LDĀDESIGN

Weybridge Business Park

Townscape and Visual Impact Assessment
April 2022

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Comment Draft

This document has been prepared and checked in accordance with ISO 9001:2015.

Appendices

1.0 Summary

This assessment describes the existing landscape and views, considers their sensitivity to change and identifies the changes likely to arise from the proposed redevelopment of two sites within the 3.62ha Weybridge Business Park (the Site) in Addlestone, north-west Surrey; providing judgements of the importance of effects arising.

The proposed development comprises redevelopment of two sites currently occupied by existing industrial and commercial units, with proposals including car parking and ancillary planting to accommodate three warehouses and ancillary offices, supplementary HGV and staff car parking, including landscape and biodiversity enhancements designed to integrate the development into its landscape context. New planting of hedgerows and trees is proposed along site boundaries and alongside the permissive route that runs along the eastern boundary of the site. Further proposals include new woodland understorey planting and Shelterbelt / Woodland Buffer planting with further riparian ecological planting along River Wey to enhance the river corridor. These measures will provide a robust landscape structure around the Site and green corridors within the Site and help to further integrate the proposed development within the landscape, consequently minimising potential negative impacts, enhancing the existing landscape structure and amenity value, and improving biodiversity.

1.1. Effects on Landscape and Townscape Character

There are no landscape designations within the Site or the wider study area.

Effects on landscape character would be greatest within the Site and its immediate context, within the urban character areas Character Area 4: Commercial (Weybridge Business Park) and Character Area 2a: Formal Suburban (Town) – Poets, as identified at Appendix 2 of the Runnymede Design Guide SPD. Within these areas, the proposed development would alter the scale and appearance of the local streetscape to the north and west of the Site, although this would be in the context of the existing commercial development surrounding the Site and the retention of mature vegetation along Site boundaries. These effects would reduce over time as the additional proposed planting along the Site boundaries adds further screening.

From the landscape character areas to the north and east of the Site, retained mature vegetation along the northern and eastern boundaries of the Site, as well as additional vegetation beyond the Site boundary, reduce the effects of the proposed development by providing screening of the proposed buildings.

1.2. Effects on Visual Receptors

The extent of Large scale visual effects, where the proposed development would form a major alteration to key elements, features, qualities and characteristics of the view such that the baseline would be fundamentally changed, would generally be limited to locations within or immediately adjacent to the Site, from the adjacent roads and the closest stretches of the Wey Navigation and associated tow path.

Beyond this area, the extent of Medium scale effects is limited to the surrounding area in close proximity to the site up to approximately 150m from the Site boundary to the west, where there are direct views towards parts of the Site from existing residential development. In other directions, the existing commercial context combines with the framework of existing vegetation and built development to restrict Medium scale effects to within approximately 75m from the Site boundary.

The largest effects on visual receptors would occur along Addlestone Road and Hamm Moor Lane to the north and east of the Site, as well as for users of the Wey Navigation and associated tow path adjacent to the north-eastern boundary of the southern parcel of the Site. These effects would reduce over time as the additional proposed planting along the Site boundaries adds further screening.

2.0 Introduction

2.1. Background

LDA Design was commissioned in February 2022 to carry out a townscape and visual impact assessment (TVIA) of the proposed redevelopment at existing industrial land at Runnymede on behalf of Bridge UK Properties 7 LP (The Applicant). This TVIA forms part of a suite of documents supporting the planning application for this development proposal.

This assessment defines the existing landscape and visual baseline environments; assesses their sensitivity to change; describes the key landscape and visual related aspects of the proposed development; describes the nature of the anticipated change upon both the landscape and visual environments; assesses the effects during construction, the period following completion prior to the maturing of planting (short to medium term) and once the mitigation planting is mature (permanent).

2.2. The Site and Proposals

Figure 1: Site Location places the proposed development within its local context.

The Site comprises existing commercial and industrial units either side of Addlestone Road, within Weybridge Business Park. The Site boundary is currently delineated by hedgerows, trees and pockets of woodland. As shown by **Figure 2: Topography**, the Site is located within the valley of the River Wey and occupies a flat area of land which ranges between 12m to 13m above ordnance datum (AOD). Much of the surrounding land is flat and at or below 14m AOD. Within the wider study area, more distinctive changes in landform are apparent to the east and west beyond the river valley, as well as a more isolated high point to the north-west, with changes associated with Weybridge approximately 1km to the east, Rowhill approximately 2km to the south-west and the north-western edges of the Woburn Farm Registered Park and Garden 0.8km to the north-west.

A network of local roads provide access to the existing Weybridge Business Park, including Addlestone Road, which dissects the Site and Hamm Moor Lane running along the eastern boundary of the Site. Access to the Site would be taken from two gated entrances from Addlestone Road.

The River Way Navigation is located immediately to the east of the Site, with the River Wey located approximately 475m further to the east. There are a number of Public Rights of Way (PRoW) and minor roads surrounding the Site. This includes European long distance path No. E2 which is located approximately 17m east of the Site, which is routed on a northeast – southwest alignment, providing access along the River Wey Navigation.

The proposal includes three proposed warehouse units. A large warehouse and offices to the south of Addlestone Road (unit 100), and two smaller warehouses and ancillary office buildings proposed to the north (units 210 & 220), with HGV access and loading provided alongside staff car parking, and associated landscaping within the 3.62 ha Site area.

2.3. The Study Area

It is accepted practice within landscape and visual assessment work that the extent of the study area for a development proposal is broadly defined by the visual envelope of the proposed development site and the anticipated extent of visibility arising from the development itself, based on the Zone of Theoretical Visibility (ZTV) study.

In this case, a study area of 2km has been used. This was consulted upon with Runnymede Borough Council (RBC) during April and May 2022. The scope of work is considered to be appropriate to cover all potentially material landscape and visual impacts. The extent of the study area is shown on **Figures 1-5**.

2.4. Report Structure & Terminology

This report is structured as set out in the table of contents.

This assessment relates to a predominantly urban area, and in this context the term 'townscape' is generally more applicable than 'landscape'. Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) defines townscape as *"…the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces"*. GLVIA3 does not differentiate between approaches to assessment for areas of landscape and townscape and in this TVIA the word 'landscape' should be taken to also include 'townscape'.

Supporting appendices have been prepared that supplement the sections regarding methodology, planning policy and baseline. The appendices are important to the assessment and should be read alongside this report.

3.0 Methodology

3.1. Overview

"Landscape and Visual Impact Assessment is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and people's views and visual amenity." (GLVIA 3, para. 1.1).

Paras. 2.20-2.22 of the same guidance indicate that the two components (assessment of landscape effects, and assessment of visual effects) are *"related but very different considerations"*.

The assessment method for this TVIA draws upon the established GLVIA3; An Approach to Landscape Character Assessment (Natural England, 2014), Landscape Institute Technical Information Note (LI TIN) 05/2017 regarding townscape character; LI TGN 02/2019 Residential Visual amenity assessment (RVAA); LI Technical Guidance Note 06/19 Visual Representation of development proposals, LI Technical Guidance Note 02-21: Assessing landscape value outside national designations (Landscape Institute, 2021) and other recognised guidelines.

The methodology is described in more detail in **Appendices 3** and **4**.

3.2. Assessment Terminology and Judgements

A full glossary is provided in **Appendix 1**. The key terms used within this assessment are:

- Susceptibility and Value – which contribute to Sensitivity of the receptor;
- Scale, Duration and Extent - which contribute to the Magnitude of effect; and
- Significance.

These terms are described in more detail below.

3.2.1. Sensitivity of the Receptor

Susceptibility indicates the ability of a landscape or visual receptor to accommodate the proposed development *"without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies."* (GLVIA3, para. 5.40).

High	Undue consequences are likely to arise from the proposed development.
Medium	Undue consequences may arise from the proposed development.
Low	Undue consequences are unlikely to arise from the proposed development.

Susceptibility of landscape character areas is influenced by their characteristics and is frequently considered (though often recorded as 'sensitivity' rather than susceptibility) within documented landscape character assessments and capacity studies.

Susceptibility of designated landscapes is influenced by the nature of the special qualities and purposes of designation and/or the valued elements, qualities or characteristics, indicating the degree to which these may be unduly affected by the development proposed.

Susceptibility of accessible or recreational landscapes is influenced by the nature of the landscape involved; the likely activities and expectations of people within that landscape and the degree to which those activities and expectations may be unduly affected by the development proposed.

Susceptibility of visual receptors is primarily a function of the expectations and occupation or activity of the receptors (GLVIA 3rd version, para 6.32).

Landscape Value is *"the relative value that is attached to different landscapes by society"* (GLVIA3, page 157).

National/International	Designated landscapes which are nationally or internationally designated for their landscape value.
Local / District	Locally or regionally designated landscapes; also areas which documentary evidence and/or site observation indicates as being more valued than the surrounding area.
Community	'Everyday' landscape which is appreciated by the local community but has little or no wider recognition of its value.
Limited	Despoiled or degraded landscape with little or no evidence of being valued by the community.

Areas of landscape of greater than Community value may be considered to be 'valued landscapes' in the context of NPPF paragraph 174.

Sensitivity is assessed by combining the considerations of susceptibility and value described above. The differences in the tables below reflect a slightly greater emphasis on value in considering landscape receptors, and a greater emphasis on susceptibility in considering visual receptors.

Landscape Sensitivity

		Susceptibility		
		High	**Medium**	**Low**
Value	**National/International**	High	High-Medium	Medium
	Local/District	High-Medium	Medium	Medium-Low
	Community	Medium	Medium-Low	Low

Limited	Low	Low-Negligible	Negligible

Visual Receptor Sensitivity

		Susceptibility		
		High	**Medium**	**Low**
Value	**National/International**	High	High-Medium	Medium
	Local/District	High-Medium	High-Medium	Medium
	Community	High-Medium	Medium	Medium-Low
	Limited	Medium	Medium-Low	Low

For visual receptors; susceptibility and value are closely linked - the most valued views are also likely to be those where viewer's expectations will be highest. The value attributed relates to the value of the view, e.g. a National Trail is nationally valued for access, not necessarily for the available views. Typical examples of visual receptor sensitivity are plotted in a diagram in **Appendix 3**.

3.2.2. Magnitude of Effect

Scale of effect is assessed for all landscape and visual receptors and identifies the degree of change which would arise from the development.

Large	Total or major alteration to key elements, features, qualities or characteristics, such that post development the baseline will be fundamentally changed.
Medium	Partial alteration to key elements, features, qualities or characteristics, such that post development the baseline will be noticeably changed.
Small	Minor alteration to key elements, features, qualities or characteristics, such that post development the baseline will be largely unchanged despite discernible differences.
Negligible	Very minor alteration to key elements, features, qualities or characteristics, such that post development the baseline will be fundamentally unchanged with barely perceptible differences.

Duration of effect is assessed for all landscape and visual receptors and identifies the time period over which the change to the receptor as a result of the development would arise.

Permanent	The change is expected to be permanent and there is no intention for it to be reversed.
Long-term	The change is expected to be in place for 10-25 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.
Medium-term	The change is expected to be in place for 2-10 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.
Short-term	The change is expected to be in place for 0-2 years and will be reversed, fully mitigated or no longer occurring beyond that timeframe.

