LANDSCAPE AND VISUAL IMPACT APPRAISAL

PROLOGIS PARK, EXPANSION LAND (FORMER GSK)

WEST LONDON

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1.0 INTRODUCTION

1.1 In July 2019 Barry Chinn Associates were instructed by Prologis UK to carry out a Landscape and Visual Impact Appraisal (LVIA) as part of a detailed planning application for the redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary officers together with associated parking, access arrangements, landscaping and infrastructure. Refer to Appendix B Figure 1 Site Location and Existing Vegetation. The site is currently occupied by GSK who are in the process of relocating.

1.2 This Landscape and Visual Appraisal has been carried out with reference to the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3). This guidance has been used as a framework for the Appraisal Methodology which can be found in Appendix A.

1.3 The purpose of this appraisal is to consider in landscape and visual terms the suitability of the application site to accommodate the proposed development. This appraisal has been produced in support of a planning application for the site and is based on the 'Site Layout Plan' drawing no. 30928-PL-201B, produced by Michael Sparks Associates Architects.

1.4 The proposed masterplan came about from an iterative design process considering numerous layouts against identified constraints and opportunities. Refer to Appendix C for Michael Sparks Associates Site Layout Plan.

1.5 The scope of the LVIA is to:

- Review the site location in relation to statutory and planning policy context.
- Assess the landscape character of the site, its surroundings and context in the wider landscape. Predict the landscape effects of the proposed development and assess the importance of the landscape effects.
- Assess the visual amenity of the site and its surroundings. Predict the visual effects of the proposed development from the representative viewpoints/sensitive locations and assess the importance of the visual effects.
- Consider landscape and visual mitigation measures (landscape design) to inform the iterative design process to promote sympathetic integration of the proposed development into the surrounding landscape.

2.0 STATUTORY AND PLANNING POLICY CONTEXT

2.1 The following section considers the relevant planning and legislative framework in the context of landscape and visual matters. Only those policies that are considered of greatest relevance to the application site and the nature of the proposed development are listed.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) provides guidance on the delivery of sustainable development at the local planning level with the latest version published in

February 2019. The following sections are considered relevant to the proposed landscape treatment of the site.

Section 12. Achieving well-designed places

2.3 *Paragraph 127. "Planning policies and decisions should aim to ensure that developments:*

- *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *Are visually attractive as a result of good architecture, layout and appropriate landscaping;*
- *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;"*

Section 13. Protecting Green Belt Land

2.4 *Paragraph 133. "The Government attached great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.*

2.5 *Paragraph 134. Green Belt serves five purposes:*

a) *to check the unrestricted sprawl of large built-up areas;*
b) *to prevent neighbouring towns merging into one another;*
c) *to assist in safeguarding the countryside from encroachment;*
d) *to preserve the setting and special character of historic towns; and*
e) *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land."*

Section 14. Meeting the challenge of climate change flooding and coastal change

2.6 *Paragraph 149: "Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures".*

Section 15. Conserving and enhancing the natural environment

2.7 *Paragraph 170. "Planning policies and decisions should contribute to and enhance the natural and local environment by:*

- *Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)*
- *Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- *Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;"*

The London Plan – The Spatial Development Strategy for London

2.8 The London Plan, adopted in March 2016 is an 'overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years'. It is 'the strategic, London-wide policy context within which boroughs should set their detailed local planning policies'.

2.9 The following policies are considered relevant to the proposed landscape treatment of the site.

Policy 5.3 Sustainable Design and Construction

2.10 *"The highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime."*

Policy 5.10 Urban Greening

2.11 *"The Mayor will promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute and reduction of, the effects of climate change."*

Policy 5.11 Green Roofs and Development Site Environs

2.12 *"Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible:*

f) adaption to climate change

g) sustainable urban drainage

h) mitigation of climate change (ie aiding energy efficiency)

i) enhancement of biodiversity

j) accessible roof space

k) improvements to appearance and resilience of the building

l) growing food."

Policy 7.4 Local Character

2.13 *"Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area."*

"Buildings, streets and open spaces should provide a high quality design response that:

a) has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass

b) contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area

c) is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings

d) allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area

e) is informed by the surrounding historic environment."

Policy 7.16 Green Belt

2.14 *"The Mayor strongly supports the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development."*

Policy 7.19 Biodiversity and Access to Nature

2.15 *"The Mayor will work with all relevant partners to ensure a proactive approach to the protection, enhancement, creation, promotion and management of biodiversity in support of the Mayor's Biodiversity Strategy. This means planning for nature from the beginning of the development process and taking opportunities for positive gains for nature through the layout, design and materials of development proposals and appropriate biodiversity action plans."*

Policy 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use

2.16 The Blue Ribbon Network (BRN) is London's strategic network of waterspaces.

2.17 *"Development proposals should enhance the use of the Blue Ribbon Network, in particular proposals:*

a) that result in the loss of existing facilities for waterborne sport and leisure should be refused, unless suitable replacement facilities are provided

b) should protect and improve existing access points to (including from land into water such as slipways and steps) or alongside the Blue Ribbon Network (including paths). New access infrastructure into and alongside the Blue Ribbon Network will be sought.

c) should protect and enhance waterway support infrastructure such as boatyards, moorings, jetties and safety equipment etc. New infrastructure to support water dependent uses will be sought. New mooring facilities should normally be off line from main navigation routes, i.e. in basins or docks."

Policy 7.28 Restoration of the Blue Ribbon Network

2.18 *"Development proposals should restore and enhance the Blue Ribbon Network by:*

- *increasing habitat value. Development which reduces biodiversity should be refused*
- *protecting the open character of the Blue Ribbon Network"*

Local Planning Authority

2.19 The application site is within the administrative boundary of Hillingdon London Borough Council which has produced the following planning policy documents used for the determination of development proposals which are deemed relevant and therefore considered within this chapter.

- Hillingdon Local Plan: Part 1: Strategic Policies
- Hillingdon Local Plan Part 2: Development Management Policies

Hillingdon Local Plan: Part 1: Strategic Policies

2.20 The Hillingdon Local Plan: Part 1- Strategic Policies is "the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. It sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved."

2.21 Within the document it mentions Stockley Park in which the site is located stating that *"Hillingdon includes high quality modern buildings such as those at Stockley Park which is internationally renowned for its quality of building and landscape design."*

2.22 The following policies are considered relevant to the proposed landscape treatment of the site.

Policy EM2: Green Belt, Metropolitan Open Land and Green Chains

2.23 *"The Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, Metropolitan Open Land and Green Chains."*

2.24 *"Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test."*

2.25 *"Any proposals for development in Green Chains will be firmly resisted unless they maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area; conserve and enhance the visual amenity and nature*

conservation value of the landscape; encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain."

Policy EM3: Blue Ribbon Network

2.26 *"The Council will continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate."*

2.27 *"The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals."*

Policy EM7: Biodiversity and Geological Conservation

2.28 *"Hillingdon's biodiversity and geological conservation will be preserved and enhanced with particular attention given to:*

- *The protection and enhancement of all Sites of Importance for Nature Conservation. Sites with Metropolitan and Borough Grade 1 importance will be protected from any adverse impacts and loss. Borough Grade 2 and Sites of Local Importance will be protected from loss with harmful impacts mitigated through appropriate compensation.*
- *The protection and enhancement of populations of protected species as well as priority species and habitats identified within the UK, London and the Hillingdon Biodiversity Action Plans.*
- *Appropriate contributions from developers to help enhance Sites of Importance for Nature Conservation in close proximity to development and to deliver/ assist in the delivery of actions within the Biodiversity Action Plan.*
- *The provision of biodiversity improvements from all development, where feasible.*
- *The provision of green roofs and living walls which contribute to biodiversity and help tackle climate change.*
- *The use of sustainable drainage systems that promote ecological connectivity and natural habitats."*

Hillingdon Local Plan Part 2: Development Management Policies.

2.29 The Development Management Policies document forms part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

2.30 The following policies are considered relevant to the proposed landscape treatment of the site.

Policy DMHB 11 Design of New Development

2.31 *"All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:*

- *Harmonising with the local context by taking into account the surrounding:*
  - *local topography, views both from and to the site;*
  - *impact on neighbouring open spaces and their environment*
- *Protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings.*
- *Landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure."*

Policy DMHB 14 Trees and Landscaping

2.32 *"All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit."*

2.33 *"Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure."*

2.34 *"Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible."*

2.35 *"Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision."*

Policy DMEI 4 Development in the Green Belt or on Metropolitan Open Land

2.36 *"Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land."*

Policy DMEI 5 Development in Green Chains

2.37 *"Development in Green Chains will only be supported if it conserves and enhances the visual amenity and nature conservation value of the landscape, having regard to:*

- *the need to maintain a visual and physical break in the built-up area*

- *the potential to improve biodiversity in and around the area;*
- *the potential to improve public access to and through the area"*

Policy DMEI 7 Biodiversity Protection and Enhancement

2.38 *"The design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on-site. Where development is constrained and cannot provide high quality biodiversity enhancements on-site, then appropriate contributions will be sought to deliver off-site improvements through a legal agreement."*

Policy DMEI 8 Waterside Development

2.39 *"Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront."*

3.0 BASELINE CONDITIONS

LANDSCAPE

Topography

3.1 Due to the site being previously developed there is little variance in levels across the site, with an overall level of approximately 34m AOD. The land to the south is primarily flat with localised high points along the A408 . To the north the land slopes upwards with high points within Stockley Country Park and Golf Course where the landform has been artificially formed for recreational purposes. Refer to Appendix B Figure 2 Topography.

Settlement Pattern, Land Use and Open Space

3.2 The existing land use of the site is commercial, accommodating the GSK development within Stockley Park. To the east of the site the commercial/business land use of Stockley Park continues along the northern boundary of the Grand Union Canal up until the A437 (Dawley Road). The park comprises of large office buildings between two and four stories set within 150 acres of parkland/landscaped areas and associated infrastructure.

3.3 In recent years the land to the west of the site has been developed (Stockley Park Phase 3) also with a commercial land use. To the west of this alongside the Grand Union Canal/railway line and between the residential areas of Yiewsley and West Drayton is a stretch of small scale industrial units which continue up the A408 towards Cowley residential area.

3.4 To the north of the site a large area of open space consisting of Stockley Country Park and Stockley Park Golf Course both offers recreational opportunities within a mature landscape setting.

3.5 The land to the south east of the site, between the Grand Union Canal and mainline railway is of industrial use comprising of large warehouse units set within industrial yards with car parking and negligible landscape planting in comparison to Stockley Park.

3.6 The residential areas of West Drayton and Hayes located south of the railway line consist of semi-detached and terraced properties in varied building styles, with private gardens and areas of amenity grassland often associated with school grounds. Refer to Appendix B Figure 3 Settlement Pattern, Land Use and Open Space.

Existing Vegetation

3.7 A Pre-Development Tree Survey in accordance with BS 5387:2012 has been undertaken on the application site by BB Trees Ltd and is included in Appendix D. The report and associated Tree Constraints Plan (Refer to Appendix D) have influenced the design of the layout and associated landscape and management recommendations.

3.8 Along the western boundary of the site adjacent to Iron Bridge Road North is a double avenue of semi-mature broad leafed lime trees (reference G1 in Pre-Development Tree Survey) set either side of the footway which continues in part along Horton Road. Behind the avenue pyracantha has been planted and consistently managed thus providing low level boundary screening to approximately 1.3m.

