

**APPENDIX C – Extract of Colne Valley Regional Park Landscape Character Assessment –  
Landscape Character Area (LCA) Horton and Wraysbury Lowlands**

### 3.14 Horton and Wraysbury Lowlands

#### Summary Description

This landscape character area comprises part of the Thames floodplain and River Colne alluvial fan and has a flat low lying character. Much of the area has been altered by gravel extraction and the construction of reservoirs resulting in a repetitive pattern of large lakes and steep reservoir embankments. Between these waterbodies are braided channels of the Colne Brook, and Colne and Wraysbury Rivers, remnant meadows and historic villages.

#### Constituent Landscape Types: Lowland



#### Key Characteristics

Flat, low lying alluvial fan/floodplain.

Alluvial deposits underlain by London Clay Formation comprising clay, silt and sands.

Area significantly altered by large reservoirs and lakes in former gravel pits.

Course of Colne Brook, Colne and Wraysbury Rivers obscured by artificial lakes.

Artificial reservoir embankments rise to 20m and contrast starkly with otherwise flat topography of the area and dominate adjoining settlement and road corridors.

Land use is predominately lakes with remnant areas of pasture (including reservoir embankments) and some medium scaled arable fields in the north.

Expansive naturalised and restored man-made wetland landscape of ecological importance particularly for over wintering birds.

Expansive area of historical 'mead' at Staines Moor.

Areas of active sand and gravel extraction in the north, visible from Cooper's Hill.

Dissected by M25, railway and affected by flight paths to/from Heathrow.

Some views across open expanses of water but most views are contained by vegetation around lakes, resulting in contrasting areas of openness and enclosure.

Historic villages of Colnbrook, Horton and Wraysbury each with notable listed structures such as churches, windmill, mill buildings and coach houses.

Significant water based activity and passive recreation although there is a relative lack of footpaths around Colnbrook, Horton and Wraysbury.

#### Physical, Ecological and Cultural Influences

The geology of this area comprises alluvial deposits beneath which are layers of fluvial sand and gravel deposits. Historically, water channels were dominant landscape features but significant change over the last century due to the high value of gravel deposits for the

construction industry, resulted in extensive gravel extraction and the subsequent creation of vast areas of lakes. Furthermore, four large reservoirs have been constructed in the last century to provide potable water to London. These reservoirs have had a defining influence on the area due to their scale and steep sided grassed embankments which rise up to 20m above the surrounding flat landscape and are grazed by sheep and planted with trees on lower slopes. As such the water within the reservoirs is not visible from adjacent areas and the embankments also block views to wider urban areas beyond. Grassland on the embankments is managed by grazing and imparts a rural character.

Despite considerable change, this landscape still expresses elements of its historic character in the form of villages, rural lanes, historic buildings and remnant water channels. The villages of Colnbrook (Conservation Area), Horton and Wraysbury are thought to have originated in the Saxon period. They are located on sites close to water channels which traverse the flat plain associated with the lower reaches of the Colne. All three villages have churches with low squat towers which form local landmarks. The character of Colnbrook reflects its position on the main road between London and Bath and Bristol. It benefited from the coaching trade in the 18th and 19th centuries and many of the listed buildings in the Conservation Area reflect former coaching houses. Between these distinct villages, new development has extended along the historic roads such as Coopermill Road, which sits at the foot of Wraysbury Reservoir, and has subsequently connected Horton with Wraysbury.

Several Sites of Special Scientific Interest (SSSI) are included in this landscape, such as Wraysbury Gravel Pit, Wraysbury Reservoir and Hythe End Gravel Pits, the latter consisting of a mosaic of open water, islands, grassland, scrub and woodland habitats. These areas support nationally important numbers of wintering waterfowl and breeding birds and are interesting for their flora and fauna. Thus, the reservoirs are designated Ramsar, Special Protection Area, SSSIs and Sites of Nature Conservation Importance. Between the Staines and Wraysbury Reservoirs lies a rare remnant of alluvial meadow (Staines Moor) which would, in the past, have been much more extensive. This is a wide open area contrasting with more intimate vegetated areas of the River Colne and gravel extraction lakes. Known to have been common land since 1065, it has not been subject to intensive agricultural use and this, combined with the size and the rich diversity of meadow, ensures its importance to wildlife.