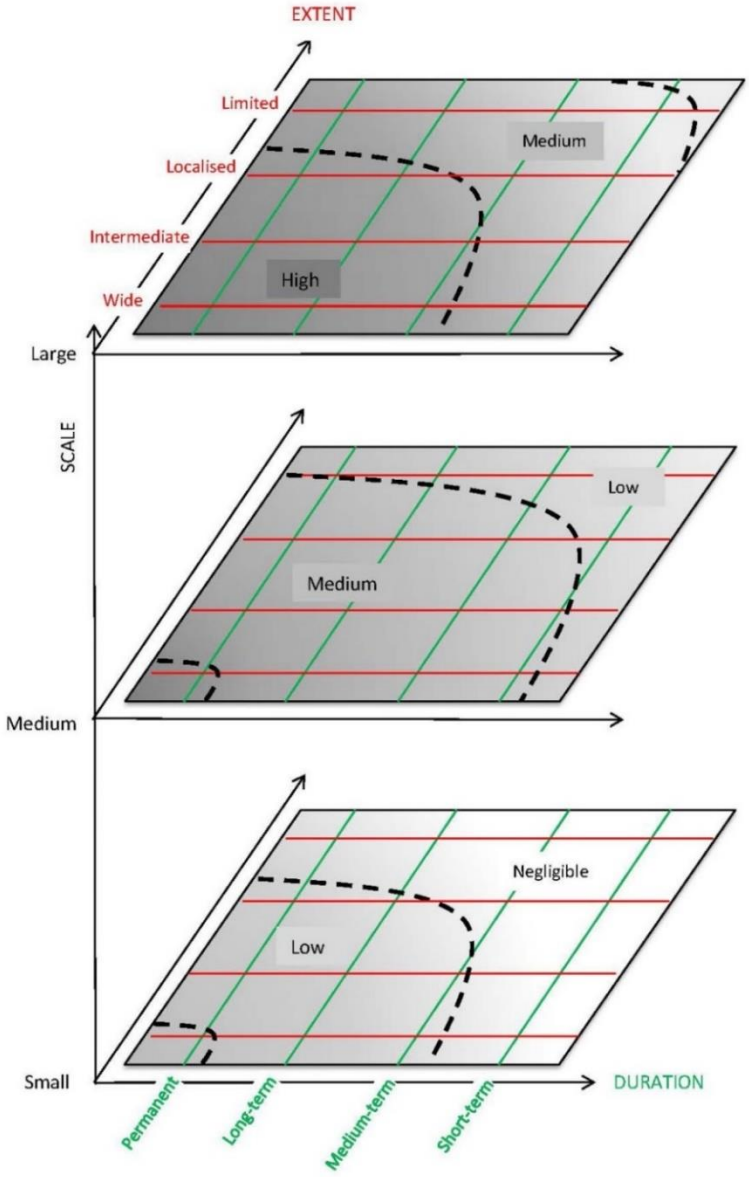
Most effects will be Long term or Permanent; however, Medium or Short term effects may be identified where mitigation planting is proposed, or local factors will result in a reduced duration of effect (for example where maturing woodland will screen views in future). The effects arising from the construction of the development will usually be Short term.

Extent of effects is assessed for all receptors and indicates the geographic area over which the effects will be felt.

Wide	Beyond 4km, or more than half of receptor.
Intermediate	Up to approx. 2-4km, or around half of receptor area.
Localised	Site and surroundings up to 2km, or part of receptor area (up to approx. 25%).
Limited	Site, or part of site, or small part of a receptor area (< approx. 10%).

The **Magnitude** of effect is informed by combining the scale, duration and extent of effect. **Diagram 1** below illustrates the judgement process:

Diagram 1: Magnitude of Effect

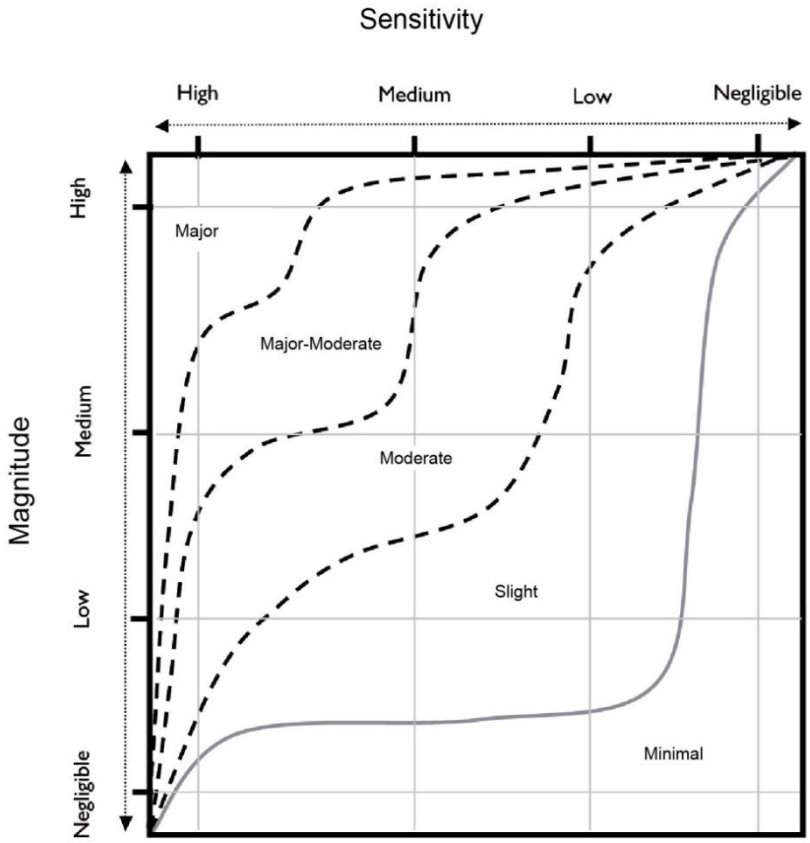


As can be seen from the illustration above, scale (shown as the layers of the diagram) is the primary factor in determining magnitude; most of each layer indicates that magnitude will typically be judged to be the same as scale but may be higher if the effect is particularly widespread and long lasting, or lower if it is constrained in geographic extent or timescale. Where the Scale of effect is judged to be Negligible the Magnitude is also assumed to be Negligible and no further judgement is required.

3.2.3. Significance

Significance indicates the importance or gravity of the effect. The process of forming a judgement as to the degree of significance of the effect is based upon the assessments of magnitude of effects and sensitivity of the receptor to come to a professional judgement of how important this effect is. This judgement is illustrated by the diagram below:

Diagram 2: Significance



The significance ratings indicate a 'sliding scale' of the relative importance of the effect, with Major being the most important and Minimal being the least. Effects that are towards the higher level of the scale (Major) are those judged to be most important, whilst those towards the bottom of the scale are *"of lesser concern"* (GLVIA, 3rd edition, para 3.35).

Where intermediate ratings are given, e.g. "Moderate-Slight", this indicates an effect that is both less than Moderate and more than Slight, rather than one which varies across the range. In such cases, the higher rating will always be given first; this does not mean that the impact is closer to that higher rating but is done to facilitate the identification of the more significant effects within tables. Intermediate judgements may also be used for judgements of Magnitude.

3.2.4. Positive/Adverse/Neutral

Effects are defined as adverse, neutral or positive. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both.

The decision regarding the significance of effect and the decision regarding whether an effect is beneficial or adverse are entirely separate. For example, a rating of Major and Positive would indicate an effect that was of great significance and on balance positive, but not necessarily that the proposals would be extremely beneficial.

Whether an effect is Positive, Neutral or Adverse is identified based on professional judgement. GLVIA 3rd edition indicates at paragraph 2.15 that this is a "*particularly challenging*" aspect of assessment, particularly in the context of a changing landscape.

3.3. Cumulative Assessment

Cumulative assessment relates to the assessment of the effects of more than one development. No developments requiring cumulative assessment were identified in this instance.

3.4. Residential Amenity

This TVIA does not include a separate residential amenity assessment. It is considered that, given the existing context of commercial and warehouse development within the Weybridge Business Park, the effects resulting from the proposed development would fall below the Residential Visual Amenity Threshold referred to in LI TGN 02/2019 as visual effects "*of such nature and / or magnitude that it potentially affects 'living conditions' or Residential Amenity*". The guidance note further indicates that "*It is not uncommon for significant adverse effects on views and visual amenity to be experienced by people at their place of residence as a result of introducing a new development into the landscape. In itself this does not necessarily cause particular planning concern. However, there are situations where the effect on the outlook / visual amenity of a residential property is so great that it is not generally considered to be in the public interest to permit such conditions to occur where they did not exist before*."

3.5. Green Belt

Green Belt is a land use designation rather than one which indicates a valued landscape. Given that the Site lies outside the Green Belt, and it is not a valued landscape, effects on Green Belt do not fall under the remit of this TVIA. However, where viewpoints are located within the Green Belt, this is referenced within **Sections 5.0** and **7.0**.

3.6. Distances

Where distances are given in the assessment, these are approximate distances between the nearest part of the Site and the nearest part of the receptor in question, unless explicitly stated otherwise.

3.7. Assumptions and Limitations

3.7.1. Desk-study & Fieldwork

The baseline conditions of the Site and the surrounding landscape described in the subsequent sections has been informed by desk-study and fieldwork undertaken in April 2022.

A ZTV study (**Figure 4**) has been produced and used as a tool to inform the professional judgements made in this TVIA during the iterative masterplan process and stages. The ZTV study has been modelled on the maximum development parameters available at the time of assessment but does not take into account smaller scale, local screening features such as hedgerows, individual trees or micro topography.

3.7.2. Potential Night-time Effects and Lighting

The detailed assessment of night-time Effects and Lighting is a specialist area of expertise that is outside the scope of this TVIA. However, a comprehensive technical assessment of lighting strategy has been prepared by UMC Architects and is submitted as part of the planning application.

3.7.3. Potential Noise and Air Quality Effects

The detailed assessment of noise and air quality effects is a specialist area of expertise that is outside the scope of this TVIA. However, a comprehensive technical assessment of noise and air quality and mitigation measures has been prepared by AAC Consultants and is submitted as part of the planning application.

4.0 Planning Policy

4.1. National Planning Policy

Relevant national planning policy is set out in **Appendix 5**.

4.2. Local Planning Policy

The site lies within Runnymede Borough Council. Current local planning policy is described in Adopted Runnymede Borough Council 2030 Local Plan (2020).

A review of the Local Plan started in January 2021. The Council is currently reviewing the evidence base documents informing the Local Plan including Housing and Economic Development Needs Assessment, Employment Land Review, updated infrastructure baseline, Runnymede Retail and Main Town Centre Uses Study, Sustainable Places Paper, and Open Spaces Study. These documents will be published in spring/summer 2022.

Policies relevant to the TVIA are illustrated on **Figure 3**.

Spelthorne District and Elmbridge District are also located within the study area. Policy for these districts is only relevant to this assessment insofar as it identifies locally valued landscapes and their purposes of designation.

The following local plans have been reviewed:

- Adopted Runnymede Borough Council 2030 Local Plan (2020); and

Policies of relevance to this TVIA are outlined below.

4.2.1. Adopted Runnymede Borough Council 2030 Local Plan (2020)

The Local Plan is the key document forming the strategic component of the Council's strategy for sustainable development, setting out Policies for the area and the detailed spatial strategy for future development in Runnymede to 2030.

Policy EE1: Townscape and Landscape Quality states that [inter alia]**:**

"Whether within the Borough's urban areas or Green Belt, all development proposals will be expected to achieve high quality and inclusive design which responds to the local context including the built, natural and historic character of the area while making efficient use of land''

The effects of the proposed development on the character of the Site and its surrounding context are considered in **Section 7.0** of this TVIA.

Policy EE5: Conservation Areas states that [inter alia]**:**

"Development within or affecting the setting of a Conservation Area, including views in or out, should protect, conserve, and wherever possible enhance, the special interest, character and appearance of the Conservation Area."

The effects of the proposed development on views, including those from within the adjacent Conservation Area along the River Wey Navigation, are considered in **Section 7.0** of this TVIA.

4.3. Local Guidance

In addition to the policy documents identified above, there are local guidance documents as follows:

- Runnymede Design Guide SPD (2021)
- Surrey Landscape Character Assessment (2015)
- Draft Green and Blue Infrastructure (GBI) SPD (2021)
- Trees, Woodland and Hedgerows SPD (2003)

These documents form part of the documented baseline and are considered in **Section 5.0,** with accompanying commentary on the implications for the development siting and design and the assessment methodology, as appropriate. The landscape character assessment is also reviewed in **Section 7.0** in conjunction with the assessment.

5.0 Baseline

5.1. Introduction

An overview of the baseline study results is provided in this section with the full baseline description of the individual landscape and visual receptors being provided alongside the assessment in **Section 7.0** for ease of reference.

This section provides a review of the key local guidance documents and identifies those landscape and visual receptors which merit detailed consideration in the assessment of effects, and those which are not taken forward for further assessment as effects "*have been judged unlikely to occur or so insignificant that it is not essential to consider them further*" (GLVIA3, para. 3.19).

Both this baseline section and the effects section describe townscape/landscape character and visual receptors before considering designated landscape. It is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation. It therefore makes a more natural reading sequence to draw together those aspects of character and views which relate to the designation if they have been described earlier in the chapter.

5.2. ZTV Study

A ZTV study was generated based on the proposed design and has been used as a tool to inform the professional judgements made in this TVIA during the iterative masterplan process and stages.

The ZTV is shown on **Figure 5**, indicating areas of potential visibility of the proposed development from the surrounding landscape. The analysis was carried out using a topographic model that included settlements and woodlands ((with heights derived from LiDAR terrain data with a 1m^2 resolution) as visual barriers in order to provide a more realistic indication of the potential visibility.

The proposed development is modelled on the maximum development parameters based on the following information:

- Proposed Site Layout Plan (21490-UMC-ZZZZ-SI-M2-A-0602 [F] Site Layout)

The ZTV study was used to determine which landscape and visual receptors are likely to be affected and merit detailed consideration in the assessment of effects.

