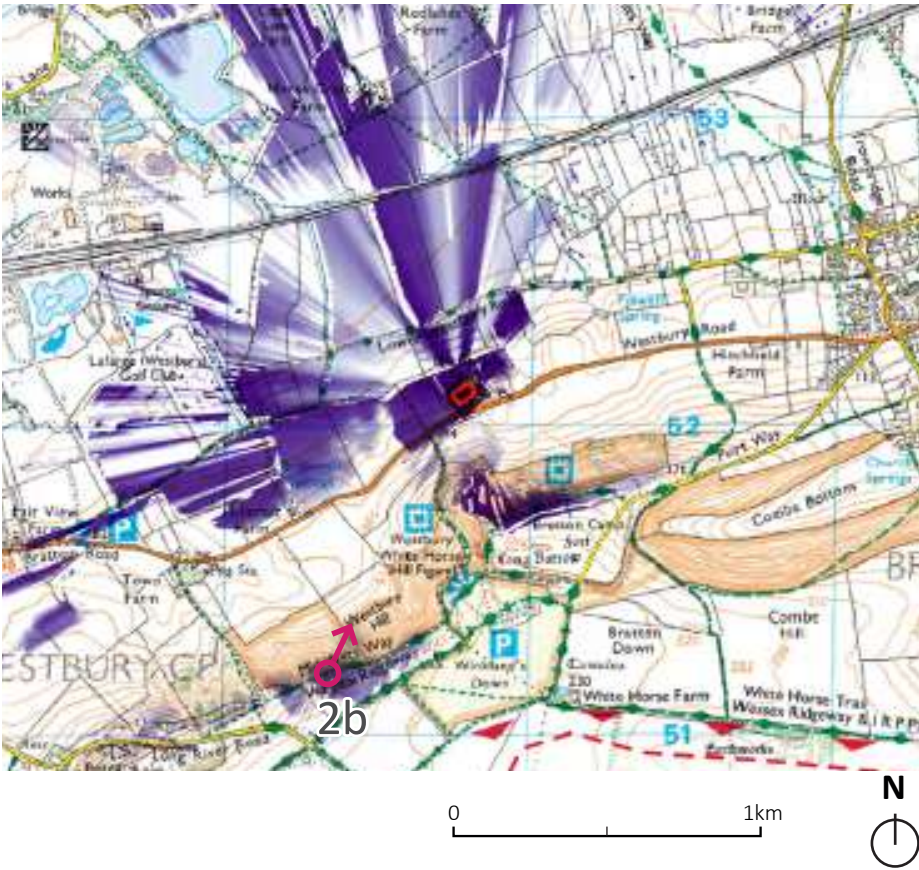


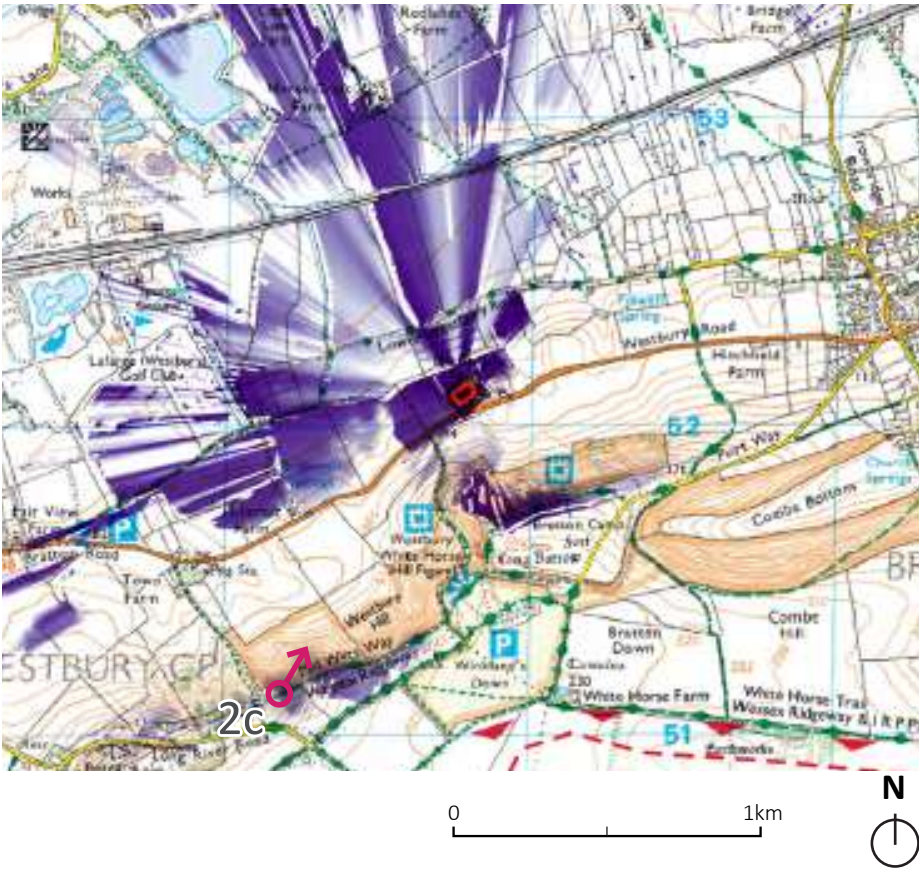


Viewpoint 2b: View from public footpath WEST53 at the frontward edge of the scarp close to west of Westbury White Horse			
Visual Receptors	• Users of the PRow		
Distance from closest point of site boundary:	960m	Direction of view:	NE
Date/ time:	22.05.2026/ 10:08	Approximate elevation (AOD):	197m