3.9 Along the southern boundary adjacent to the Grand Union Canal is a band of low density scrubby woodland dominated by hawthorn and dog rose. Large stature trees within the woodland are primarily field maple and wild cherry.

3.10 Along the eastern boundary parallel to Stockley Road a mixed species hedge runs beside the footway providing a dense screen up to 4m in places behind which dense woodland planting grows upon the sloping highway embankment. The majority of the taller trees are pine, lime, field maple and cherry under which there is a dense tangled understorey. The woodland belt provides a strong screen from the roadside boundary.

3.11 Within the site a strong linear form has resulted from rows of trees planted between parking bays across the car park and alongside the central GSK building further emphasised by hedge planting beneath. Tree species primarily are broad leafed lime and London plane with silver lime planted as feature trees. Hedge species are primarily either hornbeam or pyracantha.

3.12 The existing vegetation in the wider setting is an important part of the landscape with mature planting to the north of the site within Stockley Country Park and the golf course as well as established planting within the commercial/business development of Stockley Park. The northern side of the Grand Union Canal from the Iron Bridge Road North bridge and Printing House Lane bridge is bounded by mature vegetation forming a dense screen in places to the adjacent built development. Refer to Appendix B Figure 1 Site Location and Existing Vegetation.

Transport Routes

3.13 The transport network that surrounds the site is presented in Appendix B Figure 4 Transport Routes. The primary road of the A408 in part bounds the site to the east whilst

the tertiary road Horton Road bounds the site to the north and Iron Bridge Road to the west.

Landscape Designations

3.14 The relevant landscape designations are taken from the London Borough of Hillingdon Local Plan Part 2 (Development Management Polices and Policy Map) and Historic England online mapping. Only those designations considered to have direct influence on the site or to potentially be impacted upon by the proposed development are listed. Refer to Appendix B Figure 5 Landscape Designations.

Listed Buildings (Policy DMHB 2/ DMHB 3)

3.15 There are no listed buildings within the site. The closest listed buildings are those associated with Hubbard's Farm over 1km to the north which are not considered to be affected by the proposed development.

Conservation Area (Policy DMHB 4)

3.16 The conservation area within the closest vicinity to the site is West Drayton approximately 1km south-west of the site. This conservation area along with Hayes Village, Cowley Church and Botwell Thorn EMI are not considered to be affected by the proposed development.

Green Belt (Policy DMEI 4)

3.17 The eastern and southern boundaries of the site in which the woodland planting is located are designated as green belt. This designation continues into Stockley Country Park and Golf Course, northwards towards Moorcroft Farm and eastwards to Botwell Lane. The Green Belt could be impacted upon by the proposed development therefore is considered as a landscape receptor.

Metropolitan Open Land (Policy DMEI 4)

3.18 Metropolitan Open Land is defined as "strategic open land within the urban area that contributes to the structure of London" and is given the same level of protection as Green Belt. The site is not designated as Metropolitan Open Land. The closest area to the site with this designation is approximately 1.4km to the north-west.

Green Chains/Links in Green Chains (Policy DMEI 5)

3.19 Hillingdon's Green Chains are "provide valuable links between sites both for wildlife and recreation". The land between the southern boundary of the site and the towpath is covered by this designation. The green chain continues along the eastern boundary and includes the block of woodland planting within the site. The area covered by the Green Chain designation could be impacted upon by the proposed development therefore is considered as a landscape receptor.

Nature Reserve (Policy DMEI 7)

3.20 The site is not designated as a nature reserve. Frays Island to the south west of the site is the closest nature reserve but being beyond 2km is not considered to be affected by the proposed development.

Nature Conservation Sites (Policy DMEI 7)
Metropolitan/ Borough Grade I Importance and Borough Grade II/Local Importance

3.21 The site is not designated as a nature conservation site however the stretch of the Grand Union Canal immediately south of the site is classed as a nature conservation site of Metropolitan/Borough Grade I Importance. This designated site, along with others in the surrounding landscape, is "significant in helping to protect and enhance the Borough's biodiversity value. The biodiversity of the site and the surrounding area could be impacted upon by the proposed development therefore it is considered as a landscape receptor.

Grand Union Canal (Policy DMEI 8)

3.22 The Grand Union Canal is located immediately south of the site and forms part of the Blue Ribbon Network of Hillingdon. Within the Hillingdon Local Plan Part 2 it states that adjacent developments should provide a positive contribution making "best use of river and canal corridors for active and passive recreation, increasing accessibility as part of living corridors for people across the Borough and in promoting their use as a link to recreational spaces". In addition to this developments should "maintain and improve river and canal corridor links as linear features in both town and countryside which serve as "ecological corridors" or habitats." The Grand Union Canal could be impacted upon by the proposed development therefore is considered as a landscape receptor.

Tree Preservation Orders/Ancient Woodland

3.23 At the time of writing there are no trees with Tree Preservation Order (TPO) status on the site. (London Borough of Hillingdon website visited on 2nd March 2020 with 'search for a protected tree' link followed to verify TPO areas). There are no areas of ancient woodland within the site or the study area.

Public Rights of Way/ Recreational Access (Policy DMT 5)

3.24 No public rights of way pass through the site itself however the wider landscape is bisected by a network of public rights of way. Public footpath Y27 runs along the Grand Union Canal towpath to the south of site and continues eastwards to be joined by the London Loop long distance path. To the north of the site are several public bridleways offering circular routes through Stockley Country Park and Golf Course which themselves are a recreational resource. Due to the proximity to the site, the public rights of way and areas of public access for recreation could be impacted upon by the proposed development and are therefore considered as a landscape receptor.

Landscape Character

National Character Areas

3.25 Natural England's National Character Areas (NCA) divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity,

geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape.

3.26 The site is shown to lie within NCA 115: Thames Valley on the NCA boundary plan. It is described as "*a mainly low-lying, wedge-shaped area, widening from Reading, which includes Slough, Windsor, the Colne Valley and the southwest London fringes. The River Thames provides a unifying feature through 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: Thames Valley

3.27 The key characteristics of this national character area of relevance to the are:

- Towards London in the east, the natural character of the area is overtaken by urban influences: a dense network of roads (including the M25 corridor), Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits.
- The area is important for recreation, both for residents and visitors. Historic parkland and commons provide access to green space, the Thames Path National Trail runs the length of the NCA, and a variety of activities are enjoyed on the river and other waterbodies.
- Major roads (such as the M4, M40 and M25 motorways), Heathrow Airport and railways all contribute to the wealth of the area, but also give it a feeling of patchiness. The areas around these routes are surrounded by storage facilities and industrial units, which add to the desultory feel.
- Rapid development has often left new structures and buildings unrelated to the landscape around them. Open spaces, many of them golf courses, are interspersed. The overall impression is of a lack of cohesiveness, although older villages and woodlands survive in surprising seclusion, and areas such as those owned by the Crown and Eton College have been preserved.

Hillingdon Landscape Character Assessment

3.28 In 2012 the Hillingdon Landscape Character Assessment was prepared by LUC with the purpose to "provide place-based evidence about the character, function and quality of the landscape within the borough". The assessment divides the Borough into thirteen landscape character types (LCT), which each having a "distinct and relatively homogenous character with similar physical and cultural attributes, including geology, landform, land cover and historic evolution." Six landscape character types fall within the study area of the site.

3.29 The landscape types were further subdivided into landscape character areas (LCA), with discrete geographic areas and a recognisable local identity. The landscape character area (LCA) in closest proximity to the site is J1: Stockley Gravel Recreation Terrace to the north.

LCA J1: Stockley Gravel Recreation Terrace

3.30 The key characteristics of the LCA are:

- Gently sloping, slightly undulating open slopes. Lynch Hill Gravel Formation, Boyn Hill Gravel Formation and a small pocket of Langley Silt Formation in the east overland London Clay bedrock. Largely infilled ground, with made ground in the west.
- A landscape primarily designed for recreation, comprising Stockley Country Park and Golf Course and Lake Farm Country Park.
- Stockley Country Park has a formal character, with open amenity grassland, pockets of woodland and tree lined avenues. The golf course is a prominent feature in the landscape with a patchwork of amenity grassland, small wooded copses and lines of trees which delineate fairways.
- Lake Farm Country Park has a naturalistic character, with grassland meadows, scrub and pockets of trees. Numerous informal footpaths cut across the open space.
- Several designed lakes and ponds are prominent features in Stockley Country Park.
- Pockets of trees, scrub, grassland, meadow and water side habitats provide valuable habitat and biodiversity within a designed landscape.
- Distinct modern edge settlement surrounds the character areas and Stockley Business Park is closely related to this landscape, forming a large development in the south.
- The busy A408 and A437 cuts through the character area creating notable audible and visual impacts.
- An extensive network of footpaths provides easy access to this landscape, with a number of cycle routes and bridleways. The London Loop long distance footpath passes through the south.
- Open, long views south across built development, such as West Drayton and Heathrow, and towards a wooded horizon outside the borough.
- A designed landscape retaining pockets of tranquillity, particularly within the Country Parks.

3.31 A description of LCA J1 Stockley Gravel Terrace Recreation extracted from the Hillingdon Landscape Character Assessment is included in Appendix E.

3.32 Within the study area there are a number of other LCAs including: LCA A3 Mid Colne Floodplain, LCA A4 Lower Colne Floodplain, LCA G2 Lower Pinn River Corridor, LCA K1 Harmondsworth Open Gravel Terrace and LCA K2 Harlington Open Gravel Terrace. Redevelopment of the site is unlikely to interact any significant way in landscape terms with these LCAs' so they have not been taken forward into the assessment.

Townscape Character of Hillingdon

3.33 Whilst the study is primarily assesses the landscape character of Hillingdon Borough seven townscape character types were also broadly identified, four of which fall within the study area of the site.

3.34 The applications site falls within the Industrial and Commercial Canal townscape character type.

TCT: Industrial and Commercial Canal Side.

3.35 The key characteristics of the townscape character type are:

- Low density industrial and commercial development including industrial estates, business parks and offices.
- Cut by the Grand Union Canal, an important linear feature providing recreation and ecological interest in the built landscape.
- Development is within large plots, accessed by roads terminating in dead ends.
- Built form is generally large scale and simple, often comprising sheds buildings with smaller office buildings. In contrast, Stockley Park, masterplanned in the 1980's, includes buildings by a number of leading British architects.
- Materials palette is simple, with sheds comprising brick and metal sheet cladding and brick office buildings. Glass frontages are common within Stockley Business Park.
- Open space includes car parking and ornamental landscape schemes in communal areas. Stockley Business Park has an impressive large scale designed landscape including a lakes and lime avenues.
- The Grand Union Canal is a nature Conservation Site of Metropolitan Importance, particularly distinctive in terms of its aquatic, emergent and bankside vegetation at Stockley Bridge.
- Long distance trails (the London Loop, Grand Union Canal Walk and Hillingdon Trail) follow the towpath of the Grand Union Canal.
- Views are kept short by buildings or are channelled down the canal from towpath and road bridges.

3.36 To the south of the site lies the Inter War Suburbs /Metroland TCT.

TCT: Inter War Suburbs /Metroland

3.37 The key characteristics of the townscape character type are:

- The early use of development plans influenced by the 'garden suburb' movement had an impact on the style, layout and density of development in the north of the Borough.
- Suburbs in the south of the Borough developed along improved transport links, such as canals and the Great West Railway and reflect the growth of local industries.