It should be borne in mind that the ZTV represents a theoretical model of the potential visibility of the proposed development. In reality, landscape features such as trees, hedgerows, embankments, landform and / or buildings found on the ground, but not accounted for within the surface mapping dataset, are likely to combine to screen the proposed development to a greater degree. As a result, the extent of actual visibility experienced on the ground will be less than suggested by the ZTV study.

ZTV and Zone of Visual Influence (ZVI)

The ZTV study shown on **Figure 5** indicates that the theoretical visibility of the proposed development would extend north along the valley of the River Wey to the Thames, approximately 1.8km to the north, and to the London Waterloo to Southampton railway line approximately 2km to the south. To the east, potential visibility is shown to extend as far as vegetation along the western edge of the River Wey, with occasional areas of potential visibility within the built-up area of Weybridge and around Brooklands College to the south of the town. To the west, potential visibility is indicated along the valley of the River Bourne and to the west and north-west, potential visibility is indicated from streets in Hamm Moor immediately to the west of the Site and from open areas around Woburn Park and north of Addlestone Station.

The anticipated main area of visibility, based on fieldwork observations, hereafter referred to as the 'Zone of Visual Influence' (ZVI), are described below and shown on **Figure 5**.

To the north, woodland and tree belts at Meadowlands Park would restrict visibility of the proposed development to approximately 50m. Visibility would be confined to principal areas within 0.4-0.6km to the east, where vegetation cover along the western side of the River Wey would typically screen views beyond. To the south visibility would be restricted by existing tree belts to around 0.3km, with limited areas of potential visibility around Riverside Park Homes beyond 0.5km. To the west, the combination of existing built form and vegetation cover would combine to restrict views to approximately 0.3km.

From more distant high points, views of the proposed development would not be perceptible as views towards the proposed development would either be limited or the proposed Development would form a very minor component of a wider view.

Based on fieldwork observations, it is judged that landscape or visual receptors outside the ZVI described above would experience **Negligible** change and are not assessed in further detail in this report.

5.3. Landscape Character

Paragraphs 5.13-5.15 of GLVIA, 3rd edition, indicates that landscape character studies at the national or regional level are best used to *"set the scene"* and understand the landscape context. It indicates that Local Authority Assessments provide more detail and that these should be used to form the basis of the assessment of effects on landscape character – with (appropriately justified) adaptation, refinement and interpretation where required.

Relevant assessments are:

- Natural England National Landscape Character Area Profiles, 2014;
- Surrey Landscape Character Assessment (2015);
- The Runnymede Design SPD (2021);
- Runnymede Borough Council Green Belt review (2014); and
- Wey Navigation Conservation Area Designation Statement (2002)

5.3.1. National Landscape Character Profiles

There are 159 National Character Area (NCA) profiles across England, providing a broad analysis of each area's characteristics. The Site and immediate study area within 2km is situated within NCA129: Thames Basin Heaths as identified in the National Character Area Profiles (2014). The area extends for up to 0.5km to the north, over 70km to the west and up to 7km to the east and south. NCA 115: Thames Valley lies approximately 0,5km to the north of the Site.

NCA129: Thames Basin Heaths is described as [inter alia]:

"The Thames Basin Heaths National Character Area (NCA) stretches westwards from Weybridge in Surrey to the countryside around Newbury in Berkshire. The London greenbelt incorporates countryside around Chobham and the rivers Wey and Mole. West of the greenbelt, 20th-century development has given rise to large conurbations including Camberley and the 'new town' of Bracknell. Among these conurbations, gardens amount to a significant area of greenspace, with rhododendron being a particular feature, and a major road network incorporates the M25 and M3. Woodland accounts for a quarter of this NCA …Conifers and rhododendron are particularly distinctive in the east of the NCA."

In addition to that defined above, key characteristics of relevance to the Site:

- *High woodland cover, offering an array of colour in the autumn. Conifers and large plantations on former heathland are dominant features in the east*
- *The legacy of historic hunting forests includes veteran trees, ancient woods, ancient hedgerows and parklands. Historic meadows remain as fragments along watercourses*
- *Valley floors are wet with ditches, numerous watercourses, ponds, waterfilled gravel pits, reedbeds and carr. Historic features include mills, relict water meadows, and canals such as the River Wey Navigations*
- *associated roads (including the M3) dissecting heathland and woodland into blocks. Elsewhere, there are winding lanes and historic dispersed villages*

The NCA profiles also include Statements of Environmental Opportunity. Of relevance to the Site opportunities within this NCA include:

- SEO 1: manage and create woodlands, highway verges, field margins, reedbeds and other features in urban and rural settings to intercept run-off and to filter pollutants. In the heavily developed flood plains of the Blackwater and Thames, adapt the urban environment to manage floodwaters, and restore or enhance modified watercourses
- SEO 2: Maximise the variety of ecosystem services delivered by wooded features

The National Character Areas provide context to the assessment but given the scale of the NCA, and the presence of more detailed character areas at a local level, effects on this NCA are not assessed in further detail.

5.3.2. Local Landscape and Townscape Character

Surrey Landscape Character Assessment: Runnymede Borough (2015)

Local landscape character areas are shown on **Figure 4**. This Landscape Character assessment describes qualities and variations in character between different areas and types of landscape in the county. It also sets out strategies and guidelines for the protection, management and planning of the landscape.

This assessment identifies 21 Surrey Landscape Character Types (LCT) and 140 landscape Character Areas (LCA).

Along its western and northern sections, the northern area of the Site lies within LCA RF3: Thames River Floodplain. The eastern section of the northern area of the Site lies within LCA RF7: Lower Wey River Floodplain.

LCA RF3 extends to cover much of the surrounding landscape within the study area, up to 4km to the north whilst LCA RF7 extends up to 500m to the east and up to 3km to the south. LCA RF3 and RF7 provide key focus of landscape character across the Site and its settings and cover zones of visibility from key points around the site.

Of relevance to the TVIA, there are two further LCAs present within the 2km study area, as shown on **Figure 5.**

They include:

- LCASS3: Trumps Green to New Haw Settled and Wooded Sandy Farmland (600m north-west and south-west)
- LCA UE1: Heathside Unique Area on the Edge of Urban Areas (700m south-east)

However, given the location of these LCAs beyond the ZVI described above, these are excluded from more detailed assessment on the basis that effects are likely to be **Negligible** due to lack of visibility of the proposed development.

Therefore, effects on the LCA RF3: Thames River Floodplain alongside the LCA RF7: Lower Wey River Floodplain is set out within **Section 7.0**, with baseline description provided alongside the assessment of effects.

Copies of relevant maps and character assessment descriptions for these LCAs are included in **Appendix 6.**

Runnymede Design Guide SPD (2021)

This document describes the character of Runnymede as:

"…influenced by its location on the edge of Greater London. Its urban areas are to the east, in close proximity to the M25, well connected to one another by road and rail. The M3 traverses the borough eastwest, intersecting with the M25 north of Chertsey. The River Thames bounds the borough on the eastern edge, attracting prestigious waterside residential and commercial uses and river uses, whilst the River Bourne has a changing woodland then riparian environment west to east, connecting the Surrey heath with the Thames. The main towns are well defined by their built forms which often transition quickly into Green Belt. The Green Belt tends not to be rolling and open, but populated with various uses, including office campuses, golf courses, utilities and historic private estates and landholdings…"

Runnymede Design Guide identifies five different character types within the built-up area of Runnymede and describes characteristics for each of the following character types:

- 1. Urban centre (and Chertsey Revitalisation Area);
- 2. Formal suburban: (a) town; (b) landscape; (c) riverside;
- 3. Dispersed;
- 4. Commercial, and
- 5. Institutions within the Green Belt.

Runnymede Design Guide places the Site within the Commercial character type, which is described as:

"Beyond the urban centres, pure commercial / industrial areas within Runnymede are fairly limited. The Causeway is the main area of large footprint commercial activity. There is no mix of uses here.

Away from here, there are small industrial and trading estates in Chertsey and Thorpe Industrial Estate between Thorpe village and Pooley Green / Thorpe Lea. Weybridge Business Park is off the main Weybridge Road between Addlestone and Weybridge.

- *areas with a significant commercial or industrial element;*
- *includes business parks and industrial estates within or on the edge of, settlements;*
- *may include elements of residential and retail:*
  - Fairfields, Chertsey;
  - Fordwater, Chertsey;
  - Weybridge Business Park, Addlestone;
  - The Causeway, Egham;
  - Thorpe Industrial Estate, and
  - Animal and Plant Health Agency HQ, Woodham"

Within the immediate study area, to the north of the Site lies character area 5: Institutions within the Green Belt (namely, St George's College), whilst character area 2a: Formal Suburban (Town) lies to the west of the Site (namely, Poets).

The overall character of Addlestone town centre is described as a *"mixed environment of older and newer buildings"*, with *"five storeys buildings introduced to the town centre"*. Regarding the height of existing buildings it states that *"Addlestone has higher development than any other town in Runnymede and could probably support more."*

Character area 5: Institutions in the Green Belt – St George's is located beyond the extent of the ZVI described above and is therefore excluded from more detailed assessment on the basis that effects are likely to be **Negligible** due to lack of visibility of the proposed development. Effects on the following character types are set out within **Section 7.0**, with baseline description provided alongside the assessment of effects:

- character area 4: Commercial (Weybridge Business Park),
-
- character area 2a: Formal Suburban (Town) - Poets

Copies of relevant maps and character assessment descriptions for these character types are included in **Appendix 6.**

Wey Navigation Conservation Area Designation Statement (2002)

This document states the reasons for designation of total length of the Wey and Godalming Navigations. It describes key features and special qualities of the Area:

"The Navigations, owned by the National Trust, run for 20 miles from the River Thames at Weybridge to the Town Bridge at Godalming, passing through five local authority areas (Waverley, Guildford, Woking, Runnymede and Elmbridge).
They merit conservation area designation by virtue of their antiquity, appearance and special quality. They form the country's second oldest man made inland waterway, and the southernmost extremity of the Inland Waterway network, and for these reasons are considered to be of great archaeological and historic importance. The construction of the waterway involved other engineering works including locks, weirs and other means to manage the flow of the river. Associated structures such as lock keepers cottages, mills, storehouses, stables and wharves, together with the waterway itself make up a unique man made feature."

There is no comprehensive Conservation Area Appraisal for the Wey Navigation Conservation Area, identifying either areas of different character or important views. Given that the Conservation Area is a heritage asset, this TVIA does not assess effects on the Conservation Area or its setting. However, effects on the character of the Conservation Area, within the wider Lower Wey River Floodplain LCA, and users of both the Wey Navigation and its tow path are assessed within **Section 7.0**.

5.4. Visual Receptors

Visual receptors are *"the different groups of people who may experience views of the development"* (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected the ZTV study, baseline desk study and site visits have been used.

The different types of groups assessed within this report encompass local residents; people using key routes such as roads; cycle ways, people within accessible or recreational landscapes; people using Public Rights of Way; or people visiting key viewpoints. In dealing with areas of settlement, Public Rights of Way and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common.

Fifteen representative viewpoints have been selected to assess the effects on visual receptors and agreed with Runnymede District Council in April 2022. In addition, specific viewpoints may be identified where there are key promoted viewpoints within the study area, or illustrative viewpoints to *"demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations"* (GLVIA, 3rd edition, para 6.19). No specific viewpoints have been identified for this TVIA.

Copies of relevant correspondence are enclosed in **Appendix 7**.

5.4.1. Visual Environment of Existing Site

As shown on **Figure 1,** the site is located within the existing Weybridge Business Park. The Site is irregular in shape and dispersed at two separate locations either side of Addlestone Road. The northern parcel (units 210 and 220) lies between Weybridge Road and Addlestone Road, and is accessed via a bridge over a watercourse. The southern parcel

(Unit 100) lies south of Addlestone Road. Both parcels have relatively high levels of containment due to established vegetation around the Site perimeters, particularly around the northern parcel. Mature tree belts are present around all sides of the northern parcel, with the only gap formed by the access bridge. There is also a mature tree belt along the eastern boundary of the southern parcel, and individual semi-mature trees along the northern and western boundaries.

The Site is currently occupied by 2-3 storey commercial/industrial buildings and workshops, with associated car parking and access routes. The mature trees around the Site boundaries provide a positive frontage to the Site helping to soften and screen built form. Similar land uses continue further west along Dashwood Lang Road and south along Hamm Moor Lane, comprising a mixture of retail and commercial buildings of 1-2 and 3-4 storey buildings (Bourne Business Park on Dashwood Lang Road, Aviator Park on Station Road, and Waterside Trading Estate south of the Site), with residential development present to the west of Hamm Moor Lane. Weybridge Road runs immediately to the north of the northern parcel of the Site and is a wide, busy route. The surrounding built up urban area to the south and west limits both inward and outward views.

