cumulative effects are the additional effects arising from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions.
Direct Effect	A direct (or primary) effect may be defined as an effect that is directly attributable to the development. ⁶
GLVIA3	' <i>Guidelines for Landscape and Visual Impact Assessment, Third Edition</i> ', published jointly by the Landscape Institute and Institute of Environmental Management and Assessment 2013.
Indirect Effect	An indirect (or secondary) effect is an effect that results indirectly from the proposed project as a consequence of the direct effect, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. ⁷
Key Characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
LVIA	Landscape and Visual Impact Assessment.
Landscape Capacity	The amount of change which a particular landscape character type or area is able to accommodate without significant detrimental effects on its character. Capacity is likely to vary according to the type and nature of change proposed.
Landscape Character	The distinct and recognisable pattern of elements in the landscape that makes one landscape different from another, rather than better or worse. ⁸

⁶ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p155

⁷ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

⁸ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

Term	Definition
Landscape Character Areas	These are single unique areas which are the discrete geographical areas of a particular landscape type. ⁹
Landscape Character Types	These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur, they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes.
Landscape Effects	Effects on the landscape as a resource in its own right. ¹⁰
Landscape Elements	Individual components which make up the landscape such as trees and hedges.
Landscape Features	Particularly prominent or eye-catching elements, like tree clumps, church towers or wooded skylines.
Landscape Quality or Condition	This is a measure of the physical state of the landscape. It may include the extent to which a typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements. ¹¹
Landscape Receptor	Defined aspects of the landscape resource that have the potential to be affected by a proposal.
Landscape Resource	The combination of elements that contribute to landscape context, character and value.
Landscape Value	The relative value or importance attached to different landscapes by society on account of their landscape qualities. ¹²
Level of Effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.
Mitigation	Measures including any process, activity or design to avoid, reduce, remedy or compensate for adverse environmental impact or effects of a development.
Photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs.
Residential Visual Amenity	A collective term describing the views and visual amenity from a residential property, relating to the type, nature, extent and quality of views that may be experienced from the property and its 'domestic curtilage' including gardens and access driveway. Residential Visual Amenity is only one component of the overall Residential Amenity, others being for example noise, shadow flicker and access amongst others.
Residual Effects	Potential environmental effects remaining after mitigation.
Sense of Place	The essential character and spirit of an area: <i>genius loci</i> literally means 'spirit of the place'.

⁹ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

¹⁰ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

¹¹ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

¹² The Landscape Institute; Technical Guidance Note 02/21 Assessing Landscape Value Outside National Designations

Term	Definition
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor. ¹³
Significant Effects	It is a requirement of the EIA Regulations to determine the likely significant effects of development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated. The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and sensitivity of the receptor) that should be attached to the impact described. Whether an effect should be considered significant is not absolute and requires the application of professional judgement.
Type or Nature of Effect	Whether an effect is direct, indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Visual amenity	Value of a particular place in terms of what is seen by visual receptors taking account of all available views and the total visual experience.
Visual Effect	Effects on specific views and on the general visual amenity experienced by people. ¹⁴
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visualisation	Computer simulation, photomontage or other technique to illustrate the appearance of a development. ¹⁵
Wildness	A quality of appearing to be remote, inaccessible and rugged with little evidence of human influence.
Wireframe or Wireline	A computer generated line drawing of the DTM (Digital Terrain Model) and the proposed development from a known location.
Zone of Theoretical Visibility (ZTV)	Area within which a proposed development may have an influence or an effect on visual amenity. ¹⁶

¹³ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

¹⁴ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

¹⁵ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

¹⁶ The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158



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NAVIGATION QUARTER

LVIA Scoping Report
(Appendix 11.2)

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Document history

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1 LANDSCAPE AND VISUAL SCOPING

1.1 Introduction

- 1.1.1 The need for Landscape and Visual Impact Assessment (LVIA) has been considered by Stephenson Halliday. As shown in this report, it is considered that there is the potential for significant effects relating to Landscape and Visual receptors as a result of the Proposed Development and therefore this topic shall be 'scoped in' to the ES.
- 1.1.2 No prior consultation to inform the LVIA has been undertaken to date. Following submission of the EIA scoping report, discussions will be held with Eastleigh Borough Council (EBC) to agree the finer detail of the LVIA. Agreement will be sought on the selection of assessment viewpoints to be used in the LVIA, including the illustrative techniques to be used for any visualisations of the Proposed Development.

1.2 Study Area

- 1.2.1 Best practice guidance for the assessment of landscape and visual effects (Guidelines for Landscape and Visual Impact Assessment – GLVIA3) states:

"Scoping should ... identify the area of landscape that needs to be covered in assessing landscape effects. This should be agreed with the competent authority, but it should also be recognised that it may change as the work progresses, for example as a result of fieldwork, or changes to the proposal. The study area should include the site itself and the full extent of the wider landscape around it which the Proposed Development may influence in a significant manner."

And:

"Scoping should identify the area that needs to be covered in assessing visual effect, the range of people who may be affected by these effects and the related viewpoints in the study area that will need to be examined. The study area should be agreed with the competent authority at the outset and should consider the area from which the Proposed Development will potentially be visible. The emphasis must be on a reasonable approach which is proportional to the scale and nature of the Proposed Development."

- 1.2.2 The Proposed Development is located to the immediate north-east of Southampton Airport on an area of undeveloped land to the south of a train depot as depicted in **Figure 1**. The site is split into two parts by a mature band of trees that tie back to a tree belt that marks the boundary of the River Itchen Site of Special Scientific Interest (SSSI) that lies to the south and east of the Site. The SSSI is also designated as a Special Area of Conservation (SAC).
- 1.2.3 **Figure 2** shows the topography surrounding the Site and shows that the Site borders the River Itchen flood plain to the east and south. The Site sits within a wider natural bowl with a more defined river corridor to the south and north resulting in the land generally rising up gradually away from the Site in all directions. The landscape is well wooded though resulting in a more limited extent of visibility than there would have been otherwise.
- 1.2.4 To assist in determining an appropriate and proportionate study area for the LVIA, a preliminary ZTV plan has been prepared that is presented in **Figure 3**. The ZTV illustrates the 'maximum effect scenario' of visibility for the emerging development parameters based

on the projection of the existing ground level within the development parameter line up by 21.5m. The purpose of the ZTV at this stage is to identify the maximum possible extents of visibility and to help identify potential visual receptors.

- 1.2.5 Based on analysis of the ZTV and past experience of similar projects, it is considered unlikely that there would be anything other than negligible, distant and filtered glimpses of the Proposed Development beyond a 3km offset of the Site boundary and at such distances, the effects would in no circumstance be significant. In most directions, visibility would in reality be restricted to much closer than this. It is therefore proposed that a 3km study area offset from the Site boundary is more than adequate and proportionate for the consideration of landscape and visual effects arising as a result of the Proposed Development.

1.3 Data sources to inform the LVIA.

- National Character Area 128 – South Hampshire Lowlands
- Hampshire Integrated Character Assessment
- Landscape Character Assessment for Eastleigh Borough (Dec 2011)
- Character Area Appraisals for Eastleigh Borough (Jan 2008)
- National Planning Policy Framework
- Planning Practice Guidance for Natural Environment (July 2019)
- Planning Practice Guidance: Design – Process and Tools (Oct 2019)
- Eastleigh Borough Local Plan (2016-2036) (Apr 2022)

1.4 Surveys to Inform the LVIA

- 1.4.1 Visits to the site and surrounding area will be undertaken during winter 2024/25 to photograph the baseline views from the agreed viewpoint locations surrounding the Site to represent a range of views and visual receptors of the Proposed Development. Proposed viewpoint locations are shown on **Figure 3** and are to be agreed through further consultation with EBC.
- 1.4.2 An initial review of the area surrounding the Site has not identified any residential properties that are in close enough proximity to the Site for the threshold needed to assess residential visual amenity to be reached. It is not therefore intended to carry out a Residential Visual Amenity Assessment as part of the LVIA.