- Medium density residential suburbs consisting of distinctive network of curvilinear streets (crescents), linear streets (avenues) and 'dead ends'(closes). Pockets of late 19th century Victorian and Post Wat terraces and more recent housing provide character within the suburbs.
- Built form is defined by suburban style semi-detached two storey houses in pebbledash or colour render. Brick is also a common building material.
- Residential streets often delineated by grass verges and small street trees.
- The leafy suburban character is reinforced by well vegetated domestic front gardens with ornamental shrubs, bounded by low brick walls and clipped hedges.
- Views are channelled down streets, framed by the regular facades of houses.
- Quiet and peaceful residential suburbs with a spacious character due to the relatively wide street proportions.
- Interspersed with publicly accessible greenspaces including parks and recreation grounds and cut by accessible river corridor.
- Accessible landscape on settlement edges includes open countryside, golf courses, Country Parks (e.g. Stockley) and nature reserves (e.g. Ruislip Woods). Often connected to the suburbs by footpaths and long distance paths.

3.38 Within the study area there are a number of other townscape character types including the Historic Core of West Drayton and Retail Centre of Yiewsley/West Drayton. Redevelopment of the site is unlikely to interact any significant way in landscape terms with these TCT so they have not been taken forward into the assessment.

3.39 The landscape appraisal for the site needs to assess the likely effects on the TCT: Industrial and Commercial Canal Side the site falls within as well as the adjacent TCT: Interwar Suburbs/Metropolitan and LCA J1: Stockley Gravel Recreation Terrace. The individual elements that form these character types/areas will be considered to more accurately gauge the potential effects and to steer potential mitigation.

Landscape Receptors

3.40 The following individual elements of the landscape that may be affected by the proposed development have been identified and will be carried forward as landscape receptors. As part of the baseline study their existing value and condition have been assessed.

1: Green Belt

3.41 Receptor value: Within the Hillingdon Local Plan Part 1 it states that "the main purpose of Hillingdon's Green Belt is to keep land open and free from development, to maintain the character and identity of individual settlements and make a clear distinction between rural and urban environments." Furthermore within Policy EM2 it states that "The Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt…. Any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special

circumstances test." Green Belt has a high protection status both at a national and local level. The landscape value of this receptor is considered to be **High**.

3.42 Receptor condition: The area of Green Belt within the site currently comprises of an established woodland belt along the eastern boundary of the site and scrubby woodland block along the southern boundary on the embankment. This existing planting offers a link between the green belt to the east between the GUC and Stockley Park up to Stockley Country Park and Golf Course to the north. It is also provides a visual screen between the existing development on site and Stockley Road. Part of the existing site car parking is shown to be within the green belt. The landscape condition of this receptor is considered to be **Medium/High**.

2: Green Chain

3.43 Receptor value: Hillingdon's green chains "provide valuable links between sites both for wildlife and recreation, enabling plants and wildlife to migrate from one area to another and providing attractive corridors for people to walk along and enjoy." Within the Hillingdon Local Plan Part 1 it states "Any proposals for development in Green Chains will be firmly resisted unless they maintain the positive contribution of the Green Chain in providing a visual and physical break in the built-up area; conserve and enhance the visual amenity and nature conservation value of the landscape; encourage appropriate public access and recreational facilities where they are compatible with the conservation value of the area, and retain the openness of the Green Chain". The landscape value of this receptor is considered to be **High**.

3.44 Receptor condition: The area of Green Chain within the site currently comprises of the established woodland block along the eastern boundary of the site which provides an ecological corridor and attractive edge to the footway along Stockley Road. The landscape condition of this receptor is considered to be **High**.

3: Biodiversity/Habitat

3.45 Receptor value: Whilst the land within the site boundary is not covered by any ecological designations (for nature conservation), the stretch of the Grand Union Canal immediately south of the site is classed as a nature conservation site of Metropolitan/Borough Grade I Importance. The Grand Union Canal is "particularly distinctive in terms of its aquatic, emergent and bankside vegetation at Stockley Bridge" and is identified as a key characteristic within the townscape character type: Industrial and Commercial Canal Side which the site falls within. The biodiversity value is also a key characteristic of the adjacent LCA J1: Stockley Gravel Recreation Terrace. Many of the existing trees on site associated with the GSK development including those along Iron Bridge Road North are Broad Leafed Lime (Tilia platyphyllos) known to have high wildlife value. The on-site habitat value provided by the existing mixed species woodland planting is of local importance connecting to a wider ecological network beyond the site boundary. The landscape value of this receptor is considered to be **Medium/High**.

3.46 Receptor condition: On site vegetation offering habitat value include dense woodland planting with a mixed species understorey (eastern boundary), scrubby woodland (southern boundary), native hedgerows and wetland species associated with the existing pond. The landscape condition of this receptor is considered to be **Medium/High**.

4: Grand Union Canal

3.47 Receptor value: The Grand Union Canal (GUC) is a key characteristic of the Townscape Character Type: Industrial and Commercial Canal Side described as “an important linear feature providing recreation and ecological interest in the built landscape.” The waterway is also part of the Hillingdon Blue Ribbon Network and identified as being “a good source of education from a historic and wildlife perspective as well as providing the opportunity for transport and water based leisure and recreation.” The GUC contributes to the strategic green infrastructure of the borough and is classified as having “regional importance” crossing “several local authority boundaries”. The landscape value of this receptor is considered to be **High**.

3.48 Receptor condition: The general condition of this receptor varies significantly, often with large areas that have received little or minimal active management. There are examples where significant improvement works have taken place greatly improving the overall condition. The landscape condition of this receptor is considered to be **Medium**.

5: Recreational Resource

3.49 Receptor value: Whilst there are no public rights of way through the site the GUC canal towpath to the south of the site is a well-used public footpath (Y27) which is also part of the long distance path of the Grand Union Canal Walk. A footway runs along Stockley Road to the east of the site linking the GUC and open space of Stockley Country Park and Golf Course. There is public access to the GUC towpath off Iron Bridge Road North to the south western corner of the site. The landscape value of this receptor is considered to be **Medium.**

3.50 Receptor condition: A number of the entrances from the surrounding footpath network onto the GUC are very over grown, feel very oppressive with very little or no natural surveillance. The landscape condition of this receptor is considered to be **Medium**.

6: Vegetation Structure/Tree Cover

3.51 Receptor value: A Pre-Development Tree Survey has been undertaken on the site by BB Trees Ltd and is included in Appendix D. The survey identifies the woodland belt (G89) along the eastern boundary as Category A, i.e. trees with visual importance as an arboricultural/landscape feature. The avenue of Broad Leafed Lime along Horton Road/Iron Bridge Road North are also identified as Category A. Within Hillingdon’s Local Plan Part 2 Policy DMHB 14: Trees and Landscape states that “all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. The landscape value of this receptor is considered to be **High**.

3.52 Receptor condition: As stated the woodland belt (G89) and avenue of trees (G1) are identified as Category A in the tree survey. They are classified as trees of high quality with an estimated remaining life expectancy of at least 40 years. The majority of the other existing trees on site are Category B (trees of moderate quality). The landscape condition of this receptor is considered to be **Medium/High**.

7: Built Development (Pattern, Scale, Density)

3.53 Receptor value: A number of key characteristics of the Townscape Character Type (TCT): Industrial and Commercial Canal Side which the site falls within relate to the built development. The TCT is described as having “low density industrial and commercial development including industrial estates, business parks and offices” with “large plots accessed by roads terminating in dead ends”. The “materials palette is simple, with sheds comprising of brick and metal sheet cladding and brick office buildings. Glass frontages are common within Stockley Business Park.” The landscape value of this receptor is considered to be **Medium**.

3.54 Receptor condition: The existing built development on the site is currently comprises of 3 commercial units each 3 storeys with a primarily glass façade. The plant on the roofs of the buildings have been screened by blue cladding which results in the units being visually prominent in the surrounding area. The recent development to the west of the site consists of 4 large commercial units with grey cladding and a partial glass frontage along Horton Road. The landscape condition of this receptor is considered to be **Medium**.

The baseline assessment of the landscape receptors is summarised in the following table.

	Landscape Receptor	**Landscape Baseline** (Low, Medium, High)	
		Value	***Condition***
1	Green Belt	High	Medium/High
2	Green Chain	High	High
3	Biodiversity/Habitat	Medium/High	Medium/High
4	Grand Union Canal	High	Medium
5	Recreational Resource	Medium	Medium
6	Vegetation Structure/ Tree Cover	High	Medium/High
7	Built Development (Pattern, Scale, Density)	Medium	Medium

VISUAL

3.55 A baseline visual study has been carried out to establish the potential visibility of the site through a desk top review followed by site visits and field survey work to establish the visual receptors. The methodology for this process is described in Appendix A. The visual receptors which were identified are represented by viewpoints, the locations of which are shown in Appendix B Figure 7 Viewpoint Locations. A total of 15 viewpoints were visited and recorded during the on-site element of the baseline study.

Viewpoint 1: Stockley Park Golf Course (Appendix B Figure 8)

3.56 This view is taken from an artificial viewing point within Stockley Golf Course looking in a south-westerly direction. The existing commercial and industrial landscape to the south which is particularly dominated by the existing Stockley Business Park and distinctive GlaxoSmithKline building are clearly visible from this vantage point. The recently constructed commercial units associated with Stockley Park Phase 3 are nestled behind

the rolling landscape of the golf course whilst the residential area of West Drayton Garden Village is just visible above the skyline.

Viewpoint 2: Pedestrian bridge over Stockley Road (Appendix B Figure 9)

3.57 This viewpoint is taken from the eastern end of the pedestrian bridge which spans Stockley Road to the north of the Site. Views are primarily focused down the corridor of Stockley Road which dips to the south and is bounded on both sides by dense screen planting. The dense vegetation restricts views to the surrounding local context, but the wider industrial and commercial context is just visible to the south, viewed down the road corridor. Some commercial buildings located off Stockley Close are just visible through the vegetation to the middle of the view.

Viewpoint 3: Stockley Country Park (Permissive Path) (Appendix B Figure 10)

3.58 This view is taken along an informal path route through Stockley Golf course. Dense belts of native planting fully obscure views towards the development site. As a result, there will be no potential impact from the development and this view will not be taken through to the assessment stage.

Viewpoint 4: Stockley Country Park (Footpath Y3) (Appendix B Figure 11)

3.59 This view is taken looking in a southern direction towards the application site along an informal path route through Stockley Golf course. The view is framed on either side with dense belts of vegetation associated with golf course fairway. The existing built form of the GlaxoSmithKline buildings are clearly visible upon the skyline forming a noticeable backdrop to the view whilst the corner of the recently completed commercial unit associated with phase 3 Stockley Park is visible towards the right of the view nestled behind vegetation.

Viewpoint 5: Lake Farm Country Park (Bridleway ID19) (Appendix B Figure 12)

3.60 This viewpoint is taken from a public path within Lake Farm Country Park. The view is characterised by the immediate landscape planting within the park, Dawley Road and along the boundary of Stockley Business Park. The upper portions of the large commercial buildings within Phase 2 of Stockley Business Park are visible through the vegetation; however views of the development site are prevented. As a result, there will be no potential impact from the development and this view will not be taken through to the assessment stage.

Viewpoint 6: Footway alongside sliproad off Stockley Road/ A408
(Appendix B Figure 13)

3.61 The viewpoint represents views from Stockley Road north of the site at the point where the slip road links into the Stockley Park. Locally, the view is characterised by infrastructure associated with the road, including lighting, signage, amenity grassed slopes and road side vegetation. The northern most GlaxoSmithKline building can be seen projecting above the existing native buffer planting.