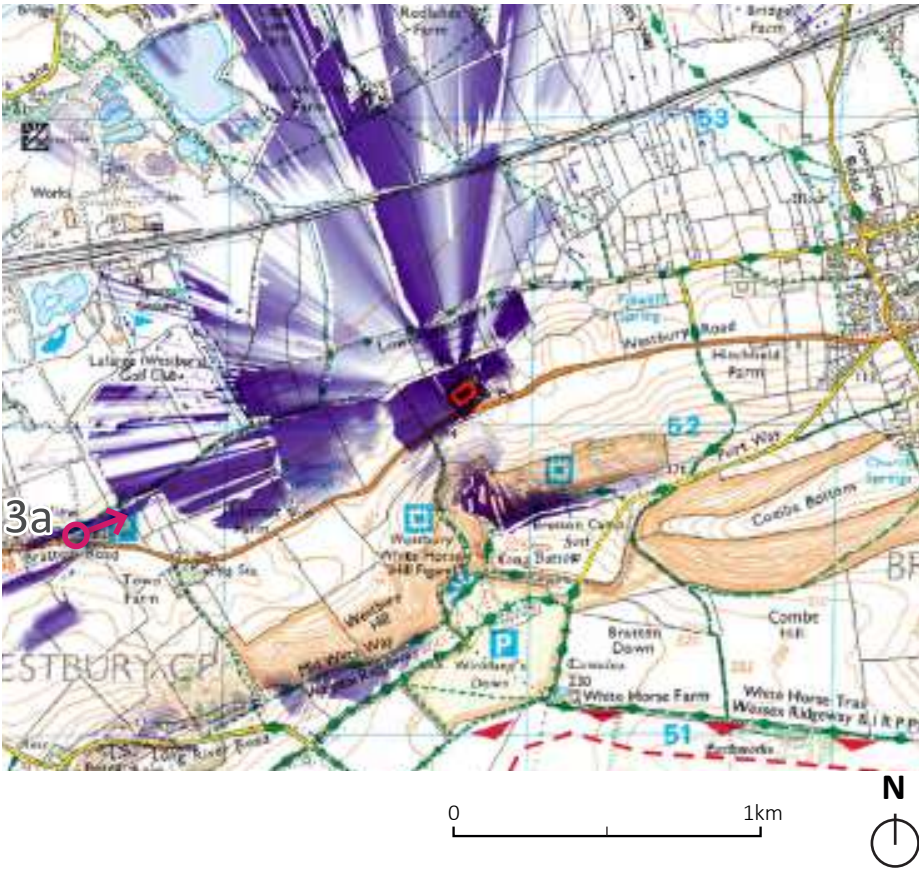


Viewpoint 2c: View from public footpath WEST53 at the frontward edge of the scarp close to the west of Westbury White Horse			
Visual Receptors	Users of the PRow		
Distance from closest point of site boundary:	1.10km	Direction of view:	NE
Date/ time:	22.05.2026/ 10:13	Approximate elevation (AOD):	188m



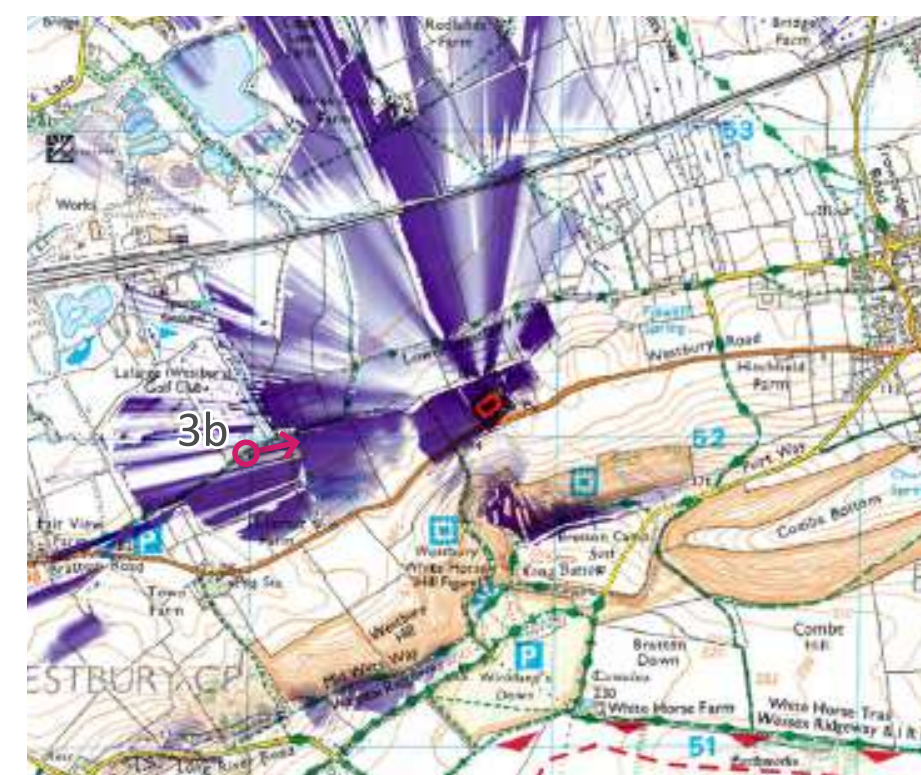


Viewpoint 3a: View from the White Horse viewing point and parking area at the junction of Lower Westbury Road and Bratton Road			
Visual Receptors	Visitors to the viewing point		
Distance from closest point of site boundary:	1.28km	Direction of view:	WNW
Date/ time:	22.05.2026/ 10.54	Approximate elevation (AOD):	83m