1.5 Baseline Conditions

Landscape Designations

- 1.5.1 The ZTV for the Proposed Development suggests that notable views towards the Site will be largely contained within Eastleigh District. Within the Local Plan, the larger southern section of the Site falls within the boundary of Southampton Airport with the smaller northern section

designated for new employment purposes. None of the Site sits within any landscape, heritage or ecological designation. The land to the south and east of the Site is designated as both a SAC and SSSI. Parts of this ecological designation form the Itchen Valley Country Park. Also within relatively close proximity of the Site are Lakeside Country Park to the west of the airport and Townhill Park registered park and garden to the south of the M27.

- 1.5.2 In terms of heritage designations there are none within the Site, with the nearest listed structures being the housing along Campbell Road. Within Eastleigh Borough there are Conservation areas at Bishopstoke which is located to the north of Bishopstoke Road, and also at Gaters Mill and Romill Close – West End which is south of the M27. There are also Conservation areas within Southampton that fall within the 3km study area including the Itchen Valley, Ethelburt and Bassett Green. Please refer to **Figure 4** for the locations of the surrounding designations

Landscape Character

- 1.5.3 The Site and proposed study area lie largely within National Character Area 128 (NCA128) – South Hampshire Lowlands. The Natural England profile describes NCA 128 – South Hampshire Lowlands as:
- 1.5.4 *‘...a low lying plain between the chalk hills of the Hampshire and South Downs and Southampton Water. Its highest point is an outlying chalk ridge – Portsdown Hill – but the bedrock geology is mostly open marine, estuarine and freshwater Tertiary deposits. The NCA is dominated by the city and port of Southampton and its adjoining towns and suburbs – 29 per cent of the area is urban. In the more rural areas, it is a mixture of farmland, particularly pasture, and woodland.*
- 1.5.5 *Some 18 per cent of the land cover of the NCA is woodland, of which almost half is designated ancient woodland, a legacy of the Forest of Bere, a Royal Hunting Forest that once covered the area. Today the most significant blocks of woodland are West Walk near Wickham, Botley Wood at Swanwick and Ampfield Wood near Romsey.*
- 1.5.6 *Although a high percentage of the area is urban, the NCA has considerable biodiversity interest. Southampton Water is internationally recognised for its importance for breeding and overwintering waterfowl and waders and for its wetland habitats such as mudflats and salt marshes. Three Natura 2000 designations cover parts of the area – Solent and Southampton Water Ramsar site, Solent and Southampton Water Special Protection Area and Solent Maritime Special Area of Conservation.*
- 1.5.7 *The NCA is drained by several rivers: the lower reaches of the Test and Itchen, the source and headwaters of the Hamble and the middle section of the Meon. These provide not only a refuge for species in decline elsewhere, such as otters, but also examples of unusual habitats such as the estuarine woodlands on the Hamble. Both the Test and Itchen are important sources of potable water.*
- The NCA however faces many challenges, particularly ongoing development. This will need to be implemented sensitively in order to safeguard not only the designated sites within the NCA but also the important adjacent sites such as the New Forest and South Downs National Parks.’*
- 1.5.8 While the National Character Area will be considered within the LVIA, the effects on landscape character will be reported with reference to the regional and district landscape and

townscape character assessments. At a regional level the area is covered by the Hampshire Integrated Character Assessment (HICA) (ref **Figure 5**), this splits the county up into a series of landscape character areas with the Site and immediate surroundings located with the Itchen Valley Character Area (3c). The HICA also splits the landscape into landscape types with the site largely siting within the settlement character type that also contains Southampton Airport. A small part of the Site, close to the boundary with the adjacent SSSI, falls within the River Valley Floor character type.

1.5.9 At a finer grain still the Landscape Character Assessment for Eastleigh (LCAE) (ref **Figure 6**) places the Site within Landscape Character Area (LCA) 4 – Southampton – Airport. This is described as follows:

'Most of the airport site is runway and grassland. The main airport buildings lie along the A335 frontage accompanied by a mix of other new, large commercial buildings. This forms the western boundary to the landscape character area. Outside of the character area, on the opposite side of Wide Lane, is Lakeside Country Park and the Southampton University playing fields. The northern boundary runs along the edge of the sidings and works associated with the railway. It extends across the railway line to meet the boundary of the sewage treatment works in Chickenhall lane. There is a dense woodland strip forming a buffer to the flood meadow landscape to the east. This acts as the eastern boundary to this landscape character area, until it stops. The boundary then runs along the Navigation. The southern boundary bisects the bottom of the runway incorporating a small section of M27 motorway.'

Within the airport there are distant views to the wooded edges of Southampton to the south-east and to High Hill to the east. The main views in are from the A335, the M27 and to travellers using the railway. The elevated section of the M27 to the south west (east bound) offers views right across the airfield to the Itchen valley.'

Key characteristics for the area are:

- Dominance of airport buildings
- Flat expanse of runways and grassland
- Views out to wooded horizons
- Views across M27 across open airfield toward River Itchen
- Limited Access
- Importance of Eastern Tree Belt

1.5.10 The ZTV also suggests that there is potential for visibility from the following:

- LCA2 – Upper Itchen Valley
- LCA3 – Lower Itchen Floodplain
- LCA5 – Itchen Valley Sports Pitches.

- LCA6 – North Stoneham Park
- LCA9 – Horton Heath Undulating Farmland.
- LCA10 – Oaklands Woodland & Parkland.

1.5.11 Due to urban fringe characteristics of the study area, the surrounding townscape will also be a consideration within the LVIA. The HICA also contains assessments of the surrounding townscape types. In addition, there are a series of supplemental planning documents produced for Eastleigh Borough Council which consider the townscape character of the surrounding settlements. Both of the sources will be used to aid with assessing any potential effects of the Proposed Development on the surrounding townscape character.

Visual Receptors

1.5.12 Visual receptors are “the different groups of people who may experience views of the development” (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected by the Proposed Development, an initial review of the ZTV along with baseline studies have been undertaken. When preparing the LVIA, this work will be expanded on and considered in greater detail.

1.5.13 The different types of groups assessed will encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using PRoW; or people visiting key viewpoints.

Settlements

1.5.14 The Site sits within an urban fringe environment with the ZTV suggesting a limited extent of visibility from within the surrounding townscape. Areas with potential visibility of the Proposed Development are:

- Eastleigh – The ZTV suggests limited pockets of visibility from within the town to west of the A335, at the closest point around 440m from the Site. This includes the area around Nightingale Avenue, Kenworthy Way and Chestnut Avenue.
- Bishopstoke – The ZTV suggests some potential for visibility from several areas within the town including the areas around Guest Road, Sedgwick Road, Underwood Road and south of the B3027 which is at the closest point around 1km north of the Site.
- Horton Heath – The ZTV suggests visibility from the western edge of Horton Heath which at its nearest point is approximately 2.7km east of the Site.
- In addition to the larger settlements there are also a number of small clusters and individual properties within the landscape to the east of the River Itchen between the M27, Horton Heath and Bishopstoke where the ZTV suggests the possibility of views back towards the Proposed Development. The closest of these is approximately 1.1km to the east and they include the hamlet of Allington, West Horton Farm and Lake Farm.
- The ZTV suggests glimpsed views from some locations to the south of the M27, it is considered that if visible, the Proposed Development would be viewed as a small part of the wider urban area.

