
Landscape Assessment

**Cherry Yard, Holloway Farm,
Harmondsworth**

for

Transdev PLC.

19 September 2017



Client

Transdev PLC.
Suite 1.8
1110 Great West Road
Brentford
TW8 0GP

Landscape Assessment

Cherry Yard, Holloway Farm, Harmondsworth

Planning authority

London Borough of
Hillingdon
Civic Centre
High Street
Uxbridge
Middlesex
UB8 1UW

Document	Landscape Assessment
Version	4.1
Date	19 September 2017
Authors	Jo Wild BA (Hons) MA (Landscape Architecture)
Reviewer	Etienne Swarts B. Compt (Hons) F Deg Sc ACIEEM

Greenlight Environmental Consultancy Limited

The Old Lion
All Saints South Elmham
Halesworth
Suffolk
IP19 0NZ



Table of Contents

EXECUTIVE SUMMARY	4
1 INTRODUCTION	6
2 METHODOLOGY	7
3 SITE CONTEXT	8
4 LANDSCAPE POLICY CONTEXT	24
5 DESCRIPTION OF DEVELOPMENT	29
7 CONCLUSIONS.....	33
 Appendix 1	Mitigation plan
 Appendix 2	Planning layout
 Appendix 3	Methods for visualisations
 Appendix 4	Data sources

EXECUTIVE SUMMARY

- A Landscape Assessment has been prepared in support of a retrospective planning application for the change of use of horticultural land on two sites at 'Cherry Yard' ("the site"), Holloway Farm, Harmondsworth, Greater London.
- The project involved the construction of a vehicle maintenance area including shed on the site of a large glasshouse and located on the existing hardstanding, and the creation of a temporary (five year) car parking area on newly laid hard core. These are set at Cherry Yard within Holloway Farm. This greater site area consists of a car hire company, plant nursery, vehicle haulage company and service station.
- **Site 1**; land within the northern part of Cherry Yard contained a greenhouse located on a concrete apron which extended to the northern boundary. **Site 2**; land within the southern part of Cherry Yard, was an area of horticultural land previously associated with **Site 1**. Cherry Yard is located in the Holloway farm site.
- The largest nearby settlement is the town of West Drayton, the settlement edge of which is approximately 130m to the north of the site; the closest village is Harmondsworth located 380m to the southwest.
- The surrounding landscape is strongly influenced by the M4 motorway which passes between the site and West Drayton and Heathrow Airport, 1.5km to the south, however there are large areas of park and farm land to the east and west.
- The site is enclosed by mature vegetation along the boundary with Harmondsworth Road to the east, and mature tree lines and hedgerow to the west. To the south is a plant nursery, transport company and service station. To the north, beyond a substantial tree line is the M4 corridor.
- The topography within the site is relatively level, set within a flat landscape.
- A Public Right of Way ("PRoW") passes 415m to the west of the site (**Footpath 1**). There are few other PRoWs within the surrounding landscape.
- The site lies in the Metropolitan Green Belt. Although the site entrance is visible from the Green Belt boundary (which does not include Harmondsworth Road), the two sites are enclosed by mature vegetation which in leaf effectively screen both sites. However, these views from Harmondsworth Road will be more open in winter.
- Both sites fall within National Character Area 115: Thames Valley, a flat low lying landscape of heavy clays overlaid by sands and gravel.

- Both sites are within the 'Harmondsworth Open Gravel Terrace' landscape character area as assessed by London Borough of Hillingdon's in their Landscape Character Assessment ("LCA") in 2012, described as a '*flat, open landscape*', with large arable fields and evidence of gravel extraction by the presence of ponds.
- The agricultural land classification is 'Other land primarily in non-agricultural use' (Natural England Agricultural Land Classification, website accessed 21st September 2016).
- There are several Grade II listed structures within 2km of the site. The closest listed properties are within the village of **Harmondsworth (A)**. To the north there are several listed structures within **West Drayton (B)**. Additionally, there are two listed buildings in **Sipson (C)**. There are no Scheduled Monuments within 2km.
- There are no Sites of Special Scientific Interest ("SSSI") within 2km.
- The assessment of the effects of the proposals on the landscape character found that there have been no negative effects on the district level landscape character, where the main sensitivities are interruption to long views; disruption to simple uniform character, and; the flat landform where development is easily visible.
- For the site itself, the landscape effects on a limited number of receptors were found to not have resulted in the loss of any landscape elements including hedgerows and trees, however there have been the introduction of new landscape structures that sit comfortably within the former footprint of the glasshouse.
- With regard to the visual effects of the proposals upon local receptors, the greatest effect is to views for users of Harmondsworth Road, on a short section where the entrance to both sites and the new structure is partially visible. There are glimpsed views from **Footpath 1**. This change in the visual amenity comprises only a small change to pre-existing views.
- Mitigation is proposed as follows:
 - Grass-crete (or similar) to replace hard core on car parking area to reduce ground compaction and maintain permeability; and
 - Mixed species hedgerow around the perimeter of car park fencing
 - Evergreen native trees on the eastern perimeter to reinforce screening.
- The overall effects of the scheme are considered to be long-term in duration. Considering the small size of the development and change of land use, similar footprint to pre-existing structures, and the relationship to current landscape elements within Holloway Farm, and with the addition of the proposed mitigation, it is considered that the visual or landscape effects of the changes of land use have been and will remain small. The qualities of the Green Belt, openness and permanence have not been altered by changes made on site.

1 INTRODUCTION

- 1.1 Greenlight Environmental Consultancy Limited has been commissioned by Transdev PLC. to carry out a Landscape Assessment of two sites within Holloway Farm, **Site 1**, within the northern portion of Cherry Yard is the location of previous glasshouse and **Site 2**, in the southern portion of Cherry Yard was an area of open horticultural land. Both sites lie within the London Borough of Hillingdon on the western edge of Greater London.
- 1.2 The sites are situated to the west of Harmondsworth Road, a single carriageway which links West Drayton to the north to Holloway Lane to the south. The two sites are currently within a portion of land called Apple Yard, within Holloway Farm that contains, alongside the sites in discussion, a car hire company, a plant nursery, vehicle haulage company and service station. Ground within **Site 1** is partially laid to concrete with areas of loose gravel for access and some vertical structures, whilst **Site 2** is compacted hard core.
- 1.3 The two sites have been subject to change, namely the demolition of a glasshouse and replacement with a large vehicle maintenance shed and extension to the concrete apron. Also, an area that had been open ground has been laid to compacted hard core and used for car parking. Access is via a pre-existing entrance to Holloway Farm, where no changes have been made, however a concrete track has been created into **Site 1** to access the entrance to the vehicle maintenance shed.
- 1.4 This report provides a landscape assessment of the site within the context of the surrounding area. It outlines the existing baseline situation for topography, vegetation cover and land uses, published landscape character studies, landscape and other relevant designations, and the current visibility of the site. Please refer to the A3 Figures Volume for photomontages of likely effect of mitigation planting under separate cover.
- 1.5 The existing baseline situation and effect of the development are then analysed against the proposed mitigation treatment to minimise the visual impact.
- 1.6 The approach to the report is in accordance with current guidance (see Section 2.1 below).

2 METHODOLOGY

2.1 Relevant guidance

2.1.1 This appraisal has been undertaken with reference to guidance as outlined in the following publications:

- o Guidelines for Landscape and Visual Impact Assessment' (GLVIA3) – Landscape Institute and the Institute of Environmental Management and Assessment 2013.
- o An Approach to Landscape Character Assessment October 2014 Christine Tudor, Natural England
- o Landscape Character Assessment - Guidance for England and Scotland – Countryside Agency and Scottish Natural Heritage 2002.
- o The Guidelines for Environmental Impact Assessment - Institute for Environmental Management and Assessment 2004.

2.2 Methodology

2.2.1 The methodology used for this assessment is assimilated from the guidance listed above, however this report is neither a Landscape Visual Impact Assessment or Landscape Character Assessment.

2.2.2 A desktop review of published data, such as landscape character assessments, OS maps and landscape planning policies, has been carried out. This identified potential landscape and visual receptors that could be affected by the proposals. A field survey visit was carried out on 15th September 2016 to confirm the findings of the desktop review.

2.2.3 This landscape assessment is informed by local and national policy; national character areas and existing regional and local LCAs, and how the site shares that identified landscape character, and additionally the site's relationship to statutory designations. It will include a site description from field survey and the effect on landscape elements and views and this will inform the possible mitigation of those effects.

