

## **APPENDIX 1: LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY**

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## Document Management.

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# 1. Landscape and Visual Impact Assessment Methodology

- 1.1. The Analysis is based on this methodology which has been undertaken with regards to best practice as outlined within the following publications:
- Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013) – Landscape Institute / Institute of Environmental Management and Assessment;
  - Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3) – Technical Guidance Note LITGN-2024-01 (2024);
  - Visual Representation of Development Proposals (2019) – Landscape Institute Technical Guidance Note 06/19;
  - An Approach to Landscape Character Assessment (2014) – Natural England;
  - An Approach to Landscape Sensitivity Assessment – To Inform Spatial Planning and Land Management (2019) – Natural England.
  - Reviewing Landscape Visual Impact Assessments (LVIAs and Landscape and Visual appraisals (LVAs) Technical Guidance Note 1/20 Landscape Institute.
  - Assessing Landscape Value Outside National Designations, Technical Guidance Note 02/21 – Landscape Institute (2021).
- 1.2. GLVIA3 states within paragraph 1.1 that “Landscape and Visual Impact Assessment (LVIA) 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 on people’s views and visual amenity.”<sup>1</sup>
- 1.3. GLVIA3 also states within paragraph 1.17 that when identifying landscape and visual effects there is a “need for an approach that is in proportion to the scale of the project that is being assessed and the nature of the likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional.”<sup>2</sup>
- 1.4. GLVIA3 recognises within paragraph 2.23 that “professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters much of the assessment must rely on qualitative judgements”<sup>3</sup> undertaken by a landscape consultant or a Chartered Member of the Landscape Institute (CMLI).
- 1.5. GLVIA3 notes in paragraph 1.3 that “LVIA may be carried out either formally, as part of an Environmental Impact Assessment (EIA), or informally, as a contribution to the ‘appraisal’ of development proposals and planning applications”<sup>4</sup> Although the proposed development is not subject to an EIA requiring an assessment of the likely significance of effects, this

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<sup>1</sup> Para 1.1, Page 4, GLVIA, 3<sup>rd</sup> Edition

<sup>2</sup> Para 1.17, Page 9, GLVIA, 3<sup>rd</sup> Edition

<sup>3</sup> Para 2.23, Page 21, GLVIA, 3<sup>rd</sup> Edition

<sup>4</sup> Para 1.3, Page 4, GLVIA, 3<sup>rd</sup> Edition



assessment is also titled as an LVIA rather than an 'appraisal' in the interests of common understanding with other planning consultants.

- 1.6. The effects on cultural heritage and ecology are not considered within this LVIA.

#### Study Area

- 1.7. The study area for this LVIA covers a 3km radius from the site. However, the main focus of the assessment was taken as a radius of 1km from the site as it is considered that even with clear visibility the proposals would not be perceptible in the landscape beyond this distance.

#### Effects Assessed

- 1.8. Landscape and visual effects are assessed through professional judgements on the sensitivity of landscape elements, character and visual receptors combined with the predicted magnitude of change arising from the proposals. The landscape and visual effects have been assessed in the following sections:
- Effects on landscape elements;
  - Effects on landscape character; and
  - Effects on visual amenity.
- 1.9. Sensitivity is defined in GLVIA3 as "a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor."<sup>5</sup> Various factors in relation to the value and susceptibility of landscape elements, character, visual receptors or representative viewpoints are considered below and cross referenced to determine the overall sensitivity as shown in Table 1:

**Table 1, Overall sensitivity of landscape and visual receptors**

	VALUE			
SUSCEPTIBILITY		HIGH	MEDIUM	LOW
	HIGH	High	High	Medium
	MEDIUM	High	Medium	Medium
	LOW	Medium	Medium	Low

- 1.10. Magnitude of change is defined in GLVIA3 as "a term that combines judgements about the size and scale of the effect, the extent over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration."<sup>6</sup> Various factors contribute to

<sup>5</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

<sup>6</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

the magnitude of change on landscape elements, character, visual receptors and representative viewpoints.

- 1.11. The sensitivity of the landscape and visual receptor and the magnitude of change arising from the proposals are cross referenced in Table 11 to determine the overall degree of landscape and visual effects.

## 2. Effects on Landscape Elements

- 2.1. The effects on landscape elements includes the direct physical change to the fabric of the land, such as the removal of woodland, hedgerows or grassland to allow for the proposals.

### Sensitivity of Landscape Elements

- 2.2. Sensitivity is determined by a combination of the value that is attached to a landscape element and the susceptibility of the landscape element to changes that would arise as a result of the proposals – see pages 88–90 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.
- 2.3. The criteria for assessing the value of landscape elements and landscape character is shown in Table 2:

**Table 2, Criteria for assessing the value of landscape elements and landscape character**

<b>HIGH</b>	<p>Designated landscape including but not limited to World Heritage Sites, National Parks, National Landscapes (formerly Areas of Outstanding Natural Beauty) considered to be an important component of the country's character or non-designated landscape of a similar character and quality.</p> <p>Landscape condition is good and components are generally maintained to a high standard.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and absence of major built infrastructure, the landscape has an elevated level of tranquility.</p> <p>Rare or distinctive landscape elements and features are key components that contribute to the landscape character of the area.</p>
<b>MEDIUM</b>	<p>Undesignated landscape including urban fringe and rural countryside considered to be a distinctive component of the national or local landscape character.</p> <p>Landscape condition is fair and components are generally well maintained.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and some major built infrastructure, the landscape has a moderate level of tranquility.</p> <p>Rare or distinctive landscape elements and features are notable components that contribute to the character of the area.</p>
<b>LOW</b>	<p>Undesignated landscape including urban fringe and rural countryside considered to be of unremarkable character.</p> <p>Landscape condition may be poor and components poorly maintained or damaged.</p> <p>In terms of seclusion, enclosure by land use, traffic and movement, light pollution and significant major built infrastructure, the landscape has limited levels of tranquility.</p> <p>Rare or distinctive elements and features are not notable components that contribute to the landscape character of the area.</p>

- 2.4. The criteria for assessing the susceptibility of landscape elements and landscape character is shown in Table 3:

**Table 3, Criteria for assessing landscape susceptibility**

<b>HIGH</b>	<p>Scale of enclosure – landscapes with a low capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with no or little existing reference or context to the type of development being proposed.</p> <p>Nature of existing elements – landscapes with components that are not easily replaced or substituted (e.g. ancient woodland, mature trees, historic parkland, etc).</p> <p>Nature of existing features – landscapes where detracting features, major infrastructure or industry is not present or where present has a limited influence on landscape character.</p>
<b>MEDIUM</b>	<p>Scale of enclosure – landscapes with a medium capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with some existing reference or context to the type of development being proposed.</p> <p>Nature of existing elements – landscapes with components that are easily replaced or substituted.</p> <p>Nature of existing features – landscapes where detracting features, major infrastructure or industry is present and has a noticeable influence on landscape character.</p>
<b>LOW</b>	<p>Scale of enclosure – landscapes with a high capacity to accommodate the type of development being proposed owing to the interactions of topography, vegetation cover, built form, etc.</p> <p>Nature of land use – landscapes with extensive existing reference or context to the type of development being proposed.</p> <p>Nature of existing features – landscapes where detracting features or major infrastructure is present and has a dominating influence on the landscape.</p>

- 2.5. Various factors in relation to the value and susceptibility of landscape elements are assessed and cross referenced to determine the overall sensitivity as shown in Table 1.
- 2.6. Sensitivity is defined in GLVIA3 as “a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor.”<sup>7</sup> The definitions for high, medium, low landscape sensitivity are shown in Table 4:

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<sup>7</sup> Glossary, Page 158, GLVIA, 3<sup>rd</sup> Edition

**Table 4, Criteria for assessing landscape sensitivity**

<b>HIGH</b>	<p>Landscape element or character area defined as being of high value combined with a high or medium susceptibility to change.</p> <p>Landscape element or character area defined as being of medium value combined with a high susceptibility to change.</p>
<b>MEDIUM</b>	<p>Landscape element or character area defined as being of high value combined with a low susceptibility to change.</p> <p>Landscape element or character area defined as being of medium value combined with a medium or low susceptibility to change.</p> <p>Landscape element or character area defined as being of low value combined with a high or medium susceptibility to change.</p>
<b>LOW</b>	<p>Landscape element or character area defined as being of low value combined with a low susceptibility to change.</p>

#### Magnitude of Change on Landscape Elements

- 2.7. Professional judgement has been used to determine the magnitude of change on individual landscape elements within the site as shown in Table 5:

**Table 5, Criteria for assessing magnitude of change for landscape elements**

<b>HIGH</b>	Substantial loss/gain of a landscape element.
<b>MEDIUM</b>	Partial loss/gain or alteration to part of a landscape element.
<b>LOW</b>	Minor loss/gain or alteration to part of a landscape element.
<b>NEGLIGIBLE</b>	No loss/gain or very limited alteration to part of a landscape element.

## 3. Effects on Landscape Character

- 3.1. Landscape character is defined as the “distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.”<sup>8</sup>
- 3.2. The assessment of effects on landscape character considers how the introduction of new landscape elements physically alters the landform, landcover, landscape pattern and perceptual attributes of the site or how visibility of the proposals changes the way in which the landscape character is perceived.

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<sup>8</sup> Glossary, Page 157, GLVIA, 3rd Edition

#### Sensitivity of Landscape Character

- 3.3. Sensitivity is determined by a combination of the value that is attached to a landscape and the susceptibility of the landscape to changes that would arise as a result of the proposals – see pages 88–90 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.
- 3.4. The criteria for assessing the value of landscape character is shown in Table 2.
- 3.5. The criteria for assessing the susceptibility of landscape character is shown in Table 3.
- 3.6. The overall sensitivity is determined through cross referencing the value and susceptibility of landscape character as shown in Table 1.

#### Magnitude of Change on Landscape Character

- 3.7. Professional judgement has been used to determine the magnitude of change on landscape character as shown in Table 6:

**Table 6, Criteria for assessing magnitude of change on landscape character**

<b>HIGH</b>	Introduction of major new elements into the landscape or some major change to the scale, landform, landcover or pattern of the landscape.
<b>MEDIUM</b>	Introduction of some notable new elements into the landscape or some notable change to the scale, landform, landcover or pattern of the landscape.
<b>LOW</b>	Introduction of minor new elements into the landscape or some minor change to the scale, landform, landcover or pattern of the landscape.
<b>NEGLIGIBLE</b>	No notable or appreciable introduction of new elements into the landscape or change to the scale, landform, landcover or pattern of the landscape.

## 4. Effects on Visual Amenity

- 4.1. Visual amenity is defined within GLVIA3 as the “overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area.”<sup>9</sup>
- 4.2. The effects on visual amenity considers the changes in views arising from the proposals in relation to visual receptors including settlements, residential properties, transport routes, recreational facilities and attractions; and representative viewpoints or specific locations within the study area as agreed with the Local Planning Authority.

#### Sensitivity of Visual Receptors

- 4.3. Sensitivity is determined by a combination of the value that is attached to a view and the susceptibility of the visual receptor to changes in that view that would arise as a result of the proposals – see pages 113–114 of GLVIA3. Both value and susceptibility are assessed on a scale of high, medium or low.

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<sup>9</sup> Page 158, Glossary, GLVIA3

4.4. The criteria for assessing the value of views are shown in Table 7:

**Table 7, Criteria for assessing the value of views**

<b>HIGH</b>	Views with high scenic value within designated landscapes including but not limited to World Heritage Sites, National Parks, National Landscape (formerly Areas of Outstanding Natural Beauty), etc. Likely to include key viewpoints on OS maps or reference within guidebooks, provision of facilities, presence of interpretation boards, etc.
<b>MEDIUM</b>	Views with moderate scenic value within undesignated landscape including urban fringe and rural countryside.
<b>LOW</b>	Views with unremarkable scenic value within undesignated landscape with partly degraded visual quality and detractors.

4.5. The criteria for assessing the susceptibility of views are shown in Table 8:

**Table 8, Criteria for assessing visual susceptibility**

<b>HIGH</b>	Includes occupiers of residential properties and people engaged in recreational activities in the countryside using public rights of way (PROW).
<b>MEDIUM</b>	Includes people engaged in outdoor sporting activities and people travelling through the landscape on minor roads and trains.
<b>LOW</b>	Includes people at places of work e.g. industrial and commercial premises and people travelling through the landscape on major roads and motorways.

