



Zone of Theoretical Visibility (ZTV) studies have been undertaken both for the revised application and as part of the LVIA for the original planning application so as to identify potential locations of sensitive receptors for further study including the production of AVRs. This exercise focussed on Public Rights of Way or settlements where the main building would potentially be visible by sensitive receptors such as walkers or residents.

Findings of the ZTV study were remarkably confined with potentially significant views outside of the site boundary only being initially only experienced from:

Viewpoint 03 – a short section Hillingdon Trail off Merle Avenue, Harefield

Viewpoint 07 – the Pedestrian footbridge at Denham railway station, albeit heavily filtered by intervening vegetation

Viewpoint 15 – the Old Orchard Inn car park, Harefield

Once the study was repeated for the reduced scale building in the eastern location and it was found that the extent of potential visibility was further reduced as described in the LVIA and demonstrated by the adjacent plan with pink zones showing where views may possibly be experienced from.

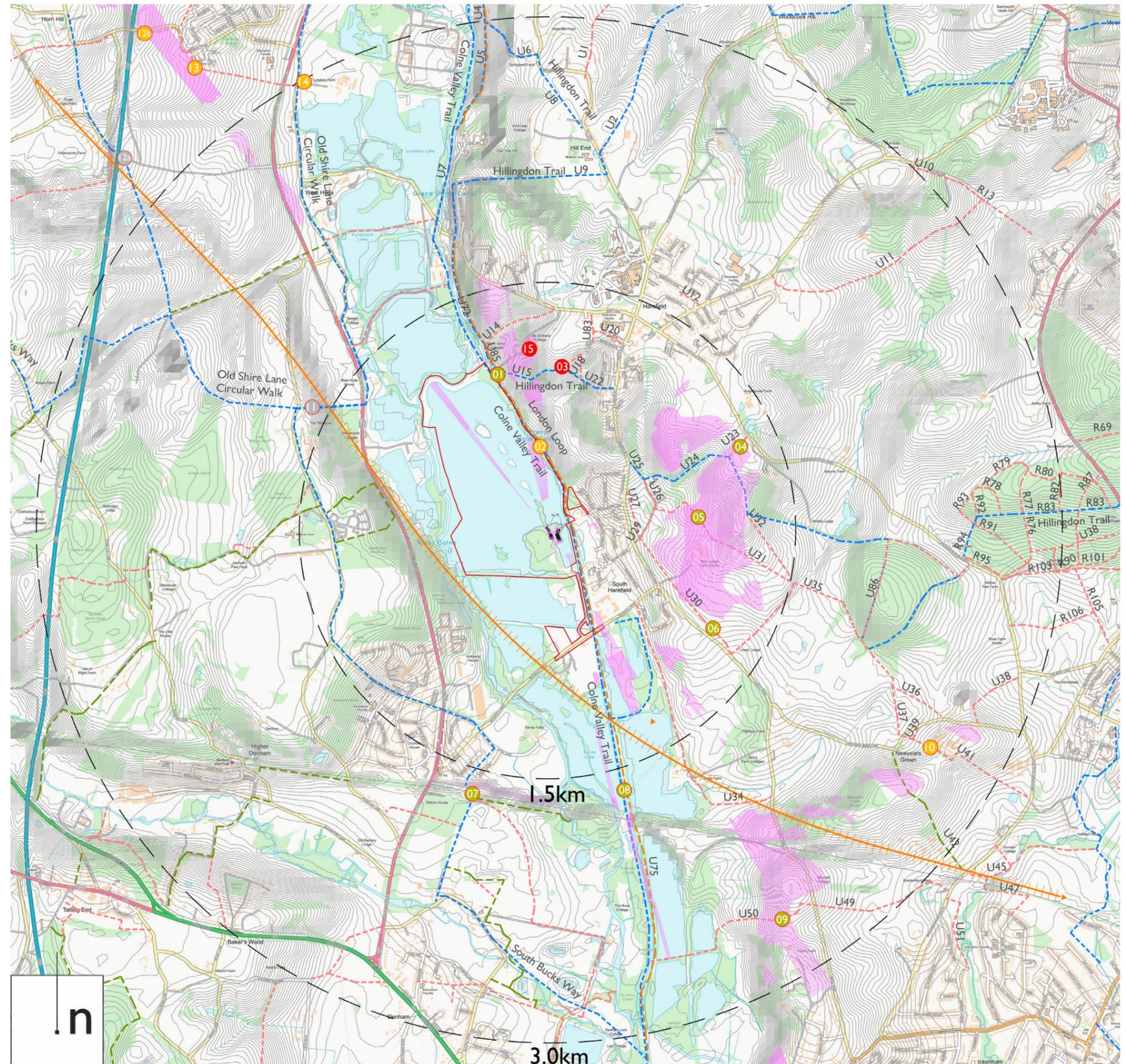
Of the 3 previously identified viewpoints, buildings are predicted to be completely screened from 03 and 07 in both Summer and Winter; and from 15, only a very small portion of roof and upper wall is likely to be visible in the Winter when trees are without leaf and sailing from the relocated HOAC not occurring.

It is therefore concluded that any visual effects would be negligible.

Completed AVRs from the LVIA follow so as to illustrate these findings.