The fertile soils of the river floodplain have supported mixed farming including significant areas of arable, apparent particularly between Colnbrook and Horton. Closer to the settlements, smaller scale fields occur defined by hedgerows and hedgerow trees along with remnant areas of parkland associated with manors e.g. Poyle Manor House and Berkin Manor, Horton. Between the naturalised vegetation surrounding the gravel extraction lakes small scale pasture fields remain, but often lack management forming rough grassland.

### **Perceptions and Value**

Gravel extraction and ground restoration have enabled waterborne recreation, however public footpaths have become severed or lost, while others such as the Colne Valley Way run on embankment between wetland areas. Although this landscape contains sizeable bodies of water it is often difficult to get a clear appreciation of this due to the elevated embankments of the reservoirs or the dense vegetation which surrounds many of the lakes. Nevertheless the public footpath across the Staines reservoir gives a surreal exposure to the vast expanses of water elevated views across the surrounding landscape.

Due to the proximity of Heathrow, planes are often seen and heard within the area. In places this area can reflect a lack of management and suffers from fly tipping, resulting in a pervading sense of scruffiness and unkempt character.

## Evaluation

### Sensitivities

The individual identity and historic character of the villages which are vulnerable to unsympathetic development and linear expansion along roads.

Wetland sites for nature conservation including the rarity of Staines Moor as an ancient alluvial meadow which are vulnerable to fragmentation and isolation.

The remnant historic elements of the landscape including villages, lane network, remnant parkland associated with former manors, churches, windmills and mills etc.

### Future Changes

Lack of management of small pasture fields resulting in areas of rough ground.

Loss of views across the landscape due to maturing of lakeside vegetation.

Possible route of air track between Stanwell Moor village and Staines.

Expansion of Heathrow Airport resulting in increasing frequency of flights.

Lower Thames Flood Alleviation - construction of a new flood relief channel just west of the M25, north of Wraysbury and then south of the Queen Mother Reservoir.

## Landscape Strategy

Protect
<p>Protect and restore historic features along waterways, particularly those relating to the watercourses e.g. mills, bridges and sluices.</p> <p>Protect historic character of individual villages and key views to church towers.</p> <p>Protect areas of ancient pasture/common such as Staines Moor and Common in terms of wide expanse and extent and rich diversity of flora and fauna.</p> <p>Protect the ecological value of the various reservoirs and lakes in this landscape.</p>
Manage
<p>Manage woodland and scrub areas fringing lakes. Seek opportunities to open up views across the water from the surrounding wider landscape.</p> <p>Manage recreation in this landscape and ensure the development of any new associated infrastructure is in keeping with the local rural character.</p> <p>Manage village edge small scale pastures through appropriate grazing regimes.</p> <p>Manage small scale hedgerow pattern and mature hedgerow trees close to villages.</p>
Plan
<p>Plan for the improved interpretation of historic character and features.</p> <p>Plan to improve the footpath network in the vicinity of settlements such as Horton and Wraysbury in order to improve easy access to the wider landscape.</p> <p>Plan to campaign against fly tipping in the area / encourage positive care for the area.</p> <p>Plan to enhance the landscape context of the route of the Colne Valley Trail/Way and plan alternative routes or connections where development causes severance.</p> <p>Plan for the creation of local landmarks through the introduction of environmental art and sculpture to assist with orientation and place making.</p>



**APPENDIX D – Extract of Colne Valley Regional Park Landscape Character Assessment –  
Landscape Character Area Colne Valley: Harmondsworth to Stanwell Moor**

### 3.13 Colne Valley: Harmondsworth to Stanwell Moor

#### Summary Description

This landscape character area comprises the Colne Valley and associated historic villages adjacent to Heathrow Airport. It is a lowland landscape with limited variations in topography and is significantly affected by infrastructure serving the airport and or visual/audible intrusion of aircraft manoeuvres.