Viewpoint 7: Horton Bridge over Grand Union Canal (Appendix B Figure 14)

3.62 View from Horton Bridge over the Grand Union Canal looking in an easterly direction towards the development site. To the south of the canal the view is dominated by the large expanse of rail way gantries and parking whilst small-scale industrial and commercial premises and security fencing are visible to the left of the view. Dense vegetation traditionally seen framing the canal can be seen however the gradual opening up the canal to improve forward visibility and connectivity is evident as shown by the phase 3 Stockley Park works. The GlaxoSmithKline buildings are visible to the middle of the view just beyond the belt of native planting. Generally due to the introspective character of the canal landscape, longer views are limited to up and down the GUC corridor rather than of the surrounding built environment.

Viewpoint 8: Horton Road (London Loop) (Appendix B Figure 15)

3.63 This view is characterised by the presence of the large scale modern commercial units associated with Stockley Park phase 3. Due to the townscape nature of this view, lighting columns and young vegetation future prominently whilst the existing mature planting seen adjacent to Stockley country park, along Iron Bridge Road and the GlaxoSmithKline building are seen to the left and in the distance.

Viewpoint 9: Footway alongside Stockley Park Roundabout (Appendix B Figure 16)

3.64 This view was taken at the point where pedestrians cross under Stockley Road. Due to the proximity of view to the application site the view is dominated by the existing GlaxoSmithKline building and highway infrastructure associated with Stockley Road and Horton Road. The existing zone of green belt planting running parallel to Stockley Road forms a dense vegetated screen separating the application site from the highway.

Viewpoint 10: Grand Union Canal Towpath/Footpath Y27 (Appendix B Figure 17)

3.65 Views from the canal towpath in this location are dominated by dense belts of mature tree planting and understorey vegetation. To the south of the canal, small-scale industrial and commercial premises are hidden behind the mature planting while views towards the application site are obscured behind a thick belt of mature planting. Views down the canal are again dominated by mature vegetation and industrial premises. Due to the introspective character of the canal landscape, longer views are limited to up and down the GUC corridor rather than of the surrounding built environment.

Viewpoint 11: Footway alongside Stockley Road/ A408 (Appendix B Figure 18)

3.66 This viewpoint is situated along Stockley Road just before it begins to rise up over the mainline railway. The viewpoint represents views from Stockley Road south of the site, before the side wall along the flyover prohibits views across the application site. Locally, the view is characterised by infrastructure associated with the road, including lighting, signage, amenity grassed slopes and fencing. There is some visible residential development and the upper portions of the existing GlaxoSmithKline building visible.

Viewpoint 12: Footway crossing Stockley Road/ A408 (Appendix B Figure 19)

3.67 This viewpoint is taken from the north-east corner of the Stockley Road roundabout at the northern end of Heathpark Golf Course. The viewpoint represents views from Stockley Road south of the site. Locally, the view is characterised by infrastructure associated with the road, including lighting, signage, amenity grassed verges and fencing. Small pockets

of residential properties are visible to the centre with the top of the distinctive GlaxoSmithKline offices visible beyond.

Viewpoint 13: Footway of Eastwood Road (Appendix B Figure 20)

3.68 This view is taken from Eastwood Road and represents the views from the rear of residential properties along Archie Close. The immediate context of the view is characterised by mature tree and scrub cover along the adjacent railway line and GUC. The upper sections of the most southerly GlaxoSmithKline building are just visible however the recent units associated with Phase 3 Stockley Park are screened from view.

Viewpoint 14: Bourne Farm Recreation Ground (Appendix B Figure 21)

3.69 This viewpoint is representative of views from the rear of properties bordering playing fields at the western extent of Hayes Town Residential. The view is characterised by the existing commercial warehouse units within Prologis Business Park and the presence of mature tree planting in the wider area. The view towards the Site is blocked by warehouses in Prologis Business Park. As a result, there will be no potential impact from the development and this view will not be taken through to the assessment stage.

Viewpoint 15: Footway on Stockley Road Bridge (Appendix B Figure 21)

3.70 This viewpoint is taken towards the south-east corner of the application site where Stockley Road crosses over the railway line and GUC. The view is characterised by lighting columns and mature planting located along the edge of the GUC and along the green belt that runs parallel to eastern boundary of the site and Stockley Road. Through a gap in the vegetation views of the distinctive existing GlaxoSmithKline building are possible.

3.71 The 3 illustrative viewpoints (Viewpoints 3, 5, and 14) have not been carried forward to the effects stage because they demonstrate that the site will not be visible.

3.72 The baseline visibility from each of the representative viewpoints is summarised in the Visual Baseline Review Table below;

Table 2: Visual Baseline Report

View point No.	**Viewpoint Location**	**Type of visual receptor effected and sensitivity** (viewer's activity: transient / static)	**Relative number of people**	**Direction of view**	**Distance**	**Elevation**	**Elements which may influence the view (interrupt, filter etc.)**	**Nature Characteristics Composition Of view**
		Leisure High Recreation High Driver Medium Pedestrian Medium Visitor Medium Sport Low Working Low	Individual Few Many Numerous	16 point compass directions	Short Medium Long (metres)	Metres AOD	Landform Buildings Vegetation	Extent of skyline Visual scale & proportion Horizontal or vertical emphasis Key Focal points Panorama or narrow Full or glimpsed Sequential views
1.	Stockley Park Golf Course	Leisure/ recreation High	Many	North-east	Long (900m)	61.302	Built form, vegetation within the golf course	Elevated location, views across the built landscape
2.	Pedestrian bridge over Stockley Road	Leisure/ recreation High	Many	North	Long (630m)	48.870	Vegetation growing along the road corridor, built form	Channelled view along Stockley Road
3.	Stockley Country Park (Permissive Path)	Leisure High	Few	North-west	Long (770m)	50.580	Vegetation within the country park	Field of view restricted b foreground vegetation.
4.	Stockley Country Park (Footpath Y3)	Leisure/ recreation High	Few	North	Long (650m)	50.151	Vegetation to each side of the golf green	Channelled view towards the site with open sky above.
5.	Lake Farm Country Park (Bridleway ID19)	Leisure/ recreation High	Many	North-east	Long (1300m)	40.152	Vegetation along Dawley Road	Filtered view

Table 2: Visual Baseline Report (continued)

View point No.	Viewpoint Location	Type of visual receptor effected and sensitivity (viewer's activity: transient / static)	Relative number of people	Direction of view	Distance	Elevation	Elements which may influence the view (interrupt, filter etc.)	Nature Characteristics Composition Of view
		Leisure High Recreation High Driver Medium Pedestrian Medium Visitor Medium Sport Low Working Low	Individual Few Many Numerous	16 point compass directions	Short Medium Long (metres)	Metres AOD	Landform Buildings Vegetation	Extent of skyline Visual scale & proportion Horizontal or vertical emphasis Key Focal points Panorama or narrow Full or glimpsed Sequential views
6.	Footway alongside sliproad off Stockley Road/ A408	Pedestrian/ driver (Transient) Medium	Numerous	North	Medium (490m)	40.368	Traffic on Stockley Road	Elevated highway with sky above
7.	Horton Bridge over Grand Union Canal	Leisure/ pedestrian High / medium	Many	West	Long (910m)	34.78	Canal side vegetation, railway infrastructure	Channelled view along canal with open sky above
8.	Horton Road (London Loop)	Pedestrian/ driver (Transient) Medium	Numerous	North-west	Medium (450m)	35.526	Boundary vegetation, new commercial development	Channelled view with open sky above
9.	Footway alongside Stockley Park Roundabout	Pedestrian/ driver (Transient) Medium	Numerous	North	Short (271m)	35.183	Traffic on Stockley Road / slip road	Close view
10.	Grand Union Canal Towpath/Footpath Y27	Leisure/ pedestrian High/ medium	Numerous	West	Short (186m)	31.504	Channelled view, canal side vegetation	View channelled along canal up to the horizon, bridge structure breaks the view

Table 2: Visual Baseline Report (continued)

View point No.	**Viewpoint Location**	**Type of visual receptor effected and sensitivity** (viewer's activity: transient / static)	**Relative number of people**	**Direction of view**	**Distance**	**Elevation**	**Elements which may influence the view (interrupt, filter etc.)**	**Nature Characteristics Composition Of view**
		Leisure High Recreation High Driver Medium Pedestrian Medium Visitor Medium Sport Low Working Low	Individual Few Many Numerous	16 point compass directions	Short Medium Long (metres)	Metres AOD	Landform Buildings Vegetation	Extent of skyline Visual scale & proportion Horizontal or vertical emphasis Key Focal points Panorama or narrow Full or glimpsed Sequential views
11.	Footway alongside Stockley Road/ A408	Driver/ pedestrian (Transient) Medium	Numerous	North-east	Medium (391m)	37.481	Elevated road	Highway structure planting with sky above, traffic
12.	Footway crossing Stockley Road/ A408	Driver/ pedestrian (Transient) Medium	Numerous	South	Long (742m)	35.608	Channelled view along Stockley Road	Highway vegetation, traffic
13.	Footway of Eastwood Road	Pedestrian Medium	Few	West	Medium (342m)	33.433	Mainline railway and GUC boundary vegetation	Field of view restricted by built form
14.	Bourne Farm Recreation Ground	Recreation High	Many	South-east	Long (1075m)	30.005	Boundary vegetation, commercial unit	Open view
15.	Footway on Stockley Road Bridge	Driver/ pedestrian (Transient) Medium	Numerous	South-east	Short (260m)	41.158	Elevated road	Highway structure planting with sky above, traffic

- *Note: all distance are measured to the centre of the site.*

3.73 Views towards the site are limited from a majority of locations by the dense built environment in this area and also the high frequency of belts of mature tree planting throughout the open spaces and along linear features such as the GUC. Views of the site are most apparent from elevated locations within Stockley Golf Course and from the locations close to the site such as Horton Road and the Stockley Road.

4.0 EFFECTS OF THE PROPOSED DEVELOPMENT

4.1 This section describes the potential landscape and visual effects of the proposed development.

4.2 This document has been produced as part of a full planning application for a proposed development on land adjacent to Stockley Park, Iron Bridge Road, Hayes, on the site of the former GlaxoSmithKline site.

4.3 The development proposals being appraised for landscape and visual effects are shown on Michael Sparks Associated Site Layout Plan drawing no. 30928-PL-201B. This layout proposes the demolition of the 3 existing GlaxoSmithKline buildings, site clearance and preparation and the redevelopment of the site to provide 2 new commercial units with associated parking, service yard and landscape infrastructure. Landscape enhancements will also be carried out to the vegetated embankment and pedestrian/cyclist access routes onto the GUC. Vehicle access to the application site will be from Iron Bridge Road. The finished floor level (FFL), eaves height and ridge level of the proposed buildings are summarised below:

Building	Floor Level (AOD)	Eaves Level (AOD)	Ridge Height (AOD)
• Unit 1	34.940m	51.260m	52.940m
• Unit 2	34.940m	51.260m	52.940m

Primary Mitigation

4.4 Primary mitigation for the proposed development has been summarised below:

- Muted palette of subtle grey colours has been selected for the elevational treatment of the proposed buildings.
- Barrel vaulted roofs have been used to visually reduce the massing of the buildings.
- Unit 1 has been oriented so that the service yard faces onto the canal, firstly to pull the massing of the development away from the canal edge and secondly to ensure there is an active frontage facing the canal.
- The majority of the existing vegetation around the periphery of the site will be retained and protected through the construction period in line with the recommendations in BS5837: Trees in relation to Design, Demolition and Construction. As part of the application a pre-development tree survey has been carried out with the report and associated plans included in Appendix D.