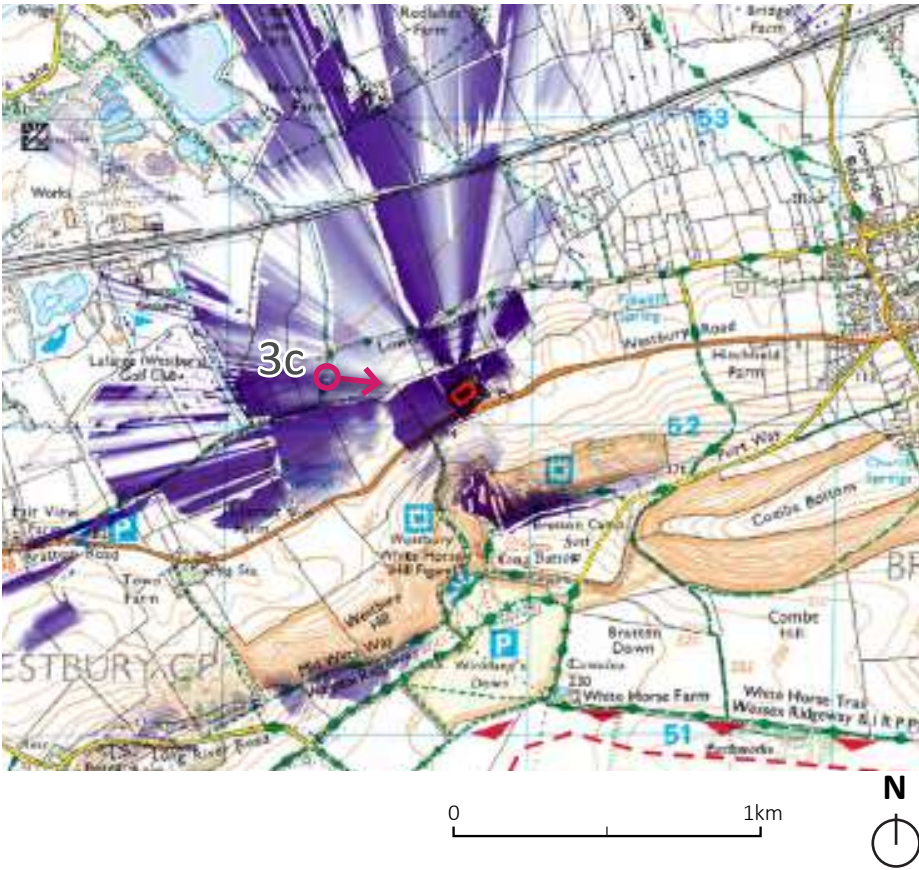


Viewpoint 3b: View from Lower Westbury Road/ public bridleway WEST51 south of White Horse Country Park golf course			
Visual Receptors	Users of Lower Westbury Road/ the PRow		
Distance from closest point of site boundary:	710m	Direction of view:	E
Date/ time:	22.05.2026/ 11:45	Approximate elevation (AOD):	73m