**Constituent Landscape Types:** Lowland



#### Key Characteristics

Low lying floodplain associated with the lower reaches of River Colne.  
Alluvial deposits underlain by Thames Group comprising clay, silt, sand and gravel.  
Area dissected by numerous roads servicing airport - M25, A3044, A4 and A3113.  
Large scale industrial/commercial development west of M25 and around airport perimeter - including pavilion style commercial properties and distribution centres.  
Former areas of gravel extraction resulting in some small lakes and rough grazing.  
Extant mineral extraction activity in places.  
Historic villages of Stanwell Moor, Longford and Harmondsworth associated with the fringes of the River Colne.  
Area affected by aircraft flight paths and landing/take off manoeuvres with significant noise and visual intrusion.  
Heathrow air traffic control tower (beyond character area to east) and chimney of Grndon Lakeside Road Incinerator are local landmarks.

#### Physical, Ecological and Cultural Influences

This character area comprises the landscape which fringes Heathrow Airport including the section of the Colne Valley between the M4 and Stanwell Moor Village. The area contains significant infrastructure include the M25, Heathrow Airport access road, A4, A3044 and A3113. These busy roads and road junctions are in contrast to the pattern of rural lanes extending from the historic villages although many of the historic routes have been severed by later road networks. Historically this landscape has been on the edge of four different local authorities and with administrative boundary changes during the late 20th century and pressure for development, the area has suffered from a lack of coherent planning.

The topography of the area is flat or gently undulating forming the start of the floodplain fan through which braided distributaries of the River Colne would have historically flowed. Woodland cover is sparse with views across rough ground/grazed farmland to road embankments or adjacent development. Trees line the River Colne and are concentrated on the fringes of gravel extraction lakes. Water channels include the River Colne, Duke of Northumberland's River, Colne Brook and Wraysbury River. These are important ecological corridors as are the lakes created from previous gravel workings, some supporting marginal vegetation such as fen. The River Colne and Stanwell Moor Site of Nature Conservation Importance forms a continuous meandering corridor between the A3113 and Stains Moor.

Parts of this area has been extensively worked for gravel as recently as the early 21st century. North of the A4 there is an area of former landfill restored to Harmondsworth Moor Country Park. The undulating topography in this created using the waste material from the construction of an underground car park associated with British Airways headquarters (Waterside), masks the former flat floodplain character. Further south, the land has been restored to small pasture fields and rough ground, defined by hedgerows and woodland copses. The wooded course of the River Colne has been retained as a landscape feature. South of the A3113, land is still being worked for gravel and other areas have been restored to form lakes which sit adjacent to small scale pastures and some arable land.

In the west, the landscape reflects the continuation of the flat open floodplain but is severed from the River Colne by the M25. Here the land has become extensively developed forming the Poyle Training Estate in part due to the proximity of the M25 and M4 but also in response to the railway between West Drayton and Staines which is used to service an aggregates depot and Heathrow. The area is dominated by large industrial sheds, distribution warehouses and commercial developments with distinctive 'pavilion' style architecture.

The historic villages, located on the fringes of the many waterways, give a unique quality to this landscape area. These settlements are thought to have their origins in Saxon times and grew in importance from the 17th-19th centuries. The ready supply of water enabled the development of many corn, paper and gunpowder mills. Today the villages of Stanwell Moor, Longford and Harmondsworth still contain some remnant built structures reflecting this period, including mill buildings, weirs and brick bridges while Harmondsworth also contains a much earlier 12th Century barn which is a key feature. Longford and Harmondsworth are both Conservation Areas and contain substantial numbers of listed buildings. The juxtaposition of these historic settlements with the river valley and valley floor vegetation is distinctive and makes a valuable contribution to the settlements and their settings.

### **Perceptions and Value**

This is a landscape of contrasts from the busy major road network and proximity of Heathrow Airport to the small scale Saxon villages located along the margins of the tributaries to the River Colne. The area is significantly affected by noise and visual intrusion from landing/take off manoeuvres, however areas of tranquillity can be found where there is evidence of traditional valley floor and river character in association with historic features and villages. Otherwise this landscape is busy and fragmented.

Through much of the area, except for Harmondsworth Country Park, there is limited accessibility via footpaths and bridleways. Recreational opportunity and experience is therefore constrained and often interrupted by development and transport routes such that the River Colne can be difficult to perceive or experience.