2.2.4 In the case of this scheme, a screening opinion has not been requested from the London Borough of Hillingdon.

2.3 Limitations of the assessment

- 2.3.1 This assessment is based on views from publicly accessible locations. Where impact to private views is noted it has been estimated.
- 2.3.2 The viewpoints identified in this assessment are illustrative and represent the potential impact of the proposals from a range of receptors e.g. dwellings, commercial properties, rights of way, roads etc. This report does not necessarily identify all locations from where the site is potentially visible. In addition to the images attached to this document, the A3 Figures Volume submitted under separate cover as part of the application, acts as a further resource with respect to visual representation of the site and its surroundings.
- 2.3.3 It is important to note that this assessment was carried out during late summer, and therefore the 'in leaf' vegetation considerably contributes to the screening of the development, as it will do for approximately seven months of the year between April and November.

3 SITE CONTEXT

3.1 Overview

- 3.1.1 This section sets out the context of the site within the surrounding area. It outlines the location, nearby settlements, topography, vegetation cover, existing rights of way, published landscape assessments, landscape and other relevant designations and planning policy, at national and local levels.
- 3.1.2 Annotated photographs are included throughout the report. The site context and location plan is included as Fig. 1 in section 3.2 'Location and Boundaries' below.
- 3.1.3 For all quoted distances from the site, unless otherwise stated, the measured distance is the approximate distance in kilometres from the closest boundary of the site compound to the closest boundary of the location being discussed, measured in a straight line.

3.2 Location and Boundaries

- 3.2.1 The site is located in Greater London at Grid reference TQ 06333 78323, the nearest postcode is UB7 0AA. The closest settlement is the suburban edge of **West Drayton (B)** 130m to the north. The village of **Harmondsworth (A)** lies 380m to the southwest on Holloway Lane. The village of

Sipson (C) is 800m to the east. There are few individual properties in the landscape, which is shaped by previous and current gravel extraction, pasture and arable fields.

3.2.2 The site is located on a triangular piece of land between Harmondsworth Road to the east and rough pasture land further east beyond the boundary. To the west of the site boundary are further pasture fields. To the north lies the M4 motorway which runs west to east, a sunken transport route which is well tree lined. South, beyond the larger site enclosure, lies Holloway Lane, which links Harmondsworth to the west to the east of West Drayton. Holloway Lane is also well tree lined and the southern edge of the larger site enclosure is densely vegetated. Within the surrounding landscape there are arable fields extending to the south to Heathrow Airport. However, the surrounding landscape is predominantly arable fields and gravel extraction to the east and parkland and extensive ponds to the west. Field enclosure is mixed species hedgerows and mature trees. Further to the north the landscape is urban, and the south is dominated by Heathrow Airport and associated infrastructure.

3.2.3 The two sites are located at Apple Yard within the boundary of Holloway Farm that contains other businesses, **CCH Ltd (1)** a vehicle hire company, **John Train Plants (2)**, a nursery with glasshouses; **Shell Service Station (3) (Viewpoint b)** on the corner of Harmondsworth Road and Holloway Lane; and, **CTS Logistics (4)**, a transport company.

3.2.4 **Site 1** currently comprises hard standing including concrete slab and loose gravel to the north, and a large area of lawn on the southern boundary. There are two sheds, the larger of which is new and subject to an application for retrospective planning permission (**Viewpoint d**). Around the sheds is a large pre-existing concrete apron that served the demolished glasshouse. The site is enclosed by mature vegetation to the west, north and east which includes lime (*Tilia spp.*), Cherry (*Prunus spp.*), Norway maple (*Acer platanooides*), ash (*Fraxinus excelsior*), and gum (*Eucalyptus spp.*) (**Viewpoint c**). **Site 1** is approximately 0.23 hectares. There is small portion of land fenced off in the northern corner of the site, reserved for the owner of the site.

3.2.5 To the south of **Site 1**, **Site 2** is the location of car parking and is laid to hard core. The car parking area is enclosed to the west by an unmanaged hedgerow of mainly hawthorn (*Crataegus spp.*) and some elm (*Ulmus spp.*) with dead elm within the hedge line. To the south is a fenced access track to the access road, Holloway Close, that runs along the western boundary of the larger site enclosure serving both **Site 1** and **CTS Logistics (4)** to the south. To the north is a mesh fence line adjacent a large area of lawn within **Site 1**. The eastern boundary is open access to the parking area. **Site 2** comprises approximately 0.10 hectares.

3.2.6 The land is 'Other land primarily in non-agricultural use' (Natural England Agricultural Land Classification website, date accessed 21 September 2016).

3.2.7 Access to the both sites is via an existing entrance from the single carriageway Harmondsworth Road which lies to the east. The entrance is relatively open to accommodate passing vehicles, however it becomes enclosed as one moves north and south by mature tree lines, including conifer, which appear to be in Highway Authority ownership (**Viewpoint a**). This is further illustrated by Viewpoint A in the A3 Figures Volume under separate cover.



Figure 1: Satellite map showing the location of both sites outlined in red (based on Google map accessed September 2016)

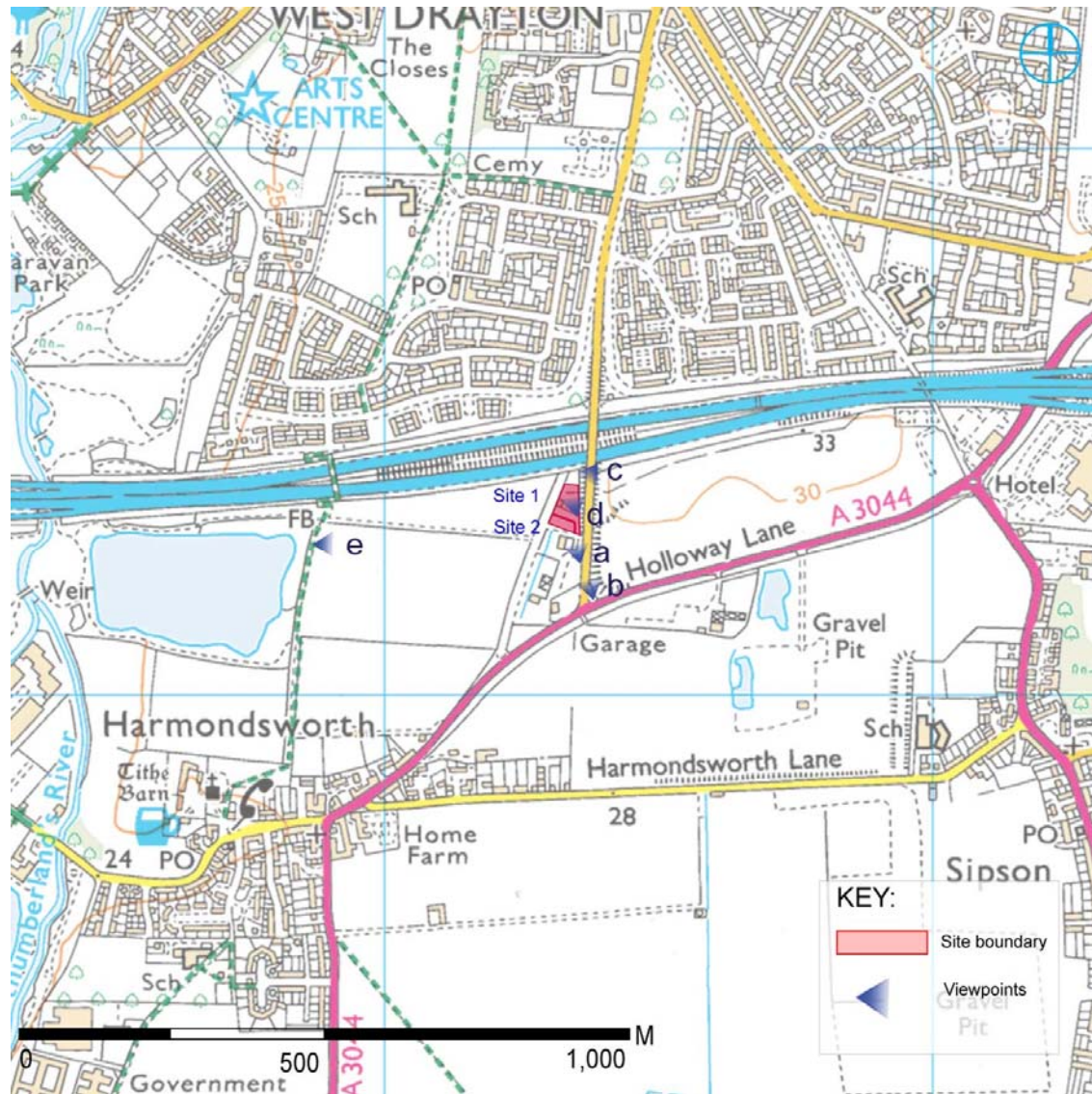
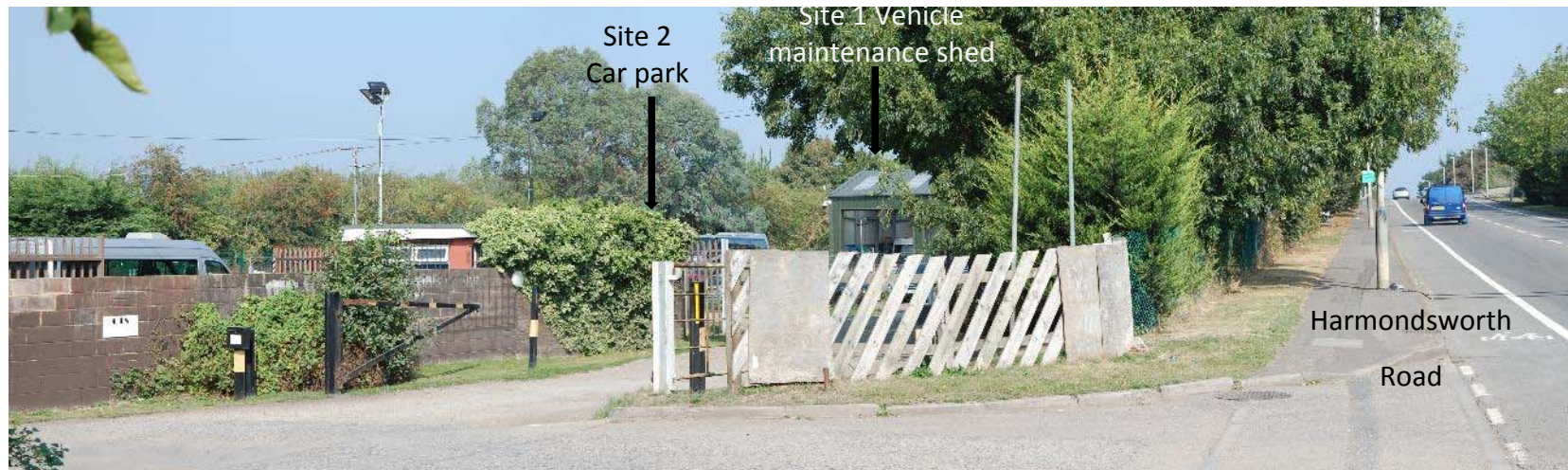