Key Routes

1.5.15 The key routes within the 3km study area are the:

- M27 - runs broadly east to west and borders the southern edge of Southampton Airport, at its closest around 1.25km from the Site. The ZTV suggests limited views with the primary view being from the edge of the airport.
- South-west Mainline – Runs north to south across the study area bordering the western edge of Southampton Airport, at its closest point around 400m west of the Site. The ZTV suggests visibility when approaching the Site from the north.
- Eastleigh to Fareham Line – Borders the northern edge of the Site. The ZTV suggests visibility on the approach to the Site in both directions.
- A335 – Follows a similar line to the South-west mainline to the west of the Site and, as its closest point is around 400m west of the Site. The ZTV suggests potential visibility of the Site from the junction with Bishopstoke Road southwards until level with the airport terminal buildings.
- M3 – The M3 motorway passes around 2.4km to the west of the Site with the ZTV suggesting that there will be no visibility.

Recreational Routes

1.5.16 Recreational users of PRow would likely be the most sensitive visual receptors of any change in the landscape.

- The Itchen Navigation Heritage Trail stretches from Winchester in the north, to Woodmill near Swaythling in the south. It follows the Itchen Navigation, which is a straightened, controlled and diverted part of the River Itchen. The route borders the Site to the east and south, separated by a band of mature vegetation which is around 20-30m in width. The ZTV suggests some visibility of the Proposed Development along the route, in particular between Decoy Covert in the south and the Eastleigh to Fareham line in the north.
- National Cycle Network Route 23 runs to the west of the airport at approximately 275m at its closest point. The ZTV suggests that there will be visibility of the Proposed Development where the route follows the southern boundary of Lakeside Country Park along Doncaster Drove.
- Route Number 072/54/1 which runs approximately 1.7km to the west of the Site adjacent to Kenworthy Way.
- Route Number 241/4/1 which runs adjacent to the Eastleigh to Fareham Line at approximately 1.5km to the east of the Site close to Allington Lane.
- Route Number 262/780/1 which runs along the southern edge of Bishopstoke, at the edge of the River Itchen water meadows.

- Routes to the west of Horton Heath including routes 085/702/1, 085/701/1, 085/701/2, 085/7/2, 085/8/1 and 085/10/4. These routes lie a minimum of 2km east of the Site with the ZTV suggesting the possibility of visibility from the routes listed.
- Routes to the east of West Horton Farm including routes 262/743/1, 262/746/1, 085/14/1, 085/13/1, 262/780/5, 262/780/3 and 262/741/1. These routes lie a minimum of 1.3km east of the Site with the ZTV suggesting the possibility of visibility on the routes listed.

Other Recreational and/or Tourist Receptors

1.5.17 Other receptors within the study area include receptors at:

- The Itchen Valley Country Park is located to the south-east of the Site with the water meadows that form part of the wider park bordering the Site to the south. Existing tree cover around the periphery of the park will restrict most views however there will be the potential for some views back towards the Proposed Development from more open elevated parts of the park such as on High Hill and from the area of the park within the River Itchen water meadows.
- The Lakeside Country Park is located to the west of the South-west mainline to the immediate west of the airport and at its closest point around 560m west of the Site. The ZTV suggests visibility along the northern edge of the park.

1.6 Proposed Mitigation

Construction

- 1.6.1 Consideration will be given to the locations of site compounds and equipment laydown to minimise landscape and visual effects as far as practicable. There is however limited potential for additional mitigation of short-term landscape and visual construction effects
- 1.6.2 Lighting of any construction compounds would be designed to minimise visual intrusion. Existing trees, woodlands and hedgerows would be protected in accordance with best practice for construction in proximity to trees and in accordance with relevant British Standards. In addition, the Construction and Environmental Management Plan (CEMP) will secure the protection of retained trees and hedgerows during construction.

Operation

- 1.6.3 A high-quality design will be secured, firstly through careful consideration of the emerging development parameters for the Proposed Development, taking account of the potential landscape and visual effects. Removal or disruption to any existing landscape fabric (e.g. trees and hedgerows) will be minimised to that which is required to facilitate the implementation of Proposed Development.
- 1.6.4 The landscape proposals will be embedded into the scheme as primary mitigation where necessary to mitigate landscape and visual effects. An outline Landscape and Ecological Management Plan (LEMP) will be developed and will form secondary mitigation. Also, the design and access statement will set out key design principles, both in terms of the design of the buildings that come forward on the Site and in terms of how the landscape treatments will seek to integrate the Proposed Development into the surrounding environment.

1.7 Description of Likely Significant Effects

- 1.7.1 At this stage, prior to any formal assessment and in the absence of fixed development proposals, it is acknowledged that there is the potential for significant landscape and visual effects to arise during construction and operation of the Proposed Development.
- 1.7.2 The LVIA will therefore consider the potential effects upon:
- Landscape fabric;
 - Landscape character; and
 - Visual receptors including residential, transport and recreational receptors.
- 1.7.3 Whilst the ZTV presented in Figure 3 illustrates theoretical visibility out to 3 km, it is likely that any significant effects would only extend across a much narrower radius from the Site boundary than this.
- 1.7.4 Based on analysis to date and previous experience of assessing the significance of landscape and visual effects for commercial developments in similar landscapes, it is considered likely that any significant landscape and visual effects arising from the Proposed Development would be limited to within a distance of approximately 3km.

1.8 Receptors to be scoped into further assessment.

Receptor/Matter	Phase	Justification
LCAE LCA 4 – Southampton Airport	Construction and operation	The majority of the Site falls within this LCA and as such there is likely to be a large scale of change.
LCAE LCA 2 – Upper Itchen Valley	Construction and operation	The Site sits to the south of this LCA with the ZTV suggesting some interaction with the Proposed Development on the Site.
LCAE LCA 3 – Lower Itchen Floodplain	Construction and operation	The Site borders this LCA which sits directly to the east with the ZTV suggesting extensive visibility with the northern part of the LCA.
LCAE LCA 5 – Itchen Valley Sports Pitches	Construction and operation	The ZTV suggests some visibility back towards the site from within this LCA. The extent to which the Proposed Development interacts with the character area, given the surrounding urban context, is likely to be limited. However, the effects will still be considered within the LVIA chapter.
LCAE LCA 9 – Horton Heath Undulating Farmland	Construction and operation	The ZTV suggests that the Proposed Development will not interact to any great degree with the LCA. However, there will be some intervisibility within relatively close proximity to the site (1.1km) so this LCA will be considered within the assessment.
LCAE LCA 10 – Oaklands Woodland & Farmland	Construction and operation	The ZTV suggests that there will be interaction between the Proposed Development and the LCA from a number of locations. The potential effects will be considered within the LVIA chapter.