- The proposed landscape boundary treatment provides further primary mitigation. Retained boundary hedges, tree belts and other vegetation provide a degree of screening to the lower building elevations.

- Tree group G1 running parallel to Iron Bridge Road is to be retained and infill planted where necessary to close up any gaps within the distinctive double tree avenue. Trees are up to 9m tall.

- Group G98 with a height of 11m tall along the GUC boundary is to be retained and manged. This will serve to greatly reduce views of the proposed buildings from the residential properties to the south of the site.

- Group G89 (within Green belt land) with a height of up to 16m tall along Stockley Road is to be retained and reinforced.

- In additional to the above all boundaries are to be enhanced with further tree and native planting. The mitigating visual effect of the proposed boundary planting at completion will not be as significant as the elevational treatment, it will however become increasingly effective over the lifetime of the proposed development as it increases in height and mass.

- In addition to providing visual mitigation, the proposed boundary planting provides landscape mitigation by compensating for the loss of vegetation required to facilitate the proposed development.

Secondary mitigation

4.5 There are a number of residential properties to the south, close to but not adjacent to the application site. Lighting will be designed to be directed to ground level activity to reduce the potential effects of light spill. The retained belts of existing and woodland, particular adjacent to the GUC are expected to filter views of ground level activity from these properties.

4.6 The indicative lighting design will be in accordance with the latest standards for exterior lighting and incorporate horizontal LED fittings which minimises light spill. However further liaison is required during the development of the detailed exterior lighting design between the lighting designer and ecologist to ensure that the ecological requirements for the site associated with the proposed exterior lighting installation are met.

Predicted Effects during the Construction Phase

Landscape Effects (Within the site)

4.7 The construction period will have an effect on the landscape character of the landscape within the site. The resulting effects are:

- Site clearance including the removal of some internal vegetation;

- Remodelling the existing site topography to achieve a cut and fill balance that reduces the need to remove material off-site;

- Earthworks and ground preparation to form development platforms and ground levels for new roads, access, service yards, car parking areas and other ancillary hard-standing;

- Creation of soft landscape green infrastructure associated the proposed development, internally between plots and to site boundaries.

Landscape Character

4.8 The existing site is predominantly built urban form with internal tree planting to car park areas and external hardstanding. Following site clearance and plateau formation the construction of proposed units on the site will begin. Whilst the nature of the construction period is considered to be temporary it is likely to extend over 12 months. It is envisaged that the magnitude of effect on the landscape character of the site throughout the period of construction is such that is should be considered as **Moderate Adverse** over a short term duration.

Visual Effects (Within the Site)

4.9 The full details of the construction process are not finalised at this stage but the general processes of note for the appraisal are as follows:

- Site clearance and plateau formation
- Installation of temporary site office, car parking and plant including new light sources and tower cranes, temporary fencing, temporary signage and materials storage.
- Construction activity including shell erection and surface finishes to buildings, installation of road infrastructure, installation of services, and completion of external works including landscaping, Service yards, permanent lighting and signage.

4.10 The duration of these elements will range from a few days to the full extent of the construction period and will be seen in various locations around the site as the development is implemented. The temporary nature of the construction periods is a positive factor in the consideration of the visual effects of the construction period. Other visual effects of the construction period will be associated with machinery and deliveries entering and leaving the site and the use of tall machinery, such as cranes.

4.11 The duration of these construction activities will vary from a few days to a large percentage of the construction period. It is therefore envisaged that the overall magnitude of visual effect for the build out of the site will be **Moderate Adverse** over a short term duration.

Predicted Effects during the Operational Phase

Landscape Effects

4.12 The assessment considers the effects on the landscape character. Effects created by the operation of the development will be:

- New buildings, structures and hard standing areas;
- Parked cars, vans and heavy goods vehicles within parking areas, service yards and delivery bays, vehicular movement into and out of the site; and
- Light sources, security fencing and signage.

4.13 For the purposes of this assessment the operational effects have been assessed based on the entire development being complete at year 1 of operation. This is considered to be a 'maximum effect' scenario based on all the units being in place prior to any of the infrastructure mitigation establishing.

Landscape Receptor 1: Green Belt

4.14 There was already a small degree of built intrusion into the green belt running parallel to Stockley Road in the form of a multi storey parking facility associated with the former GSK campus layout. There will be a degree of vegetation removal to facilitate the regrading of the site and the erection of some further built form within the green belt. The built form will also be pushed up closer to the edge of the green belt. However as a result of more active management and improvements to species diversity, age and composition it is considered that the resource will be enhanced.

The significance of landscape effect at completion with primary mitigation on the Green Belt is therefore assessed as **Minor Adverse**.

Landscape Receptor 2: Green Chain

4.15 The green chain running along the eastern boundary of the site will be retained, managed and improved with the inclusion of additional native planting. There will be a degree of vegetation removal to the western edge to facilitate the regrading of the site however this will be replanted with additional native stock and species rich grassland.

The significance of landscape effect at completion with primary mitigation on the Green Chain is therefore assessed as **Minor Adverse**.

Landscape Receptor 3: Biodiversity/Habitat

4.16 As part of the landscape strategy for the site many of the features that contribute to the biodiversity value of the receptor are to be retained and actively managed and enhanced. The avenues of Lime trees along Iron Bridge Road/Horton Road have been retained and will be in filled where required to enhance this resource. The eastern and southern boundaries are also to be retained and in fill planted with mixed species native stock and species rich grassland. Where appropriate opportunities will also be taken to improve potential habitat bio-diversity on the site with the introduction of features such as bat/bird boxes, and the inclusion of hibernacula/log piles and hedgehog gateways installed within boundary fences to maintain ecological corridors. There will however be a degree of tree loss from within the internal areas of the site which will have an impact on biodiversity.

The significance of landscape effect at completion with primary mitigation on the Biodiversity/Habitat is therefore assessed as **Moderate / Minor Adverse**.

Landscape Receptor 4: Grand Union Canal

4.17 In order to ensure the proposed development didn't become a dominant feature within close proximity to the GUC the layout of unit 1 was rotated 180 degrees to place the service yard along the canal rather than a building elevation. This has had the effect of pulling the building away approximately 60m ensuring that the perception of the canal wasn't artificially narrowed. A number of improvements are also proposed, including enhancements to signage and way markers, the addition of interpretation boards at

entrance and exit points and the management of vegetation to improve visual permeability along the length of canal.

The significance of landscape effect at completion with primary mitigation on the Grand Union Canal is therefore assessed as **Moderate / Minor beneficial**.

Landscape Receptor 5: Recreational Resource

4.18 A number of improvements are proposed to the GUC footpath network that will greatly improve connectivity for users onto the wider footpath network. These include enhancements to signage and way markers, the addition of interpretation boards at entrance and exit points and the management of vegetation to improve visual permeability along the length of canal and at access points.

4.19 The significance of landscape effect at completion with primary mitigation on the Recreational Resource is therefore assessed as **Minor beneficial**.

Landscape Receptor 6: Vegetation Structure/Tree Cover

4.20 The majority of identified natural features of merit upon the site, woodland belts G89, G98 and avenue of trees G1 along Horton Road and Iron Bridge are to be retained, managed and enhanced with additional native stock. These were identified as important features both on the character of the site and visually along its boundaries. A degree of existing vegetation will be removed internally from within the site.

The significance of landscape effect at completion with primary mitigation on the Vegetation Structure/Tree Cover is therefore assessed as **Minor/Moderate adverse**.

Landscape Receptor 7: Built Development (Pattern, Scale, Density)

4.21 The existing 3 storey office units on the site are to be removed and replaced with two larger commercial units with associated service yards and parking. The overall style and scale of the two larger units are very much in keeping with the characteristics of the Townscape Character Type (TCT): Industrial and Commercial Canal Side. There are a number of other such type developments such as the recently completed Stockley Park Phase 3 scheme on the opposite side of Iron Bridge Road and those running parallel to Stockley Road to the east of the application site. The proximity and scale of these buildings to Stockley Road means that they will be feature of the Character area.

The significance of landscape effect at completion with primary mitigation on the Built Development is therefore assessed as **Negligible.**

4.22 The landscape effects on the landscape receptors is summarised in Table 2 which follows.

Table 2: Landscape Effects: Judgement Summary

	Landscape Receptor	**SENSITIVITY** of landscape receptor to this specific proposal			**MAGNITUDE** of landscape effect (the development) of this specific proposal					**IMPORTANCE and EFFECT** (sensitivity and magnitude) Negligible, Minor, Moderate, Major (change resulting) Beneficial, Neutral, Adverse			
		Susceptibility *Low Medium High*	Value *Low Medium High*	**Sensitivity *Low Medium High***	Size/Scale of change *None Minor Moderate Major*	Geo-graphical Extent *Site Setting Area Wider*	Duration of effects *Short : 0-9 yrs Medium: 10-19 yrs Long: 20+ yrs*	Reversibility *Permanent Partial Reversible*	**Magnitude of change** *No change Low Medium High*	**Year 0 At completion**	Year 5	Year 10	**Year 15 Residual**
1	Green Belt	Low	Medium / High	**Medium / Low**	Minor	Site	Short	Reversible	**Low**	Minor Adverse	Minor Adverse	Minor Adverse	**Minor Adverse**
2	Green Chain	Low	Medium / High	**Medium / Low**	Minor	Site	Short	Reversible	**Low**	Minor Adverse	Minor Adverse	Minor Adverse	**Minor Adverse**
3	Biodiversity/ Habitat	Medium	Medium	**Medium**	Minor / Moderate	Site	Medium	Permanent	**Low/Medium**	Moderate / Minor Adverse	Moderate / Minor Adverse	Minor Adverse	**Minor Adverse**
4	Grand Union Canal	Low	High	**Medium**	Minor	Setting	Short	Permanent	**Low**	Moderate / Minor Beneficial	Moderate / Minor Beneficial	Moderate / Minor Beneficial	**Moderate / Minor Beneficial**
5	Recreational Resource	Low/ Medium	Low/ Medium	**Low/ Medium**	Minor	Setting	Short	Permanent	**Low**	Minor Beneficial	Minor Beneficial	Minor Beneficial	**Minor Beneficial**
6	Vegetation Structure/ Tree Cover	Low/ Medium	High	**Medium / Low**	Moderate	Site	Long	Permanent	**Low/ Medium**	Moderate / Minor Adverse	Moderate / Minor Adverse	Minor Adverse	**Minor Adverse**
7	Built Development (Pattern, Scale, Density)	Low	Medium	**Low**	Minor/ Moderate	Site	Long	Permanent	**No change**	Negligible	Negligible	Negligible	**Negligible**

Predicted Effects during the Operational Phase

Visual Effects.

4.23 The main visual effects of the proposed development from the surrounding landscape will be a result of:

- New buildings and structures;
- Car and HGV parking;
- Vehicle movement in to and out of the Site; and
- Light sources, security fencing and signage.