Figure 2: Map showing the location of viewpoints. (OS Map provided by www.centremapslive.com at scale 1:25,000)



Viewpoint a: View of the entrance to **Site 1** and **Site 2**, this is the only clear view of the interior of both sites for pedestrians and drivers.

Looking: NNW 330°	Approximate elevation: 29m	Approximate distance to site: 8m	Estimated field of View: 45°
Focal length: 50mm	Camera height: 1500mm	Date: 15.09.2016	Time: 10.35



Viewpoint b: View of the site from Harmondsworth Road close to Holloway Lane, both sites are well enclosed, however winter views are likely to be more open. Visual receptors are drivers and pedestrians on Harmondsworth Road.

Looking: N 354°	Approximate elevation: 28m	Approximate distance to site: 70m	Estimated field of View: 60°
Focal length: 18mm	Camera height: 1500mm	Date: 15.09.2016	Time: 11.50



Viewpoint c: View of the site from Harmondsworth Road close to M4, both sites are well enclosed by vegetation, which may be more open in winter. Visual receptors are drivers and pedestrians on Harmondsworth Road.

Looking: SSW 196°	Approximate elevation: 27m	Approximate distance to site: 17m	Estimated field of View: 40°
Focal length: 18mm	Camera height: 1500mm	Date: 15.09.2016	Time: 11.44



Viewpoint d: View of the vehicle maintenance shed in **Site 1** and the car park in **Site 2** from within the larger site enclosure.

Looking: NNW 238°	Approximate elevation: 29m	Approximate distance to site: -	Estimated field of View: 60°
Focal length: 18mm	Camera height: 1500mm	Date: 15.09.2016	Time: 12.03



Viewpoint e: View of the site from **Footpath 1** looking east, neither site is clearly visible from the west. The roof of the vehicle maintenance shed within Site 2 is visible, although the colour of the shed merges with the surrounding vegetation.

Looking: E 89°	Approximate elevation: 29m	Approximate distance to site: 415m	Estimated field of View: 40°
Focal length: 50mm	Camera height: 1500mm	Date: 15.09.2016	Time: 12.32

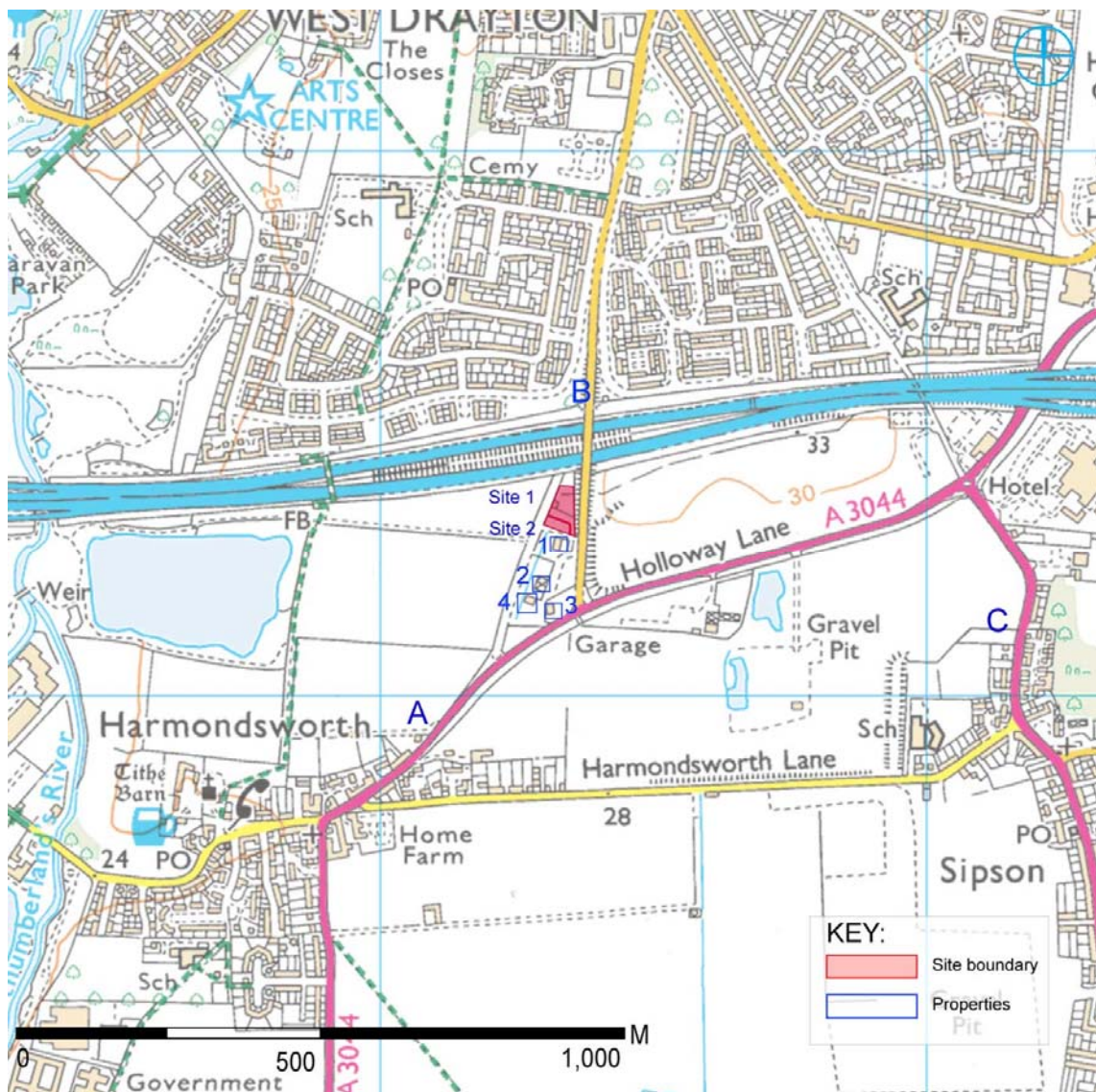


Figure 3: Map showing the location of settlements and properties. Listed buildings are noted in red, with other noted properties indicated in blue, each numbered. Settlements are denoted by letter (OS Map provided by www.centremaps/live.com at scale 1:25,000)

3.3 Settlement

Distances in this section are approximate. Properties and settlements have been mapped and approximate distances measured from the closest boundary of the site, to the closest development boundary of the village, town, group of properties or property in a straight line unless otherwise stated. The main settlements around the site are marked for completeness. Figure 3 shows the locations of the settlements (marked with letters), and the dwellings, other

properties or groups thereof (marked with numbers). Dwellings and settlements within the study area include:

- 3.3.1 There are no dwellings with a visual relationship to either **Site 1** or **Site 2**.
- 3.3.2 To the southwest is the village of **Harmondsworth (A)**, the settlement edge is 445m from **Site 2**. The village is located on Holloway Lane which is well tree lined and does not permit views into either site.
- 3.3.3 To the north beyond the M4 motorway lies the town of **West Drayton (B)**. The settlement edge is 170m from the boundary of **Site 1**. The motorway is heavily vegetated and there are no views into the site.
- 3.3.4 **Sipton (C)**, a small village 800m to the east has no views of the site due to intervening vegetation.
- 3.3.5 **CCH Ltd (1)** lies directly to the south of **Site 2** beyond the route to the western access road, previously a public highway called Holloway Close. The company has an office surrounded by hard standing. The office has no views to the north however users of the parking areas have views to the north to **Site 1** and **Site 2**.
- 3.3.6 **John Train Plants (2)** is a business located to the south of **Site 2** within the Holloway Farm site enclosure. The nursery shares the Holloway Farm site entrance with both sites. There are views from the nursery car park to the north that includes the vehicle maintenance shed, however there is no change to extent of landscape elements because the shed replaces a glasshouse of the approximately the same massing.
- 3.3.7 Further south of the nursery is the **Shell Service Station (3)** on the corner of Harmondsworth Road and Holloway Lane (**Viewpoint b**). The service station is approximately 122m from the boundary of **Site 2**. The boundary between the nursery and service station is tree lined, precluding views of both **Site 1** and **Site 2**.
- 3.3.8 **CTS Logistics (4)** is to the southwest of **Site 2**, 133m from the boundary. Access to this property is via the entrance to **Site 1** and **Site 2**. Structures within **John Train Plants (2)**, including glasshouses screen views from this location.
- 3.3.9 There are listed buildings within the settlements to the southwest, north and east of both sites, however there is no visual relationship with the site to these properties or structures.

3.4 **Topography**

3.4.1 The topography of the immediate area of the site is flat landscape with localised falls associated with transport routes such as the M4 motorway.

3.4.2 The overall fall in elevation over both sites is approximately 1m from the east at 29m Above Ordnance Datum ("AOD") to the west at 28m AOD.

3.5 **Geology**

3.5.1 The bedrock is London Clay Formation – Clay, Silt and Sand. Superficial deposits are Langley Site Member – Clay and Silt. (British Geological Survey website, date accessed 21st September 2016).

3.6 **Water and drainage**

3.6.1 There are no water courses or dry ditches in evidence on site or along the boundaries.

3.6.2 There are numerous ponds in the local area associated with gravel extraction. The site is approximately 440m from the Flood Zone 3 associated with Saxon Lake to the west (land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding) (Environment Agency website, date accessed 21st September 2016).

3.7 **Public Highways**

3.7.1 The entrance to both sites is visible from Harmondsworth Road immediately adjacent to the access point.

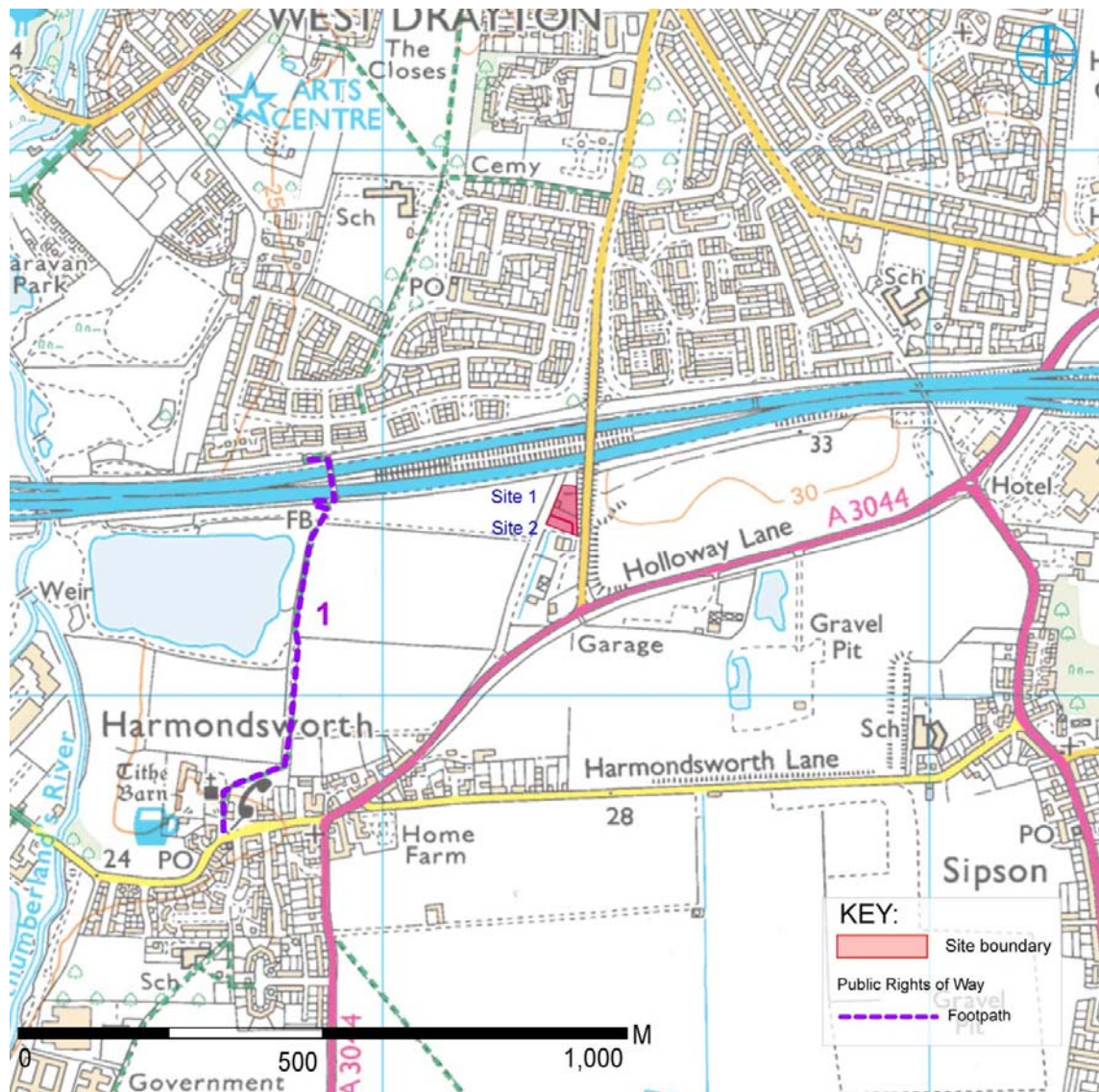


Figure 4: Map showing the location of PROWs (OS Map provided by www.centremapslive.com at scale 1:25,000)

3.8 Existing rights of way and access land

- 3.8.1 Public Rights of Way (“PRoW”) have been mapped and approximate distances given within 1km of the site. Figure 4 shows the location of PRoWs. PRoWs within 1km of the site are not considered strategic recreational footpaths (they are neither historic paths nor part of a national footpath).
- 3.8.2 In general, the use of the PRoWs will vary according to their proximity to a settlement, and then according to the size of that settlement, such that the footpaths closest to the largest settlements will be those most frequently used. PRoWs surveyed appeared well used in this location.
- 3.8.3 **Footpath 1** is the closest footpath, which 400m to the west. The PRoW links Harmondsworth in the south via the M4 motorway to West Drayton in the north. The sites are both well enclosed by mature vegetation on the western boundary and the interior of both sites is not visible. The roof of the vehicle maintenance shed within **Site 1** is visible above the tree line, however the roof is a dark green colour and merges with the surrounding vegetation. Views are likely to be more open in winter however this will not lead to complete views of the interior of the site (**Viewpoint e**).
- 3.8.4 There are other footpaths to the northwest within the urban fabric of **West Drayton (B)**, from where no views of the site are possible.
- 3.8.5 To the west heading north through Harmondsworth Moor, a public open space, intervening vegetation precludes views of the sites from this footpath.
- 3.8.6 Footpaths to the south and southwest lie beyond the village of **Harmondsworth (A)**, which screens views of the sites.