Eastleigh townscape	Construction and operation	The ZTV suggests that the Proposed Development will interact with the townscape of Eastleigh. The potential effects will be considered within the LVIA chapter.
Bishopstoke townscape	Construction and operation	The ZTV suggests that the Proposed Development will interact with the townscape of Bishopstoke. The potential effects will be considered within the LVIA chapter.
Views from Eastleigh	Construction and operation	The ZTV suggests pockets of visibility from within the town which will be considered further within the LVIA chapter.
Bishopstoke	Construction and operation	The ZTV suggests pockets of visibility from within the town which will be considered further within the LVIA chapter.
Horton Heath	Construction and operation	The ZTV suggests pockets of visibility from within the town which will be considered further within the LVIA chapter.
The countryside that lies between the M27, Horton Heath and Bishopstoke.	Construction and operation	The ZTV suggests that there will be views back towards the Site from this area which contains individual properties, the hamlet of Allington, along with Allington Lane and Fir Tree Lane. Views from within this area will be considered within the LVIA chapter.
M27	Construction and operation	There will be clear views across Southampton Airport towards the Proposed Development for an approximately 400m stretch of the M27. Views from the route will be considered within the LVIA chapter.
Eastleigh to Fareham line	Construction and operation	This line passes along the northern boundary of the Site. While views towards the Proposed Development would be filtered by trackside vegetation, there would still be views into the Site and as such views from the route will be considered further within the LVIA chapter.
The Itchen Navigation Heritage Trail	Construction and operation	This route passes by the eastern boundary of the Site with the ZTV suggesting the possibility of views towards the Proposed Development along much of the route as it runs between Bishopstoke and the M27. Views along the route will be considered within the LVIA chapter.
PRoW Route Number 262/780/1	Construction and operation	This route runs along the southern edge of Bishopstoke at the edge of the River Itchen water meadows. The ZTV suggests views back towards the Proposed Development. Views along the route will be considered within the LVIA chapter.
PRoW Route Number 241/4/1	Construction and operation	This route runs eastwards from Allington Lane alongside the Eastleigh to Fareham line. The ZTV suggests that there will be some level of visibility along the route so it will be considered further in the LVIA chapter.
Routes to the west of Horton Heath	Construction and operation	These routes sit to the immediate west of the village with the ZTV suggesting some level of visibility towards the Proposed Development from this location. The extent of visibility will therefore be considered within the LVIA chapter.
Routes to the east of West Horton Farm	Construction and operation	The ZTV suggests the potential for views towards the Proposed Development from a number of PRoW within this location. The

		extent of visibility will therefore be considered within the LVIA chapter.
The Itchen Valley Country Park	Construction and operation	The ZTV suggests that while there may be some limited visibility from much of the park, the area within the Itchen water meadows will have views back towards the Proposed Development. The extent of visibility within the park will therefore be considered in the LVIA chapter.
The Lakeside Country Park	Construction and operation	The ZTV suggests visibility of the Proposed Development along the northern edge of the country park. The extent of visibility within the park will therefore be considered in the LVIA chapter.

1.9 Receptors to be scoped out of further assessment.

Receptor /Matter	Phase	Justification
South Downs National Landscape	Construction and operation	This nationally important designation is, at its closest point 4.7km from the Site. While there may be scope for distant views towards the Proposed Development from more elevated and open points within the landscape, when visible it would be seen in the wider context of Southampton and the wider urban context. This includes existing development of a similar scale at the airport and at Barton Park Industrial Estate to the north. As such it is not envisaged that the Proposed Development would result in a landscape or visual effects greater than negligible and that none of the special qualities of the National Landscape would be impacted.
New Forest National Park	Construction and operation	At its closest point, the National Park sits approximately 9.6km from the Site and on the opposite side of Southampton docks. As such it is not likely to visually interact with the Proposed Development.
Townhill Park Registered Park and Garden (RPAG)	Construction and operation	This Grade II listed RPAG is located 2km to the south of the Site. The ZTV suggests that the Site should be screened from within the RPAG with the treed nature of the much of the Site enclosing views. As such it is not likely to interact with the Proposed Development on the Site.
Conservation Areas in Southampton and Eastleigh	Construction and operation	The ZTV suggests no visibility of the Proposed Development from any of the Conservation Areas within the study area. It is not therefore proposed to consider these further within the LVIA Chapter.
LCAE LCA 6 – North Stoneham Park	Construction and operation	Since the Eastleigh Landscape Character Assessment was published, the majority of this character area has been developed for housing. As such any potential interaction with the site will be considered in terms of townscape.
Southampton townscape	Construction and operation	While the ZTV suggests limited visibility with the townscape of Southampton to the south of the M27, the limited extent, the distance from the site and the surrounding largely urban environment is unlikely to result in effects greater than Negligible to the townscape. As such it will not be considered further within the LVIA chapter.

Fair Oak townscape	Construction and operation	While the ZTV suggests limited visibility with the townscape of Fair Oak to the east of the Site, the limited extent, the distance from the site and the adjacent existing large commercial development is unlikely to result in effects greater than Negligible to the townscape. As such it will not be considered further within the LVIA chapter.
Horton Heath townscape	Construction and operation	The ZTV suggests limited views back towards the Site from the western edge of the village. However, these views will be in the context of views back towards the existing urban edge and adjacent large commercial development. It is not therefore anticipated that there will be any effects on the townscape greater than Negligible and as such it will not be considered further within the LVIA chapter.
South-West Mainline	Construction and operation	While the ZTV does suggest the possibility of views towards the Site as it passes along the northern part of the airport's western boundary, in reality these will be limited in scope due to the track side vegetation and the sunken nature of the line at this point. If there was any visibility of the Proposed Development, the view would be glimpsed and seen within the wider context of the adjacent industrial area and the airport. Views from the railway line will not therefore be considered further within the LVIA chapter.
M3	Construction and operation	The ZTV suggests no visibility from the M3 so views from it will not be considered in the LVIA chapter.
National Cycle Route 23	Construction and operation	While the ZTV does suggest the possibility of glimpsed views towards the Site, in reality this is unlikely to be the case due to the existing built form and vegetation that borders much of the route. If there was a glimpsed view it would be fleeting in nature and visible within the wider urban context and at a distance where any likely visual effect would be no greater than Negligible. It will not therefore be considered further in the LVIA chapter.
PRoW Route Number 072/54/1	Construction and operation	The ZTV suggests that the majority of the Proposed Development would be screened from view with only the very top of any buildings having potential for glimpsed views. This lack of clear view along with the distance from the Site and surrounding urban context will result in any likely visual effect being no greater than Negligible. It will not therefore be considered within the LVIA chapter.

1.10 Representative Viewpoints

1.10.1 To aid with the assessment of the landscape and visual receptors identified above, a series of 10no. representative viewpoints have been identified as shown on Figure 1. These are as follows:

- Viewpoint A – View from Campbell Road.
- Viewpoint B – View from The Itchen Navigation Heritage Trail north of the Eastleigh / Fareham Line.

- Viewpoint C - View from The River Itchen Water Meadows looking north-west.
- Viewpoint D – View from The Itchen Navigation Heritage Trail at north-western boundary of Itchen Valley Country Park.
- Viewpoint E – View from northern edge of Lakeside Country Park.
- Viewpoint F – View from PRow route 262/780/1 to the south of Fair Oak Road.
- Viewpoint G – View from junction of PRow route 262/780/3 and 262/743/1 east of West Horton Farm.
- Viewpoint H - View from junction of PRow route 085/701/1 and 085/702/1/780/3 west of Horton Heath.
- Viewpoint I – View from High Hill within Itchen Valley Country Park.
- Viewpoint J – View from bridge within Itchen Valley Country Park.

1.11 Proposed Assessment Methodology

- 1.11.1 The LVIA will be undertaken in accordance with published best practice namely the 'Guidelines for Landscape and Visual Impact Assessment (Third Edition)', Landscape Institute and IEMA 2013 (GLVIA3) and associated technical guidance notes published by the Landscape Institute, as detailed below.
- 1.11.2 "Landscape and Visual Impact Assessment is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and people's views and visual amenity." (GLVIA3, paragraph 1.1).
- 1.11.3 In addition to GLVIA3, other associated technical guidance notes of relevance to the assessment published by the Landscape Institute include:
- Technical Guidance Note 06/19: Visual Representation of Development Proposals, published by the Landscape Institute (2019).
 - Technical Guidance Note 02/21: Assessing landscape value outside national designations.
 - Technical Guidance Note 02/19: Residential Visual Amenity Assessment.
 - Technical Guidance Note LITGN-2024-01: Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3)
- 1.11.4 Wherever possible, identified effects are quantified, but the nature of landscape and visual assessment requires interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and assessment of significance of the residual landscape and visual effects will be based on pre-defined criteria.