## Evaluation

### Sensitivities

Historical links between Saxon settlements and the River Colne and importance of the rural floodplain pastures in providing a setting to the villages and listed buildings.  
Ecological networks along watercourses and meadows which are vulnerable to severance and fragmentation due to infrastructure and development.  
Pockets of relative tranquillity where cultural and natural heritage remain.

### Future Changes

Expansion of Heathrow Airport with a new northwest runway would have a significant effect on perceptions of the River Colne floodplain and associated historic villages.  
Ad hoc development along rural roads disrupting historic settlement form.  
Standardisation of main roads resulting in a loss of local identity and disorientation.  
Continued sand and gravel extraction and restoration of sites to agriculture or lakes.  
Pressure for housing development and further commercial and industrial development associated with Heathrow Airport and major infrastructure routes.  
The relatively recent working and restoration of land adjacent to the waterways means that there is scope for the enhancement of the biodiversity of this landscape.

## Landscape Strategy

Protect
<p>Protect small lanes resisting unsympathetic highways improvement or signage.</p> <p>Protect and restore historic features within the valley, particularly those relating to the watercourses e.g. mills, bridges and sluices.</p> <p>Protect the pattern of villages and their relationship to the River Colne landscape ensuring new development is sympathetic to these relationships.</p> <p>Protect the ecological networks provided by watercourses which remain largely intact despite fragmentation of this landscape by infrastructure.</p>
Manage
<p>Manage recreation in this landscape and ensure the development of any new associated infrastructure is in keeping with the local rural character.</p> <p>Manage and extend areas of wet grassland and meadow with appropriate grazing with livestock, particularly on areas of importance for wildlife and avoid bank erosion.</p>
Plan
<p>Plan for the planting of new woodland within the valley floor improving structure and mitigating the effects of surrounding urban development.</p> <p>Plan for the creation of new habitats and improved habitat networks, connecting existing sites and extending areas of pasture, woodland and wetland.</p> <p>Plan for the increased informal recreational use of this area including improved rights of way connecting villages and across/under major infrastructure.</p> <p>Plan for the improved understanding of the historic dimension of this landscape</p> <p>Plan for the potential of Heathrow expansion ensuring appropriate mitigation which strengthens the positive characteristics of the area and contributes to place making.</p> <p>Plan for the creation of local landmarks through the introduction of environmental art and sculpture to assist with orientation and increased awareness of the Colne.</p>