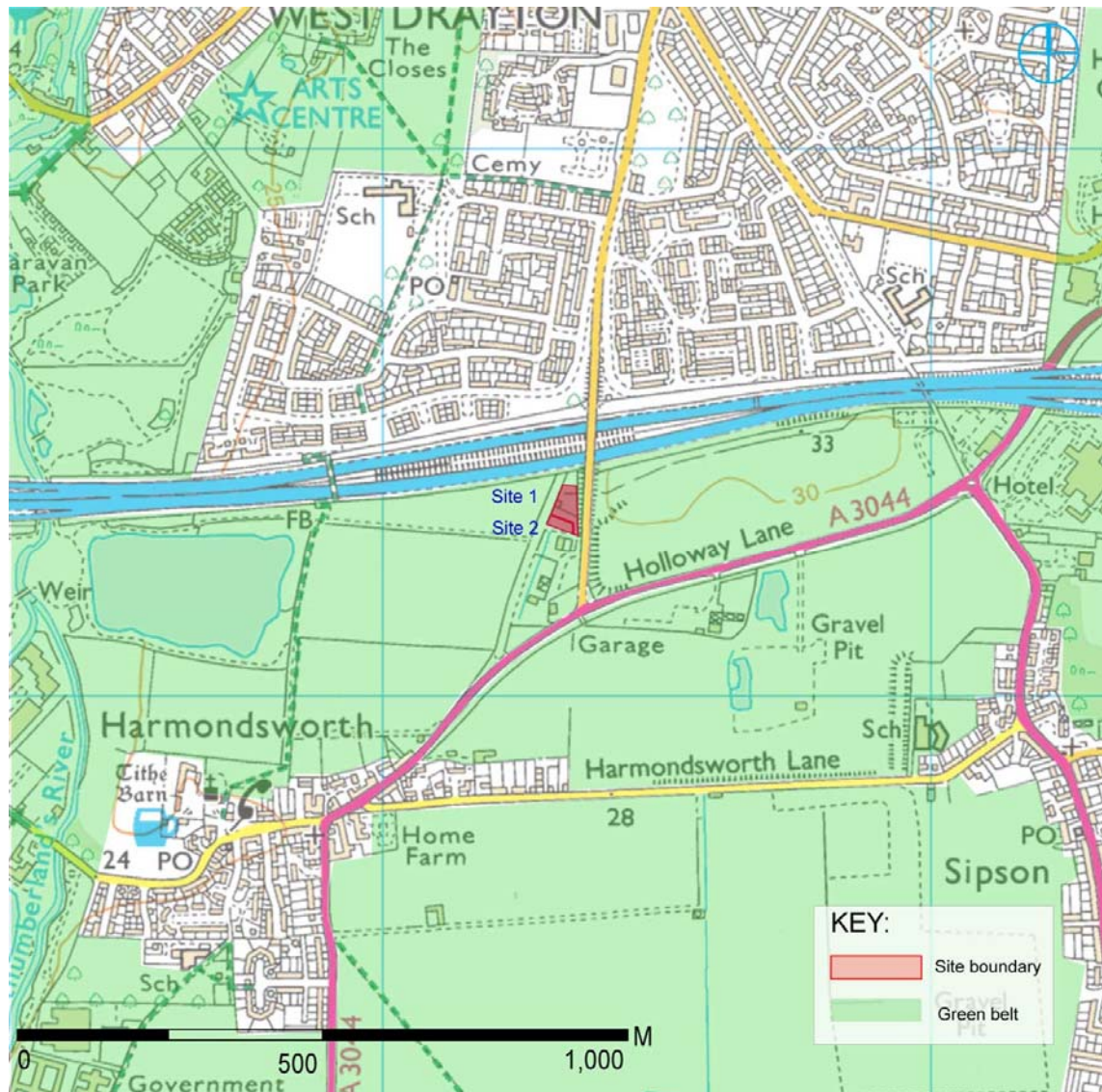


Figure 5: Map showing the location of Green Belt in relation to the site (OS Map provided by www.centremaps/live.com at scale 1:25,000)

3.9 Landscape and other designations

The site is within the Metropolitan Green Belt. The Green Belt does not include Harmondsworth Road, however the boundary extends long the M4 corridor to the east and west, and surrounds West Drayton to the north and extends to Heathrow airport to the south.

3.9.1 Sites of Special Scientific Interest ("SSSIs")

There are no SSSIs within 2km of the site.

3.9.2 National Nature Reserves (“NNR”)

There are no NNRs within 2km of the site.

3.9.3 Local Nature Reserves (“LNR”)

There is Frays Island and Mabey’s Meadow 1.2kms to the northwest.

3.9.4 Green Belt

The site is located in the Metropolitan Green Belt. The development is a minor new element introduced into the landscape, with no change to the larger site’s enclosure and the openness of the Green Belt is maintained.

3.9.5 Listed buildings

There are listed buildings or structures, all of which are Grade II listed, located within 2km of the site. There are numerous listed buildings both within **Harmondsworth (A)** and **West Drayton (B)** and two within the village of **Sipton (C)**. None have a visual relationship with the site.

3.9.6 Scheduled Monuments

There are no Scheduled Monuments within 2km of the site.

3.9.7 Conservation areas

There are no conservation areas within 2km of the site.

3.9.8 Registered Parks and Gardens

There are no registered Parks and Gardens within 2km of the site.

4. LANDSCAPE POLICY CONTEXT

4.1 National Planning Policy Framework (“NPPF”)

4.1.1 National Planning Policy Framework (“NPPF”) sets out a clear presumption in favour of sustainable development. The framework outlines three mutually dependent dimensions or roles for the planning system:

- Economic - building a strong economy and supporting growth;
- Social - supporting strong, vibrant and healthy communities and creating a high quality built environment; and
- Environmental - protecting and enhancing our natural, built and historic environment.

4.1.2 The site lies within the Green Belt and it is important to note that the site's development has not affected Green Belt openness and permanence, and retains boundary features.

4.1.3 The primary purpose of the NPPF 'Protecting Green Belt Land' is to preserve openness and permanence. The Green Belt affecting the proposed site has been reviewed by London Borough of Hillingdon in 2013, and retaining the Green Belt designation was confirmed (London Borough of Hillingdon Green Belt Assessment 2013).

In relation to the NPPF, the proposals do not constitute unchecked urban sprawl; the merging of settlements; or an encroachment into the countryside (due to the contained nature of the proposals); nor is it a detraction to historical town. It is a reuse of land that was no longer used for commercial or horticultural purposes, replacing a glasshouse with a vehicle maintenance shed within **Site 1**, and the creation of car parking spaces **Site 2**.

4.2 London Borough of Hillingdon, Local Plan: 'A Vision for 2026' Local Plan: Part 1 Strategic Policies Adopted November 2012

4.2.1 Policy EM2 Green Belt, Metropolitan Open Land and Green Chains: the policy states that the LPA will '*seek to maintain the current extent, hierarchy and strategic functions of the Green Belt....*' (LP 2012: 95). Maintaining the openness of the Green Belt is seen as a priority, as well as maintaining the clear separation of the urban and rural areas.

The site boundaries have been maintained and the character of the site unchanged by the development. There is a change of use from horticultural practice to vehicle repair and from what was likely to have been open ground to car parking space on a layer of hard core. However, the landscape elements of the site have maintained a status quo in regards to the openness and permanence of the Green Belt.

4.2.2 Policy BE1 Built Environment: this policy will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods (LP 2012: 82). This includes ensuring high quality design that should add to the identity of the Borough's townscapes and landscapes; to meet needs of users over a lifetime; improve areas of poorer quality environments; be well connected transport and pedestrian

routes and safe; to improve the public realm; to create safe and secure environments; not cause inappropriate development of green spaces; maximises opportunities for new homes; and, avoid inappropriate siting of tall buildings.

The development has not led to a change in the landscape quality of the site. Land that had fallen into disuse and had been likely to become derelict now has new well-built elements, within a similar footprint to what previously existed, and is well maintained.

4.3 National Character Areas

4.3.1 The site is located within the very northern portion of **National Character Area Profile: 115 Thames Valley ('NCA 115').**

The landscape of NCA115 is described thus *'there is virtually no undisturbed land in the NCA, parts are valued for their relative tranquillity'* and it is a *'very diverse landscape of urban and suburban settlements, infrastructure networks, fragmented agricultural land, historic parks, commons, woodland, reservoirs and extensive minerals workings'* (NCA 115: 3). Additionally, the area's close vicinity to London has led to extensive 20th century development and the area supports large transport infrastructure such as the M25 and M4 motorways. Key characteristics of local distinctiveness are *'flat, low-lying, ... London Clay and gravel'*. Although the area is largely urban, patches of woodland, heath, wetlands and parks provide tranquillity. The landscape pattern is urban however there are areas of irregularly shaped, medium sized fields (NCA 115: 6).

Historically the landscape has been shaped by the presence of heavy clays and overlying sand and gravels associated with the altered course of the River Thames. The area is heavily influenced by the spread of London during the 20th century and the confirmation of the Green Belt in 1947 (NCA 115: 9-10).

Identified environmental opportunities include *'the enhancement of the areas rivers, the landscape-scale enhancement of the area's extensive gravel workings... maintain existing greenspace....protect and manage the area's historic parklands, wood pastures, ancient woodland, commons, orchards and distinctive ancient pollards'*, and *'Develop the recreational, educational and commercial tourism'* (NCA 115: 14-18).

Key habitats:

'areas of wet woodland throughout the NCA, and an expanse of mixed deciduous lowland woodland (NCA 115: 25).