Beyond the immediate area, views between 0.5km-1km from the Site are further contained by combinations tree and hedgerow cover on the of relatively flat ground, which prevents views from most locations typically beyond 0.5km to the north, south and west and beyond 0.6km to the east.

Within the surrounding landscape beyond 1km, the relatively flat landform continues to combine with the built form and hedgerows to restrict visibility within the Thames River Floodplain to the north and to the south within Lower Wey River Floodplain. Where the landform rises gently away from the Site to the west and east, built form and established vegetation, including woodland blocks and tree belts, restrict views.

The settlement pattern of the wider study area is defined by three main towns in the Borough: Egham, Chertsey and Addlestone.

Runnymede Design Guide SPD (2021) provides the following description of the settlement pattern within the wider study area:

"The Borough has three main towns; Egham, Chertsey and Addlestone. Egham also has a long history tied to its riverside location and position on longer routes in and out of the capital, and has a small and compact historic core. Chertsey is an historic town which developed around a Benedictine abbey dating from Saxon times. Addlestone is relatively young, with a small town centre which contains the administrative centre of the Borough, Runnymede Civic Centre. Housing growth occurred up to the 1970s, around the main towns, utilising their good road and rail connections and developing new suburbs often around existing landmarks and institutions.

The development, planning and building of the M3 and M25 during the 1970s and 1980 through the borough, along with their intersection, had a significant bearing on the later development of the towns, and shapes the way Runnymede is perceived today.

The borough also has a handful of smaller settlements and villages.

Outside of the built-up areas, the borough is predominantly open, and protected from development, though these open areas are used for mineral working and landfill, public utilities, educational and

other institutions, research and development establishments, hotel and conference centres and large scale recreational uses, many of which are long established.

The settlements are linked by a strong local network of roads, which is often skewed because of the impact of the motorways."

5.5. Visual Receptor Groups

Visual effects are assessed for groups of visual receptors within close proximity of each other and that are judged to experience similar visual effects arising from the proposed development. These are referred to as 'visual receptor groups' and include motorists on local roads, users of rights of way and local residents or visitors to settlements.

The following visual receptor groups have been identified within the extent of the ZVI (described in **Section 5.3**) and are taken forward for detailed assessment in **Section 7.4**. The extents of the Visual Receptor Groups are described below.

It is judged that for those visual receptors located outside of the ZVI described in **Section 5.2**, there would be little to no visibility of the proposed development, and that effects would be **Negligible** at most. Visual receptors located outside of the ZVI are not taken forward for detailed assessment.

Table 1: Visual Receptor Groups taken forward for assessment

Visual Receptor Group Name		Location / Description
(1)	Addlestone Road/ Hamm Moor Lane (includes site)	Residents, workers and users of publicly accessible areas, rights of way, footways and minor roads adjacent to the Site. This area includes residents of roadside properties on Hamm Moor and Addlestone Road/Dashwood Land Road, as well as workers within the commercial buildings.
(2)	Byron Road/ Tennyson Road	Local residents to the west of Site. This area includes residents of properties on Byron Road and Tennyson Road.
(3)	Weybridge Road	Residents and users of rights of way along Weybridge Road to the north-east and north-west of the Site, within the identified ZVI. Road users are considered under key routes as Weybridge Road is an 'A' road.
(4)	Riverside Park and Wey Meadows	Residents and users of PRoW to the south of the Site and users of publicly accessible areas of the meadows. This area includes residents of properties along Wey Meadows and at the Riverside Park area.
(5)	River Wey Navigation/ Canal	This area includes users of the Wey Navigation, PRoW and the tow paths along the Wey Navigation (within the Conservation Area) along the eastern boundary of the Site, as well as residents of properties within the ZVI along Addlestone Road and fronting towards the Navigation.

5.5.1. Key Routes

Figure 1 shows that there are several key routes present within the study area, including the:

- M25 (1.9km, west);
- A318 (1.2km; west);
- A317/Weybridge Road (immediately north);
- The Chertsey (Weybridge) branch railway line (300m, west)
- The London Waterloo to Southampton railway line (1.6km, east).
- European long-distance path E2 (50m; east)
- The Thames Path National Trail (1km; north)
- National Cycle Network Route 4 (40m; north)

The ZTV study (**Figure 5**) indicates the Site would be visible from a very short stretch of the M25 and only from short stretch of theA318, with sparse, limited pockets of visibility from A318, the two railway lines and the Thames Path National Trail. These routes are located outside the ZVI described in **Section 5.2** and are excluded from more detailed assessment on the basis that effects are likely to be **Negligible** due to lack of visibility of the proposed development. Effects on users of the remaining key routes are assessed in **Section 7.4**.

5.5.2. Accessible and Recreational Landscapes

Figure 1 shows that there are a number of accessible and/or recreational landscape areas present in the study area, which are as follows:

Accessible Landscape

- The Quadrant (680m; east)
- The Heath, Weybridge (900m; south-east)

The ZTV study (**Figure 4**) indicates that there would be no visibility of the Site from these areas and as such effects on users of these areas are not assessed further.

Village Greens

- Towing Path Greens (1.1km; north)
- Monument Green (1.2km; north-east)
- The Green (1.5km; east)

While there are three Village Greens located within the study area, all three of these small areas lie beyond the ZTV.

Public Parks

- Oatlands (1.5km; north-east)
- Woburn Farm (210m; north-west)

The ZTV study (**Figure 4**) indicates that there would be no visibility of the Site from the Oatlands whilst the Site would be visible from a very small area of the Woburn Farm limited to isolated point of higher grounds. However, Woburn Farm is located outside the ZVI described in **Section 5.2** and the proposed buildings would be barely perceptible through tree branches and the layer of intervening vegetation. There would be a **Negligible** effect on views from these parks and effects on them are not assessed further.

5.5.3. Specific Viewpoints

Ordnance Survey mapping does not show any panoramic viewpoints within the study area and no other Specific Viewpoints have been identified within the study area.

5.6. Landscape Designations and Value

5.6.1. Designated Landscapes

There are no landscape designations within the Site or study area.

Other designations, including those related to heritage (e.g. Conservation Areas, listed buildings or Registered Park and Gardens) and ecology (e.g. nature reserves), are considered in relation to their contribution to landscape value but are not assessed as designations in their own right within this TVIA.

5.6.2. Local Landscape and Townscape Value

Within the study area and ZVI there are a range of features that contribute to the value of the local landscape. These features include:

- The River Wey Navigation Conservation Area (immediately east);
- Weybridge Conservation Area (0.7km, east);
- Weybridge Monument Green (1.3km, north-east);
- Brooklands Conservation Area (1.5km, south);
- Shepperton Conservation Area (1.9km, north-east);
- Woburn Park Registered Park and Garden (195m, north-west);
- The Public Rights of Way network;
- Publicly Accessible landscapes including Playing Fields, Play Spaces, Recreation grounds, Allotments, Community Gardens and City (Urban) Farms; Green Corridors; and
- A distribution of woodlands and well-treed and established network of field boundaries.

The assets within Woburn Park and the Conservation Areas are considered to have a higher value than the surrounding area which increase the value to Local / District Value. Within the remainder of the study area, these features are valued by the local community, but have limited wider recognition of value beyond Community Value.

6.0 The Proposed Development

6.1. The Proposal

The proposed development will comprise the following elements as described in more detail in the Design and Access Statement (DAS) and Landscape Statement (LS):

1) A large warehouse up to approximately 18.3m height, and offices proposed to the south (unit 100 (14,752 sq. m GIA))
2) Two smaller warehouses up to 15.5m height, and ancillary office buildings proposed to the north (unit 210 (1,407 sq. GIA) and unit 220(1,660 sq. m GIA))
3) HGV access and loading
4) Staff car parking
5) An acoustic fence up to 5.4m high along part of the western boundary of the southern area and up to 4.5m high along the south-east boundary of the northern area
6) Associated landscaping, including provision of SUDS
7) Green walls to parts of unit 100
8) The enhancement of a permissive route at the eastern edge of the Site, providing a link between Waterside Trading Estate at the south-eastern edge of the site towards Addlestone Road.
9) Retention and management of the existing hedgerows and trees contained within and that border the Site wherever possible to reduce vegetation loss. Gaps will be made in the vegetation along Addlestone Road at two points – to allow vehicular and pedestrian access.
10) Mixed native woodland mitigation planting to the northern and eastern edge of the development, screening proposed development from view from Weybridge Road further to the north and Wey Navigation footpath further to the east. Tree planting to the western and southern edge of the development, screening proposed development from view from Addlestone further to the west and south.

6.2. Site Fabric

The existing fabric of the Site comprises seven buildings, including Bridge House. The existing buildings will be entirely replaced. The development would involve the removal of 46 individual trees, one group and 3 areas of hedgerow to facilitate the scheme. Compensatory planting comprising individual trees, groups of trees and woodland would be provided as part of the overall scheme. 46 trees within the site and along the boundaries of the site would be retained and incorporated into the landscape design. All retained established trees and hedgerows which form the boundaries of the Site would be managed and enhanced with new planting, providing greater screening and biodiversity benefits.

6.3. Design approach in respect of landscape and visual matters

The various policies detailed in section 4.0 set out a number of policy aims which can be grouped as follows:

- **Pattern and grain / urban structure –** the proposed buildings would not alter the street layout or hierarchy.
- **Existing buildings and historic character –** the site is not within a Conservation Area, the nearest Conservation Area is Wey Navigation located to the east the Site. The nearest listed building is the eastern block of Coxes Lock Mills (the Grade II) located to the south of the Site within the Wey Navigation Conservation Area as shown on **Figure 3**.
- **Positioning of buildings in relation to townscape –** the proposed buildings would be set in the context of similar commercial /industrial buildings already present at the Bourne Business Park on Dashwood Lang Road, Aviator Park on Station Road and Waterside Trading Estate south of the Site, as well as replacing the existing similar buildings already present on the site.
- **Positioning and height of buildings in relation to prevailing building heights –** the proposed buildings would form a part of a cluster of similar buildings at Waterside Trading Estate and would be seen in the context of other commercial/industrial buildings at the Bourne Business Park on Dashwood Lang Road and Aviator Park on Station Road of 2-4 storeys tall.
- **Relationship of buildings to each other –** the proposed buildings would not form a mass when seen with the context of other surrounding buildings, with each remaining distinct and legible.
- **Local distinctiveness and architectural character –** the proposed buildings draw on the local character, as set out within the Design and Access Statement.
- **Appropriate ground floor uses for the location –** the proposals include for commercial/industrial units including flexible class E units which continue the prevailing uses along Addlestone Road, Dashwood Lang Road and Hamm Moor Lane whilst also providing a more positive frontage at street level than the current uses of the site.
- **Avoid impacts on strategic views –** impacts on views are considered in detail within **Section 7.0**, but no strategic views have been identified. The proposed buildings would be backdropped by the existing buildings within the Waterside Trading Estate and Bourne Business Park in many views.
- **Include appropriate landscape proposals –** the proposals involve proposed tree and shrub planting vegetation to mitigate vegetation loss and to facilitate integration of the scheme into the surrounding streetscape, and incorporates new street trees, groups of trees and woodland, as well as SUDS across the Site, in accordance with policy. Further areas of grassland and threshold planting and riparian ecological planting are also proposed to enhance conservation and wildlife. These new features would also relate to the Wey Navigation Conservation Area along the eastern boundary of the site at

various points, to contribute Green Infrastructure enhancements in the form of green wildlife corridors.

- **Ecology and Green Infrastructure objectives -** design of the Proposed Development has been underpinned by an understanding of the local landscape and visual context and the future landscape, ecology and Green Infrastructure objectives. A landscape strategy has been prepared. This has been developed as an iterative process in collaboration with the project ecologists and underpins the development of the Site.

The proposed development would retain the existing tree and hedgerow site boundaries around the site wherever possible to ensure the proposed development is well integrated into the landscape, with good levels of screening.

Careful consideration of the access has also been undertaken in locations where there would be minimal impact and to limit the amount of vegetation loss. The width of the access road corridor would be minimised as far as possible to retain the landscape structure and habitat connectivity.

6.4. Construction

Key potential impacts during the construction phase might include the visual effect of site vehicles, cranes and construction traffic, within the site and in surrounding areas; other components typical of construction activities, including workers' accommodation, stockpiles of materials, lighting, and gradual modification of the site as part of a phased programme of works. Many of these changes such as lighting and vehicle movement are typical features of the surrounding townscape. The most noticeable construction activity would be during piling. Construction would commence in 2023 and take approximately one year.