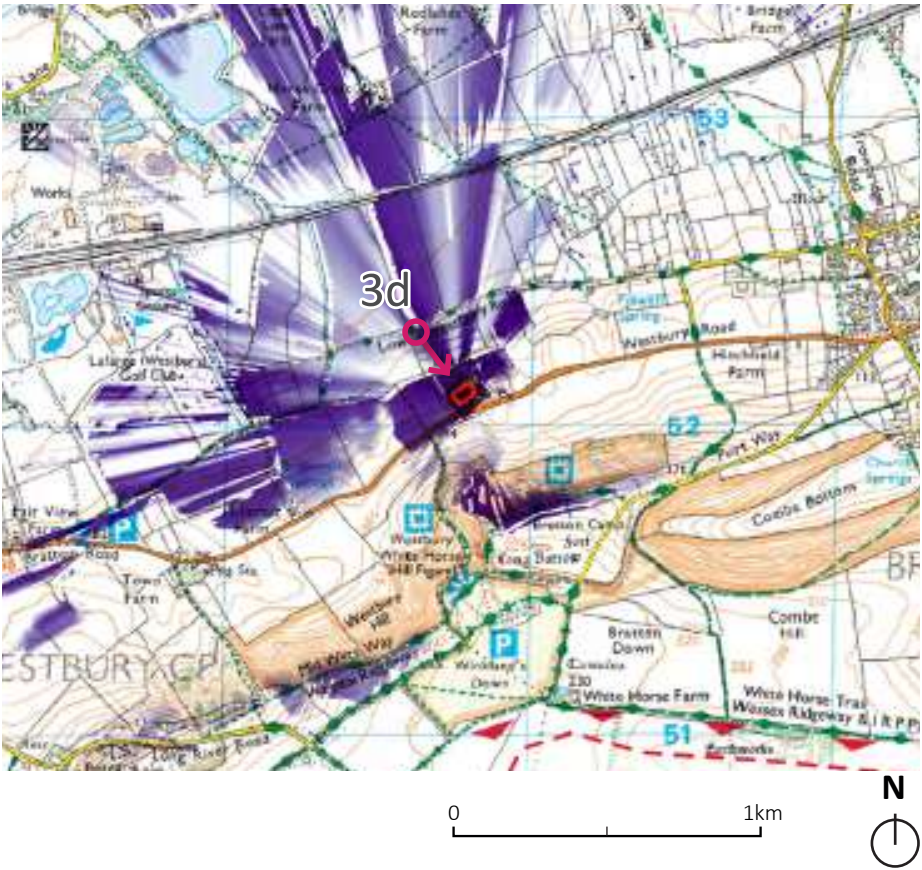


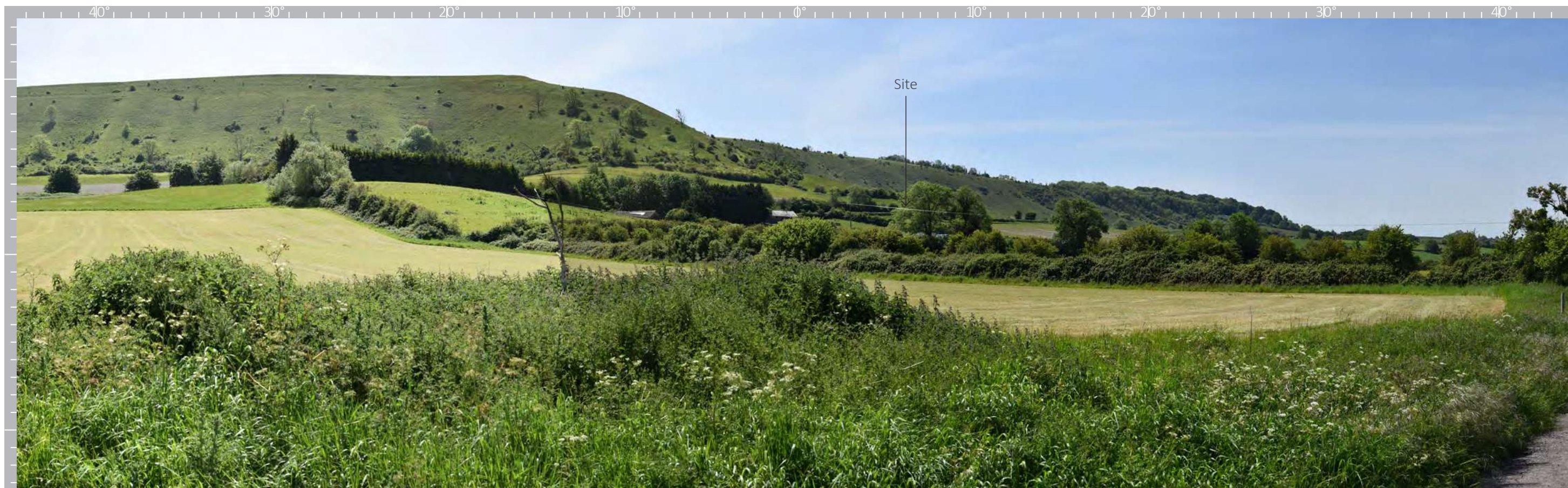
Viewpoint 3c: View from Lower Westbury Road close to the west of the Site			
Visual Receptors	• Users of Lower Westbury Road/ the local PRoW (as a continuation of the adjoining public bridleway BRAT40)		
Distance from closest point of site boundary:	370m	Direction of view:	E
Date/ time:	22.05.2026/ 11:12	Approximate elevation (AOD):	68m