## **Appendix E: Accurate Visual Representations of the Proposed Development**





EXISTING CONTEXT BASELINE VIEW

To be viewed at a comfortable arm's length

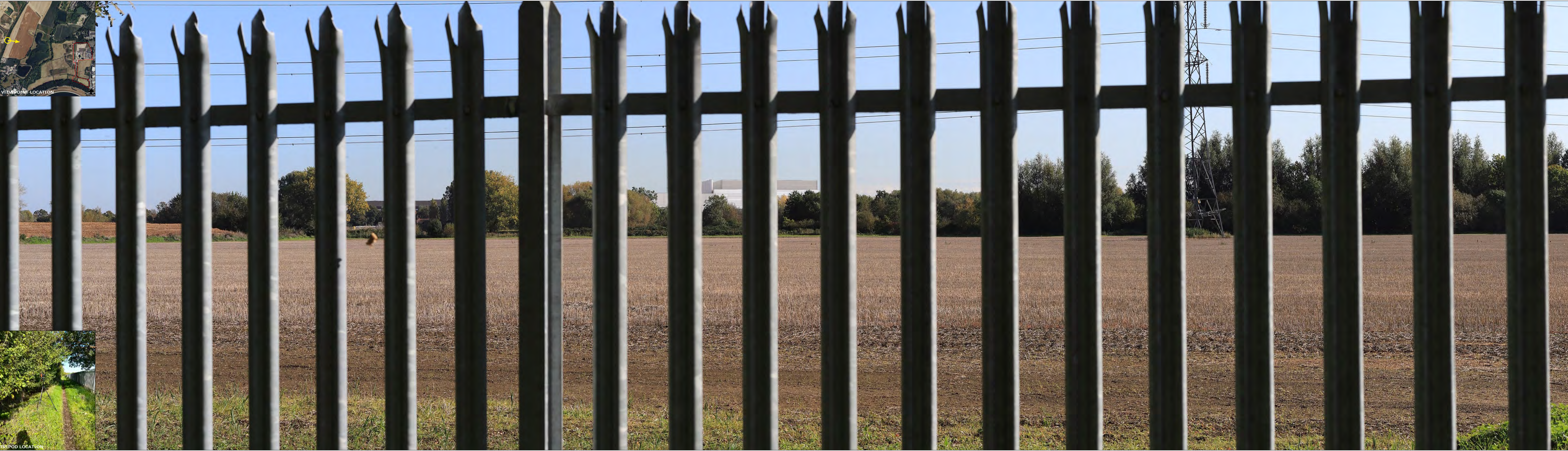




EXISTING BASELINE VIEW

To be viewed at a comfortable arm's length





PHOTOMONTAGE YEAR 1


To be viewed at a comfortable arm's length





EXISTING CONTEXT BASELINE VIEW

To be viewed at a comfortable arm's length



**SNAPSHOT  
VISUALS**

Camera make & model	- Canon EOS 6D MkII	Viewpoint height (AOD)	- 19.64m	Visualisation Type	- Type 1 (LI TGN 06/19)
Lens make & focal length	- Canon EF 50mm, f/1.4 USM	Distance from site	- 19m	Horizontal Field of View	- 90°
Date & time of photograph	- 11/10/24 @ 09:57	Projection	- Cylindrical	Height of camera AGL	- 1.5m
OS grid reference	- 502750, 175838	Enlargement factor	- 96%	Page size / Image size (mm)	- 841 x 297 / 820 x 235

**MANOR FARM, SLOUGH**

**VP02 - EXISTING 90° CONTEXT VIEW**

VIEW LOOKING NORTH FROM THE PROW IN POYLE POPLARS


DOCUMENT REFERENCE - BLP\_003\_02B    DATE - 19/11/2024





EXISTING BASELINE VIEW

To be viewed at a comfortable arm's length



**SNAPSHOT  
VISUALS**

Camera make & model	- Canon EOS 6D MkII	Viewpoint height (AOD)	- 19.64m	Visualisation Type	- Type 4 (LI TGN 06/19)
Lens make & focal length	- Canon EF 50mm, f/1.4 USM	Distance from site	- 19m	Horizontal Field of View	- 53.5°
Date & time of photograph	- 11/10/24 @ 09:57	Projection	- Planar	Height of camera AGL	- 1.5m
OS grid reference	- 502750, 175838	Enlargement factor	- 150%	Page size / Image size (mm)	- 841 x 297 / 820 x 235


**MANOR FARM, SLOUGH**  
**VP02 - EXISTING VIEW**  
VIEW LOOKING NORTH FROM THE PROW IN POYLE POPLARS  
DOCUMENT REFERENCE - BLP\_003\_02B    DATE - 19/11/2024





WIRELINE

To be viewed at a comfortable arm's length



Proposed Data Centre

Proposed Substation

Proposed BESS

Camera make & model

- Canon EOS 6D MkII

Lens make & focal length

- Canon EF 50mm, f/1.4 USM

Date & time of photograph

- 11/10/24 @ 09:57

OS grid reference

- 502750, 175838

Viewpoint height (AOD)

- 19.64m

Distance from site

- 19m

Projection

- Planar

Enlargement factor

- 150%

Visualisation Type

- Type 4 (LI TGN 06/19)

Horizontal Field of View

- 53.5°

Height of camera AGL

- 1.5m

Page size / Image size (mm)

- 841 x 297 / 820 x 235

MANOR FARM, SLOUGH

VP02 - WIRELINE VIEW UNSCREENED

VIEW LOOKING NORTH FROM THE PROW IN POYLE POPLARS

DOCUMENT REFERENCE - BLP\_003\_02B


DATE - 19/11/2024





WIRELINE

To be viewed at a comfortable arm's length



Proposed Data Centre

Proposed Substation

Proposed BESS

Camera make & model

- Canon EOS 6D MkII

Lens make & focal length

- Canon EF 50mm, f/1.4 USM

Date & time of photograph

- 11/10/24 @ 09:57

OS grid reference

- 502750, 175838

Viewpoint height (AOD)