4.6. Sensitivity is defined in GLVIA3 as “a term applied to specific receptors, combining judgments of susceptibility of the receptor to a specific type of change or development proposed and the value related to that receptor.”<sup>10</sup> The definitions for high, medium, low visual sensitivity are shown in Table 9:

**Table 9, Criteria for assessing visual sensitivity**

<b>HIGH</b>	Visual receptor defined as being of high value combined with a high or medium susceptibility to change. Visual receptor defined as being of medium value combined with a high susceptibility to change.
<b>MEDIUM</b>	Visual receptor defined as being of high value combined with a low susceptibility to change. Visual receptor defined as being of medium value combined with a medium or low susceptibility to change. Visual receptor defined as being of low value combined with a high or medium susceptibility to change.
<b>LOW</b>	Visual receptor defined as being of low value combined with a low susceptibility to

<sup>10</sup> Glossary, Page 158, GLVIA, 3rd Edition

	change.
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#### Magnitude of Change on Visual Receptors

- 4.7. Professional judgement has been used to determine the magnitude of change on visual receptors as shown in Table 10:

**Table 10, Criteria for assessing magnitude of change for visual receptors**

<b>HIGH</b>	Major change in the view that has a substantial influence on the overall view.
<b>MEDIUM</b>	Some change in the view that is clearly visible and forms an important but not defining element in the view.
<b>LOW</b>	Some change in the view that is appreciable with few visual receptors affected.
<b>NEGLIGIBLE</b>	No notable change in the view.

## 5. Significance of Landscape And Visual Effects

- 5.1. The likely significance of effects is dependent on all of the factors considered in the sensitivity and the magnitude of change upon the relevant landscape and visual receptors. These factors are assimilated to assess whether or not the proposed development will have a likely significant or not significant effect. The variables considered in the evaluation of the sensitivity and the magnitude of change is reviewed holistically to inform the professional judgement of significance.
- 5.2. Within Table 11 below, the major effects highlighted in grey are considered to be significant in terms of the EIA Regulations. It should be noted that whilst an individual effect may be significant, it does not necessarily follow that the proposed development would be unacceptable in the planning balance. The cross referencing of the sensitivity and magnitude of change on the landscape and visual receptor determines the significance of effect as shown in Table 11:

**Table 11, Significance of landscape and visual effects**

		Sensitivity		
		HIGH	MEDIUM	LOW
Magnitude of Change	HIGH	Major	Major	Moderate
	MEDIUM	Major	Moderate	Minor
	LOW	Moderate	Minor	Minor

	<b>NEGLIGIBLE</b>	Negligible	Negligible	Negligible
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## 6. Typical Descriptors of Landscape Effects

6.1. The typical descriptors of the landscape effects are detailed within Table 12:

**Table 12, Typical Descriptors of Landscape Effects**

<b>MAJOR BENEFICIAL</b>	<p>Substantially:</p> <ul style="list-style-type: none"> <li>- enhance the character (including value) of the landscape;</li> <li>- enhance the restoration of characteristic features and elements lost as a result of changes from inappropriate management or development;</li> <li>- enable a sense of place to be enhanced.</li> </ul>
<b>MODERATE BENEFICIAL</b>	<p>Moderately:</p> <ul style="list-style-type: none"> <li>- enhance the character (including value) of the landscape;</li> <li>- enable the restoration of characteristic features and elements partially lost or diminished as a result of changes from inappropriate management or development;</li> <li>- enable a sense of place to be restored.</li> </ul>
<b>MINOR BENEFICIAL</b>	<p>Slightly:</p> <ul style="list-style-type: none"> <li>- complement the character (including value) of the landscape;</li> <li>- maintain or enhance characteristic features or elements;</li> <li>- enable some sense of place to be restored.</li> </ul>
<b>NEGLIGIBLE</b>	<p>The proposed changes would (on balance) maintain the character (including value) of the landscape and would:</p> <ul style="list-style-type: none"> <li>- be in keeping with landscape character and blend in with characteristic features and elements;</li> <li>- Enable a sense of place to be maintained.</li> </ul>
<b>NO CHANGE</b>	<p>The proposed changes would not be visible and there would be no change to landscape character.</p>
<b>MINOR ADVERSE</b>	<p>Slightly:</p> <ul style="list-style-type: none"> <li>- not quite fit the character (including value) of the landscape;</li> <li>- be a variance with characteristic features and elements;</li> <li>- detract from sense of place.</li> </ul>
<b>MODERATE ADVERSE</b>	<p>Moderately:</p> <ul style="list-style-type: none"> <li>- conflict with the character (including value) of the landscape;</li> <li>- have an adverse effect on characteristic features or elements;</li> <li>- diminish a sense of place.</li> </ul>
<b>MAJOR ADVERSE</b>	<p>Substantially:</p> <ul style="list-style-type: none"> <li>- be at variance with the character (including value) of the landscape;</li> <li>- degrade or diminish the integrity of a range of characteristic features and elements or cause them to be lost;</li> <li>- change a sense of place.</li> </ul>



## 7. Typical Descriptors Of Visual Effects

7.1. The typical descriptors of the visual effects are detailed within Table 13:

**Table 13, Typical Descriptors of Visual Effects**

<b>MAJOR BENEFICIAL</b>	Proposals would result in a major improvement in the view.
<b>MODERATE BENEFICIAL</b>	Proposals would result in a clear improvement in the view.
<b>MINOR BENEFICIAL</b>	Proposals would result in a slight improvement in the view.
<b>NEGLIGIBLE</b>	The proposed changes would be in keeping with, and would maintain, the existing view or where (on balance) the proposed changes would maintain the general appearance of the view (which may include adverse effects which are offset by beneficial effects for the same receptor) or due to distance from the receptor, the proposed change would be barely perceptible to the naked eye.
<b>NO CHANGE</b>	The proposed changes would not be visible and there would be no change to the view.
<b>MINOR ADVERSE</b>	Proposals would result in a slight deterioration in the view.
<b>MODERATE ADVERSE</b>	Proposals would result in a clear deterioration in the view.
<b>MAJOR ADVERSE</b>	Proposals would result in a major deterioration in the view.

## 8. Nature of Effects

8.1. GLVIA3 includes an entry that states *"effects can be described as positive or negative (or in some cases neutral) in their consequences for views and visual amenity."*<sup>11</sup> GLVIA3 does not, however, state how negative or positive effects should be assessed, and this therefore becomes a matter of professional judgement supported by site specific justification within the LVIA.