Key

-  Measured radii from site
-  Site red line boundary
-  Extent of Zone of Theoretical Visibility
- PROW**
-  Footpaths
-  Bridleways
-  Recreational routes
-  Traffic-free cycle routes
-  HS2 proposed route



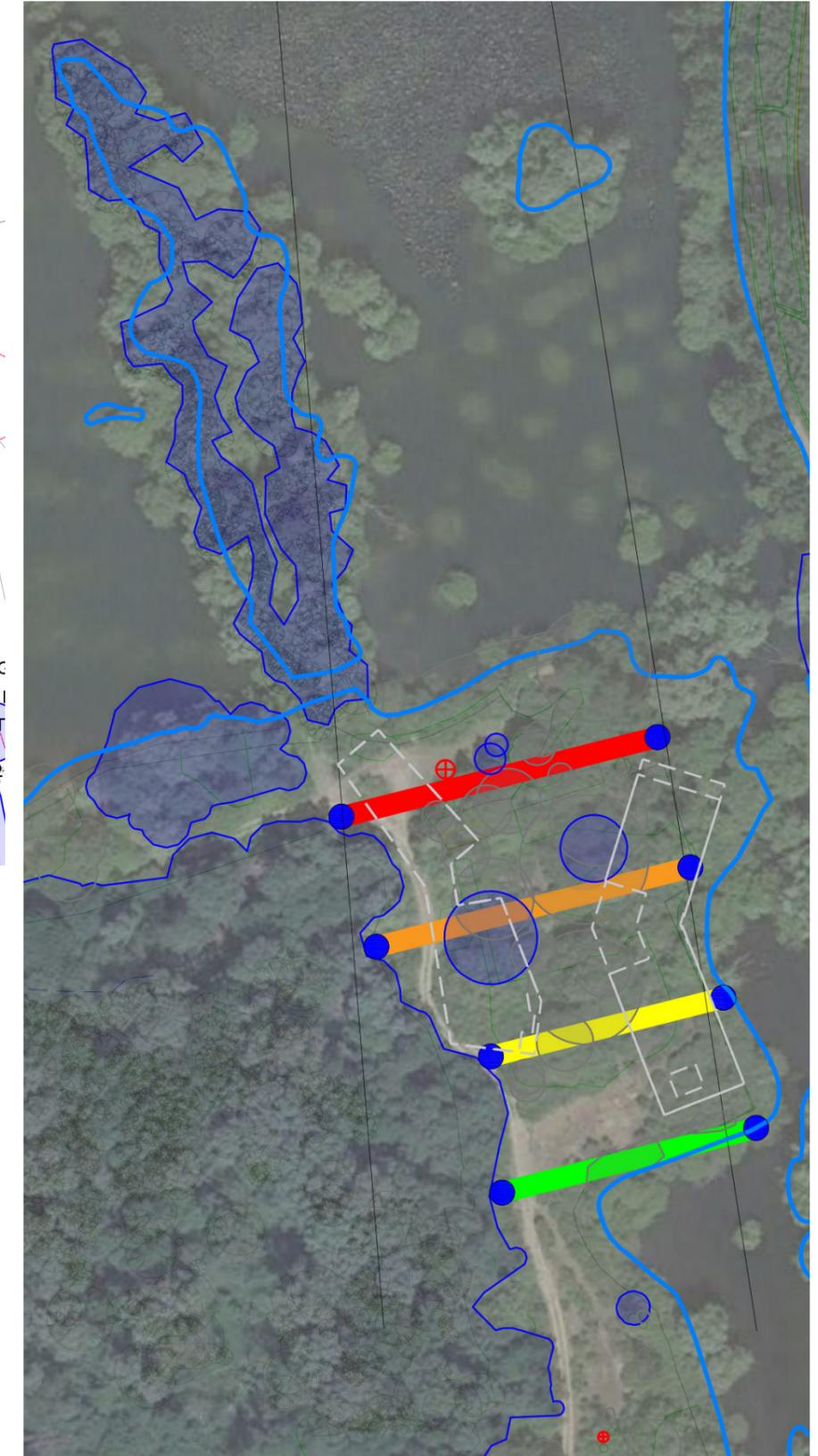


To further reduce potential visual impact of the proposed building within the wider landscape, viewpoints 03 and 15 were taken forward for detailed technical analysis to fine tune the detailed location and proposed height of the main building.

Viewpoint 07 from the pedestrian footbridge over the railway was discounted as the revised height and location of building would render it fully screened by existing trees on the peninsula

1. The most important existing trees and groups visible from the 2 viewpoints were identified on the verified photographs from each viewpoint;
2. These were cross-referred with their heights as identified by the topographical and arboricultural surveys;
3. These were then modelled in line with the approved LI standards for Accurate Visual Representations (AVRs);
4. As a first pass in terms of establishing an acceptable building height and location, a series of 'barriers' were modelled of varying height and distance south of the existing shoreline;
5. These were tested in the AVR photomontage frame;
6. When the most sensitive location was found the tallest part of the main building was located within the digital model also taking into account of avoiding existing woodland and as many good quality trees as possible;
7. Test AVRs were undertaken with and without Group 25 along the shoreline and island 07 so as to enable sailing access into the East Channel; It was found that Group 25 played an important role in screening the building, however island 07 did not play a role from either viewpoint and therefore from a visual perspective, could be removed;
8. To test 'in real life' and in Summer conditions with leaves on trees, vertical markers were set out at the critical corners of the proposed building location and photographs taken from the viewpoints;
9. Optimal heights, locations and retention of key vegetation were found whereby buildings from both viewpoints would be barely perceptible.

Sample imagery from the study are shown on this page with AVRs on following pages.





New proposed scheme



Old submitted scheme