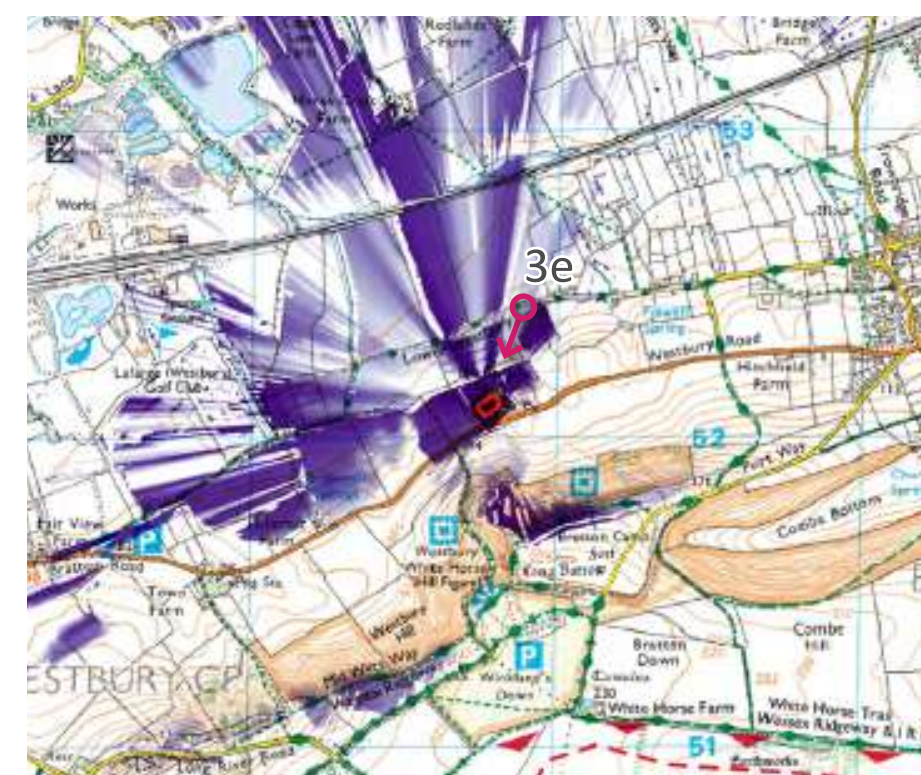


Viewpoint 3d: View from Lower Westbury Road close to the north of the Site			
Visual Receptors	• Users of Lower Westbury Road/ the local PRoW (as a continuation of the adjoining public bridleway BRAT40)		
Distance from closest point of site boundary:	213m	Direction of view:	SSE
Date/ time:	22.05.2026/ 11:19	Approximate elevation (AOD):	67m





Viewpoint 3e: View from Lower Westbury Road close to the north east of the Site			
Visual Receptors	Users of Lower Westbury Road/ the local PRoW (as a continuation of the adjoining public bridleway BRAT40)		
Distance from closest point of site boundary:	277m	Direction of view:	SW
Date/ time:	22.05.2026/ 11:26	Approximate elevation (AOD):	67m

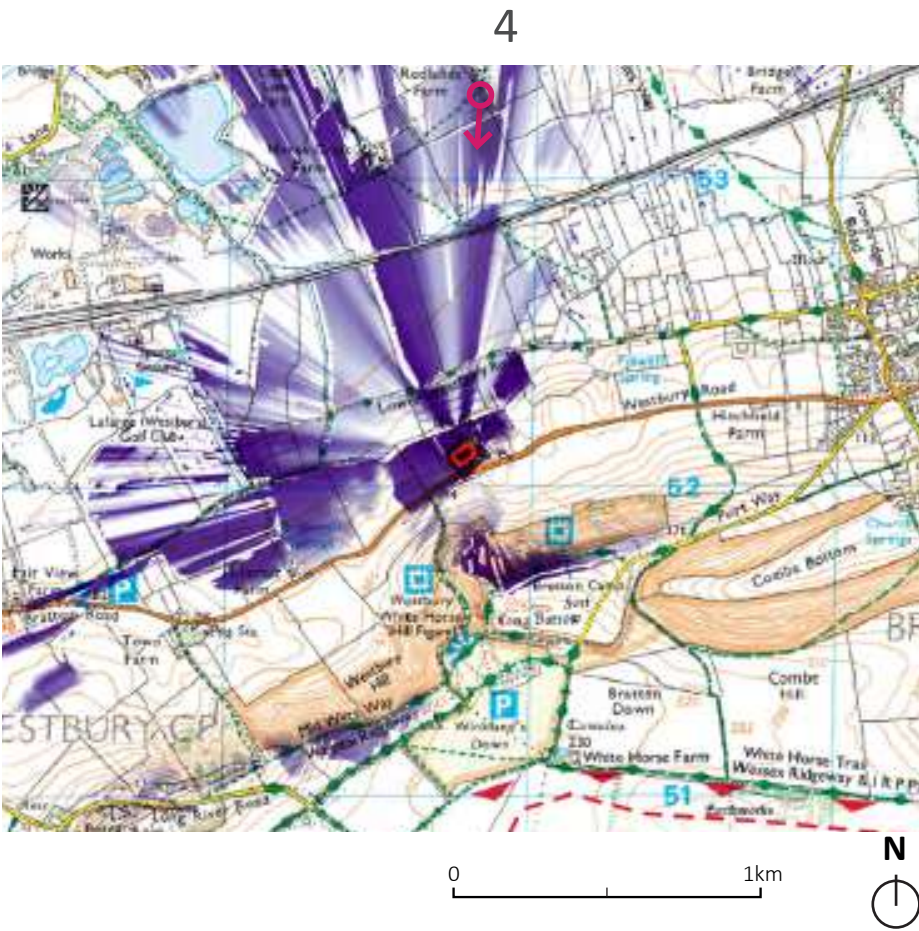




Note:

At the time of fieldwork, this public footpath was not evident on the ground and was not easily passable owing to long grassland. Despite PRow signage on Capps Lane, there was no pedestrian access onto the public footpath besides the roadside locked field gate. This viewpoint photography is taken at another locked field gate without pedestrian access provision. The public footpath beyond is not evident.