7.0 Landscape and Visual Effects

7.1. Introduction

This section sets out the effects that the proposed development would have on both townscape and visual receptors.

Figures in **Appendix 8** are referred to within the text. **Figure 6** provides a 'zoomed in' version of **Figure 1** which focusses on the area within 1km of the Site and includes key street and location names referred to below.

The demolition of existing buildings and construction of proposed buildings would include short-term activities involving the movement of vehicles, localised excavations and piling using small scale construction machinery. Neither demolition nor construction activities would give rise to notable landscape character or visual effects over and above those of the operational site. Consequently, effects during construction would be largely similar in scale, but of lower magnitude (due to the Short term duration) than those of the finished development; but more likely to be adverse due to the temporary presence of the piling and then cranes. The primary effects arising would therefore be from the proposed buildings and the assessment therefore only focusses on the operational effects.

Effects are assessed during the period following completion, when construction is complete but before mitigation planting is fully mature. During this period, the effects would gradually reduce as management of existing planting and proposed planting along Site boundaries and within the development matures. During the early part of this period effects are likely to be at their greatest.

As additional planting is proposed as part of the scheme, effects once the vegetation has matured are also assessed. Up to this point effects are described in this assessment as Medium-term to Long-term, thereafter they are considered to be Permanent.

7.2. Effects on Landscape and Townscape Character

As shown on **Figure 1,** the site is located within the area of existing Weybridge Business Park. The Site has a contained nature, particularly to the north and east, with a relatively low lying, flat context and established vegetation on most boundaries of the Site, which limit views across the landscape. This pattern of landform and landcover is consistent within the surrounding landscape within 1km with most elevated views confined to more distant points. The River Bourne watercourse runs through the northern parcel of the Site in the east-west direction, whilst the River Wey runs along the eastern boundary of the southern parcel of the Site.

It is to be expected there would be Large scale effects on the character of the Site itself, given that there would be physical change, with existing buildings being demolished to facilitate the new pattern of the proposed development and the new landscape proposals.

Large scale effects on landscape and townscape character (*Total or major alteration to key elements, features, qualities or characteristics, such that post development the baseline will be fundamentally changed*) would be limited to the Site itself, where the Site would change from

the existing built form to a new built development with a different grain and slightly different scale.

Medium scale effects on landscape and townscape character (*Partial alteration to key elements, features, qualities or characteristics, such that post development the baseline will be noticeably changed*) would be limited to land within the immediate vicinity of the Site, where the scale and massing of the proposed buildings would be noticeable, given the existing commercial and industrial context to the north, south and partially to the west and the physical enclosure provided by mature vegetation along the Wey Navigation to the east.

Beyond these areas effects reduce rapidly from Small scale (*minor alteration to key elements, features, qualities or characteristics, such that post development the baseline will be largely unchanged despite discernible differences*) to Negligible (*very minor alteration to key elements, features, qualities or characteristics, such that post development the baseline will be fundamentally unchanged with barely perceptible differences*), due to screening and/or filtering effects of intervening tiers of established vegetation combined with the existing built form.

7.2.1. Surrey Landscape Character Assessment (2015)

Taking the above considerations into account and as stated in **Section 5.3.2**, only LCA RF3: Thames River Floodplain and LCA RF7: Lower Wey River Floodplain, would be notably affected by the proposed development. Descriptions for the assessed landscape character areas and constituent character types are summarised below, along with further observations from site-based work. Full descriptions of the LCAs and LCTs are provided in **Appendix 6**.

Both LCAs fall within the constituent Character Type LCT RF: River Floodplain. Relevant 'Key positive landscape attributes' for Landscape Type RF: River Floodplain are summarised as:

"The key positive features that contribute to the character of the area and that should be conserved and enhanced are:

- *Peaceful, often secluded, pastoral landscapes, along meandering watercourses of the Mole, Wey and canals, contrast with the suburban and urban character of The Thames and its tributaries.*
- *Wide river valleys associated with their meandering watercourses.*
- *Riparian vegetation and land use, such as waterside meadows, wet woodland (eg Alder), varied grassland and occasional marsh of biodiversity interest.*
- *River Wey, River Wey Navigation, restored sections of the Wey and Arun Canal, River Mole, and multiple channels and waterbodies.*
- *...*
- *Historic pattern of development and infrastructure linked to the waterways, particularly infrastructure of the Wey Navigation and restored parts of the Wey*
- *…*
- *Provides recreation opportunities for rural access through the river valleys."*

Relevant future potential forces for Landscape Type RF: River Floodplain include:

- Loss of over-mature willows and field trees.
- Pressure for further development within the Thames and Blackwater floodplains.
- Increasing pressure for urbanisation of areas to the north of the County and along river valley sides.
- Intense rainfall patterns causing rivers to rise suddenly.

Relevant landscape guidelines for this Landscape Type RF: River Floodplain are summarised as:

Land Management

- Promote strategies for the Thames and Blackwater floodplains avoiding inappropriate increase in development.
- Conserve and enhance the natural corridor and the rural setting of the Rivers Wey, Mole and Blackwater, particularly where they extend through urban areas.
- Conserve, enhance and restore riparian woodland, the stock of individual field and riverbank trees, and the blocks and bands of woodland at the edge of the area that screen development.
- Encourage sustainable and multi-purpose woodlands and the use of locally appropriate species such as willows, alder and oak trees.
- Seek to conserve and enhance the distinctive low key, rural character of leisure facilities such as …the Wey Navigation towpath, … and other public footpath/bridleways or cyclepaths which cross the area, through the encouragement of appropriate surfacing, materials and signage.

Built Form

- Ensure any new development is sensitively sited and designed with, scale, form and detailing, including materials, which conserve the historic character and settlement pattern of the area. Refer to Surrey design guides.
- Avoid inappropriate increase in development within the Thames and Blackwater floodplains
- Avoid the location of any new large mass or bulky structures where overly visually intrusive on this character area. Subject any development to rigorous landscape and visual impact assessment
- Encourage the continuing provision of suitable native boundary tree belts to existing adjacent large scale development to reduce adverse impact on this sensitive character area and reduce glare and mass from long-distance viewpoints.
- Encourage the retention of woodland planting that screens settlement and roads adjacent to the area and consider additional planting to screen existing or new development

- Resist urbanisation of roads through encouraging appropriate surfacing of existing pavements, enhancing the immediate landscape setting and ensuring minimum clutter.

LCA RF3: Thames River Floodplain (constituent Character Type LCT RF: River Floodplain)

Along its western and northern sections, the northern area of the Site lies within LCA RF3: Thames River Floodplain. LCA RF3 extends to cover much of the surrounding landscape to the north within the study area. Representative viewpoint 7 is located within this character area (see **Figure 7** in **Appendix 8**),

It is described as a "*relatively broad character area stretching across the northern part of the county from north of Egham to West Molesey. The character area is made up of four areas, with the eastern and western ends of the character area separated by settlement. The boundary of the character area broadly follows the edge of the flood zone, and where possible is taken to nearby easily recognisable features such as roads or field boundaries. The character area extends to settlement boundaries beyond the floodplain in places, to form a logical boundary.*"

Relevant key characteristics for the LCA are as follows:

- *"Flat, low lying, wide floodplain of the Thames valley, surrounded by Built Up Areas. Adjoins a number of other floodplain character areas associated with Thames tributaries, including the River Ash, River Wey and River Mole.*
- *…*
- *Relatively open, with some long distance views, particularly across large water bodies towards surrounding settlement.*
- *Major roads, elevated above the floodplain cross through the character area, including a significant stretch of the M3 motorway. A network of other roads criss-cross the character area linking settlements beyond.*
- *The Thames Path National Trail runs along or near the River Thames, and connects with a number of other public rights of way across the character area, although there are some areas with limited formal public access.*
- *There are scattered villages and hamlets, … along with other urban influences such as light industrial works and utilities buildings, mobile homes and marinas, recreation buildings and the Thorpe Park theme park complex.*
- *The western end of the character area, associated with historically significant Runnymede, is registered as Common Land. The character area contains Shepperton Conservation Area ...*
- *Oatland Park, a Grade II registered park is sited on the escarpment between Walton and Weybridge and overlooking the Thames floodplain ...*
- *There are numerous ecological designations across the character area ...*
- *The Wey Navigation Conservation Area and associated locks links with the Thames character just adjacent to this character area.*

- *There are a few areas isolated by lakes and waterways where there is a degree of remoteness, but most of the character area has limited tranquillity due to internal and surrounding urban influence including Built Up Areas and roads. The River Thames does however exert a strong influence on the character of the area ...*"

LCA RF3: Thames River Floodplain is judged to be of Medium Susceptibility ('*undue consequences may arise*') due to the current use of the Site, which is similar to the proposed development, and the strong containment provided by the pattern of built form and vegetation cover.

With the exception of the Woburn Park Registered Park and Garden and Shepperton Conservation Area, which are considered to be of Local/District Value given their historic interest, the character area is judged to be of **Community Value**. Considering Susceptibility and value together, the area is judged to be of **Low** sensitivity, increasing to **Medium** within Woburn Park Registered Park and Garden and Shepperton Conservation Area.

As set out above, Medium scale effects would arise within the immediate context of the Site and extend up to the edge of the ZVI to the north, north-east and north-west, within the LCA RF3: Thames River Floodplain.

Medium scale effects are assessed to cover a Limited extent of this character area in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Low** magnitude, that are **Slight** and on balance **Adverse** as the proposed development would change the existing pattern of the buildings within the Site once demolished to facilitate the proposed scheme.

Once planting proposed as part of the proposed development matures, effects would reduce to Medium-small scale, continue to affect a Limited extent of the LCA but would become Permanent in duration. This is assessed to result in effects of **Low-negligible** magnitude, that are **Slight-minimal** and **Neutral** as the proposed planting would help to further integrate the proposals into the LCA.

LCA RF7: Lower Wey River Floodplain (constituent Character Type LCT RF: River Floodplain)

The eastern section of the northern area of the Site lies within LCA RF7: Lower Wey River Floodplain. Representative viewpoints 1-4, 8-11 and 14-15 are located within or on the edge of this character area (see **Figure 7** in **Appendix 8**),

LCA RF7 extends up to 500m to the east and up to 3km to the south. It is described as "*The Lower Wey River Floodplain extends northwards from Guildford until it reaches the Thames. The boundary of the character area broadly follows the edge of the flood zone, although it is taken to nearby easily recognisable features in places. This stretch of the Wey is outside the Surrey Hills AONB.*"

Relevant key characteristics for the LCA are as follows:

- *"Flat, low lying flood plain of the River Wey, underlain by Bagshot Formation Sand, and London Clay Formation, Silt and Sand solid geology, with superficial Alluvium deposits.*
- *Presence of the River Wey in multiple channels, streams and open water bodies and the River Wey Navigation with its locks and towpath.*

- *A largely pastoral landscape, including meadows grazed by cattle. Includes other uses along its length, such as golf courses, sewage works, former quarry workings and the disused airfield at Brooklands.*
- *… There are blocks and belts of alder woods along the river plus willows and pollards lining the ditches ...*
- *Views at the southern and northern-most ends of the character area are enclosed by the adjoining Built Up Areas ...*
- *… buildings associated with the river and Wey Navigation, and occasional industrial buildings …*
- *A triangle of railway lines cross the northern part of the character area. Byfleet and New Haw station on the Waterloo to Woking line is within the character area and Weybridge railway station, on the same line, is within walking distance of the character area. The elevated section of the M25 skirts the character area just to the west of the station.*
- *The character area is well served by public rights of way, including the Wey Navigation Long Distance Path, which are part of the varied leisure use of the character area including walking, boating and cycling.*
- *… The character area contains a number of Conservation Areas including Brooklands, Ockham Mill, Wey and Godalming Navigations and Sutton Park. Significant lengths along the character area are designated as Sites of Nature Conservation Importance …*
- *… Human influences and glimpses of surrounding Built Up Areas temper the sense of remoteness."*

The LCA RF7: Lower Wey River Floodplain is judged to be of Medium Susceptibility ('*undue consequences may arise*') to the proposed development due to the current use of the Site, which is similar to the proposed development, and the strong containment provided by the vegetation cover along the Wey Navigation and the River Wey.

With the exception of the Wey Navigation Conservation Area, which is of **Local/district Value** given its historic interest, the character area is judged to be of **Community Value**. Considering Susceptibility and value together, the area is judged to be of **Low** sensitivity, increasing to **Medium** within the Wey Navigation Conservation Area.