- 1.11.5 GLVIA3 states that *'professional judgement is a very important part of the LVIA'* (paragraph 2.23) and that *'in all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others.'* (paragraph 2.24). It goes on at paragraph 3.32 to state that *'there are no hard and fast rules about what effects should be deemed 'significant' but LVIAs should always distinguish clearly between what are considered to be the significant and non-significant effects.'*
- 1.11.6 The LVIA will define the existing landscape and visual baseline environment; assess its sensitivity to change; describe the key landscape and visual related aspects of the Proposed Development; describe the nature of the anticipated changes and assess the effects arising during construction, operation and decommissioning.
- 1.11.7 Although linked, landscape and visual effects are considered separately. Landscape effects derive from changes in the landscape fabric, which may result in changes to the character, whereas visual effects are the effect of these changes as experienced by people (visual receptors).
- 1.11.8 The specific significance criteria to be used in the LVIA are set out in Appendix A.
- 1.11.9 A selection of viewpoints, to be agreed with EBC, will be used in the LVIA to consider effects on different receptor groups, at various distances from the Site and to illustrate any particularly sensitive views identified through scoping.
- 1.11.10 Wireline images of the Proposed Development Parameters will be provided for each of the assessment viewpoints used in the LVIA. The photographs will accord with guidance for 'Type 3' visualisations as defined in Landscape Institute Technical Guidance Note 06/19 (TGN 06/19).
- 1.11.11 Mitigation measures will be developed as appropriate and taken into consideration in the assessment of effects. Operational phase effects will be assessed in Year 1 and Year 15.
- 1.11.12 The LVIA will conclude by summarising which, if any, effects are considered to be 'significant'.
- 1.11.13 As set out within LI Technical Guidance Note 02/19 'Residential Visual Amenity Assessment':
- "Changes in views and visual amenity are considered in the planning process. In respect of private views and visual amenity, it is widely known that no one has 'a right to a view.'"*
- And:
- "It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence as a result of introducing a new development into the landscape. In itself this does not necessarily cause particular planning concern. However, there are situations where the effect on the outlook/visual amenity of a residential property is so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before."*
- 1.11.14 Given the location of the site and the distance to any residential receptors, it is not anticipated that the threshold for residential visual amenity assessment will be reached. It is not therefore intended to produce one as part of the LVIA chapter or supporting appendices.

- 1.11.15 Cumulative landscape and visual effects will be assessed as appropriate. Other projects to be considered in the cumulative LVIA will be identified through stakeholder consultation.

1.12 References

- Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and IEMA (2013).
- Landscape Institute Technical Guidance Note 06/19: Visual Representation of Development Proposals, published by the Landscape Institute (2019)
- Landscape Institute Technical Guidance Note 02/21: Assessing landscape value outside national designations
- Landscape Institute Technical Guidance Note 02/19: Residential Visual Amenity Assessment
- Landscape Institute Technical Guidance Note 01/24: Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3)
- National Character Area Profile 128 – South Hampshire Lowlands, 2014. Available online [here](#)
- Hampshire Definitive Map. Available online [here](#)
- Landscape Character Assessment for Eastleigh Borough. Available online [here](#)
- Character Area Appraisals for Eastleigh Borough. Available online [here](#)
- Hampshire Integrated Character Assessment. Available online [here](#)
- Eastleigh Borough Local Plan (2016-2036) 2022. Available online [here](#)

1.13 Scoping Questions

- Do you agree with the proposed list of consultees?
- Do you agree with the proposed LVIA study areas?
- Do you agree that the data sources listed to inform the LVIA are appropriate?
- Do you agree that the surveys proposed to inform the LVIA are appropriate?
- Are any receptors/assets/resources not identified that you would like to see included in the LVIA?
- Do you agree with the proposed additional (secondary and tertiary) mitigation measures and is this mitigation appropriate?
- Will night time views require consideration within the LVIA?

- Do you agree with the landscape and visual receptors that are proposed to be scoped in and out of further assessment?
- Do you agree with the proposed factor-specific assessment approach?
- Are there any specific viewpoints that you would like us to consider other than those put forward?
- Do you agree with the approach of producing 'wireline' views of the development parameters from each of the representative viewpoints?
- Are there any other developments which you consider it will be necessary for us to address in a cumulative landscape and visual impact assessment?

APPENDIX 11.3: LANDSCAPE SENSITIVITY ASSESSMENT

The sensitivity of the landscape character areas which may receive significant landscape effects are assessed below. Landscape sensitivity is not absolute and can only be defined in relation to each development and its location. To assess the sensitivity of a particular landscape it is good practice to consider the value attached to the landscape and its susceptibility to the particular form of change likely to result from the proposed development. Assessment text relates to sensitivity of the landscape receptor as a whole, to the proposed development, with additional comments regarding the Site where relevant. In the main this has been taken from the Eastleigh Landscape Character Assessment (quotes shown in *italics*) as well as from local sources and site assessment. The table below is based on guidance provided within LI TGN 02/21 - specifically table 1 within that document.

Host Landscape: LCA 4 – Southampton Airport

Factors affecting sensitivity	Lower Sensitivity to Commercial Development	Higher Sensitivity to Commercial Development	Explanation	Judgement
Value attached to Landscapes				
Designated scenic quality	No specific designation	National or regional designation	No national or local landscape designations	Community
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	The published LCA notes for Ecological Features 'None Known.' The LCA comprises a mixture of grassland, runway and a tree belt to the east. However, in the Itchen valley immediately east of the site, there are multiple ecological designations including both a SAC and SSSI. Parts of this ecological designation form the Itchen Valley Country Park.	Community
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	An airport has been located in the LCA since the 1910s; the published LCA notes that <i>'little remains of the historic features, however the Rotor House, which may be the last of its kind in this country, is still on the airport site'</i> . There are no historic designations, although the designation map from the published LCA notes the presence of the site of a Roman building in the far south.	Community

Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements	The LCA is consistent with an airport land use. Historic mapping shows field boundary loss due to the construction of the airport ¹ .	Community
Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	Aside from a history and association with aviation, there are no strong cultural associations within the LCA.	Community
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no important relationship to a settlement.	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and/to with an important relationship to a settlement.	The LCA does not contain rare or distinctive elements or features, nor is there a strongly expressed character besides the airport land use.	Community
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long-distance routes.	The Itchen Way / St James' Way runs along the LCA's eastern boundary. However, the remainder of the LCA has no public access due to the security requirements of the airport.	Regional
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	There is no particular scenic or visual appeal to the LCA; it is dominated by the airport land use and adjacent detractors such as the rail depot.	Community
Perceptual (Wildness and Tranquillity)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	Any perceived tranquillity in the LCA is disrupted by noise and movement from both the airport and the adjacent rail depot / railway line.	Community

¹ Ordnance Survey (1896). Hampshire and Isle of Wight LVII.12 map. Available at: <https://maps.nls.uk/view/105986467>

Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	The LCA forms part of the River Itchen floodplain and includes elements such as mature tree belts which form an important blue/green infrastructure function	Regional
Overall Judgement of Value				Community
Susceptibility				
Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	The Proposed Development is of a similar scale or smaller than the receiving landscape; the existing airport is of large scale and the Proposed Development fits within the existing field pattern.	Low
Openness/enclosure	Enclosed and sheltered landscapes	Open and exposed landscapes	There is some sense of enclosure within the north-east of the LCA due to the woodland belts that encircle the boundary, but the airport area is typically open.	Medium
Land cover, landform, complexity and patterns	Extensive areas of simple or regular landcover or simple and sweeping lines, linear feature and patterns	Complex, intimate or mosaic cover or complex or irregular patterns	The land cover within the LCA is simple, comprising the airport and grassland, although the pattern is sub-regular.	Low
Built Environment	Within the urban area or urban fringe	Established, traditional or historic built character, or open countryside	The LCA sits in the urban fringe on the eastern outskirts of Southampton.	Low
Key Views and intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area from key views	The published LCA description notes that ' <i>The land bordering surrounding the airfield to the south and east looks down into this open and flat character area. From the urban conurbations to the north and west, direct views into the airport are not available.</i> '	Medium
Landscapes that form settings, skylines, backdrops, focal points	Generally low-lying landscapes without a strong visual relationship or association with adjacent areas.	Areas with strong features, focal points that define the skyline; or that form the landscape setting to historic	The LCA does not have a strong visual relationship with surrounding areas to the north and west. There are views from the LCA towards the wooded hills to the south and east, however.	Medium

	towns or other valued townscapes or landscapes.	
Overall Judgement of Susceptibility		Medium/Low
Overall Judgement of Sensitivity		Low