Viewpoint 4: View from public footpath BRAT31 at Redlands Farm north west of Bratton			
Visual Receptors	• Users of the PRow		
Distance from closest point of site boundary:	1.13km	Direction of view:	S
Date/ time:	22.05.2026/ 12:27	Approximate elevation (AOD):	64m



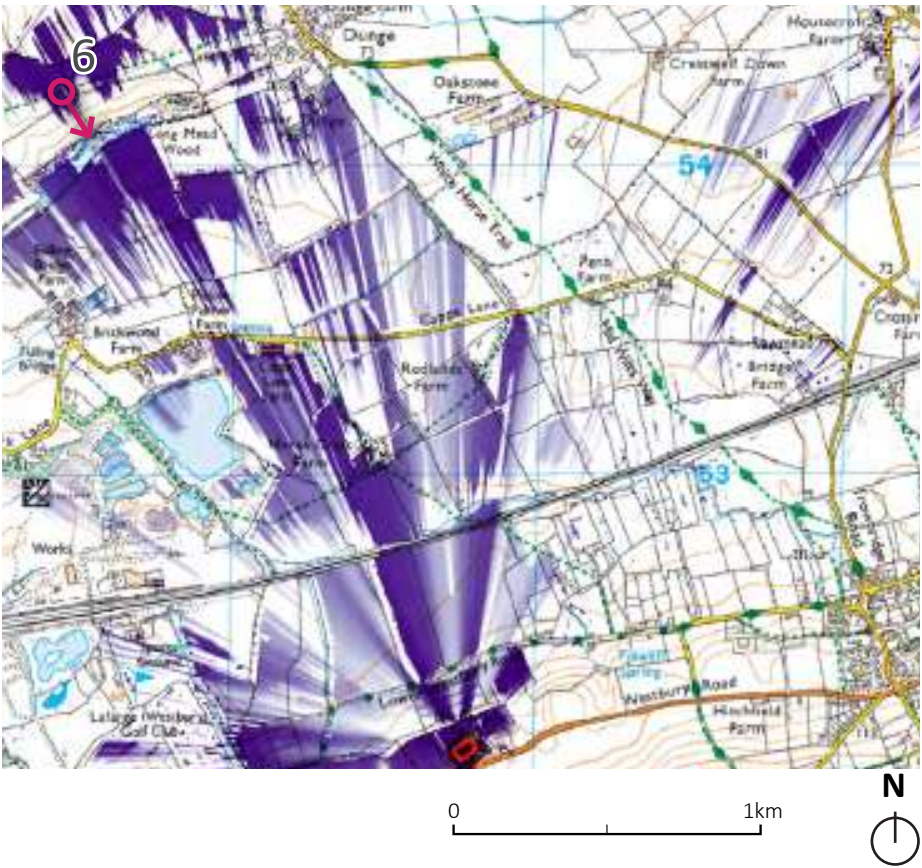


Viewpoint 5: View from Capps Lane north of Bratton			
Visual Receptors	Road users on Capps Lane		
Distance from closest point of site boundary:	1.63km	Direction of view:	SW
Date/ time:	22.05.2026/ 12:38	Approximate elevation (AOD):	73m





Viewpoint 6: View from public footpath HEYW20 on agricultural land east of Clanger Wood and Heywood			
Visual Receptors	Users of the PRow		
Distance from closest point of site boundary:	2.44km	Direction of view:	SE
Date/ time:	15.06.2026/ 10:55	Approximate elevation (AOD):	86m





Viewpoint 7: View from public bridleway WASH10 on agricultural land north of Dunge			
Visual Receptors	Users of the PRoW		
Distance from closest point of site boundary:	2.73km	Direction of view:	S
Date/ time:	22.05.2026/ 13:01	Approximate elevation (AOD):	85m