4.4 Landscape Character Assessment (County level)

4.4.1 The London Borough of Hillingdon's Landscape Character Assessment was prepared for the borough by LUC in May 2012 (LCA 2012). The report places the sites within the 'Open Gravel Terrace' landscape type and the landscape character area 'K1 Harmondsworth Open Gravel Terrace' (LCA 2012: 164-166):

K1 Harmondsworth Open Gravel Terrace is described as:

- a flat open landscape;
- large arable fields with smaller pasture;
- network of hedgerows and hedgerow trees;
- waste landfill site, gravel extraction, industrial and commercial buildings;
- ponds located at gravel pits;
- small blocks of trees often screening commercial sites;
- Modern settlement edges at Harmondsworth and Sipson, and Heathrow Airport edge to the south;
- Large arterial roads in the form of M4 and A4;
- Open long views to south;
- Simple uniform character;
- Retained farmland character despite present of urban edges (LCA 2012: 167).

The landscape evaluation and potential landscape and visual sensitivities are:

- Long views across farmland interrupted by further development;
- Simple and uniform character can be interrupted by further development;
- The flat landform, development is often prominent (LCA 2012: 170).

The changes made on the site do not introduce landscape elements that interrupt views. There is no change to the character of the site. Although a taller element, the vehicle maintenance shed, has been introduced, the screening boundary vegetation prevents this element being dominant in the landscape.

Summary of site context

- 4.4.2 The two sites comprise a change of land use; the removal of a glasshouse and replacement with a vehicle maintenance shed at **Site 1**, and from what was likely to have been open ground to car parking at **Site 2**, both at Apple Yard within Holloway Farm.
- 4.4.3 The closest settlement is **West Drayton (B)** to the north, and **Harmondsworth (A)** village is to the southwest. No dwellings have a visual relationship with either site. The car hire office is the closest premises within the Holloway Farm site to the south of **Site 2**.
- 4.4.4 The topography within the site compound is generally flat. Holloway Farm is bound by the M4 motorway to the north, Harmondsworth Road to the east, a pasture field to the east and Holloway Lane to the south.
- 4.4.5 The closest PRoW is 415m to the east, **Footpath 1**. PRoWs in the wider landscape do not have views into the site.
- 4.4.6 There are few designations for the natural environment within 2km, although there are several listed buildings within West Drayton, Harmondsworth and Sipton. Both sites are within the Metropolitan Green Belt.
- 4.4.7 Published Landscape Character Assessments include the National Character Assessment by Natural England, which places the proposed site in NCA 115: Thames Valley. The character of the landscape of the study area was assessed in the London Borough of Hillingdon Landscape Character Assessment (2012). This places the proposed site in 'K1 Harmondsworth Open Gravel Terrace' character area.

5 DESCRIPTION OF DEVELOPMENT

- 5.1 The two sites are located to the west of Harmondsworth Road at Apple Yard, within the larger site enclosure of Holloway Farm.
- 5.2 **Site 1** in the northern part of Apple Yard is land which consisted of a large glasshouse and two additional buildings. The site was largely laid to concrete to accommodate access. There is an area of loose gravel in the northern portion of the site. The glasshouse and poly tunnel have been demolished and a lightweight shed built with three large doorways to accommodate coaches and large vehicles. Access to the shed is from the south. There is a large area of lawn on the southern boundary. The original concrete hard standing has been extended to create a concrete access track from the entrance on Harmondsworth Road adjacent **Site 2**.
- 5.3 There appears to be no removal of any boundary vegetation in the development of **Site 1 (Viewpoint c)** and eastern boundary trees are at a distance and within a fenced area to maintain an open, non- compacted surface within the majority of the root protection areas.
- 5.4 **Site 2** within the southern part of Apple Yard consists of a new area of compacted hard core that provides parking for employees' vehicles. It is not permanent and expected to be in situ for five years only. **Site 2** is bounded by the access track to Holloway Close on the western boundary of Holloway Farm which is not accessible to the public. The only change to the site is the addition of surface material. There is little change to the composition to the view from Harmondsworth Road due to development of **Site 1** and **Site 2** (Figure 6).



Figure 6: Google image from Harmondsworth Road in August 2014. The image shows that there are only small changes to the landscape elements within **Site 1** and **Site 2** in comparison to **Viewpoint a** taken in September this year (Google map accessed September 2016).

- 5.5 The compacted stone in the new car parking area may have led to the loss of some ground permeability. The extension to car parking provision and circulation may have led to additional traffic flows into and around the site if the business has expanded during this time.
- 5.6 There has been the loss of some landscape elements in the form of a glasshouse and poly tunnel. Views into the site for receptors on Harmondsworth Road have imperceptibly changed.

5.7 Mitigation

- 5.7.1 Mitigation is defined as the 'measures proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce and if possible remedy identified effects), including landscape and visual effects' (GLVIA3: 41).

5.8 Proposals for new landscape elements:

- 5.8.1 The area of new car parking within **Site 2**, is compacted hard core that may become increasingly impermeable, which could lead to increased surface water runoff. It is recommended that the material is removed and replaced by grass-crete (or similar) to preserve the structure of the soil and maintain a permeable surface.
- 5.8.2 Additionally, a net gain in biodiversity could be extended by planting mixed native species hedgerows to the boundaries of the car parking area of **Site 2**. The species composition is recommended to reflect local species including hawthorn (*Crataegus monogyna*), hazel (*Corylus avellana*), blackthorn (*Prunus spinosa*) and crab apple (*Malus sylvestris*). Plants should be staggered with not less than eight plants per linear metre and to be grown to minimum 1.8m winter height. Additionally, a row of deciduous trees approximately 9m apart will reinforce the screening of **Site 1**. Recommended species include *Acer campestre* (field maple) and *Acer platanoides* (Norway maple). This will create a strong screen to the parked vehicles at **Site 2** and to the interior of **Site 1** from the single public view from Harmondsworth Road looking northwest. This screening will minimise internal views to the northern portion of Holloway Farm from other businesses to the south. The effects of mitigation planting are illustrated in the A3 Figures Volume under separate cover.

5.8.3 Additionally, a row of evergreen native trees on the eastern boundary with Harmondsworth Road would ensure screening of both sites would continue through the months when the existing deciduous trees lose their leaves. These views are currently filtered and the reinforcement of evergreen species will ensure elevated public views from Harmondsworth Road heading south will be screened all year round. Recommended species include *Ilex aquifolium* (Holly) and *Taxus baccata* (Yew) approximately 10m apart.

5.9 Assessment on Landscape and Views on the Site and its Environs: Construction Stage

5.9.1 There has been no loss of landscape elements during construction of the new shed and access track, however there have been changes of land use from open ground to car parking area, and glasshouse to sheet metal shed.

5.10 Assessment on Landscape and Views on the Site and its Environs: Operational Stage

5.10.1 There is little change to landscape elements within the site apart from the massing of the original glasshouse to the massing of the sheet metal shed, that shares a similar footprint.

5.10.2 The landscape character at district level has not been changed by the modification of land use at both sites due to Holloway Farm's enclosed nature.

5.10.3 The qualities of Green Belt, openness and permanence, have not altered due to changes of land use on site due to the similar massing of the glasshouse and sheet metal shed, and the retention and maintenance of the quality of boundary vegetation.

5.10.4 The greatest effect on visual amenity is likely to be for the businesses **CCH Ltd (1)** and **John Train Plants (2)** to the south of **Site 2** that lie within the greater site area Holloway Farm. The views are relatively open from the car park of the plant nursery and car hire car park, becoming enclosed within the glasshouses and where boundary vegetation intervenes to the west. Visual receptors will be visitors to the nursery and workers, however there is little change to the visual quality of views to the north.

5.10.5 Visual receptors, pedestrians and drivers particularly travelling from the south on Harmondsworth Road will experience little change. The boundary vegetation remains unchanged and the speed of drivers will lead to views into the site being fleeting. Pedestrians are likely to perceive the new car parking area and shed, although the visual amenity remains the same.