As set out above, Medium scale effects would arise within the immediate context of the Site, up to the vegetation within along the eastern edge of the Wey Navigation within LCA RF7: Lower Wey River Floodplain.

Medium scale effects are assessed to cover a Limited extent of this character area along the Wey Navigation, in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Low** magnitude, that are **Slight** and on balance **Adverse** as the proposed development would change the existing pattern of the buildings within the Site once demolished to facilitate the proposed scheme.

Once planting proposed as part of the proposed development matures, effects would reduce to Medium-small scale, continue to affect a Limited extent of the LCA but would become Permanent in duration. This is assessed to result in effects of **Low-negligible**

magnitude, that remain **Slight** but become **Neutral** as the proposed planting would help to further integrate the proposals into the LCA.

7.2.2. Runnymede Design Guide SPD

Taking the considerations at the start of section 7.2 into account, and as stated in **Section 5.3.2**, only character area 4: Commercial (Weybridge Business Park) and character area 2a: Formal Suburban (Town) - Poets, would be notably affected by the proposed development. Descriptions for the assessed character areas are summarised below, along with further observations from site-based work. Full descriptions of the character types, as far as they exist, are provided in **Appendix 6**.

Character Area 4: Commercial (Weybridge Business Park)

The site is identified as lying within Weybridge Business Park part of the Commercial character area *'off the main Weybridge Road between Addlestone and Weybridge'* as per the Characterisation and Guidance provided at Appendix 2 of the Runnymede Design Guide SPD. Representative viewpoints 5-6 and 12-15 are located within or on the edge of this character area (see **Figure 7** in **Appendix 8**),

No detailed description is provided for the Commercial character type, but it consists primarily of small to medium scale industrial, workshop and commercial premises set along Addlestone Road and Hamm Moor Lane. Weybridge Business **P**ark is listed among other *'small industrial and trading estates'* within the character type. In contrast with nearby areas to the north, south and east, there is a general absence of greenspace within this character area. Mature tree cover is relatively limited within these industrial areas although Weybridge Road and Addlestone Road itself benefits from mature street planting and woodland pockets. Buildings are mostly post war light industrial premises or more recent large retail outlets centred around Waterside Trading Estate and Bourne Business Park '*with elements of residential and retail'.*

The documented baseline and site observation indicates no features or characteristics which would be especially sensitive to changes likely to arise from the proposed development. The Susceptibility of the character area to the proposed development is judged to be Low, given that the area already contains commercial development. As noted at **Section 5.6**, with the exception of the Wey Navigation Conservation Area, which is of Local value and coincides with a narrow strip of the character area along the eastern edge of the Business Park, the character area is judged to be of Community Value. Considering Susceptibility and value together, the area is judged to be of **Low Sensitivity**, increasing to **Medium-low Sensitivity** within the Wey Navigation Conservation Area.

Effects on the character area would consist of changes to the site itself and to Addlestone Road and Hamm Moor Lane as described in **Section 6.0**. This would include Large scale, Permanent effects over a Localised extent of the character area including the Site, resulting in **High Magnitude** effects; and Medium scale, Permanent effects over a Localised Extent of the surrounding area within the immediate vicinity of the Site, resulting in **Medium Magnitude** effects.

Taken together effects on the character area would be **Moderate-slight**. On balance, considering the mix of positive and adverse effects including the introduction of new larger buildings into the commercial context alongside additional planting and enhancements to the western edge of the Wey Navigation, these effects would be **Neutral**.

Character Area 2a: Formal Suburban (Town) - Poets

The area to the west of the Site is identified as lying within the Formal Suburban (Town) character type and specifically within the Poets character area, as per the Characterisation and Guidance provided at Appendix 2 of the Runnymede Design Guide SPD. Representative viewpoint 5 is located within this character area (see **Figure 7** in **Appendix 8**),

No detailed description is provided for the Formal Suburban character type, other than *"it has a homogeneous feel, with house types and architecture being of a single era and consistent style"*, but relevant characteristics for Formal Suburban (Town) identified in the SPD include:

- generally built before 1970;
- residential dwellings facing the street in parallel in terraces or semi-detached formations, but close together on small or average size plots;
- commonly regular streets with a geometric or ordered pattern;
- streets end in streets; connected;
- enclosed front gardens, sometimes including parking and driveways;
- high levels of homogeneity in type of dwelling (age, form, height, mass);
- often two storeys, usually with front gardens and boundary walls or fences;
- rear elevations face one another;
- domestic / residential scale;
- highways with pavements, and
- traditional materials (brick, stone, render, pebble dash).

The Poets character area exhibits many of these characteristics, with rows of very similar semi-detached houses fronting on to the roads; enclosed front gardens with boundary walls, often including parking; and buildings constructed of traditional materials. Most properties within this character area do not face directly towards the Site. The Susceptibility of the character area to the proposed development is judged to be Medium, given that the area is already adjacent to commercial development, but that this is of a different character and appearance to the Formal Suburban (Town) character type. The character area is judged to be of Community Value, in line with the discussion on landscape value in **Section 5.6**. Considering Susceptibility and value together, the area is judged to be of **Medium-low Sensitivity**.

Effects on the character area would consist of changes to views towards the Site. As set out at the start of **Section 7.2** above, Medium scale effects would arise within the immediate context of the Site and extend up to the edge of the ZVI to the west, where the scale and

massing of the proposed buildings would be noticeable in the existing commercial and industrial context, within the Formal Suburban (Town) – Poets character area.

Medium scale effects are assessed to cover a Localised extent of this character area in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Medium Magnitude**, that are **Moderate** and on balance **Adverse** as the proposed development would change the scale and pattern of the buildings within the Site in views from the character area.

Once planting proposed as part of the proposed development matures, effects would reduce to Medium-small scale, continue to affect a Localised extent of the LCA but would become Permanent in duration. This is assessed to result in effects of **Medium-low Magnitude**, that are **Slight** and **Neutral** as the proposed planting would help to integrate the proposals into the surrounding streetscape.

7.3. Visual Effects

7.3.1. Visual Aids

Annotated photographs for representative and illustrative views and photomontages are shown on **Figure 7** of **Appendix 8** supporting this TVIA.

The method of visualisation selected for each viewpoint has been informed by the LI Technical Guidance Note 06/19 Visual Representation of development proposals. Further detail about the visualisation methodology is provided in **Appendix 4.**

The viewpoint description, description of effects and scale of effect for each viewpoint (see **Figure 5** for locations) is set out in **Figure 7** at **Appendix 8** to this assessment. The scale of effect at each viewpoint is summarised below:

Table 2: Viewpoint Scale of Effect

Viewpoint Reference & Location	Distance & View Direction	Scale of effect *Adverse / Neutral / Positive*	
		Short-term / Medium-term	**Long-term / Permanent**
Viewpoint 1 – Public Footpath (Chertsey 10), European Long Distance Path E2 west of Weybridge	390m East	**Negligible** *Neutral*	**Negligible** *Neutral*
Viewpoint 2 – Public Footpath (Chertsey 10), Wey Meadows, east of Riverside Park Homes	505m South-east	**Negligible** *Neutral*	**Negligible** *Neutral*
Viewpoint 3 – Public Footpath (Chertsey 71), north of Riverside Park Homes	380m South	**Negligible** *Neutral*	**Negligible** *Neutral*
Viewpoint 4 – European long-distance path E2 along the Wey Navigation	40m South	**Medium-Small** *Adverse*	**Small** *Neutral*
Viewpoint 5 –Byron Road/Tennyson Road	130m West	**Medium** *Adverse*	**Medium-small** *Adverse*
Viewpoint 6 –Dashwood Lang Road/ Roundabout	35m West	**Large-medium** *Adverse*	**Medium** *Neutral*
Viewpoint 7 - Weybridge Road, National Cycle Route No 4	60m North-west	**Small** *Adverse*	**Small-negligible** *Neutral*
Viewpoint 8 – European long-distance path E2, Addlestone Road	75m East	**Medium-small** *Adverse*	**Small** *Adverse*
Viewpoint 9 – European long-distance path E2, bridge crossing over River Wey	20m East	**Large** *Adverse*	**Medium** *Adverse*
Viewpoint 10 – Weybridge Road	175m East	**Negligible** *Neutral*	**Negligible** *Neutral*
Viewpoint 11 – Weybridge Road	10m North-east	**Small** *Adverse*	**Negligible** *Neutral*
Viewpoint 12 – Addlestone Road	5m; between the two parcels of the Site	**Large** *Adverse*	**Large-medium** *Neutral*

Viewpoint Reference & Location	Distance & View Direction	Scale of effect *Adverse / Neutral / Positive*	
		Short-term / Medium-term	**Long-term / Permanent**
Viewpoint 13 – Addlestone Road	15m; between the two parcels of the Site	**Large** *Adverse*	**Large-medium** *Neutral*
Viewpoint 14 – Hamm Moor Lane	310m; South	**Negligible** *Neutral*	**Negligible** *Neutral*
Viewpoint 15 – Public Footpath (Chertsey 13); footbridge railway crossing	390m; South	**Small** *Adverse*	**Negligible** *Neutral*

Each of the viewpoints is a 'sample' of the potential effects, representing a wide range of receptors – including not only those actually at the viewpoint, but also those nearby, at a similar distance and/or direction.

Each of the viewpoints is a 'sample' of the potential effects, representing a wide range of receptors – including not only those actually at the viewpoint, but also those nearby, at a similar distance and/or direction. From these viewpoints it can be seen that:

- The extent of Large scale visual effects, where the proposed development would form a major alteration to key elements, features, qualities and characteristics of the view such that the baseline would be fundamentally changed, would generally be limited to locations within or immediately adjacent to the Site, from the adjacent roads and the closest stretches of the Wey Navigation and associated tow path.
- Beyond this area, the extent of Medium scale effects is limited to the surrounding area in close proximity to the site up to approximately 150m from the Site boundary to the west, where there are direct views towards parts of the Site from existing residential development. In other directions, the existing commercial context combines with the framework of existing vegetation and built development to restrict Medium scale effects to within approximately 75m from the Site boundary.
- Beyond these points and from most sections of the surrounding landscape, the scale of effects reduces quickly to Small as a result of the screening effect of existing vegetation and built form, particularly once the mitigation planting along the more exposed western boundaries has matured, filtering and screening views of the proposals.
- Outside these areas, the development would either be screened from visual receptors by vegetation and built form within the landscape and townscape, or the development would form a very limited change in more distant elevated views, being seen in the context of an urban area and in the context of similar scaled existing commercial and industrial units.

7.3.2. Visual Receptor Groups

This assessment focuses on effects on groups of visual receptors, incorporating effects on views from public spaces and streets within settlements (or around the houses in areas with isolated dwellings), and the routes and accessible landscape in the surrounding townscape. Residents and visitors within these communities are assessed to be of **High-Medium** sensitivity.

Addlestone Road/Hamm Moor Lane (includes site) – There would be direct, open views (see representative viewpoints 6, 12 and 13) and slightly more distant partial views (see representative viewpoints 14 and 15) of the proposed development from along these roads. Addlestone Road and Hamm Moor Lane are minor roads, with commercial and industrial units clustered along them and set within some existing street planting.

The proposed development would create a more positive frontage at street level, softened by the retained mature trees. The proposed buildings, along with the stretches of acoustic fencing where required, would be seen in the context of the medium scale commercial and industrial units of Waterside Trading Centre (5-9m height) along Hamm Moor Lane and also larger scale commercial and industrial units of Bourne Business Park (15-20m height). The provision of proposed trees along the Site boundaries will also assist integration of the building at street level, helping to deliver green infrastructure policy objectives. It is considered that Addlestone Road and Hamm Moor Lane are able to accommodate proposed buildings along their frontage, given the nature of the existing development and its scale.

Large Scale effects on users of Addlestone Road and Hamm Moor Lane are assessed to cover a Localised Extent of these routes immediately adjacent to the Site boundaries, where the proposed buildings would be a noticeable change to the streetscape in terms of the scale and appearance. Further from the Site, the Scale of effects would reduce to Large-medium and Medium along Dashwood Lang Road, and Small or Negligible further south along Hamm Moor Lane. These effects would occur in the Medium-term, until proposed planting becomes established. Overall, this is assessed to result in effects of **Medium Magnitude** closest to the Site, that are **Moderate**, given the existing commercial context of the Site, and on balance **Adverse** as the proposed development would change the scale and pattern of the buildings within the Site in these views.

Once planting proposed as part of the proposed development matures, effects would reduce to Large-medium Scale for users of Addlestone Road and Hamm Moor Lane in close proximity to the Site, and similarly reduce for users of the roads further from the Site. The overall Permanent effects would continue to affect a Localised extent of the routes. This is assessed to result in effects of **High-medium Magnitude**, that are **Major-moderate** but would become **Neutral** as the proposed planting would help to enhance the surrounding streetscape in the context of the existing Business Park.