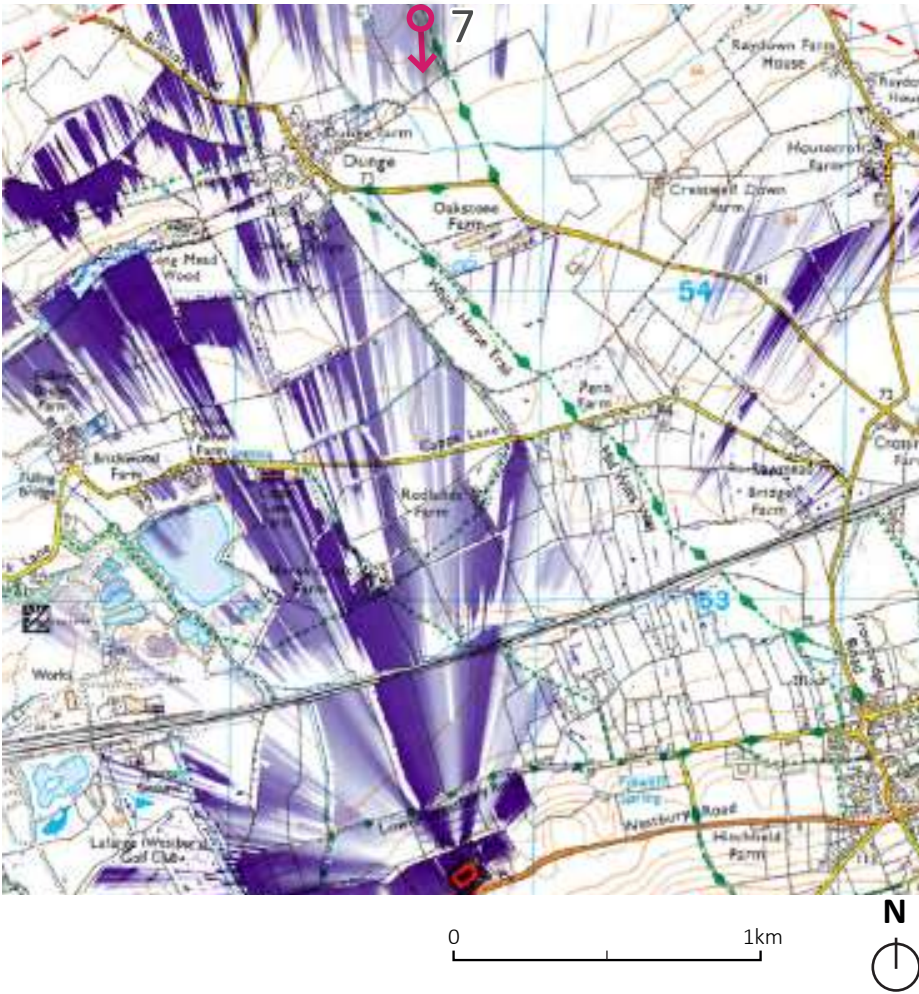




Figure 7. Visual summary diagram.

1.6 Visual Baseline Summary

GENERAL

The Site is not clearly visible from the local road network except when passing close by on Westbury Road (B3098). However, this is a relatively fast road and the Site is generally perpendicular to the direction of travel, limiting exposure. Existing trees around the southern part of the wider land ownership area help to screen views. White vehicles on the manege are not visible from the road.

ELEVATED VIEWS FROM THE SOUTH

The Site is clearly visible from the south, from the frontward edge of the plain in popular publicly accessible locations. Visibility reduces towards the south east as trees and eventually landform intervene. Where visible, white vehicles on the manege are highly prominent.

ELEVATED VIEWS FROM THE SOUTH WEST

The Site is partially visible in some locations along the upper reaches of the scarp close to the west of Westbury White Horse. White vehicles on the manege can be glimpsed.

VIEWS ALONG LOWER WESTBURY ROAD

The wider land ownership area is occasionally part-visible but is an indistinct part of the predominantly agricultural landscape, frequently screened by intervening hedgerows and trees. Infrequent small glimpses of white vehicles on the manege reveal the Site's position.

MID- AND LONG-RANGE VIEWS FROM THE NORTH

The Site and white vehicles on the manege are occasionally glimpsed at distance across the flatter, predominantly agricultural landscape, but are not easily discernible in views. Generally glimpses are afforded where isolated breaks in intervening vegetation allow.

LONG-RANGE VIEWS FROM THE NORTH WEST

There are isolated glimpses towards the Site and white vehicles on the manege where isolated breaks in intervening vegetation combine with relative elevation from the more undulating local landscape. The white vehicles are not easily discernible, particularly amidst glimpses of other roofscape and industry.

2.1 Constraints and Opportunities

In considering the Proposed Development, the following constraints and opportunities should be reviewed:

1. Clear visibility over the Site and the wider landscape from elevated positions on the Salisbury Plain. Existing trees in the south of the land ownership area and its adjacency have limited screening effect due to the breadth of positions from which the Site is visible.

These are sensitive public views in which white vehicles on the manege are prominent and incongruous. Opportunity to address these key public views.

2. Partial visibility towards the Site from elevated positions close to the west of Westbury White Horse.
3. A range of glimpses towards the Site from the surrounding landscape to the north and west in which white vehicles located on the manege are visible but not easily discernible.
4. Tree cover in the south of the land ownership area its adjacency combine to create a strong visual screen in views from Bratton Road and some positions on the scarp/ Plain.

Opportunity to strengthen the visual screen and add to its length to increase coverage.

5. Good framework of hedgerows and trees within and bounding the wider land ownership area.

Opportunity to strengthen the boundaries in key locations to aid visual screening.

6. Manege is surrounded by earth banks and is artificially elevated in views from the north and west.

Opportunity to add visual screen planting atop the banks to surround and contain the manege.