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<sup>11</sup> Para 6.29, Page 113, GLVIA 3<sup>rd</sup> Edition



Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

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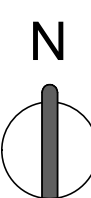
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**LEGEND**  
APPLICATION SITE  
WIDER SITE OWNERSHIP BOUNDARY  
PARCEL DEMARCATION

TOTAL AREA	
Hardscape Buildings	2711.84 m <sup>2</sup>
Hardscape Main Road	1873.37 m <sup>2</sup>
Hardscape Other	42897.08 m <sup>2</sup>
Hardscape Vehicular Track	2024.79 m <sup>2</sup>
Softscape Other	21530.50 m <sup>2</sup>
Softscape Planting	10749.82 m <sup>2</sup>

PARCEL A.	
Hardscape Buildings	2130.50 m <sup>2</sup>
Hardscape Main Road	1873.37 m <sup>2</sup>
Hardscape Other	40639.56 m <sup>2</sup>
Hardscape Vehicular Track	1362.82 m <sup>2</sup>
Softscape Other	5897.96 m <sup>2</sup>
Softscape Planting	5976.24 m <sup>2</sup>
Grand total: 53	57680.53 m <sup>2</sup>
5.8ha	

PARCEL B.	
Hardscape Buildings	56.56 m <sup>2</sup>
Hardscape Vehicular Track	202.05 m <sup>2</sup>
Softscape Other	14333.50 m <sup>2</sup>
Softscape Planting	3734.07 m <sup>2</sup>
Grand total: 12	15326.16 m <sup>2</sup>
1.8 ha	

LINK ROAD	
Hardscape Buildings	526.79 m <sup>2</sup>
Hardscape Other	2057.14 m <sup>2</sup>
Hardscape Vehicular Track	456.92 m <sup>2</sup>
Softscape Other	1299.03 m <sup>2</sup>
Softscape Planting	1038.52 m <sup>2</sup>
Grand total: 15	5380.40 m <sup>2</sup>
0.54 ha	

Rev	Reason	Description	Date	Author	Reviewer

FOR INFORMATION

**Client:** MANOR FARM PROPCO LIMITED  
**Project:** Manor Farm  
**Address:** Poyle Road, Slough, SL3 0BL, England, U.K.

**Title:**  
EXISTING HARDSCAPE / SOFTSCAPE PLAN

Scale	As indicated	Size	A3
Date	25/07/2025	Drawn	TS
Job Number	2403.0000	Checked	JH

MF1 - COR - ZZ - ZZ - SK - A - 0012  
Project | Chapter | Executive Summary | Spatial Analysis | Data | Description | Notes

STATUS: S3 REVISION

KEY

- Hardscape Buildings
- Hardscape Main Road
- Hardscape Other
- Hardscape Vehicular Track
- Softscape Other
- Softscape Planting











**Colne Valley Landscape Partnership**

## **Colne Valley Landscape Character Assessment**

**Final Report  
August 2017**



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### 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 Grundon 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

<b>Protect</b>
<ul style="list-style-type: none"> <li>• Protect small lanes resisting unsympathetic highways improvement or signage.</li> <li>• Protect and restore historic features within the valley, particularly those relating to the watercourses e.g. mills, bridges and sluices.</li> <li>• Protect the pattern of villages and their relationship to the River Colne landscape ensuring new development is sympathetic to these relationships.</li> <li>• Protect the ecological networks provided by watercourses which remain largely intact despite fragmentation of this landscape by infrastructure.</li> </ul>
<b>Manage</b>
<ul style="list-style-type: none"> <li>• Manage recreation in this landscape and ensure the development of any new associated infrastructure is in keeping with the local rural character.</li> <li>• 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.</li> </ul>
<b>Plan</b>
<ul style="list-style-type: none"> <li>• Plan for the planting of new woodland within the valley floor improving structure and mitigating the effects of surrounding urban development.</li> <li>• Plan for the creation of new habitats and improved habitat networks, connecting existing sites and extending areas of pasture, woodland and wetland.</li> <li>• Plan for the increased informal recreational use of this area including improved rights of way connecting villages and across/under major infrastructure.</li> <li>• Plan for the improved understanding of the historic dimension of this landscape</li> <li>• Plan for the potential of Heathrow expansion ensuring appropriate mitigation which strengthens the positive characteristics of the area and contributes to place making.</li> <li>• 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.</li> </ul>

### 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

<b>Protect</b>
<ul style="list-style-type: none"> <li>• Protect and restore historic features along waterways, particularly those relating to the watercourses e.g. mills, bridges and sluices.</li> <li>• Protect historic character of individual villages and key views to church towers.</li> <li>• 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.</li> <li>• Protect the ecological value of the various reservoirs and lakes in this landscape.</li> </ul>
<b>Manage</b>
<ul style="list-style-type: none"> <li>• Manage woodland and scrub areas fringing lakes. Seek opportunities to open up views across the water from the surrounding wider landscape.</li> <li>• Manage recreation in this landscape and ensure the development of any new associated infrastructure is in keeping with the local rural character.</li> <li>• Manage village edge small scale pastures through appropriate grazing regimes.</li> <li>• Manage small scale hedgerow pattern and mature hedgerow trees close to villages.</li> </ul>
<b>Plan</b>
<ul style="list-style-type: none"> <li>• Plan for the improved interpretation of historic character and features.</li> <li>• 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.</li> <li>• Plan to campaign against fly tipping in the area / encourage positive care for the area.</li> <li>• 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.</li> <li>• Plan for the creation of local landmarks through the introduction of environmental art and sculpture to assist with orientation and place making.</li> </ul>

# SOUTH COLNE SUB-AREA 3



# South Colne character

South Colne is characterised by flatter topography as the River Colne approaches its confluence with the Thames. Braided watercourses and flood meadows typify the landscape, which is dominated in aerial views by a series of large reservoirs, the product of historic gravel extraction industry in the area. The South West London Reservoirs are internationally significant for the populations of overwintering birds they support, some from as far afield as the Arctic.