LCA 3 – Lower Itchen Floodplain

Factors affecting sensitivity	Lower Sensitivity to Commercial Development	Higher Sensitivity to Commercial Development	Explanation	Judgement
Value attached to Landscapes				
Designated scenic quality	No specific designation	National or regional designation	A small part of the character area at the southern end is designated as a Conservation Area but otherwise there are no designations within the character area based on the areas scenic value. A large part of the character area does however fall within the Itchen Valley Country Park	Regional
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	The majority of the character area is designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) with the remaining parts designated as a Site of important Nature Conservation (SINC) with the ecology of the area dependant on the River Itchen and the management of water levels	National
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	Much of the area would have been flood meadows established between the 17-19 th century	Regional
Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements	The landscape is actively managed, primarily as a result of the area falling within the Itchen Valley Country Park. The well wooded nature of the western boundary of the character area limits the influence of the adjacent townscape although there are filtered views across from many locations	Regional

Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	Cultural associations primarily revolve around the areas resource for watercress cultivation and also due to its popularity as a destination for recreation.	Regional
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no important relationship to a settlement.	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and/to with an important relationship to a settlement.	The character area has unique ecological characteristics as a chalk river, its historical significance as a site of water meadow construction and the blend of natural and human made characteristics.	National / Regional
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long-distance routes.	The area is well used by the public for recreation due to the presence of the Itchen Valley Country Park. The Itchen Navigation Heritage Trail also runs along the western edge of the character area	National / Regional
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	The area has a distinct character as a result of the water meadows and chalk water courses that run through it	Regional
Perceptual (Wildness and Tranquillity)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	The character area is located adjacent to the airport and the wider urban area of Eastleigh and Southampton. Despite this the vegetation around the periphery forms a screen to much of this built form resulting in a notable contrast to the surrounding urban landscape	Regional
Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	The landscape within the character area is an important part of a wider blue/green infrastructure that follows the River Itchen between Winchester and the Solent	Regional
Overall Judgement of Value				Regional / National

Susceptibility

Scale	Landscapes where scale of development is similar to or smaller than scale of receiving landscape	Landscapes where scale of development is larger than scale of receiving landscape	The site sits outside of the character area and within a direction where existing large commercial development is already often visible in filtered views.	Low
Openness/enclosure	Enclosed and sheltered landscapes	Open and exposed landscapes	The character area is relatively open in nature but well treed around the periphery which maintains a good degree of separation to adjacent development	Medium
Land cover, landform, complexity and patterns	Extensive areas of simple or regular landcover or simple and sweeping lines, linear feature and patterns	Complex, intimate or mosaic cover or complex or irregular patterns	The character area is flat in nature as it sits within the flood plain. Each portion of the wider water meadows is separated by mature vegetation with the landscape an intricate web of watercourses and ditches that allow for effective management of the water meadows. The site sits behind the band of vegetation that follows the Itchen Navigation and as such plays a limited part in the pattern of the landscape within this character area.	Medium / Low
Built Environment	Within the urban area or urban fringe	Established, traditional or historic built character, or open countryside	The character area contrasts with the existing built form that sits along the urban edge of Eastleigh and Southampton to the south and west. The presence of this urban fringe is often apparent but is heavily filtered by vegetation. The site sits separately to the landscape within the character area and is visually distinct from it. If developed it would bring built form closer to the character area.	Medium
Key Views and intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area from key views	Views in towards the site are filtered by the vegetation that runs along the Itchen Navigation. There would be in direct views into the site through this vegetation, in particular from areas adjacent to the site.	Medium
Landscapes that form settings, skylines, backdrops, focal points	Generally low-lying landscapes without a strong visual relationship or association with adjacent areas.	Areas with strong features, focal points that define the skyline; or that form the landscape setting to historic towns or other valued townscapes or landscapes.	The water meadows are visually distinct from the adjacent character areas and enclosed by the vegetated edge to them that screens direct views into the site or to the wider urban area.	Low

Overall Judgement of Susceptibility	Medium / Low
Overall Judgement of Sensitivity	Medium / High

APPENDIX 11.4: VIEWPOINT ANALYSIS

Introduction

1. A viewpoint assessment has been carried out from a selection of key representative viewpoint locations to inform the assessment of the likely magnitude and significance of landscape and visual effects arising as a result of the Proposed Development.
2. 12no. viewpoints were agreed through consultation with the LPA. Of these 11no. were photographed in January 2025. A single viewpoint location within the water meadows along the River Itchen is inaccessible during the winter months. These 11no. views are still considered representative of the main landscape and visual receptors found within the study area.
3. The locations of the selected viewpoints are shown on Figures 10.6.1 – 10.6.6. Details for each viewpoint are provided below. Panoramic photographs, wireline diagrams and block models of the illustrative layout (in most cases) are provided to illustrate the existing view at each viewpoint location and the likely extent of the proposed development within the view (see Viewpoints 1-11). A summary of the viewpoint analysis is provided in Table 10.5 in the main LVIA (see Chapter 10).
4. This viewpoint assessment considers the nature of the predicted view and the scale of change. The wider extent of the effect (beyond the individual viewpoint considered), and its duration, are not captured in the viewpoint analysis (as a single viewpoint cannot capture extent or duration), and are considered in the main body of the assessment (see Chapter 10). Extent and duration are factors in the overall judgement on magnitude of change, therefore judgements on magnitude of change and overall level of effect and significance are also provided in the main assessment.
5. The method of assessment used for the viewpoint analysis, which is described in Appendix 10.1, accords with current best-practice guidance for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Management, 2013). Observations are made of the baseline landscape and visual characteristics at each of the representative viewpoints. Observations, computer modelling and professional judgement are applied to determine the scale of change attributable to the Proposed Development (**Large, Medium, Small and Negligible**) upon landscape character and visual amenity at each individual viewpoint in order to determine the scale of effect.
6. The visual assessment takes into account the screening effect of intervening landform, vegetation and built form and the potential for changes to those absolute features. It assumes excellent clear weather conditions; although the influence of different seasons, weather, sunlight and visibility conditions have been considered, where relevant.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character
1	Bishopstoke Road Bridge (looking south from footpath on road bridge crossing the South West mainline)	The road bridge with footway is elevated up above the surrounding townscape to allow it to cross over the railway. The rail yard is the dominant feature in the view although the taller buildings that sit within Eastleigh town centre also sit prominently within the view. There are also some residential properties to the north-east of the view with much of the townscape to the south, north and east sat below a wooded backdrop. Pedestrians can use bridge as a vantage point for views back towards the site	From this viewpoint the proposed development would sit behind the existing Barton Park and Tower industrial areas and train yard to the east of the South-West mainline. The existing townscape would screen any direct views into the site with only the tops of any proposed buildings likely to be visible from this location. These buildings would be secondary in terms of prominence when compared with the existing industrial townscape visible from this location	The existing townscape is largely commercial and industrial in nature when viewed from here. Any proposed development on the site would sit within this context and would be secondary in the view to the existing built form. The predicted change to the townscape character would therefore be minimal. The proposed new development would introduce new structures into a townscape predominantly made up of older building stock
2	Public Footpath 262/780/1, south of Bishopstoke (looking south from PRoW to the south of Oakgrove Gardens)	The footpath is located along the boundary between the residential area along the southern edge of Bishopstoke and the water meadow and grazing land on the flood plain associated with the River Itchen. There is a small watercourse that separates the PRoW from the residential area which is lined with intermittent scrub and trees which create a degree of visual separation. The view across the flood plain is contained by field edge and riverside vegetation which prevents longer views out across the landscape. This containment would be more pronounced during summer months. Taller structures within the industrial area to the west of the river can be seen amongst the vegetated backdrop to the view.	From this location the proposed development would sit largely behind the existing industrial area and sewage treatment works on the opposite side of the River Itchen. Existing structures and vegetation would prevent direct views into the site with only the top parts of any proposed development on the site visible from this location. While this may increase the quantum of built form visible within the wider view, it would be in a direction where the existing industrial nature of the surrounding townscape is already notable within the view. Longer views out towards the raised ground associated with the Itchen Country Park would be retained as existing.	Only the top sections of the proposed development have the potential to be visible from this location and they would sit within the context of existing industrial development on the opposite side of the River Itchen. While potentially adding to the large structures already visible, the proposed development would sit behind the existing industrial development which would minimise the degree of change within the landscape. The immediate context of the edge of the residential area facing onto the flood plain would remain as existing. None of the key characteristics of the character area in which it sits would be notably impacted by the proposed development