4.24 An appraisal has been carried out for each of the 15 viewpoints within the study area based on winter conditions to depict maximum effect. The viewpoint locations and Zone of Theoretical Visibility (ZTV) are illustrated on Figure 7 in Appendix B. The visual effect and mitigation for each specific viewpoint at the completion of the proposed development are described below. The site wide planting proposals are described in section 5.0 Mitigation and Monitoring. The 3 illustrative viewpoints (Viewpoints 3, 5, and 14) have not been carried forward to the effects stage.

Viewpoint 1: Stockley Park Golf Course (Appendix B Figure 8)

4.25 Effect: From this elevated location the upper portions of the built form and ridge line of proposed Units would be visible above the rolling landform and mature planting of the golf course. However, views would be set amongst the commercial and industrial landscape to the east which is particularly dominated by the existing Stockley Business Park with views also possible to the west of the Stockley Park Phase 3 scheme. The 5-6 storey residential apartment buildings of the West Drayton Garden Village and the Energy from Waste plant to the West of the M4 are visible above the skyline. The rooflines of the two units would overlap to elongate the development however they do not break the horizon allowing views of the wider landscape context to be retained. Views would also be set against the wider context of industrial and commercial landscape to the south, including commercial and industrial units along the railway line and Heathrow Airport in the distance.

Viewpoint 1 Visual Sensitivity: Low

Magnitude of Visual Change: Medium / Low

Visual Importance and Effect at completion: **Minor adverse**

Viewpoint 2: Pedestrian bridge over Stockley Road (Appendix B Figure 9)

4.26 Effect: From this viewpoint much of the proposed built form in particular Unit 2 will be screened behind the foreground vegetation running parallel to Stockley Road. The office elevation of Unit 2 will be seen as a distinctive contemporary feature at the round junction, forming a gateway onto Horton Road. An upper portion of roofline and building façade of Unit 1 will be seen extending out across the view just beyond the office replacing a degree of skyline with built form.

Viewpoint 2 Visual Sensitivity: Low

Magnitude of Visual Change: Medium / Low

Visual Importance and Effect at completion: **Minor adverse**

Viewpoint 4: Stockley Country Park (Footpath Y3) (Appendix B Figure 11)

4.27 Effect: From this viewpoint a large proportion of the proposed development will be screened from view by the various layers of foreground vegetation within Stockley Country Park. The building facade and barrel vaulted roofline will extent the built form upwards within the view albeit the massing of the unit will be broken up by the presence of the existing tree cover. The use of a materials pallet to match those used on Stockley Park phase 3 will allow the buildings to be seen as an extension to the existing built form.

Viewpoint 4 Visual Sensitivity: Medium

Magnitude of Visual Change: Medium / Low

Visual Importance and Effect at completion: **Moderate / Minor adverse**

Viewpoint 6: Footway alongside sliproad off Stockley Road/ A408
(Appendix B Figure 13)

4.28 Effect: This view is representative of views towards the site as you approach from the north along Stockley Road. From this viewpoint a large percentage of the proposed built form in particular Unit 2 will be screened behind the foreground vegetation running parallel to Stockley Road. The proposed barrel vaulted roof design, elevational treatment to the office (located upon this prominent corner) and building facade will help to soften the massing of Unit 2. The office elevation will be seen as a distinctive feature at the roundabout junction, forming a gateway onto Horton Road. An upper portion of roofline and building façade of Unit 1 will be seen extending out across the view just beyond the office albeit set lower upon the skyline than the vaulted roof of Unit 2. The presence of the existing retained vegetation along Stockley Road will help to break up the massing of the perceived built form. The effect of this will be increased during the winter months when vegetation is in full leaf.

Viewpoint 6 Visual Sensitivity: Low

Magnitude of Visual Change: Medium / Low

Visual Importance and Effect at completion: **Minor adverse**

Viewpoint 7: Horton Bridge over Grand Union Canal (Appendix B Figure 14)

4.29 Effect: From this location views of the proposed development will be fully screened by intervening vegetation and the existing built form. There will actually be a reduction in built form since Unit 1 adjacent to the GUC is to be set back 60 metres and the area replaced with service yard.

Viewpoint 7 Visual Sensitivity: Low

Magnitude of Visual Change: Low

Visual Importance and Effect at completion: **Minor beneficial**

Viewpoint 8: Horton Road (London Loop) (Appendix B Figure 15)

4.30 Effect: From this viewpoint Unit 2 will combine with the existing commercial units of Stockley Park Phase 3 to extend the built form across the view, however this would be seen within the context of the commercial landscape to the south. The retained vegetation along Iron Bridge Road combined with the subtle and complimentary cladding colours would soften the massing of the Units whilst new planting throughout the development and along boundaries would enhance the Horton Road/Iron Bridge Road frontage of the Site. The proposed development would represent a change however with open sky being replaced with the introduction of new buildings albeit these would be in keeping with the surrounding large scale commercial units.

Viewpoint 8 Visual Sensitivity: Low

Magnitude of Visual Change: Medium

Visual Importance and Effect at completion: **Moderate / Minor adverse**

Viewpoint 9: Footway alongside Stockley Park Roundabout (Appendix B Figure 16)

4.31 Effect: Due to the close proximity and scale of the proposed development clear views of Unit 2 will be possible from this location. The office elevation will be seen as a distinctive feature at the roundabout junction, forming a gateway onto Horton Road and replacing views of an older office building with a more contemporary one. The proposed barrel vaulted roof design, elevational treatment to the building facade will help to soften the massing of Unit. Retention and enhancement of the existing perimeter landscape planting will serve to soften and filter views of the building however the built form will be extended closer towards Stockley Road than the existing GlaxoSmithKline building. However the proposed development would be viewed within the existing commercial and industrial context of Stockley Business Park and Stockley Park Phase 3.

Viewpoint 9 Visual Sensitivity: Low

Magnitude of Visual Change: Medium / Low

Visual Importance and Effect at completion: **Minor adverse**

Viewpoint 10: Grand Union Canal Towpath/Footpath Y27 (Appendix B Figure 17)

4.32 Effect: Some elements of the proposed boundary fencing closest to the canal would be intermittently visible through the dense belt of mature planting along the southern boundary of the site. The proposed development retains these belts of native planting and enhances them through selective removal of some ground vegetation to improve forward visibility along the canal and reduce encroachment over the towpath and establishment of new planting to improve species composition and diversity. Improvements to existing access points will also be undertaken although this will not have an impact on potential views into the site.

Viewpoint 10 Visual Sensitivity: High / Medium

Magnitude of Visual Change: Negligible

Visual Importance and Effect at completion: **Negligible / neutral**

Viewpoint 11: Footway alongside Stockley Road/ A408 (Appendix B Figure 18)

4.33 Effect: This view represents what can be seen from this location by pedestrians and users of vehicles traveling north along Stockley Road just before it passes across the bridge over the mainline railway and GUC. A large portion of Unit 1 will be screened from view behind much of the mature foreground vegetation that runs parallel to Stockley Road. The building envelop is situated close to the eastern boundary of the site which will result in the open sky view being replaced with an element of built form just above/beyond the bridge parapet. The longer east/west massing of the building will be broken up by the presence of existing vegetation whilst the barrel vaulted roofline will help to reduce the built form.

4.34 It should be noted that to either side of the bridge clear views are also possible of the mainline railway and cement works which do influence the view. Due to this the proposed development would be seen within the existing industrial and commercial context.

Viewpoint 11 Visual Sensitivity: Low

Magnitude of Visual Change: Medium

Visual Importance and Effect at completion: **Moderate / Minor Adverse**

Viewpoint 12: Footway crossing Stockley Road/ A408 (Appendix B Figure 19)

4.35 Effect: This view is representative of views experienced by pedestrians and drivers looking north along Stockley Road. From this location much of the main massing of unit 1 would be screened from view behind the existing industrial, residential and mature planting running parallel to Stockley Road. The upper portions and roofline of the unit would be clearly visible projecting above the existing built form. This would not however been seen as one continual structure since it would be broken up by some of the larger/taller groups of vegetation seen within the view.

Viewpoint 12 Visual Sensitivity: Low

Magnitude of Visual Change: Medium

Visual Importance and Effect at completion: **Moderate / Minor adverse**

Viewpoint 13: Footway of Eastwood Road (Appendix B Figure 20)

4.36 Effect: Views of the proposed development from this viewpoint, representative of the properties closest to the site, would be predominately screened by the mature planting running alongside the mainline railway. This would be further enhanced during the summer months when the vegetation is in full leaf.

Viewpoint 13 Visual Sensitivity: Low

Magnitude of Visual Change: Negligible / Low

Visual Importance and Effect at completion: **Negligible / neutral**

Viewpoint 15: Footway on Stockley Road Bridge (Appendix B Figure 22)

4.37 Effect: As with viewpoint 12 from this location much of the main massing of unit 1 would be screened from view set behind the existing mature planting running parallel to Stockley Road and along the GUC. Due to the closer proximity to the site combined with the elevated location on the flyover the upper portions and roofline of the unit would be clearly visible particularly through the gaps/lower areas within the planting resulting in the loss of open sky and replaced with built form. It should be noted that to either side of the bridge clear views are also possible of the mainline railway and cement works which do influence the view. Due to this the proposed development would be seen within the existing industrial and commercial context albeit

Viewpoint 15 Visual Sensitivity: Low

Magnitude of Visual Change: Medium / High

Visual Importance and Effect at completion: **Moderate adverse**

4.38 The visual effects on each visual receptor is summarised in Table 3 which follows.

Table 3: Visual Effects: Judgement Summary

	Representative Viewpoint (Receptor type / activity: intrinsic) sensitivity)	**SENSITIVITY** Considering the extent to which the attention is on the view			**MAGNITUDE**					**IMPORTANCE and EFFECT** (sensitivity and magnitude) Negligible, Minor, Moderate, Major (change resulting) Beneficial, Neutral, Adverse			
		Susceptibility *Low Medium High*	Value *Low Medium High*	**Sensitivity *Negligible Low Medium High***	Degree of intrusion *Low Medium High*	Proportion of development in view *Minimal Partial Full*	Size / Scale of change *Negligible Minor Moderate Major*	Duration / Reversibility *Short Medium Long Reversible Partially Rev. Irreversible*	**Magnitude of change** *Negligible Low Medium High*	**Year 0 At completion**	Year 5	Year 10	**Year 15 Residual**
1	Stockley Park Golf Course (Recreation/Leisure: High)	Medium	Medium/ High	**Low**	Low/ medium	Partial	Minor	Long/ irreversible	**Medium / Low**	**Minor adverse**	Minor adverse	Minor adverse	**Negligible / Neutral**
2	Pedestrian bridge over Stockley Road (Recreation/Leisure: High)	Low	Low	**Low**	Medium	Partial	Minor / moderate	Long/ Irreversible	**Medium / Low**	**Minor adverse**	Minor adverse	Minor adverse	**Negligible / Neutral**
4	Stockley Country Park (Footpath Y3) (Recreation/Leisure: High)	Medium	Medium/ High	**Medium**	Low	Partial	Minor	Long/ Irreversible	**Medium / Low**	**Moderate / Minor adverse**	Moderate / Minor adverse	Moderate / Minor adverse	**Minor adverse**
6	Footway alongside sliproad off Stockley Road/ A408 (Pedestrian/Driving: Medium)	Low	Low	**Low**	Medium	Partial	Minor / moderate	Long/ Irreversible	**Medium / Low**	**Minor adverse**	Minor / Negligible adverse	Negligible / Neutral	**Negligible beneficial**
7	Horton Bridge over Grand Union Canal (Pedestrian/Driving: Medium)	Low	Low	**Low**	Low	Minimal	Negligible	Short	**Low**	**Minor / beneficial**	Minor / beneficial	Minor / beneficial	**Minor / beneficial**
8	Horton Road (London Loop) (Pedestrian/Driving: Medium)	Low	Low	**Low**	Low/ medium	Partial	Minor / moderate	Long/ Irreversible	**Medium**	**Moderate / Minor adverse**	Moderate / Minor adverse	Moderate / Minor adverse	**Minor adverse**
9	Footway alongside Stockley Park Roundabout (Pedestrian/Driving: Medium)	Low	Low	**Low**	Low	Partial	Moderate	Long/ Irreversible	**Medium / Low**	**Minor adverse**	Minor adverse	Minor / Negligible adverse	**Negligible adverse**
10	Grand Union Canal Towpath/Footpath Y27 (Recreation: High)	High	Medium	**High/ medium**	Low	Minimal	Negligible	Short/ Irreversible	**Negligible**	**Negligible Neutral**	Negligible / Neutral	Negligible / Neutral	**Negligible / Neutral**
11	Footway alongside Stockley Road/ A408	Low	Low	**Low**	Medium	Partial	Minor / moderate	Long/ Irreversible	**Medium**	**Moderate / Minor adverse**	Moderate / Minor adverse	Moderate / Minor adverse	**Minor adverse**
12	Footway crossing Stockley Road/ A408 (Pedestrian/Driving: Medium)	Low	Low	**Low**	Medium	Partial	Moderate	Long/ Irreversible	**Medium**	**Moderate / Minor adverse**	Moderate / Minor adverse	Moderate / Minor adverse	**Minor adverse**