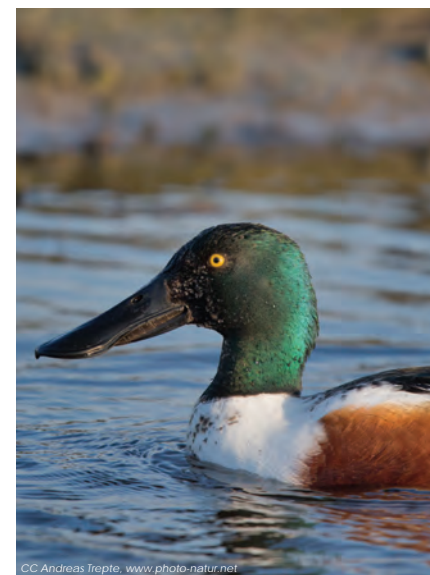
This area also includes Heathrow airport and the extensive associated transport infrastructure. In close proximity to the airport lie some significant heritage assets including Harmondsworth Barn, the largest timber-framed building in England.



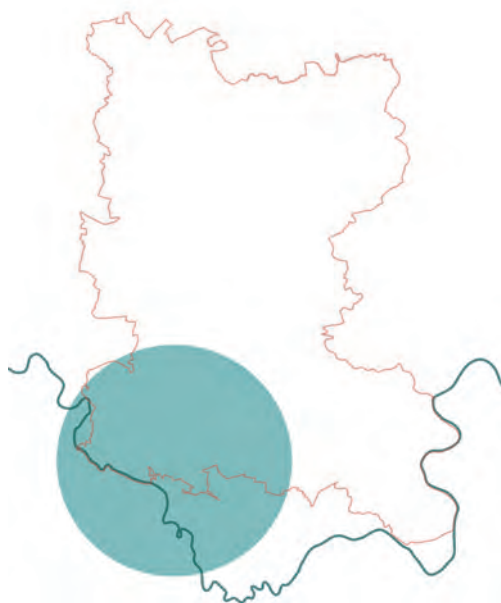
© Brian Robert Marshall  
Harmondsworth Barn



River Colne flowing through Staines Moor



CC Andreas Trepte, [www.photo-natur.net](http://www.photo-natur.net)  
Lakes and reservoirs important for overwintering wildfowl



© Stefan Czapski  
The Causeway at Staines Reservoir



Ankerwycke Priory - home to the Ankerwycke Yew



Colne Brook at Wraysbury - important for wildlife

# South Colne area strategy overview

The strategy for South Colne and Heathrow is to improve and repair the landscape and connectivity for people and wildlife, conserve and enhance valuable ecological habitats and promote access for all to new and improved landscape destinations.

Roads and other major infrastructure in this area create particular severance and impair the quality of the user experience. Improvements to footpaths and cycle routes including over and under roads with potential new 'greened' bridges (e.g. over the M25) will help to reconnect people with their landscapes, improving opportunities for health and wellbeing as well as biodiversity.

There is an opportunity to create new 'gateways' to the Colne Valley Regional Park at the Thames, Staines and Wraysbury to increase awareness of the park and reinforce strong connections to the Thames Path and other nearby sites including Ankerwycke Priory and Runnymede. Potential for a 'gateway arts project' integrated with a potential new river crossing at the Thames/ Colne Brook confluence could form part of a series of river end destinations linked to the River Thames Scheme. Gateway sites such as at Staines and Wraysbury should incorporate clear, defined routes with signage and interpretation which links to existing recreation routes.

The huge water bodies present a major opportunity for creating a regional water recreation hub destination, based on existing uses such as fishing, sailing, birdwatching and swimming, but enhanced with vibrant new facilities such as a visitor centre, landmark sculpture, bird hides and viewing platforms with

associated opportunities for education and interpretation and new viewpoints.

Water and biodiversity enhancements should aim to restore floodplains and focus on the benefits of natural landscapes to contribute to natural flood management in this low lying landscape. The Duke of Northumberland's River and Longford River close to Heathrow could be enhanced for water flow, water quality, wildlife value and pedestrian experience.

Heathrow airport has a huge impact on this landscape with regards to noise, severance and associated transport and landscape fragmentation. The special features such as conservation areas and listed buildings such as Harmondsworth Barn should be conserved and their settings enhanced, taking opportunities to focus landscape restoration in connecting assets and biodiversity corridors together. Areas such as Harmondsworth Moor (the largest park in the area) are unique and under threat, requiring careful protection.

A potential strategy for the remnant farmland in this area may be to consider converting it to multi-functional landscapes for recreation, ecosystem services and other types of productive use such as fruit-growing. There may be a potential opportunity for a new regional cultural centre and landmark such as opera house/ arts centre/ museum.









# South Colne schedule of opportunities

1 Water / wetland focused opportunities
 1 Open space / green infrastructure focused opportunities
 1 Access / connectivity focused opportunities

No.	Title	Description	Link to Principles	Further comments
SC001	Confluence of Colne with the Thames	Opportunity for new landmark gateway to identify the mouth of the Colne where it meets the Thames and Thames Path. Ensure linked with opportunity SC114/ SC222.	1. Celebrate landscape, character and heritage 3. Improve pedestrian and cycle connectivity	
SC011	South of Horton landscape enhancement	Existing restoration plan at Kingsmead, taking opportunities to ensure links into the wider landscape.  Conserve and enhance heritage features along Colne Brook including mills and sluices. Conserve and enhance views to Horton Church (Grade I listed) local landmark.	1. Celebrate landscape, character and heritage 2. Protect and enhance the natural environment 3. Improve pedestrian and cycle connectivity 6. Boost health and wellbeing	Biodiversity Opportunity Area.
SC101	Improve access over M4	Improve pedestrian and cycle access over M4 e.g. new green footbridge.	3. Improve pedestrian and cycle connectivity	To connect into existing/ potential new routes (e.g. MC108). Area of search from Horton Brook is the West to footpath IV20 in the East
SC102	Pedestrian and cycle access links between Colnbrook and Staines Moor	Create new access link for pedestrians and cyclists between Colnbrook/ Poyle to Arthur Jacob Nature Reserve to link in with existing footpaths and the Colne Valley Trail. Recognise significance of and link to Colnbrook village. Improve existing Colne Valley Trail to north of Wraysbury Reservoir–investigate potential for diversion off-road. Create a safe crossing point of Stanwell Road and improve crossing of the M25. Opportunity for new green bridge to provide acceptable pedestrian /cycle experience shielded from M25, trading estate and Heathrow airport.	3. Improve pedestrian and cycle connectivity	Poor quality streetscape and potential impacts from possible Heathrow expansion. Area of fragile landscape due to due to blight, lack of management regimes, and short term minerals/ waste activity. Benefits for local communities and access to local green space. Improves connections between communities, open spaces and the river corridor.
SC103	Access improvements near Colnbrook	Create new crossing over the A4 (busy road currently lacks existing crossing). Benefits for safety and connectivity of Colne Valley Trail.	3. Improve pedestrian and cycle connectivity	
SC104	Queen Mother Reservoir cycle route	Opportunity to create new cycle route around southern, northern and eastern perimeter of the Queen Mother Reservoir, linking Datchet with the existing entrance to the sailing club and linking existing cycle route adjacent to Majors Farm Road (B470) to area south of Colnbrook.	3. Improve pedestrian and cycle connectivity	
SC105	Potential green link	Investigate potential for new link to Colne Valley Trail on section of disused railway.	3. Improve pedestrian and cycle connectivity	Connects reservoirs with Frays Island and Mabey's Meadow Nature Reserve.