3	Public Footpath 262/744/1, north of West Horton Farm (looking west from West Horton Lane)	The footpath runs from West Horton Lane where this view is taken into the adjacent woodland as well as up into the farmstead and eastwards towards Lake Farm. Much of the surrounding landscape is elevated from this point with only a small section of the view providing longer-distance views in the direction of the site. Much of the view is screened by the adjacent woodland with some longer views up towards the residential area to the north east. There are existing farm buildings out of shot which, along with the elevated nature of the land prevent any longer views to the east and south. None of the existing developments adjacent to the site is visible from this location.	The surrounding elevated nature of the land limits the potential for views back towards the proposed development. Where there is limited scope for these views, the proposed development would be screened by existing field edge and riverside vegetation preventing any potential views of the tops of any proposed buildings both during winter months and when the trees are in leaf.	Due to the lack of visibility of any of the development parameters on the site, there is not likely to be any change to the existing character of the view.
4	Junction of Public Footpath 262/780/3 and 262/743/1 (looking west from within farmland back towards Eastleigh)	This view is taken from convergence of two paths in an elevated location, creating a natural viewpoint to the wider countryside and providing longer views out in the direction of the site. The view is largely rural in nature although the residential edge to Bishopstoke can be seen to the north. There is also a small number of commercial properties visible around Lake Farm to the south of the viewpoint. Views out across the farmland tend to be restricted by field edge vegetation and blocks of woodland giving a well wooded feel to the wider view. Farmland appears to be largely pastoral in nature. In the far distance of the view parts of the townscape within Eastleigh and Southampton can be seen within a largely wooded backdrop.	From this location there would be no direct views into the site with field edge vegetation and vegetation associated with the River Itchen providing a screen to the proposed development. There is some scope for glimpses of proposed development within the treed backdrop both during the winter and summer months, but buildings would not break the skyline when viewed from here and would be seen at a distance and within the context of other glimpses of the wider townscape. As such, any change in the view would be considered minimal as careful consideration of colour palette would ensure that any built form that is visible would not sit prominently in the view.	While there is scope for the tops of some of the built form within the proposed development to be visible. The buildings would be seen in the context of existing glimpsed views of the wider townscape around the site and would not break the skyline. The distance from the site would ensure that the immediate context of the view and the surrounding rural landscape would remain as currently with a minimal resulting change to the character of the view or change to the key characteristics of the character area in which the view was taken.

5	Public Footpath 085/10/4 north-west of Horton Heath (taken from footpath running along the edge of a small solar farm looking in a westerly direction)	The footpath runs along the eastern edge of the solar farm which sits prominently in much of the view. Views to the east are screened by vegetation with longer views available across the solar farm in the direction of the site. These longer views are wooded in nature with much of the view screened all year round by field edge vegetation to the west. The surrounding urban townscape is mostly screened from this location with the surrounding vegetation and solar farm infrastructure combining to create quite an enclosed space.	From this location there would be the potential for glimpsed views towards the tops of any buildings within the proposed development. Views towards the site would however be largely screened by existing vegetation, even during winter months. Furthermore, the prominence of the solar farm within the view would minimise the perception of any change in the view.	The presence of the solar farm results in a substantial change to the rural character of the view, with the treed backdrop and largely rural surrounds secondary to the presence of the solar panels from this location. While there is potential for the tops of the proposed development to be visible from this location, the distance from the view and the limited scope for visibility would result in no notable change to the existing character of the view or impact on the key characteristics of the character area when viewed from here.
6	High Hill within Itchen Valley Country Park (Taken looking north-west in the direction of the site from elevated point within country park)	This is taken from the top of High Hill within the country park which is the highest point within the park and elevated above the surrounding woodland. Despite the elevated nature of the view, visibility in the direction of the Site is limited in nature and partially screened from view, even during wintertime. From this location, the proposed development would sit within the context of existing development comprising commercial development within the Tower industrial estate and railway related infrastructure. The proposed buildings would sit in front of this development and be of a similar size and scale. There is no visibility back towards the water meadows, existing development associated with the airport or the townscape west of the A335 when viewed from here.	The scale of visual change would be minimal with the view largely contained by the woodland that surrounds this open space within the park. The existing tree line largely screens any views back towards development with any potential visibility of the proposed development sitting in the context of existing development to the north of the site.	The country park is enclosed by woodland with even this elevated view having minimal visibility of the surrounding landscape. The proposed development, while partially visible, would not alter any of the key characteristics of the character area when viewed from here. The extent of visibility would be further reduced when vegetation is in leaf.

7	Water Meadows Access Point from Itchen Valley Country Park Looking across the water meadows in a northerly direction	This view is taken from the water meadows access point from Itchen Valley Country Park. The landform in the direction of the site forms part of the flood plain of the River Derwent and as such is flat and low-lying in nature. While much of the water meadow is relatively open in nature, the view northwards is restricted by vegetation within Decoy Covert and running alongside the watercourse as it runs to the north of the viewpoint. This restricts the visibility towards the Site even during wintertime, screening any existing development to the north of the Site and views towards the Proposed Development.	From this location the proposed development would sit behind Decoy Covert and other vegetation within the water meadows. There is the potential for glimpsed views towards the tops of the building parameters in the centre of the view. This will be limited in extent with the majority of vegetation screened. The existing urban edge of the airport and industrial development to the north of the site is screened from this location so the introduction of built form will have an influence over the view. However, the distance and limited extent of visibility will limit this change	The flat and open nature of the Lower Itchen character area can be seen in this view as can the wooded divide between the more accessible lower part and the part adjacent to the site. The meadows are bound by vegetation on all sides with blocks of vegetation along the various watercourses. Development would introduce built form into the view where it is currently largely screened by vegetation, even in winter. This would be over a small portion of the view and would result in no notable change to the key characteristics of the character area the viewpoint sits within when viewed from here. Furthermore, the presence of the adjacent airport is felt even though screened due to the sporadic aircraft noise.
8	Itchen Navigation (Public Footpath 072/49/1), south of the Site Looking north along footpath	The Itchen Navigation Heritage Trail is a footpath that runs from Winchester along the River Itchen and passes by the eastern boundary of the site. This photograph is taken from the corner of the site looking along this boundary which is marked by a band of vegetation of various heights running along it. The footpath here is relatively enclosed with scrub partially screening views out to the water meadows to the east. The scrub and tree cover prevents direct views in to the site, even during winter months with the footpath showing signs of moderate usage.	The existing vegetated edge to the site will remain which will prevent direct views into the site from this location. The proposed development parameter sits above the tree line for much of the view meaning that the proposed buildings on the scheme will be visible from this location. While the proposed mitigation planting around the periphery of the site will thicken and reinforce this screen it is unlikely to provide additional height with the tops of buildings remaining visible.	The footpath is enclosed at this point with the urban edge of Eastleigh screened from view. Sporadic aircraft noise from the adjacent airport results in an awareness of the adjacent urban edge even if not visible. The proposed development would introduce built form into the view although the connection to the adjacent water meadows would remain. Ground level activity would be screened from views with only the tops of the proposed units visible in the wider view with a degree of separation from the proposed development remaining.