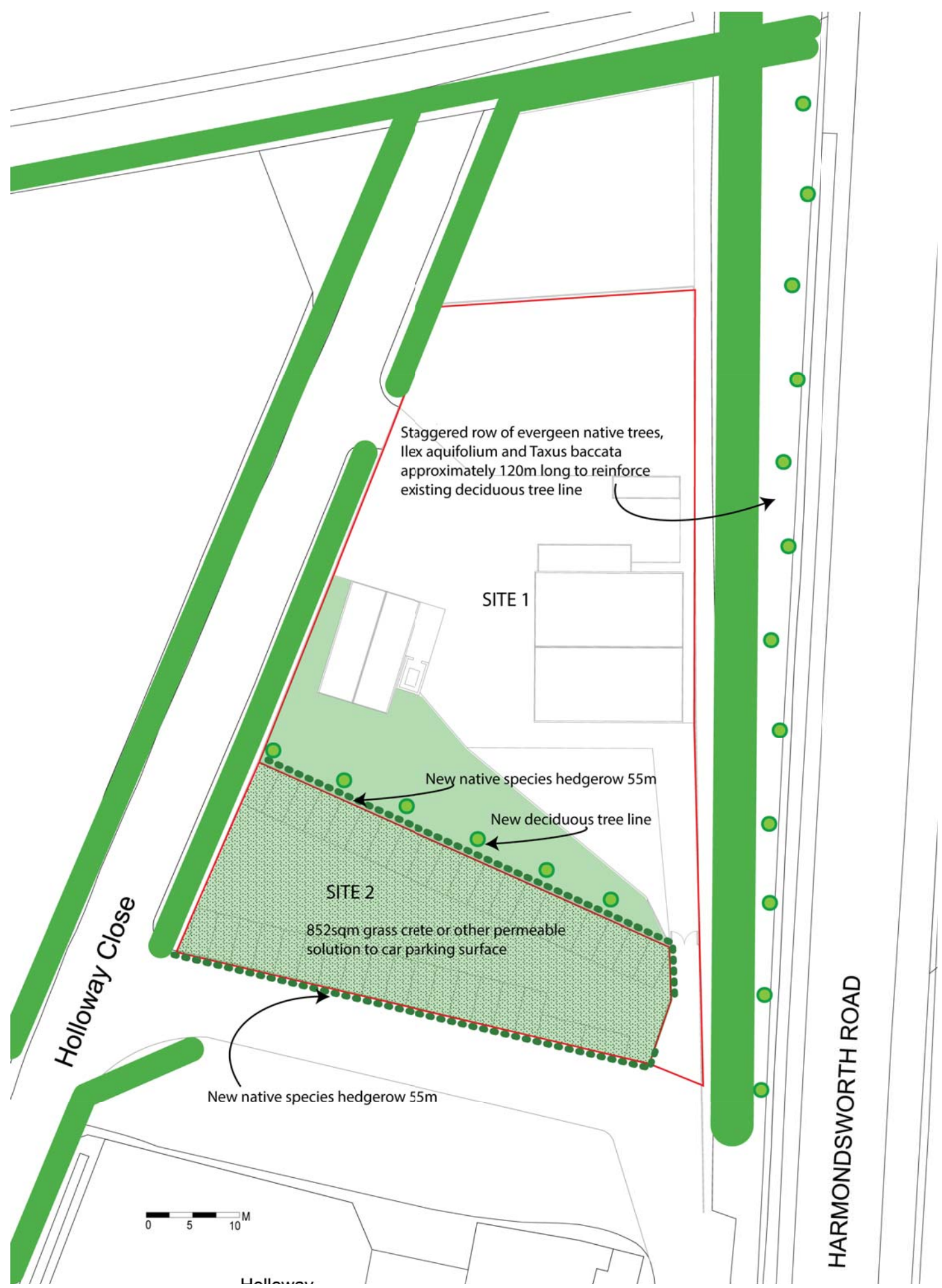
5.10.6 Mitigation proposals include a mixed species hedgerow to enclose the car parking and creating a permeable surface, which will increase net biodiversity on site and improve surface drainage on site.

6 CONCLUSIONS

- 6.1 Based on an assessment of the landscape character area of the application site and its surroundings and using the London Borough of Hillingdon's Landscape Character Assessment, and regional, and local classifications and field study, the area is judged as able to accommodate the changes on the site.
- 6.2 The landscape elements present on the site and within the wider character area have not been changed by the development in other than an imperceptible way. There has been an introduction of a new landscape element namely the vehicle maintenance shed. This element should be viewed in relation to the pre-existing glasshouse and poly tunnel that shared a similar footprint. Existing man-made elements and enclosing boundary vegetation limit the cumulative effects of the change of use. There has been no change landform or pattern of the landscape, although the development has resulted in a change in land cover and use. A portion of soft landscape land has been developed to hard standing although this is temporary for a five-year period.
- 6.3 It is judged that there has been a low level of change to the receiving landscape character under a 1km radius from the site boundaries. This judgement is based on no change in land cover, limited by the size and height of the development and the fact that it is contained. Tree lines have been retained, therefore not altering the balance of the wider landscape character.
- 6.4 Qualities of openness and permanence, that are requirements of the Green Belt have not been altered by changes made on both sites.
- 6.5 The greatest effect on visual amenity is likely to be experienced immediately adjacent both sites on Harmondsworth Road and within the car parks of neighbouring businesses. Any more distant views of the development beyond this are likely to be limited, and if experienced, would be assimilated into the wider landscape. It is therefore considered that there is little potential for the development to result in any significant effects on visual receptors at distances of over 500m from the site.
- 6.6 The greatest visual change has been for the premises of **CCH Ltd (1)**. These views are open to the north, although limited to the car park and entrance, and are in the context of replacement of a glasshouse by a sheet metal shed at **Site 1, and** pre-existing open land that is now car parking at **Site 2**.

- 6.7 Footpaths within the wider landscape do not have views into the site, however **Footpath (1)** lies 415m to the west, and views although obscured in summer may be more open of the vehicle maintenance shed roofline within **Site 1**.
- 6.8 The proposed mitigation is designed to mitigate the visual and landscape effects of the development, with a secondary benefit of strengthening the biodiversity of the area. The proposals are as follows:
- To replace surface material at new car parking area of Site 1 with Grass-crete (or similar) to aid drainage;
 - Additionally, native species hedgerow to enclose new car parking areas and original access track;
 - Reinforce eastern boundary with winter screening using evergreen native trees.
- 6.9 The new and existing landscape features within the site will benefit from an agreed programme of management, which would help to ensure their long-term viability within the landscape. Additional mitigation planting of native hedgerows and new trees, and further reinforcement along the elevated tree lined Harmondsworth Road will reduce the visual impact of the limited views from the roadside.

Appendix 1



Planting Schedule

Recommended plants based on species found in the local vicinity

Species	% / distribution	Height (cm)
%m Mixed Species Planting (new hedgerow)		
Hawthorn <i>Crataegus monogyna</i>	70%	40-60
Hazel <i>Corylus avellana</i>	20%	100-120
Blackthorn <i>Prunus spinosa</i>	5%	40-60
Crab apple <i>Malus sylvestris</i>	5%	40-60
Plant new hedgerow belts at a rate of 8 plants per metre in 2 staggered rows.		
Hedgerow specifications:		
All hedgerow plants: 1+1 transplants		
Spacing:		
1m wide hedgerow belt : 8 plants per metre in 2 staggered rows .25m centres		
Trees within Site 1		
Norway maple <i>Acer platanoides</i>	50%	2m, standard
Field maple <i>Acer campestre</i>	50%	2m, standard
Plant new trees singly at 8m spacings		
Trees reinforcing eastern boundary		
Yew <i>Taxus baccata</i>	50%	2m, standard
Holly <i>Ilex aquifolium</i>	50%	2m, standard
Plant new trees singly at 10m spacings		

Details of plants required

Species	Number
Site boundary new 1m wide hedgerow belt double row (approx. 110m) southern, and northern boundaries of car park	
Hedgerow plants	
<i>Crataegus monogyna</i>	616
<i>Corylus avellana</i>	176
<i>Prunus spinosa</i>	44
<i>Malus sylvestris</i>	44
Trees	
<i>Acer platanoides</i>	3
<i>Acer campestre</i>	3
<i>Taxus baccata</i>	6
<i>Ilex aquifolium</i>	6
Total	898