No.	Title	Description	Link to Principles	Further comments
SC106	Poyle channel	Enhancements to river channel.	2. Protect and enhance the natural environment	Flood risk benefits
SC107	Sunnymeads link	Potential new link from Sunnymeads Station to nearby water recreation destinations such as the Aqua Park, local bus services and existing on-road link to Horton village.	3. Improve pedestrian and cycle connectivity	
SC109	Stanwell to Stanwell Moor Reservoir link	Improve pedestrian connectivity and experience along the northern side of Staines Reservoirs.	3. Improve pedestrian and cycle connectivity	Currently poor pedestrian experience, very narrow and heavily enclosed. Short distance where pedestrians must walk on footpath adjacent to B378.
SC110	M25 underpass enhancements	Improve existing underpass to M25 along Wraysbury River, including consideration of lighting, path width and signage.	3. Improve pedestrian and cycle connectivity	
SC111	Colne Valley Trail at King George VI Reservoir and link to Staines	Upgrade existing access routes forming part of the continuous Colne Valley Trail foot/ cycle route from Staines to Colnbrook / West Drayton and beyond, including enhancing user experience. Improve access under the A30. Improving access for leisure and commuting.	3. Improve pedestrian and cycle connectivity	Existing condition of public rights of way is relatively poor, with some poor crossings. To encourage walking/ cycling between local communities of Staines, Stanwell Moor and Heathrow and north. Forms important link from major gateway of Staines into the Colne Valley Regional Park.  Continuous Colne Valley Trail (Staines to Colnbrook/ West Drayton) Thames Water meeting notes - certain locations it might be possible to set back fencing.
SC112	Wraysbury Station Gateway and link	Create new 'Gateway' at Wraysbury Station with signage and wayfinding. Including link from Colne Brook footpath/ cycle way to be delivered in conjunction with Cemex/ Kingsmead restoration - connecting via Whitehall Lane. Improve links to Wraysbury village including enhancing views to Wraysbury church tower. Promote links to Colne Valley Trail to the north, local water-based recreation destinations, Horton village and south to Ankerwycke.	1. Celebrate landscape, character and heritage 3. Improve pedestrian and cycle connectivity	Existing poor connectivity across railway line to Wraysbury Station. Supports the synergy with National Trust project to link Runnymede and Ankerwycke
SC113	Ankerwycke, Colne Brook & the Thames access link	Create new link from Colne Brook at Hythe End to Ankerwycke with associated landscape improvements including enhancing the area around the mouth of the Colne Brook.  Opportunity for Thames crossing to link to public rights of way to the north and south of the River Thames.	1. Celebrate landscape, character and heritage 3. Improve pedestrian and cycle connectivity	To be considered with the context of the Runnymede Explored project to link Runnymede and Ankerwycke.

No.	Title	Description	Link to Principles	Further comments
SC114 SC222	Staines gateway to the Colne Valley Regional Park	<p>Create new 'gateway' at southern end of Colne Valley Regional Park through signage, interpretation and landscaping improvements. Opportunity for new access links following some existing public rights of way, including: along the Colne at Staines linking to Staines Moor under the railway. Wayfinding/ signage, interpretation at Two Rivers Shopping Area, between the River Ash corridor and Colne Valley Trail, between Staines railway station and the River Colne (SC114).</p> <p>Particular new landmark opportunity where the Colne meets the Thames for improving gateway and identity (see opportunity SC001).</p> <p>Enhance existing water and public space at the river confluence including removal of rubbish and improvement of bank sides (SC222).</p>	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>3. Improve pedestrian and cycle connectivity</li> <li>6. Boost health and wellbeing</li> </ol>	Will introduce new sustainable foot/ cycle link between Staines and the Colne Valley Regional Park which is currently poorly connected. To link to existing NCN 4, Colne Valley Trail & Thames Path. Caution: cycle routes should not go across Stains Moor - the route west of KGVI Reservoir should provide for cyclists.
SC201	Landscape enhancements east of Slough	Environmental enhancements to improve landscape character and visual amenity. Potential to contribute to natural flood management/ SUDS as much of the area lies within the flood zone.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>5. Be adaptable and resilient to climate change</li> </ol>	
SC202	Harmondsworth Moor Country Park	Conserve and enhance the landscape and character of the open space and recreational amenity. Enhance its status as a gateway to the CVRP - develop into key hub with improved visitor facilities and transport (including to and from the airport)/ improved pedestrian and cycle access. Enhance biodiversity. Recognise highly significant/vulnerable Harmondsworth barn, church and village and include within possible new gateway as heritage attraction. Green infrastructure opportunity should 'wrap around' the village to conserve its setting. Potential for community archaeology/heritage activities	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> <li>6. Boost health and wellbeing</li> </ol>	Heathrow airport - potential expansion Many important prehistoric sites discovered during quarrying – contact Berkshire Archaeology for specific information. Potential for wet woodland restoration?
SC203	Heathrow villages strategic enhancements	<p>Conserve and enhance the special character of Harmondsworth and Harlington Conservation Areas. Create a masterplan for the future of the landscape to the north of Heathrow including community engagement/ groups and a business improvement strategy. Develop and publicise walks and cycle routes. Consider opportunity for a major new landmark/ visitor hub to create economic focus for investment e.g. opera house/ art gallery, including also creating links to noise attenuation to help mitigate noise from Heathrow.</p> <p>Conserve Grade I listed Harmondsworth Great Barn and its setting, distinctive and key feature to the character of the area. Potential opportunity to enhance interpretation/ access/ understand historic importance in conjunction with Harmondsworth Conservation Area improvements.</p>	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>4. Provide for communities</li> <li>5. Be adaptable and resilient to climate change</li> <li>6. Boost health and wellbeing</li> </ol>	Heathrow airport - potential expansion Many important prehistoric sites discovered during quarrying – contact Berkshire Archaeology for specific information. Potential for wet woodland restoration?