Byron Road/Tennyson Road – Representative viewpoint 5 is located within this area. From these streets, and the properties along them, there are currently views of the existing buildings on the Site looking east along Byron Road and between buildings from Tennyson Road. Other commercial buildings in the vicinity can also be seen in some of these views.

There would continue to be views of the proposed buildings on the Site, with the larger Unit 100 and the acoustic barrier along Hamm Moor Lane most visible from Byron Road. The intervening built form of the area would form an effective screen to the majority of views along Tennyson Road, although some glimpsed views would continue to be possible through gaps between residential buildings. The provision of the evergreen trees in the southern parcel of the Site, along its western boundary, would also assist with integration of Unit 100 at street level. Upper levels of the proposed development would be visible, where they would be seen in context of the commercial and industrial units of the Waterside Trading Centre. The pattern of small-scale residential streets would remain.

Medium Scale effects on users and residents of Byron Road and Tennyson Road are assessed to cover a Localised extent of the residential area where there are open views towards the Site. These effects would occur in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Medium-low Magnitude** closest to the Site, that are **Moderate** and, on balance, **Adverse** as the proposed Unit 100 and associated acoustic fencing would change the scale and pattern of the buildings within the Site in these views.

Once planting proposed as part of the proposed development matures, effects would reduce to Medium-small Scale. The Permanent effects would continue to affect a Localised extent of the routes, be of **Medium-low Magnitude** and **Moderate**. On balance, these effects would become **Neutral** as the proposed planting would help to enhance the surrounding streetscape in the context of the existing Business Park.

Weybridge Road – Representative viewpoints 7, 10 and 11 are located along Weybridge Road. Weybridge Road is a wide, larger road (dual carriageway) with planting. From the foot and cycleways along the road, there are currently glimpsed views of the tops of existing buildings within the Site, through and occasionally above the existing woodland in the north of the Site.

The proposed buildings would be seen in the context of the existing commercial and industrial development within Bourne Business Park (15-20m height) along Dashwood Lang Road. The tops of Units 210 and 220 are likely to be visible in views from the east, with the top of Unit 100 also visible in views from the west. The provision of the evergreen trees in the northern parcel of the site would also assist with further screening of the proposed buildings over time.

Small Scale effects on users of the foot and cycleways and residents along Weybridge Road are assessed to cover a Localised extent of the route. These effects would occur in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Negligible Magnitude** closest to the Site, that are **Minimal** and, on balance, **Neutral** as the existing woodland would largely screen the proposed development and large buildings are part of the existing appearance of the area.

Once planting proposed as part of the proposed development matures, effects would reduce to Small-negligible to Negligible Scale. The Permanent effects would affect an Intermediate extent of the route, and are assessed to be of **Low-negligible Magnitude** and remain **Minimal**. On balance, these effects would become **Neutral** as the proposed planting

would help to further screen the proposed development and the buildings would be seen in the context of the existing Business Park.

Riverside Park and Wey Meadows – Representative viewpoints 2 and 3 are located within this receptor group. Riverside Park is an area of low-rise, small scale residential streets in a residential park home estate area. Wey Meadows Road (also Public Footpath Chertsey 11 and Public Footpath Walton & Weybridge 38) has a number of residential properties along it. Wey Meadows is located between these areas and the vegetation along the Wey Navigation. There are glimpsed views towards the Site over the open area of Wey Meadows. However, these are heavily filtered through the tree belt along the Wey Navigation and further vegetation along Wey Meadows Road. Overhead electricity power lines cross the skyline above the meadows.

There may be occasional glimpsed views of the tops of the proposed buildings above or through the intervening vegetation along the Wey Navigation and Wey Meadows Road where applicable, in the context of the overhead lines and glimpses of existing buildings on the Site and its surroundings.

Effects on visual receptors in this area would be of **Negligible** Scale and **Magnitude**, both in the medium-term and Permanently. This is assessed to result in effects that are **Minimal** and, on balance, **Neutral** as the proposed development would result in very little change to the existing views.

Wey Navigation Area – Representative viewpoints 4, 8 and 9 are located within this receptor group. The 15-20m wide navigable route is the main feature of views within this receptor group. It has an elevated towpath to the north along Addlestone Road, which crosses the waterway on a bridge where it turns south from Addlestone Road and continues along the eastern edge of the Navigation. Commercial and industrial units associated with Hamm Moor Lane, and including those on the eastern side of the Site, are visible along the western side of the waterway and residential properties face towards the waterway along Addlestone Road to the north. Mature trees line both sides of the route where it is on a north-south orientation, and the southern side of the route where it runs along Addlestone Road.

There would be direct, open views of the proposed development from parts of this receptor group, particularly around the bend in the Wey navigation where there is currently no vegetation along the waterway. The proposed development would create a more positive frontage to the Wey Navigation, softened by the retained mature trees and proposed riparian ecological planting. The proposed development would be seen in the context of the existing medium scale commercial and industrial developments of Waterside Trading Centre along Hamm Moor Lane Road (5-9m height), with Unit 100 seen above the retained tree belt along the eastern boundary of the Site and Units 210 and 220 likely to be largely screened by the retained vegetation around the northern part of the Site and existing built development.

Large Scale effects on users of the waterway and towpath, are assessed to cover a Localised extent of these receptor group immediately adjacent to the north-eastern Site boundary of the southern parcel of the Site, where the proposed Unit 100 and associated car parking would be a noticeable change to the streetscape in terms of the scale and appearance.

Further from the Site, the Scale of effects would reduce quite quickly to Medium-small along Addlestone Road and the Wey Navigation, where existing retained vegetation and built form would screen much of the proposed development from view. These effects would occur in the Medium-term, until proposed planting becomes established. Overall, this is assessed to result in effects of **Medium Magnitude** closest to the Site, that are **Moderate**, given the existing commercial context of the Site, and on balance **Adverse** as the proposed development would change the scale and pattern of the buildings within the Site in these views.

Once planting proposed as part of the proposed development matures, effects would reduce to Medium Scale immediately adjacent to the north-eastern Site boundary of the southern parcel of the Site, and similarly reduce to Small Scale along Addlestone Road and the Wey Navigation where existing and proposed vegetation would screen much of the proposed development from view. The overall Permanent effects would continue to affect a Localised extent of the routes. This is assessed to result in effects of **Medium Magnitude**, that would remain **Moderate** but would become **Neutral** as the proposed planting would help to enhance the surrounding streetscape in the context of the existing Business Park.

7.3.3. Key Routes

A317/Weybridge Road – this is a busy road that is partly a dual carriageway which is generally lined by mature street trees and woodland within 1km of the Site. Buildings along the route have a mix of commercial and residential uses. Receptors using the road are judged to be of Medium sensitivity – although they are using an 'A' road, it is a speed limited route and more like a local road in terms of how users travel along it.

Representative viewpoints 7, 10 and 11 are located along Weybridge Road. These demonstrate that the existing woodland in the north of the Site largely screen views of the existing buildings within the Site. There are currently glimpsed views of the tops of existing buildings within the Site, through and occasionally above the existing woodland in the north of the Site.

The proposed buildings would be seen in the context of the existing commercial and industrial developments of within Bourne Business Park (15-20m height) along Dashwood Lang Road. The tops of Units 210 and 220 are likely to be visible in views from the east, with the top of Unit 100 also visible in views from the west. The provision of the evergreen trees in the northern parcel of the site would also assist with further screening of the proposed buildings over time.

Small Scale effects on users of Weybridge Road are assessed to cover a Localised extent of the route. These effects would occur in the Medium-term, until proposed planting becomes established. This is assessed to result in effects of **Negligible Magnitude** closest to the Site, that are **Minimal** and, on balance, **Neutral** as the existing woodland would largely screen the proposed development and large buildings are part of the existing appearance of the area.

Once planting proposed as part of the proposed development matures, effects would reduce to Small-negligible to Negligible Scale. The Permanent effects would affect an Intermediate extent of the route, and are assessed to be of Low-negligible Magnitude and

remain Minimal. On balance, these effects would become Neutral as the proposed planting would help to further screen the proposed development and the buildings would be seen in the context of the existing Business Park.

European long distance path No. E2 - this long distance promoted route follows the River Wey and the Wey Navigation through the study area. Users on this route, which is an internationally promoted route but not necessarily promoted for the available views, are judged to be of High-Medium Sensitivity.

Because the route follows the Wey Navigation through the area covered by the ZVI, the Scale, Magnitude and overall effects would be as described for the Wey Navigation receptor group above.

National Cycle Route 4 – This route following Weybridge Road is a nationally promoted route and users are judged to be of **High-Medium** sensitivity.

Because the route follows Weybridge Road through the area covered by the ZVI, the Scale, Magnitude and overall effects would be as described for the Weybridge Road receptor group above.

7.4. Designated landscapes

7.4.1. Designated landscape

As set out within **Section 5.6.2**, effects on the Woburn Farm Registered Park and Garden within the study area would be **Negligible**.

7.5. Summary of Landscape and Visual Effects

Effects on the receptors assessed above are summarised in the table over page. For receptors where the significance of effects varies, the distribution of effects is summarised. Effects apply during construction, before the mitigation planting has matured and once the mitigation planting has matured unless specifically stated otherwise.

Table 2: Summary of Effects
Only effects of greater than Negligible magnitude and/or Minimal significance are included in the summary table, significant effects are underlined.

Receptor	Comments	Distance/ Direction	Sensitivity	Magnitude	Significance	Positive /Neutral /Adverse
Landscape Character						
LCA RF3: Thames River Floodplain	Medium-term effects prior to establishment of proposed planting	Western and northern sections of the northern parcel of the Site	Low (Medium within Woburn Registered Park and Garden, and Shepperton Conservation Area	Low	Slight	Adverse
	Permanent effects after establishment of proposed planting			Low-Negligible	Slight-minimal	Neutral
LCA RF7: Lower Wey River Floodplain	Medium-term effects prior to establishment of proposed planting	Eastern section of the northern parcel of the Site	Low (Medium within the Wey Navigation Conservation Area)	Low	Slight	Adverse

Receptor	Comments	Distance/ Direction	Sensitivity	Magnitude	Significance	Positive /Neutral /Adverse
	Permanent effects after establishment of proposed planting			Low-Negligible	Slight	Neutral
Character Area 4: Commercial (Weybridge Business Park)	Medium-term effects prior to establishment of proposed planting	Site within	Low (Medium within the Wey Navigation Conservation Area)	Medium	Moderate-slight	Neutral
	Permanent effects after establishment of proposed planting			Medium	Moderate-slight	Neutral
Character Area 2a: Formal Suburban (Town) - Poets	Medium-term effects prior to establishment of proposed planting	Immediately west	Medium-low	Medium	Moderate	Adverse
	Permanent effects after establishment of proposed planting			Medium-low	Slight	Neutral
Visual Receptor Groups						
Addlestone Road/ Hamm Moor Lane (includes site)	Medium-term effects prior to establishment of proposed planting	Site within	High-Medium	Medium	Moderate	Adverse
	Permanent effects after establishment of proposed planting			High-medium	Major-moderate	Neutral
Byron Road/ Tennyson Road	Medium-term effects prior to establishment of proposed planting	Immediately west	High-Medium	Medium-low	Moderate	Adverse

Receptor	Comments	Distance/ Direction	Sensitivity	Magnitude	Significance	Positive /Neutral /Adverse
	Permanent effects after establishment of proposed planting			Medium-low	Moderate	Neutral
Weybridge Road	Medium-term effects prior to establishment of proposed planting	Immediately north	High-Medium	Negligible	Minimal	Neutral
	Permanent effects after establishment of proposed planting			Low-negligible	Minimal	Neutral
Riverside Park **and Wey Meadows**		80m, south east	High-Medium	Negligible	Minimal	Neutral
River Wey Navigation Area	Medium-term effects prior to establishment of proposed planting	Immediately east	High-Medium	Medium	Moderate	Adverse
	Permanent effects after establishment of proposed planting			Medium	Moderate	Neutral
Key Routes						
A317/Weybridge Road	Medium-term effects prior to establishment of proposed planting	Immediately north	Medium	Negligible	Minimal	Neutral
	Permanent effects after establishment of proposed planting			Small-negligible	Minimal	Neutral

Receptor	Comments	Distance/ Direction	Sensitivity	Magnitude	Significance	Positive /Neutral /Adverse
Recreational Routes: Long Distance Walking Routes / National and Regional Cycle Routes						
European long distance path No. E2	Medium-term effects prior to establishment of proposed planting	Immediately east	High-Medium	Medium	Moderate	Adverse
	Permanent effects after establishment of proposed planting			Medium	Moderate	Neutral
National Cycle Route No. 4	Medium-term effects prior to establishment of proposed planting	Immediately north	High-Medium	Negligible	Minimal	Neutral
	Permanent effects after establishment of proposed planting			Low-negligible	Minimal	Neutral

8.0 Conclusions

8.1. Effects on Landscape and Townscape Character

There are no landscape designations within the Site or the wider study area.