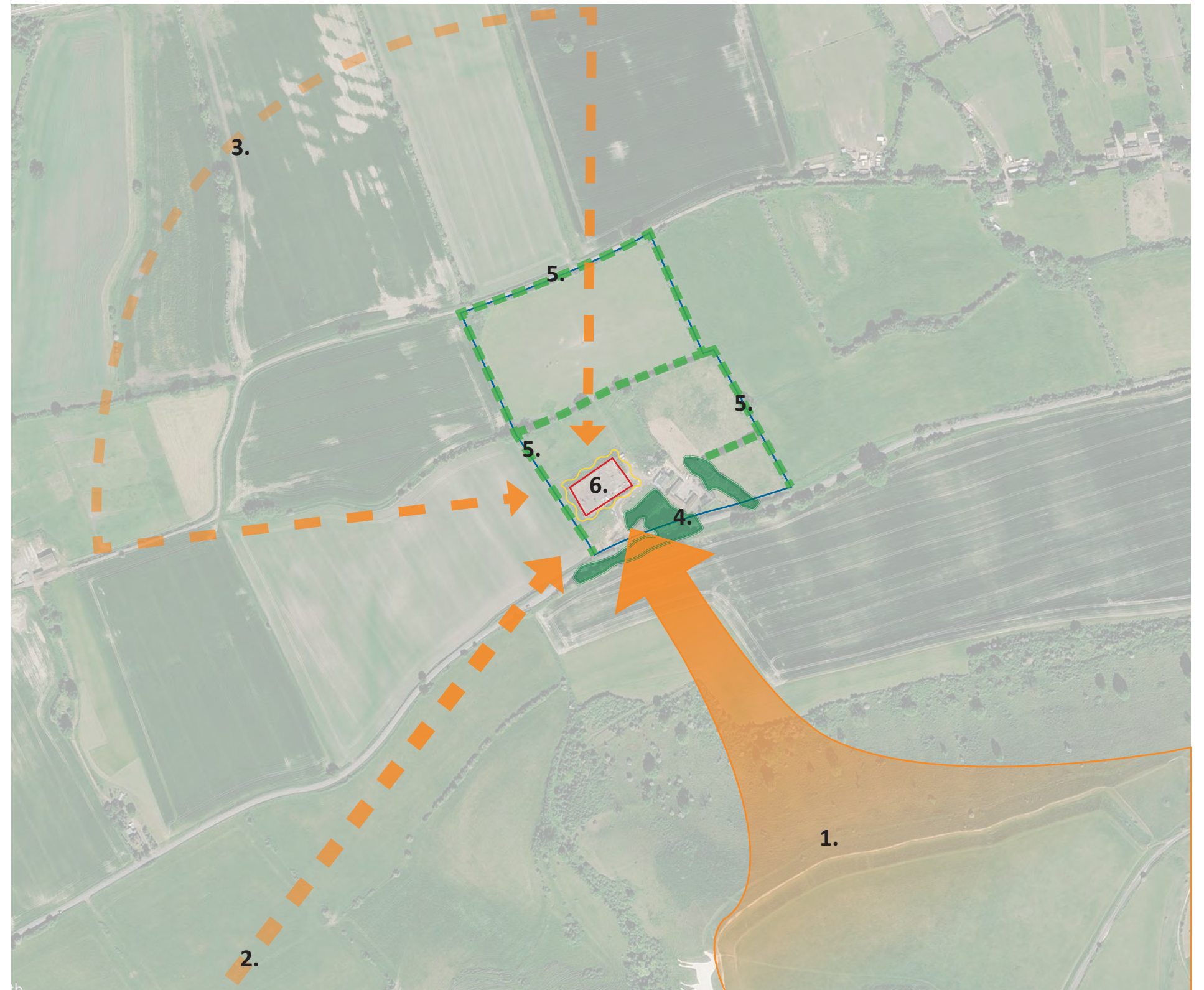


Figure 8. Constraints and opportunities diagram.

2.2 Landscape Framework

To help mitigate identified impacts of the Proposed Development the following measures would be undertaken:

A. Manege. The proposed storage of commercial vehicles would be strictly limited to within the manege. The manege is an existing clearly defined space in which storage can be reliably contained.

B. New hedgerow. Introduce a new mixed native hedgerow surrounding the existing manege to form a visual screen. This would also assist in reinforcing the containment and limitation of vehicle storage to this area. The hedgerow would be planted at the upper edge of the existing earth banks.

C. New tree planting. To supplement the new hedgerow, the planting of several medium- to large-scale clear stem native trees would assist in screening or filtering views from the north and west. This would also reiterate locally characteristic field boundaries.

D. Western hedgerow. The existing western hedgerow would be managed at an increased height. It would be allowed to grow taller and maintained at a greater height, from approximately 3m at present to approximately 5m.

E. General storage. General storage and stockpiling of agricultural vehicles, equipment and construction materials would be rationalised and consolidated into well-organised area. This area already hosts the barn and external storage.



Figure 9. Landscape Framework Diagram



2.3 Summary and Conclusion

Summary

The subject of this report is land at Birchanger Farm; a rural landholding that includes a detached farmhouse, ancillary buildings, outdoor storage areas, manege, and paddocks. For the purposes of this report and response to the enforcement notice, the Site is taken to be the well-defined manege in the south west of the landholding. There is no public access to the Site.

Birchanger Farm sits on the lower slopes beneath (north of) the Salisbury Plain scarp and is bound to the south by Bratton Road (B3098).

The Site is presently an agricultural landholding with an emphasis on equestrian uses, containing paddocks and a manege. This land use is typical of the locality. The storage of vehicles is not out-of-keeping with the diverse character of uses found locally.

The Site benefits from visual containment from mixed native hedgerows which cross and bound the wider land ownership area. Towards the southern edge of the wider land ownership area is a line of conifer trees forming a tall dense hedge, serving to screen views from the road. In combination with adjacent groups of mature trees the conifer treeline is part of a visual screen and zone of tree cover that offers containment to the Site in local and wider views.

The Site, and existing vehicle storage upon it, is most clearly visible from the south, from the frontward edge of the plain on the PRow and publicly accessible Bratton Camp hillfort. Where visible, white vehicles on the manege are highly prominent. There is similar but lesser visibility in close proximity to the west of Westbury White Horse. Elsewhere the Site is frequently screened by intervening hedgerows and trees which often form a layering effect across the generally flatter landscape, although some isolated glimpses are afforded. Where visible, the bright white nature of the vehicles and the lack of immediate screening or obvious containment means they can be visually incongruous. There are clear opportunities to help mitigate the visual impacts to enable limited storage of vehicles within the existing manege to be better visually integrated into the local and wider settings.

Conclusion

In conclusion, well-considered and carefully implemented visual mitigation measures in the form of screen planting and management of existing boundaries would ensure that the storage of commercial vehicles within the confines of the existing manege would better integrate the Proposed Development into key sensitive views, whilst also assimilating it into its immediate and wider landscape settings.

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