No.	Title	Description	Link to Principles	Further comments
SC204	Colnbrook & Poyle open spaces/ access	Conserve & enhance existing parks and open spaces adjacent to the settlements and links with Colnbrook Conservation Area. Create biodiversity links with nearby sites including Pippins Park, Albany Park, Colnbrook Recreation Ground and Crown Meadow. Create new access to the south of Crown Meadow to link with nearby public rights of way, bus stop and open spaces. Open spaces are important to retain separation and distinctiveness of the villages. Recognise the link to Colnbrook Village.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> </ol>	<p>Improving access to green space for local communities of Colnbrook and Poyle and reducing impact of locally detracting features such as busy roads.</p> <p>Brands Hill/ western end of Colnbrook in 30% most deprived percentile (IMD data).</p>
SC205	Landscape enhancements north of Colnbrook	Environmental enhancements to improve landscape character and visual amenity. Potential to contribute to natural flood management/ SUDS as much of the area lies within the flood zone. Opportunity to connect Pippins Park, Albany Park and Colnebrook Recreation Ground. biodiversity and walking/cycling routes.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>5. Be adaptable and resilient to climate change</li> </ol>	
SC206	Queen Mother Reservoir	Enhance biodiversity value of the reservoir banks and Northern perimeter. Opportunity for fixed point access for birdwatchers in combination with new foot/ cycle links around southern and eastern perimeter.	<ol style="list-style-type: none"> <li>2. Protect and enhance the natural environment</li> </ol>	Biodiversity Opportunity Area
SC207	Colnebrook, Poyle , Horton landscape enhancement	Restore and improve landscape quality and condition around Berkyn Manor Farm, including to reveal its historic character. Landscape improvements planned and funded as part of proposed quarry restoration. Provide links south to Horton village, Colnebrook and Poyle.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> <li>6. Boost health and wellbeing</li> </ol>	Existing poor quality landscape at Berkyn Manor Farm including rubbish tipping. Biodiversity Opportunity Area.
SC208	Open space enhancements between Heathrow and M25	Enhance existing open space, biodiversity, landscape management, recreational experience and safety of Longfordmoor and land to the north. Interpretation boards and views. Enhance existing plane spotter location and promote as viewpoint.  Improve the environment of access routes/ access points including in the vicinity of the A3113. Improve pedestrian/ cycle access across the A0344.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>6. Boost health and wellbeing</li> </ol>	<p>Landscape in need of enhancement.</p> <p>River Colne at Harmondsworth Moor WFD project. Potential area for Heathrow expansion.</p>
SC209	Arthur Jacob Nature Reserve & Poyle Community Woodland	Conserve and manage existing nature reserve and community woodland. Improve access to river corridor (e.g. with land owner agreements). Opportunity for education and engagement with local communities.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> <li>4. Provide for communities</li> </ol>	Ensuring legacy of valued open space and biodiversity assets.
SC210	Road and public realm enhancements on Horton Road	Public realm improvements in this heavily urbanised short link between green spaces to the east and west.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>3. Improve pedestrian and cycle connectivity</li> </ol>	

No.	Title	Description	Link to Principles	Further comments
SC212	Wraysbury Lakes	Conserve and enhance the natural value at Wraysbury Lakes (including areas designated Ramsar, SSSI, SPA), and promote their value for water recreation.	2. Protect and enhance the natural environment 6. Boost health and wellbeing	Wraysbury 1 is home to Carp Team England and hosts many large events such as the World Carp Classic qualifier and BCAC finals throughout the course of the season.
SC213	Wraysbury Reservoir	Conserve and manage existing SSSI for existing wet/ lowland meadow habitats. Opportunity for wetland creation and habitat/ scrapes between the existing footpath and grazed reservoir embankment especially on the Southern perimeter. Restore landscape around the existing industrial/ storage uses and areas to the south and north within Thames Water curtilage.	2. Protect and enhance the natural environment 5. Be adaptable and resilient to climate change	Enhancing biodiversity and condition of the SSSI. Potential for biodiversity enhancement along the southern edge of Wraysbury Reservoir. A Right of Way exists between the railway and the reservoir and the concrete palisade could be 'moved in'. Also in line with Thames Water's 25 Year Environment Plan. TVO3 Surrey Biodiversity Opportunity Area.
SC214	Stanwell open space improvements	Enhance green spaces in Stanwell, creating biodiversity links with nearby open spaces. Enhance functional uses for recreation and community activities/ events and improve overall quality and amenity of spaces for the local community, creating visual links with the church.  Enhance biodiversity on existing farmland, creating links with nearby green spaces - complementing the opportunity sites at King George VI Reservoir and quarry restoration site. Opportunity for future public access/ tree planting, dependent on future agricultural or other land use.  Re-instate historic landscape at Stanwell Place (Remnants of the historic landscape remain around the quarry here although quarry is still operational).	1. Celebrate landscape, character and heritage 4. Provide for communities 5. Be adaptable and resilient to climate change 6. Boost health and wellbeing	Existing agricultural fields. Watercourse flows through it - potentially flooding in Stanwell Moor downstream.
SC215	Hithermoor landscape restoration	Quarry restoration (planned and funded) and adjacent landscape restoration/ enhancements from Stanwell Moor village to Staines Moor. Create sense of place, improve views and better route/ gateway from the village to the Moor. New public green space to be created. Potential for further connection to Staines Moor with multi-use link to the Colne Valley Trail. Potential to provide interpretation with the aspiration to tie in to the destination opportunity at King George VI Reservoir. Potential to increase status as a major destination/ landmark due to proximity to Staines gateway and the Thames reservoirs. Biodiversity enhancements in line with an appropriate landscape/ ecology masterplan.	1. Celebrate landscape, character and heritage 2. Protect and enhance the natural environment 5. Be adaptable and resilient to climate change	Recreation, biodiversity, remediation. Biodiversity Opportunity Area. Much of the area is within the flood zone. Lower Wraysbury WFD restoration project. Site is currently in industrial use, but has a good restoration plan. Plan can be complemented by ensuring connectivity with surrounding landscape.