KEY

NEW tree

EXISTING vegetation

NEW hedgerow planting

EXISTING grass

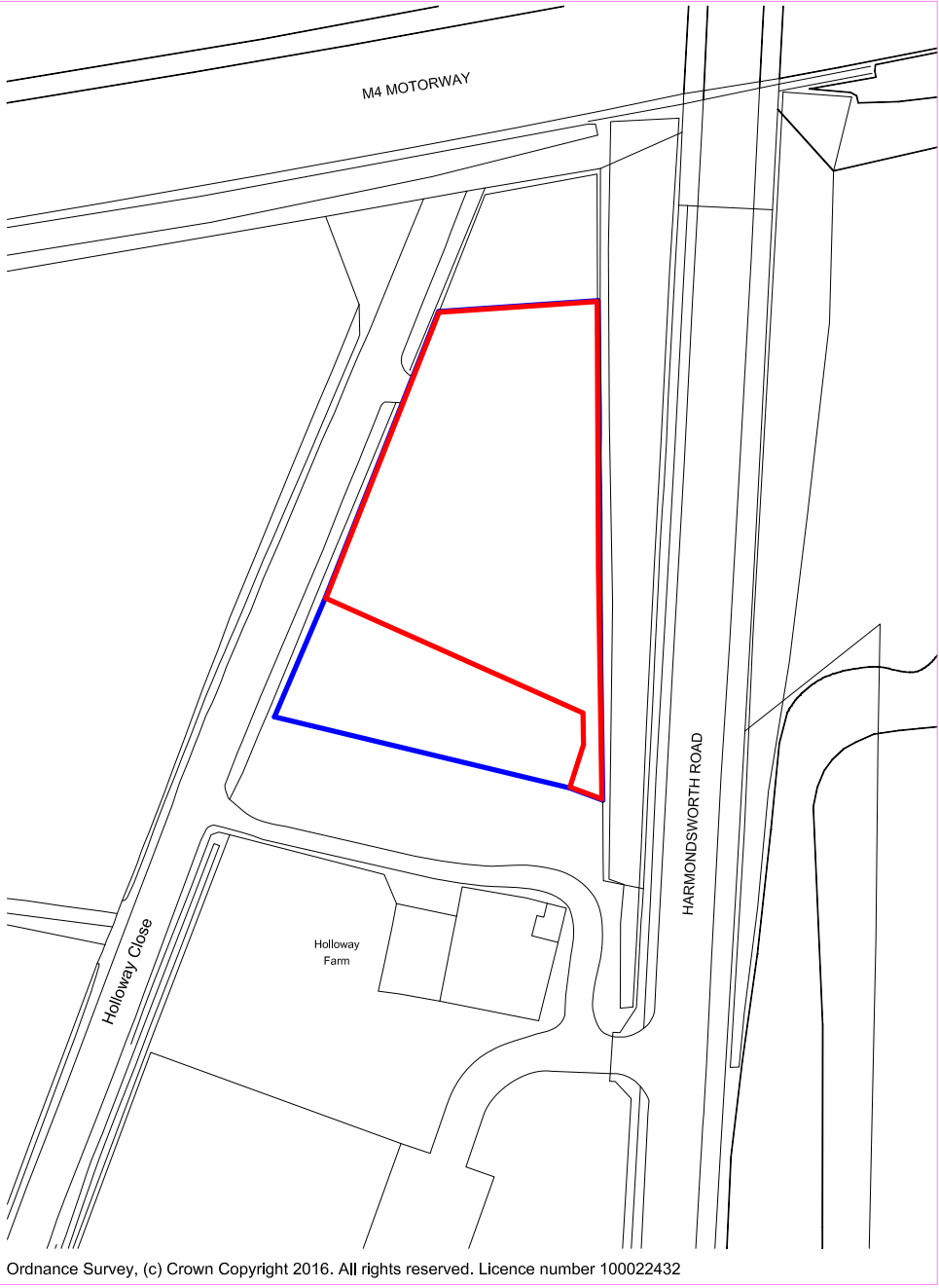
NEW grasscrete (or similar)

Project Holloway Farm	Drawn JW	Checked ES
Client Transdev Plc	No. 1049 Holloway Farm Mitigation	
	Revision A	
Title Mitigation planting	greenlight environmental consultancy The Old Lion, All Saints South Elmham, Halesworth, IP19 0NZ T (office): 01986 888041 T (mobile): 07771 727 204 www.greenlightco.co.uk	
Scale DO NOT SCALE		
Date 09 August 2017		

Appendix 2

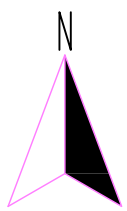
M4 MOTORWAY

LOCATION PLAN 1:1250



LEGEND

- GRAVEL
- CONCRETE
- GRASS
- CCTV MAST
- BOLLARD LIGHT



Holloway Close

Holloway Farm

HARMONDSWORTH ROAD

2M HIGH WIRE FENCING

STORAGE CONTAINER

STAFF ROOM

VEHICLE MAINTENANCE BUILDING

"ADBLUE" TANK

RETAINED STORAGE SHED

2.5M HIGH WIRE FENCING

notes
This drawing remains the copyright of
WEA Planning and may not
be copied or used without their prior consent



revisions

client
TRANSDEV PLC.

project
HOLLOWAY FARM, HARMONDSWORTH ROAD, WEST DRAYTON, UB7 9US

title
EXISTING SITE PLAN - VEHICLE MAINTENANCE AREA

scale
1:200 @A1

date
SEP 16

drg. no.
1618/TP/03

WEA PLANNING
95 Victoria Road, London, NW10 6NB
Telephone: 020 3488 0127 Email: wea@weaplanning.co.uk
Web: www.weaplanning.co.uk

Appendix 3

Methods for Visualisations

Introduction

The photomontage methodology conforms to the latest Landscape Institute (LI) Advice Note 01/11 for Photography and photomontage in landscape and visual impact assessment. This document outlines the process by which all photomontage images have been produced.

Data Collection

The viewpoints for photomontage are selected by a Landscape Architect, and agreed with the appropriate local authority prior to submission. Consideration to safety and legal access is also given when electing the viewpoint positions for the photomontages. The team conducting the site-work consists of both a photographer and a surveyor who will be responsible for the entire process from image capture to final photomontage. When collecting visual data, relevant control points within the photo are surveyed to a high level of accuracy to ensure that the proposed development accurately correlates to the photo.

Equipment

Relevant camera settings such as focal point are also noted in the document. These settings are selected in accordance with the LI guidance, and are set for the conditions at the time of the photo. When appropriate, surveying equipment is used to establish the position of the photo.

Image Processing

Each panoramic image is produced by the stitching together of a number of individual photographs using industry standard software. The images are then individually checked to ensure both that the original photographic quality is maintained and that the resulting image is clear and realistically stitched together. An overlap of 30% is applied for each image.

Photomontage

Industry standard image-handling software is used to produce the final photomontage image. The stitched image is the base for the photomontage viewpoint, with additional images captured from the

survey or previous surveys introduced where relevant. As per the LI Advice Note, the photomontage composition process includes the digital manipulation of these images. Final images are saved as .jpg format.

Presentation

Industry standard drafting software is used to produce the final deliverable drawing. Both existing and proposed images are shown at the same size and scale, with all required details displayed in the title block of the drawing.

APPENDIX 4

Data sources:

Accessed between 14.09.2016 and 09.08.2017

An Approach to Landscape Character Assessment:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/396192/landscape-character-assessment.pdf

Bing maps: <https://www.bing.com/maps>

British Standards: BS5837:12 Trees in relation to design, Demolition and Construction – Recommendations BSI Standards Ltd April 2012

Biodiversity 2020,

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69446/pb13583-biodiversity-strategy-2020-111111.pdf

British Geological Survey: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

English Heritage listed buildings entries: <http://list.english-heritage.org.uk/results.aspx>

Environment Agency Flood Map for Planning: [http://maps.environment-](http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=506397.0&y=178889.0&topic=floodmap&ep=map&scale=9&location=UB7%209JS&lang=e&layerGroups=default&distance=&textonly=off#x=506372&y=178180&lg=1,2,10,&scale=11)

[agency.gov.uk/wiyby/wiybyController?x=506397.0&y=178889.0&topic=floodmap&ep=map&scale=9&location=UB7%209JS&lang=e&layerGroups=default&distance=&textonly=off#x=506372&y=178180&lg=1,2,10,&scale=11](http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=506397.0&y=178889.0&topic=floodmap&ep=map&scale=9&location=UB7%209JS&lang=e&layerGroups=default&distance=&textonly=off#x=506372&y=178180&lg=1,2,10,&scale=11)

Google earth

Landscape Institute and the Institute of Environmental Management and Assessment, 2013. *Guidelines for Landscape and Visual Impact Assessment*. Abingdon, Oxon: Routledge

Landscape Institute website: *Photography and photomontage in landscape and visual impact assessment* -Landscape Institute Advice Note 01/11 – 2011

Listed buildings: <http://www.britishlistedbuildings.co.uk/map>

Magic Map: <http://www.magic.gov.uk/MagicMap.aspx>

National Planning Policy Framework: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Natural England Publications:

NCA Profile: 115 Thames Valley

<http://publications.naturalengland.org.uk/publication/3865943>

Agricultural Land Classification Map London and South East Region:
file:///F:/Users/Jo/Downloads/10-

111g%20London%20&%20South%20East%20Region%20250k%20ALC%20(4).pdf

London Borough of Hillingdon:

Conservation areas:

<https://www.hillingdon.gov.uk/article/29778/Conservation-areas>

Green Belt Assessment

<https://www.hillingdon.gov.uk/29826?q=green+belt&go=Search>

Landscape Character Assessment:

<https://www.hillingdon.gov.uk/article/9123/Hillingdons-Landscape-Character-Assessment>

Design Guide (draft):

<https://www.hillingdon.gov.uk/article/9108/Design-and-accessibility>

Local Plan:

<https://www.hillingdon.gov.uk/article/29907/Local-Plan-Part-1>

The Telegraph Interactive Map: England's Green belt:

<http://www.telegraph.co.uk/news/earth/greenpolitics/planning/9708387/Interactive-map-Englands-green-belt.html>