- 19.64m

Distance from site

- 19m

Projection

- Planar

Enlargement factor

- 150%

Visualisation Type

- Type 4 (LI TGN 06/19)

Horizontal Field of View

- 53.5°

Height of camera AGL

- 1.5m

Page size / Image size (mm)

- 841 x 297 / 820 x 235

MANOR FARM, SLOUGH

VP02 - WIRELINE VIEW SCREENED

VIEW LOOKING NORTH FROM THE PROW IN POYLE POPLARS

DOCUMENT REFERENCE - BLP\_003\_02B

DATE - 19/11/2024





EXISTING CONTEXT BASELINE VIEW

To be viewed at a comfortable arm's length

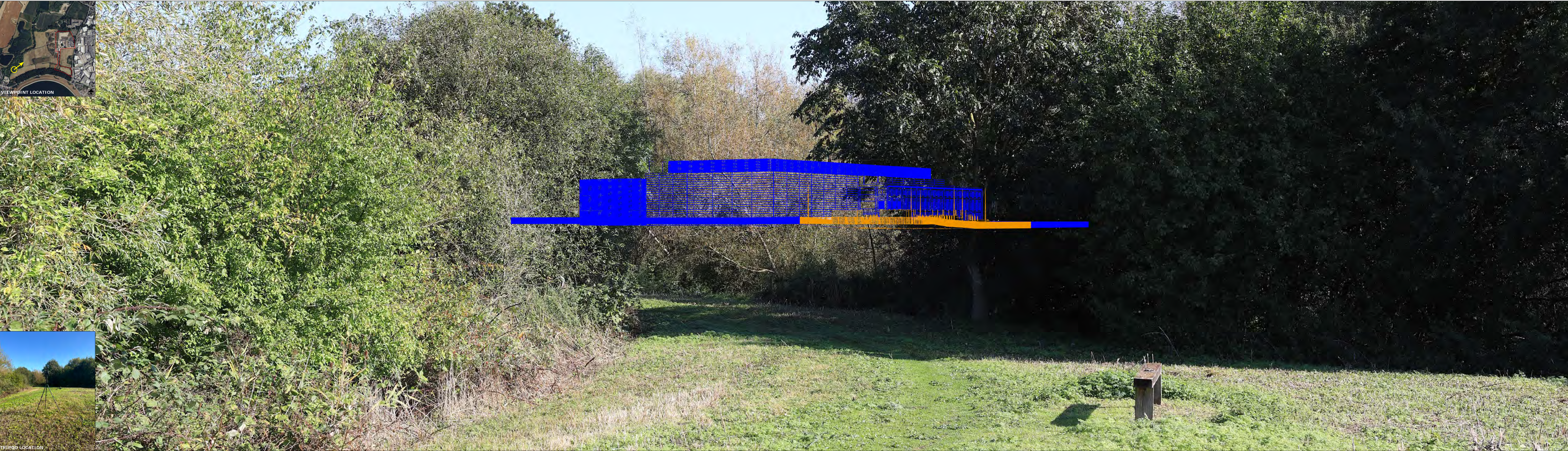




EXISTING BASELINE VIEW


To be viewed at a comfortable arm's length





WIRELINE

To be viewed at a comfortable arm's length



Proposed Data Centre

Proposed Substation

Proposed BESS

Camera make & model

- Canon EOS 6D MkII

Lens make & focal length

- Canon EF 50mm, f/1.4 USM

Date & time of photograph

- 11/10/24 @ 10:43

OS grid reference

- 502258, 175850

Viewpoint height (AOD)

- 21.52m

Distance from site

- 485m

Projection

- Planar

Enlargement factor

- 150%

Visualisation Type

- Type 4 (LI TGN 06/19)

Horizontal Field of View

- 53.5°

Height of camera AGL

- 1.5m

Page size / Image size (mm)

- 841 x 297 / 820 x 235

MANOR FARM, SLOUGH

VP03 - WIRELINE VIEW UNSCREENED

VIEW FROM THE ARTHUR JACOB NATURE RESERVE

DOCUMENT REFERENCE

- BLP\_003\_02B

DATE

- 19/11/2024