No.	Title	Description	Link to Principles	Further comments
SC216	Stanwell Moor landscape improvements	Future opportunity for landscape improvements on existing landfill site in line with integrated restoration plan, linking with other opportunities including access links around King George VI Reservoir and associated opportunity for new viewpoint/ hide.	1. Celebrate landscape, character and heritage 6. Boost health and wellbeing	Biodiversity Opportunity Area. Enhancements should ensure connectivity with surrounding landscape.
SC217	Staines Moor	Conserve and enhance the existing SSSI, lowland meadows habitat & grazing marsh habitat at Staines Moor. Opportunity for interpretation of cultural heritage and the story of the historical mead landscape. Ongoing management including pollarding willows at Bonehead Ditch. Opportunity for screening and also viewpoint creation along Bonehead Ditch. Opportunity to connect with restored landscapes in the North.	1. Celebrate landscape, character and heritage 2. Protect and enhance the natural environment 5. Be adaptable and resilient to climate change 6. Boost health and wellbeing	Biodiversity Opportunity Area Lower Colne ditch restoration, and River Colne Staines Moor WFD projects.
SC218	Wraysbury Gravel Pits	Protect and enhance existing green and blue assets at Wraysbury Gravel Pits, including areas designated SPA, SSSI, Ramsar and semi-improved grassland habitats, complementing existing uses (fishing, sailing, water sports, swimming and birdwatching). Buffer and link with Wraysbury reservoir, Horton designated areas and Staines Moor. create and improve walking/cycle connections.	2. Protect and enhance the natural environment 3. Improve pedestrian and cycle connectivity	Wraysbury 2 Lake Nature Reserve and angling lake. Biodiversity opportunity area. Angling presently only occurs on the Silverwing Lake and Watts Pool. Silverwing Lake is used for sailing. Heron Lake is used by disabled groups for water sports, and also for open water swimming. The remaining lakes were presently reserved for biodiversity. An active bird-ringing group use the site. Managed by Affinity Water. Colne Brook rehabilitation WFD project.
SC219	King George VI and Staines Reservoirs	Conserve and enhance wetlands and water bodies, of particular value for overwintering birds (part of South West London waterbodies designated SPA, SSSI, Ramsar). Promote water recreation where appropriate in liaison with Thames Water plans. Staines Reservoir - improve pedestrian experience along the causeway at Staines Reservoir - opportunity for stationary binocular/telescope viewing points, higher spec (vandal-proof) benches. Improve car park east of the reservoir. King George VI Reservoir - opportunity for bird watching point/ hide - potential location at northern bank following discussions with Thames Water, and accessed by new steps leading up to reservoir edge. Opportunity for biodiversity enhancements on northern bank.	1. Celebrate landscape, character and heritage 2. Protect and enhance the natural environment 3. Improve pedestrian and cycle connectivity 4. Provide for communities 5. Be adaptable and resilient to climate change 6. Boost health and wellbeing	Strategic opportunity to create significant new destination, benefits for wildlife and education. Biodiversity Opportunity Area -Surrey TV03 Thames 25 Year Environment Plan Fly tipping issues at Staines reservoir car park. AT: Joined up working with Elmbridge as some of their reservoirs on opposite bank of Thames are part of the same Ramsar.
SC220	Wraysbury/ Hythe End	Enhance biodiversity value to improve ecological connectivity between Ankerwycke, Wraysbury and Church Lammas. Encourage small scale interventions which provide habitat links e.g. supporting traditional orchard land use north of Ankerwycke.	2. Protect and enhance the natural environment 4. Provide for communities 5. Be adaptable and resilient to climate change	



No.	Title	Description	Link to Principles	Further comments
SC221	Ankerwycke	Conserve and enhance this site and nationally significant heritage assets including Scheduled Monument, Ankerwycke Yew, Benedictine Ankerwycke Priory, memorials and National Trust Riverside Meadows. Potential/ proposed walks, biodiversity enhancement and access improvements proposed/ underway as part of National Trust HLF proposals for Ankerwycke and Runnymede. Potential cycle access improvements.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> </ol>	To link with Ankerwycke National Trust, 'Runnymede Revealed' HLF project.
SC223	Lammas Park & Church Lammas gateway open space	Promote the existing open spaces as the southern gateway to the Colne Valley Regional Park. Develop clear access links to Staines Moor.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>3. Improve pedestrian and cycle connectivity</li> </ol>	
SC224	Shortwood Pond and Shortwood Common	Conserve and enhance Shortwood Pond SSSI and Site of Nature Conservation Importance. Semi-improved grassland habitat. Ancient commons. Eradicate/contain invasive non-native aquatic plants in Shortwood Pond to restore endangered native biodiversity	<ol style="list-style-type: none"> <li>2. Protect and enhance the natural environment</li> </ol>	Of biological importance for its alluvial grassland vegetation and is a fine example of the original floodplain landscape of the area. Community volunteer groups assist with maintenance and management includes grazing by cattle.
SC225	River Ash corridor	Enhance River Ash corridor and landscape enhancements/ restoration. Heritage features including Staines aqueduct. Open spaces include Priory Green, Birch Green, Bronze field public open space, Fordbridge Park and surviving part of the historic Stanwell Brook. Improve managed access and connectivity along the river corridor to Staines. Creation of wetlands under delivery, with further proposals to extend habitat improvements.	<ol style="list-style-type: none"> <li>1. Celebrate landscape, character and heritage</li> <li>2. Protect and enhance the natural environment</li> <li>3. Improve pedestrian and cycle connectivity</li> <li>5. Be adaptable and resilient to climate change</li> </ol>	Landscape currently in poor condition in need of enhancement. Land along the River Ash is subject to flooding. Ash Corridor and Sweeps Ditch Corridor exist as features in the Spelthorne Adopted Local Plan, including the watercourse, Green Belt, public open spaces and other designated land. Green Belt here is a very narrow strip, important for retaining sense of separation between the settlements of Staines and Ashford. Open space here is also vital to maintain the continuity of landscape and habitat along the Ash floodplain. Biodiversity Opportunity Area.
SC226	Moor Lane Nature Reserve	<p>Mosaic of wetland and woodland used for fishing but an important buffer to M25.</p> <p>Potential opportunity at the adjacent site The Willows (Formerly Cambridge Kennels) for visitor centre or habitat creation. An important buffer between Staines Moor and M25.</p>	<ol style="list-style-type: none"> <li>2. Protect and enhance the natural environment</li> </ol>	