9	Itchen Navigation (Public Footpath 072/49/1), north of railway Looking in a south-westerly direction towards railway line	This view is taken look in a south-westerly direction looking back across the railway line towards the site. While there are views out to the east the footpath itself is fenced in at this point and quite narrow, with vegetation growing across the footpath from both sides at various points along the route. The footpath lies immediately to the east of the existing industrial park with a limited amount of scrub running between the two to partially screen the view. Views back towards the site are restricted by the railway embankment and vegetation with no direct views back into the site	From this location the potential for visibly of the proposed development is restricted by the combination of buildings, vegetation and the railway embankment. There is the potential for glimpses through towards the tops of proposed buildings on the north plot of the site, but this would be limited in nature and would sit behind existing more prominent development in the view.	The location and extent of glimpsed views towards the proposed development would not result in any notable change in the character when viewed from here. The proposed development sits behind other development and the visual link to the adjacent water meadows would be unaffected by the change.
10	Ambassador Walk adjacent to Lakeside Country Park Looking along route towards airport boundary in an easterly direction	This view is taken from the edge of Lakeside Country Park within open space along Ambassador Walk. There is a 3 and 4 storey residential development to the north of the view with a vista extending eastwards in the direction of the airport along Ambassador Walk. The vegetation visible on the horizon runs along the edge of the railway and A336 which separate this residential area (and country park) from the airport to the north. Existing development within the airport is located further to the south and is not visible from this location due to vegetation within the country park	The existing built form of the residential development and vegetation in the foreground frame views back along Ambassador Walk towards the proposed development. The existing mature tree line that follows the railway prevents any direct views into the site and would largely prevent visibility when in leaf. During winter months there would be a greater chance of filtered views towards development through the tree line with the existing residential development remaining the most prominent element within the view.	The location of the development at the far side of the airport and the limited extent of visibility is unlikely to result in any notable change to the townscape due to the existing buffer provided by the A336, railway line and associated vegetation.

11 Campbell Road Recreation Ground Looking south through vegetation towards the site	The recreation ground is located at the end of Cambell Road with the north plot located to the rear of the view. There is a train line giving access to the train depot that runs around the back of the recreation ground which prevents and connectivity to the site from this location. There is an existing band of vegetation on both sides of the railway line which prevents direct views into the site from this location with the extent of visibility reduced further during summer months when trees are in leaf.	The proposed development parameters would extend above the existing vegetation when viewed from here across much of the view. There would be a gap then between the north plot parameter and the plot 2 parameter which would extend off to the right and enclose the view in the direction. In reality the build out of the site would result in a series of units that are visible within this parameter with the actual extent of visibility reduced somewhat from the extent of the development parameters visible in the view. The existing vegetation would be largely retained with the exception of the removal of some of it to the right of the view to provide a route for the access road to the north plot. A continuous line of vegetation would be retained.
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The vegetated backdrop to the recreation ground, along with the lack of built form behind it creates a perceptual link to the adjacent undeveloped land although in reality there is no actual access due to the railway line that runs between the two. Despite this, the proposed development would enclose the space with this perceptual link lost in part due to the built form to the rear which would break the skyline behind the existing retained vegetation along the boundary of the site. Despite this, a degree of separation would remain with the existing vegetation and physical barrier created by the railway maintaining the immediate context of the recreation ground



Date January 2025	By EF		Notes: 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) This data has been output directly from the wireline model. It ignores screening effects of woodland and other intervening objects. 3) All directions given as bearings relative to Grid North (BNG). 4) Location map scale: 1:25,000 Contains Ordnance Survey data © Crown copyright and database right 2025	Viewpoint Information: Grid Reference: 445781E 119157N Ground Height: 21.2m AOD Direction of Centre of View: ³ 164.4° Horizontal Field of View: 90° Vertical Field of View: 24° Viewing Distance: 522mm	Photography Information: Camera: Canon EOS 5D Lens: 50mm Fixed Focal Length Camera Height: 1.5m Photography Date: 20/01/2025 Photography Time: 11:24 Enlargement Factor: approx. 96%
Image Size 820 x 222mm	QA yyXy				
Paper Size 840 x 297mm	Rev -				
0940-Photowires					



Date January 2025	By EF		Notes: 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) This data has been output directly from the wireline model. It ignores screening effects of woodland and other intervening objects. 3) All directions given as bearings relative to Grid North (BNG). 4) Location map scale: 1:25,000. Contains Ordnance Survey data © Crown copyright and database right 2025	Viewpoint Information: Grid Reference: 445781E 119157N Ground Height: 21.2m AOD Direction of Centre of View: 3 164.4° Horizontal Field of View: 90° Vertical Field of View: 24° Viewing Distance: 522mm	Photography Information: Camera: Canon EOS 5D Lens: 50mm Fixed Focal Length Camera Height: 1.5m Photography Date: 20/01/2025 Photography Time: 11:24 Enlargement Factor: approx. 96%
Image Size 820 x 222mm	QA yyXy				
Paper Size 840 x 297mm	Rev -				
0940-Photowires					



Date January 2025	By EF		Notes: 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) This data has been output directly from the wireline model. It ignores screening effects of woodland and other intervening objects. 3) All directions given as bearings relative to Grid North (BNG). 4) Location map scale: 1:25,000. Contains Ordnance Survey data © Crown copyright and database right 2025	Viewpoint Information: Grid Reference: 447060.11E 118700.71N Ground Height: 11m AOD Direction of Centre of View: ^a 226.5° Horizontal Field of View: 90° Vertical Field of View: 24° Viewing Distance: 522mm	Photography Information: Camera: Canon EOS 5D Lens: 50mm Fixed Focal Length Camera Height: 1.5m Photography Date: 20/01/2025 Photography Time: 11:46 Enlargement Factor: approx. 96%
Image Size 820 x 222mm	QA yyXyy				
Paper Size 840 x 297mm	Rev -				
0940-Photowires					



Parameter Limits

Proposed Development

Date January 2025	By EF		Notes: 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) This data has been output directly from the wireline model. It ignores screening effects of woodland and other intervening objects. 3) All directions given as bearings relative to Grid North (BNG). 4) Location map scale: 1:25,000. Contains Ordnance Survey data © Crown copyright and database right 2025	Viewpoint Information: Grid Reference: 447060.11E 118700.71N Ground Height: 11m AOD Direction of Centre of View: ³ 226.5° Horizontal Field of View: 90° Vertical Field of View: 24° Viewing Distance: 522mm	Photography Information: Camera: Canon EOS 5D Lens: 50mm Fixed Focal Length Camera Height: 1.5m Photography Date: 20/01/2025 Photography Time: 11:46 Enlargement Factor: approx. 96%
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Paper Size 840 x 297mm	Rev -				
0940-Photowires					



Navigation Quarter, Southampton Airport

Viewpoint 2: Public Footpath 262/780/1, south of Bishopstoke

Existing View