Table 3: Visual Effects: Judgement Summary *(Continued)*

	Representative Viewpoint (Receptor type / activity: intrinsic) sensitivity)	**SENSITIVITY** Considering the extent to which the attention is on the view			**MAGINTUDE**					**IMPORTANCE and EFFECT** (sensitivity and magnitude) Negligible, Minor, Moderate, Major (change resulting) Beneficial, Neutral, Adverse			
		Susceptibility *Low Medium High*	Value *Low Medium High*	**Sensitivity *Negligible Low Medium High***	Degree of intrusion *Low Medium High*	Proportion of development in view *Minimal Partial Full*	Size / Scale of change *Negligible Minor Moderate Major*	Duration / Reversibility *Short Medium Long Reversible Partially Rev. Irreversible*	**Magnitude of change** *Negligible Low Medium High*	**Year 0 At completion**	Year 5	Year 10	**Year 15 Residual**
13	Footway of Eastwood Road (Residents: High) (Pedestrian/Driving: Medium)	Low	Low	**Low**	Low	Minimal	Negligible / minor	Long/ Irreversible	**Low**	**Negligible / Neutral**	Negligible / Neutral	Negligible / Neutral	**Negligible / Neutral**
15	Footway on Stockley Road Bridge	Low	Low	**Low**	Medium	Partial	Moderate	Long/ Irreversible	**Medium / High**	**Moderate adverse**	Moderate adverse	Moderate adverse	**Moderate / Minor adverse**

5.0 MITIGATION AND MONITORING

Construction and Environmental Management Practices

5.1 Construction and Environmental Management Plan (CEMP) – This will be in place to address construction activities which may result in temporary landscape and visual effects. The implementation of this plan will be a requirement for main contractors working on the site. Issues addressed by the CEMP will include:

- Protection of retained vegetation on site during construction by fencing, installed prior to the commencement of construction activity of any phase of the development and in compliance with BS5837:2012 Trees in relation to design, demolition and construction – recommendations.
- The nature and placement of hoardings and signboards.
- Working hours.
- The control of temporary light sources and consideration of light spill.
- The location, orientation and design of temporary site compounds, temporary lighting and signage.
- The adoption of best practice construction methods where practical.
- The use of perimeter screening at sensitive locations.

Existing Trees

5.2 The majority of the existing vegetation around the periphery of the site will be retained and protected through the construction period in line with the recommendations in BS5837: Trees in relation to Design, Demolition and Construction. As part of the application a pre-development tree survey has been carried out with the report and associated plans included in Appendix D.

Landscape Strategy

5.3 Refer to Barry Chinn Associates drawing numbers 1982/19-05 for the 'Landscape Concept Proposal' and 1982/19-06 for Illustrative Landscape Sections'

5.4 The main aims of the proposed landscape are as follows:

- Ensure the successful establishment and retention of the landscape scheme and effective landscape buffer planting, particularly along the boundaries of the site to provide an attractive setting and backdrop for the development.
- To retain and protect the existing trees and hedges except those to be removed to facilitate the new access points which has been located to minimise the impact on existing trees which will be managed as described in the Arboricultural Report.
- Where appropriate take opportunities to improve potential habitat bio-diversity on the site with the introduction of features such as bat/bird boxes, and the inclusion of hibernacula/log piles and hedgehog gateways installed within the boundary fences.

5.5 The landscape strategy for the application site had been designed to be a coherent structured landscape providing a positive setting for the proposed development. The aim of the landscape is not necessarily to screen the development in its entirety, but to respect the scale and setting of the surrounding landscape context.

5.6 Emphasis throughout the design development has been to prepare a scheme that respects the character of the adjoining local landscape, enhances the ecology of the site and provides a stimulating, coherent and well-structured landscape and therefore a positive setting for the development. A significant proportion of the planting will be native, including tree, thicket, and hedgerow and wildflower/species rich grassland to extend and integrate the surrounding landscape character in particular along the eastern and southern boundaries. Where a higher level of amenity is required, ornamental species are included around the building envelopes and within prominent locations throughout the car parks and adjacent to footpaths.

Northern Boundary

5.7 The pollarded Lime avenue that runs along this boundary forming an important feature of the street scene is to be retained. A formally clipped carpinus hedge will wrap around the frontage linking back into the existing section of carpinus hedge that continues east before joining with Stockley Road. Where the office frontage faces on to the roundabout a combination of native and ornamental species are proposed to reinforce and enhance the landscape at this prominent juncture. An avenue of extra heavy standard trees will help to soften the massing of the unit providing a welcome injection of new form and colour to that of the Lime Avenue which is traditionally heavily managed.

Eastern Boundary

5.8 Much of the dense buffer vegetation along the eastern boundary is to be retained and enhanced with additional native thicket planting and blocks of extra heavy standard trees to improve age diversity and screening potential. The existing attenuation basin will be cleared of woodland scrub vegetation, locally remodelled as necessary, sown with inundation grassland mix and planted with native marginal species to provide opportunities for bats, birds reptiles, amphibians and invertebrates.

Southern Boundary

5.9 As with the eastern boundary the existing buffer that separates the site from the Grand Union Canal is to be largely retained and managed. A number of soft landscape enhancements are proposed with the intention of improving pedestrian permeability and accessibility. These include, the management of landscape immediately adjacent to the towpath to reduce over shadowing and improve forward visibility, the inclusion of way marker signage and interpretation boards, the removal of spoil and fly tipping debris, in filling of the bank with native planting and removal of a block of Willow planting that has begun to collapse due to lack of active management.

Western Boundary

5.10 Along the western boundary the main emphasis has been to retain and enhance the existing double row of pollarded Limes that run parallel to the footpath forming an attractive part of the street scene. The existing ornamental planting and railing that

formed part of the previous landscape infrastructure will be carefully removed and replaced with a wider grass verge set in front of a formally clipped Carpinus hedge that will be maintained at around 1.2m tall to screen the parking areas beyond. Where identified the tree avenue will be infilled with semi mature tree stock and management to maintain the existing appearance.

5.11 The proposal will take account of the future maintenance requirements by careful selection of plant species and their relationship, with emphasis on achieving good establishment whilst minimising maintenance costs. Overall the landscape strategy for the site will integrate the development into its surrounding context, and will provide an attractive and functional working environment.

Establishment, Maintenance and Management of Soft Landscaping

5.12 A combination of plant stock and plant sizes will be used to maximise the effectiveness of the planting within the minimum period. Semi Mature and Extra Heavy Standard trees (4.25 – 6.5m height at planting) will be used to create an initial sense of structure and maturity. These will be interspersed throughout the boundary planting with other trees of different stock sizes to replicate the variation of natural canopy cover.

5.13 Smaller plants are quicker to establish and more likely to adapt to new growing conditions. It is therefore intended for the best medium to long term gain to plant the taller growing native trees and understorey shrubs as bare-rooted (400-600mm high) transplants or as feathered trees (up to 2.1m in height) with occasional groups of extra heavy standard trees (and other size trees) to provide immediate screening in more sensitive areas such as along the eastern and western boundaries.

5.14 To achieve good growth rates in the early years it is important to source quality plant material which should be planted in accordance with recommended horticultural techniques in to suitably prepared ground conditions with a high standard of aftercare.

5.15 The establishment and future success of the landscaping is largely dependent on the standard and frequency of the subsequent maintenance and management it receives. Therefore, as part of any detailed application for the site a 10-year soft landscape maintenance and management plan will be prepared. This document will have the following key aims and objectives:

- To ensure that the landscape develops in a manner commensurate with the original design intentions:
- To ensure the successful establishment and continued growth through to majority of the retained vegetation and proposed woodland, trees, shrubs, grassland and wildflower areas.
- To ensure that the maintenance and management of the soft landscape areas is commensurate with; and achieves the aims and objectives of, sound ecological management and enhancement.
- To achieve rapid establishment of the plant material with resultant total ground cover, thereby suppressing weed growth and reducing maintenance requirements.

- To retain the natural growth from and maximise the seasonal potential of individual species by the pruning methods adopted.
- To manage the landscape in a manner convivial with the safety of users of the site, for example through the maintenance of visibility splays and the removal of dead, dying or diseased tree branches.

6.0 RESIDUAL EFFECTS

6.1 This section considers the landscape and visual effects of the development post-mitigation, with the level of effect given below. The level of residual effect given is based on the landscape proposals being fully implemented to a high standard, plus being maintained and managed to achieve their intended objectives and are considered at 15 years after the completion of the full development.

During Construction

6.2 The residual effects of the development during construction are likely to be more significant than that following completion given the increased site activity along with the incomplete structure, temporary structures and movements on site. Whilst the implementation of the CEMP will aid in minimising and managing those effects, the extent of them will remain comparable to those assessed with primary mitigation measures in place, these range from **Negligible / Neutral** to **Moderate Adverse**.

Predicted Effects During operation

Residual Landscape Effects

Landscape Receptor 1: Green Belt

6.3 Generally the effect on the Green Belt will be visual with the built development in some places pushed up close to it. The loss of vegetation during construction will be mitigated with new and more active management will improve the overall condition of this receptor.

Residual Landscape Effect: **Minor adverse**

Landscape Receptor 2: Green Chain

6.4 There will be a degree of vegetation removal to the western edge to facilitate the regrading of the site however this will be replanted with additional native stock and species rich grassland generally improving the species composition and age structure.

Residual Landscape Effect: **Minor adverse**

Landscape Receptor 3: Biodiversity/Habitat

6.5 As part of the proposal vegetation will be lost from within the internal areas of the site. Where appropriate opportunities will be taken to improve potential habitat bio-diversity on the site with the introduction of features such as bat/bird boxes, and the inclusion of hibernacula/log piles and hedgehog gateways installed within boundary fences to maintain ecological corridors. Refer to Ecology Solution Ecological Assessment dated June 2020 for further details.

Residual Landscape Effect: **Minor adverse**

Landscape Receptor 4: Grand Union Canal

6.6 Generally the effect on the GUC will be visual, with the built form pulled away and improvements to the accessibility to the towpath from Iron Bridge Road and Stockley Road as well as connectivity along its length with more active management of the vegetation.

Residual Landscape Effect: **Moderate / Minor beneficial**

Landscape Receptor 5: Recreational Resource

6.7 On the basis that the proposed enhancements to the footpath network are maintained and the active management of the canal side vegetation is on-going these should continue to have a positive effect on the receptor.

Residual Landscape Effect: **Minor beneficial**

Landscape Receptor 6: Vegetation Structure/Tree Cover

6.8 The retention and continued active management of the identified natural features of merit on the site will continue to positively contribute to the surrounding GI network. The inclusion of additional tree planting across the site will as they establish begin to mitigate for the loss of the internal tree cover that will have to be removed.

Residual Landscape Effect: **Minor adverse**

Landscape Receptor 7: Built Development (Pattern, Scale, Density)

6.9 The overall style and scale of the two larger units are very much in keeping with the characteristics of the Townscape Character Type (TCT): Industrial and Commercial Canal Side and as such will assimilate into the character of the area.

Residual Landscape Effect: **Negligible.**

Residual Visual Effects

6.10 The residual visual effects on the 12 representative viewpoints ranged in significance from **Minor Beneficial** to **Moderate / Minor Adverse** and are listed below in order of significance.

Viewpoint 15: Footway on Stockley Road Bridge (Appendix B Figure 21)

6.11 Effect: Similar to viewpoint 11 albeit taken at a closer proximity to the site just as the road begins to drop down resulting in moderate adverse effect at completion. As the existing and proposed planting along the GUC continues to mature it will begin to visually break up the longer elevation of the unit including the eaves and roof line, however parts of the building are likely to remain visible particularly where there are gaps in the vegetation cover. The vegetation running parallel to Stockley will also begin to soft the more prominent gable end of the unit but an element of this will still be seen. Over time the unit will become a more familiar building on the skyline, reducing the initial level.

Residual Visual Effect: **Moderate / Minor adverse**

Viewpoint 4: Stockley Country Park (Footpath Y3) (Appendix B Figure 11)

6.12 Effect: From this viewpoint a large proportion of the proposed development will be screened from view by the various layers of foreground vegetation within Stockley Country Park. As this vegetation continues to increase in height the screening effect will be enhanced, particularly during the summer months when the vegetation is in full leaf. Views of the roof lines will still be possible however.

Residual Visual Effect: **Minor adverse**

Viewpoint 8: Horton Road (London Loop) (Appendix B Figure 15)

6.13 Effect: From this viewpoint Unit 2 will remain partially visible with the upper portions and roof line merging with the built form of the adjacent Stockley Park phase 3 Units extending across the view. As a result of the managed landscape resource along iron Bridge Road (pollarded avenue of Limes) the effect of the built form is likely to remain unchanged albeit over time the unit will become a more familiar building on the skyline, reducing the initial level.

Residual Visual Effect: **Minor adverse**

Viewpoint 11: Footway alongside Stockley Road/ A408 (Appendix B Figure 18)

6.14 Effect: This view represents what can be seen from this location by pedestrians and users of vehicles traveling north along Stockley Road just before it passes over the bridge over the mainline railway and GUC. Due to its relative close proximity to the site a moderate/minor adverse effect will be experienced at completion. As the existing vegetation seen within the view increases in height and mass it will continue to soften the long elevation of the building beginning to break up the roof line. The vegetation running parallel to Stockley will also begin to soft the more prominent gable end of the unit but an element of this will still be seen. Over time the unit will become a more familiar building on the skyline, reducing the initial level.

Residual Visual Effect l: **Minor Adverse**

Viewpoint 12: Footway crossing Stockley Road/ A408 (Appendix B Figure 19)

6.15 Effect: .This view is representative of views experienced by pedestrians and drivers looking north along Stockley Road but from a greater distance than VP 11 and 15. The roof line will continue to be visible albeit not as one continual line across the skyline due to existing vegetation projecting above it. Over time the unit will become a more familiar building on the skyline, reducing the initial level.

Residual Visual Effect: **Minor adverse**

Viewpoint 9: Footway alongside Stockley Park Roundabout (Appendix B Figure 16)

6.16 Effect: The visual effect from this location is very similar to that of viewpoint 6 albeit at a closer proximity to the site. The proposed barrel vaulted roof design, elevational treatment to the office (located upon this prominent corner) and building facade will help to soften the massing of Unit 2 whilst the proposed woodland edge and tree planting to the perimeter of the car park will soften the lower portions of the building. Unit 1 will be

seen behind the Unit 2, particularly in winter but larger screened during the summer months when vegetation is in full leaf.

Residual Visual Effect: **Negligible Adverse**

Viewpoint 1: Stockley Park Golf Course (Appendix B Figure 8)

6.17 Effect: From this elevated location views of the development are set against the wider context of industrial and commercial landscape to the east and west, including commercial and industrial units along the railway line and Heathrow Airport in the distance. The proposed development will appear as an extension of this in the short, medium and long term

Residual Visual Effect: **Negligible Neutral**

Viewpoint 2: Pedestrian bridge over Stockley Road (Appendix B Figure 9)

6.18 Effect: From this viewpoint much of the proposed built form in particular unit 2 will be screened behind the foreground vegetation running parallel to Stockley Road. A portion of roofline and building façade will be seen extending out across the view just beyond the slip road set behind the vegetation along Stockley Road. As this vegetation and that of the proposed mitigation planting around the perimeter of the site, particularly on the Stockley Road/ Horton Road junction establishes this will reinforce the level of screening. The roof line of Unit 1 will remain visible until it merges into Unit 2.

Residual Visual Effect: **Negligible Neutral**

Viewpoint 10: Grand Union Canal Towpath/Footpath Y27 (Appendix B Figure 17)

6.19 Effect: Due to the retention of much of the native buffer planting along the GUC canal no perceived effect is expected.

Residual Visual Effect: **Negligible Neutral**

Viewpoint 13: Footway of Eastwood Road (Appendix B Figure 20)

6.20 Effect: On the assumption that the majority of vegetation running parallel to the mainline railway and GUC is retained this would continue to screen views of the proposed development albeit it is anticipated that small glimpses would be possible, albeit filtered through vegetation during the winter months.

Residual Visual Effect: **Negligible Neutral**

Viewpoint 6: Footway alongside sliproad off Stockley Road/ A408
(Appendix B Figure 13)

6.21 Effect: The proposed development will remain visible albeit contained by intervening landscape features. The existing planting would have increased in height whilst the new tree and woodland planting around the perimeter of the carpark would form distinctive features in the view filling in the gap in the existing landscape cover. Unit 1 will be seen behind the Unit 2, particularly in winter but largely screened during the summer months when vegetation is in full leaf. Over time the unit will become a more familiar building in the view, becoming a gateway onto Horton Road.

Residual Visual Effect: **Negligible beneficial**

Viewpoint 7: Horton Bridge over Grand Union Canal (Appendix B Figure 14)

6.22 Effect: From this location views of the proposed development will be fully screened by intervening vegetation and the existing built form. There will actually be a reduction in built form since the proposed building adjacent to the GUC is to be set back 60 metres and replaced with service yard.

Residual Visual Effect: **Minor beneficial**

7.0 SUMMARY OF EFFECTS AND CONCLUSION

7.1 The appraisal has been undertaken for the proposed development shown on Michael Sparks Associates drawing 30928-PL-201B Site Layout Plan. It has been carried out with reference to the 'Guidelines for Landscape and Visual Impact Assessment' 3rd edition (published 2013) and draws on the structure and scope of that guidance.

7.2 Reviewing existing landscape character assessments and through site visits landscape character areas were identified as landscape receptors with the potential of being affected by the proposed development.

Summary of Landscape Effect

7.3 The development of the site will have an effect on the surrounding landscape receptors with the most significant effects experienced in close proximity to the site in particular the Green Belt, Green Chain and vegetation cover. The retention of many of the important landscape features will reduce the adverse effect of the development and as the proposed mitigation planting establishes serve to provide a positive contribution the these assets.

7.4 The redevelopment of the site will also positively contribute to the GUC and recreational resource of the surrounding landscape with improvements to pedestrian/cyclist connectivity to the wider network and enhancements to security and safety.

7.5 The effect on the wider area is limited by the sites location and presence of existing regional infrastructure such as the GUC, mainline railway, Stockley Road and existing built form.

Summary of Visual Effect

7.6 Visual receptors which were represented by viewpoints were selected through analysis of local topography using mapping software to produce a Zone of Theoretical Visibility and by walking public right of way within the vicinity of the site. The viewpoints were chosen to represent either the typical view of the receptor or view of maximum effect with each being recorded, photographed with written description, analysis and mitigation comments provided.

7.7 The viewpoints are generally confined to 1.5km of the site. Beyond this distance views towards the site are limited from a majority of locations by either the dense built environment in this area or belts of mature tree planting throughout the open spaces and

along linear features such as the GUC. Beyond this distance views become insignificant within the context of the wider landscape.

7.8 Views of the site are most apparent from the elevated locations within Stockley Golf Course, albeit set against the wider context of industrial and commercial landscape to the south, including commercial and industrial units along the mainline railway and Heathrow Airport and from the locations closer to the site such as Horton Road and Stockley Road approaches.

7.9 Visually the retention of much of the existing green infrastructure along the northern, eastern and southern boundaries of the site will limit views into the site whilst the proposed mitigation planting around the periphery will establish to enhance the level of screening. The development is considered to have a Minor Beneficial to Moderate / Minor Adverse residual effect with visual receptors found in relatively close proximity to the site.

7.10 The positioning of the development along with the retention of perimeter existing green infrastructure and installation of structural landscaping will enable the residual effects from receptors to be reduced. Where residual effects do occur, it is due to the upper portions of the proposed buildings being visible.

7.11 The implementation and ongoing maintenance of the landscape strategy will provide an important element of mitigation, which will help to soften and assimilate the development in to the local landscape, thereby minimise the residual effects of the proposals.

APPENDIX A

METHODOLOGY

APPENDIX B

ASSESSMENT FIGURES

Figure 1	Site Location and Existing Vegetation
Figure 2	Topography
Figure 3	Settlement Pattern, Land Use and Open Space
Figure 4	Transport Routes
Figure 5	Landscape Designations
Figure 6	Landscape/Townscape Character
Figure 7	Viewpoint Locations
Figure 8-22	Representative Viewpoint Photographs

APPENDIX C

ARCHITECTS LAYOUT

30928-PL-201B	Site Layout Plan	(Michael Sparks Associates)

APPENDIX D

TREE SURVEY

389/18, Revision 0	Pre-development Tree Survey	(BB Trees Ltd)
1982-19-01+02	Tree Constrains Plan	(Barry Chinn Associated Ltd)
389-20, Revision 0	Arboricultural Impact Assessment	(BB Trees Ltd)

APPENDIX E

HILLINGDON LANDSCAPE CHARACTER

LCA J1: Stockley Gravel Terrace Recreation

APPENDIX F

BCA DRAWINGS

DRAWING NO.	DRAWING TITLE	REV
1982-19-05	Landscape Concept Plan	D
1982-19-06	Illustrative Landscape Sections	A