Effects on landscape character would be greatest within the Site and its immediate context, within the urban character areas Character Area 4: Commercial (Weybridge Business Park) and Character Area 2a: Formal Suburban (Town) – Poets, as identified at Appendix 2 of the Runnymede Design Guide SPD. Within these areas, the proposed development would alter the scale and appearance of the local streetscape to the north and west of the Site, although this would be in the context of the existing commercial development surrounding the Site and the retention of mature vegetation along Site boundaries. These effects would reduce over time as the additional proposed planting along the Site boundaries adds further screening.

From the landscape character areas to the north and east of the Site, retained mature vegetation along the northern and eastern boundaries of the Site, as well as additional vegetation beyond the Site boundary, reduce the effects of the proposed development by providing screening of the proposed buildings.

8.2. Effects on Visual Receptors

The extent of Large scale visual effects, where the proposed development would form a major alteration to key elements, features, qualities and characteristics of the view such that the baseline would be fundamentally changed, would generally be limited to locations within or immediately adjacent to the Site, from the adjacent roads and the closest stretches of the Wey Navigation and associated tow path.

Beyond this area, the extent of Medium scale effects is limited to the surrounding area in close proximity to the site up to approximately 150m from the Site boundary to the west, where there are direct views towards parts of the Site from existing residential development. In other directions, the existing commercial context combines with the framework of existing vegetation and built development to restrict Medium scale effects to within approximately 75m from the Site boundary.

The largest effects on visual receptors would occur along Addlestone Road and Hamm Moor Lane to the north and east of the Site, as well as for users of the Wey Navigation and associated tow path adjacent to the north-eastern boundary of the southern parcel of the Site. These effects would reduce over time as the additional proposed planting along the Site boundaries adds further screening.

LDĀDESIGN

Weybridge Business Park

Appendices to Townscape and Visual Impact Assessment
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Appendix 1 Glossary

Cumulative effects. The additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments, taken together.

Illustrative Viewpoint. A viewpoint chosen specifically to demonstrate a particular effect or specific issues, which might, for example, be the restricted visibility at certain locations.

Landscape Character Areas These are single unique areas which are the discrete geographical areas of a particular landscape type.

Landscape Character Type. These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation, and historical land use, and settlement pattern, and perceptual and aesthetic attributes.

Landscape effects. Effects on the landscape as a resource in its own right.

Landscape character. A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse.

Landscape quality (or condition). A measure of the physical state of the landscape. It may include the extent to which typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements.

Landscape receptors. Defined aspects of the landscape resource that have the potential to be affected by a proposal.

Landscape value. The relative value that is attached to different landscapes by society. A landscape may be valued by different stakeholders for a whole variety of reasons.

Magnitude (of effect). A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term, in duration.

Mitigation. Measures which are proposed to prevent, reduce and where possible offset any significant adverse effects (or to avoid, reduce and if possible remedy identified effects).

Representative Viewpoint. A viewpoint selected to represent the experience of different types of visual receptor, where larger numbers of viewpoints cannot all be included individually and where the significant effects are unlikely to differ.

Sensitivity. A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor.

Specific Viewpoint. A viewpoint because it is key and sometimes a promoted viewpoint within the landscape, including for example specific local visitor attractions, viewpoints in areas of particularly noteworthy visual and/or recreational amenity such as landscapes with statutory landscape designations, or viewpoints with particular cultural landscape associations.

Susceptibility. The ability of a defined landscape or visual receptor to accommodate the specific proposed development without undue negative consequences.

Visual amenity. The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of people living, working, recreating, visiting or travelling through an area.

Visual effect. Effects on specific views and on the general visual amenity experienced by people.

Visual receptor. Individuals and/or defined groups of people who have the potential to be affected by a proposal.

Zone of Theoretical Visibility (ZTV). A map, usually digitally produced, showing areas of land within which a development is theoretically visible.

Definitions from *Guidelines for Landscape and Visual Impact Assessment*, 3rd Edition, Landscape Institute with the Institute of Environmental Management and Assessment, 2013

Appendix 2 References

1) The Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, Landscape Institute with the Institute of Environmental Management and Assessment, 2013.

2) An Approach to Landscape Character Assessment, Natural England, 2014.

3) Special Report – The State of Environmental Impact Assessment Practice in the UK, Institute of Environmental Management and Assessment, 2011.

4) Landscape Institute Technical Guidance Note 06/19 Visual Representation of development proposals.

5) Landscape Institute Technical Note 06/17 – Townscape Character Assessment.

6) Landscape Institute Technical Guidance Note 02/2019 Residential Visual amenity assessment.

7) Landscape Institute's Technical Guidance Notes 02-21: Assessing landscape value outside national designations.

8) European Landscape Convention, 2000.

9) Adopted Runnymede Borough Council 2030 Local Plan, 2020.

10) Runnymede Design Guide SPD (2021).

11) Natural England National Landscape Character Area Profiles, 2014.

12) Surrey Landscape Character Assessment (2015).

13) Draft Green and Blue Infrastructure (GBI) SPD (2021).

14) Trees, Woodland and Hedgerows SPD (2003).

15) Runnymede Borough Council Green Belt review (2014); and

16) Wey Navigation Conservation Area Designation Statement (2002).

Appendix 3 Methodology

Introduction

This appendix contains additional detail regarding the assessment methodology, supplementing the information provided within the TVIA text. This appendix sets out a standard approach – specific matters in terms of the scope of assessment, study area and modifications to the standard approach for this assessment are set out within the TVIA.

The methodology has the following key stages, which are described in more detail in subsequent sections, as follows:

- Baseline – includes the gathering of documented information; agreement of the scope of the assessment with the EIA co-ordinator and local planning authority; site visits and initial reports to the EIAA co-ordinator of issues that may need to be addressed within the design.
- Design – input into the design / review of initial design / layout / options and mitigation options.
- Assessment – includes an assessment of the landscape and visual effects of the scheme, requiring site based work and the completion of a full report and supporting graphics.
- Cumulative Assessment – assesses the effects of the proposal in combination with other developments, where required.

Baseline

The baseline study establishes the planning policy context, the scope of the assessment and the key receptors. It typically includes the following key activities:

- A desk study of relevant current national and local planning policy, in respect of landscape and visual matters, for the site and surrounding areas.
- Agreement of the main study area radius with the local planning authority.
- A desk study of nationally and locally designated landscapes for the site and surrounding areas.
- A desk study of existing landscape character assessments and capacity and sensitivity studies for the site and surrounding areas.
- A desk study of historic landscape character assessments (where available) and other information sources required to gain an understanding of the contribution of heritage assets to the present day landscape.
- Collation and evaluation of other indicators of local landscape value such as references in landscape character studies or parish plans, tourist information, local walking & cycling guides, references in art and literature.
- The identification of valued character types, landscape elements and features which may be affected by the proposal, including rare landscape types.

- Exchanging information with other consultants working on other assessment topics for the development as required to inform the assessment.
- Draft Zone of Theoretical Visibility (ZTV) studies to assist in identifying potential viewpoints and indicate the potential visibility of the proposed development, and therefore scope of receptors likely to be affected. The methodology used in the preparation of ZTV studies is described within Appendix 12.4.
- The identification of and agreement upon, through consultation, the scope of assessment for cumulative effects.
- The identification of and agreement upon, through consultation, the number and location of representative and specific viewpoints within the study area.
- The identification of the range of other visual receptors (e.g. people travelling along routes, or within open access land, settlements and residential properties) within the study area.
- Site visits to become familiar with the site and surrounding landscape; verify documented baseline; and to identify viewpoints and receptors.
- Input to the design process.

The information gathered during the baseline assessment is drawn together and summarised in the baseline section of the report and reasoned judgements are made as to which receptors are likely to be significantly affected. Only these receptors are then taken forward for the detailed assessment of effects (ref. GLVIA 3rd edition, 2013, para 3.19).

Design

The design and assessment stages are necessarily iterative, with stages overlapping in parts. Details of any mitigation measures incorporated within the proposals to help reduce identified potential landscape and visual effects are set out within the TVIA.

Assessment

The assessment of effects includes further desk and site based work, covering the following key activities:

- The preparation of a ZTV based on the finalised design for the development.
- An assessment, based on both desk study and site visits, of the sensitivity of receptors to the proposed development.
- An assessment, based on both desk study and site visits, of the magnitude and significance of effects upon the landscape character, designated and recreational landscape and the existing visual environment arising from the proposed development.
- An informed professional judgements as to whether each identified effect is positive, neutral or adverse.
- A clear description of the effects identified, with supporting information setting out the rationale for judgements.

- Identification of which effects are judged to be significant based on the significance thresholds set out within the LVIA
- The production of photomontages from a selection of the agreed viewpoints showing the anticipated view following construction of the proposed development.

Site

The effect of physical changes to the site are assessed in terms of the effects on the landscape fabric.

Landscape and Townscape Character Considerations

The European Landscape Convention (2000) provides the following definition:

"Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors."

And notes also in Article 2 that landscape includes *"natural, rural, urban and peri-urban areas. It includes land, inland water and marine areas".*

An Approach to Landscape Character Assessment (Natural England, 2014) defines landscape character as:

"a distinct and recognisable pattern of elements, or characteristics, in the landscape that make one landscape different from another, rather than better or worse."

The susceptibility of landscape character areas is judged based on both the attributes of the receiving environment and the characteristics of the proposed development as discussed under 'susceptibility' within the methodology section of the LVIA. Thus, the key characteristics of the landscape character types/areas are considered, along with scale, openness, topography; the absence of, or presence, nature and patterns of development, settlement, landcover, the contribution of heritage assets and historic landscape elements and patterns, and land uses in forming the character. The condition of the receiving landscape, i.e. the intactness of the existing character will also be relevant in determining susceptibility. The likelihood of material effects on the landscape character areas can be judged based on the scale and layout of the proposal and how this relates to the characteristics of the receiving landscape.

The introduction of any development into a landscape adds a new feature which can affect the 'sense of place' in its near vicinity, but with distance, the existing characteristics reassert themselves.

The baseline is informed by desk study of published landscape character assessments and field survey. It is specifically noted within An Approach to Landscape Character Assessment (Natural England, 2014) that:

"Our landscapes have evolved over time and they will continue to evolve – change is a constant but outcomes vary. The management of change is essential to ensure that we achieve sustainable outcomes – social, environmental and economic. Decision makers need to understand the baseline and the implications of their decisions for that baseline."

At page 51 it describes the function of Key Characteristics in landscape assessment, as follows:

"*Key characteristics are those combinations of elements which help to give an area its distinctive sense of place. If these characteristics change, or are lost, there would be significant consequences for the current character of the landscape. Key characteristics are particularly important in the development of planning and management policies. They are important for monitoring change and can provide a useful reference point against which landscape change can be assessed. They can be used as indicators to inform thinking about whether and how the landscape is changing and whether, or not, particular policies – for example - are effective and having the desired effect on landscape character*."

It follows from the above that in order to assess whether landscape character is significantly affected by a development, it should be determined how each of the key characteristics would be affected. The judgement of magnitude therefore reflects the degree to which the key characteristics and elements which form those characteristics will be altered by the proposals.

Landscape value - considerations

Paragraph 5.19 of GLVIA states that "*A review of existing landscape designations is usually the starting point in understanding landscape value, but the value attached to undesignated landscapes also needs to be carefully considered and individual elements of the landscape- such as trees, buildings or hedgerows -may also have value. All need to be considered where relevant*."

Paragraph 5.20 of GLVIA indicates information which might indicate landscape value, including:

- Information about areas recognised by statute such as National Parks, Areas of Outstanding Natural Beauty;
- Information about Heritage Coasts, where relevant;
- Local planning documents for local landscape designations;
- Information on features such as Conservation Areas, listed buildings, historic or cultural sites;
- Art and literature, identifying value attached to particular areas or views; and
- Material on landscapes of local or community interest, such as local green spaces, village greens or allotments.

An assessment of landscape value is made based on the following factors outlined in Table 1 of the Landscape Institute's 'Technical Guidance Notes 02-21: Assessing landscape value outside national designations': natural heritage; cultural heritage; landscape condition; associations; distinctiveness; recreational; perceptual (scenic); perceptual (wildness and tranquillity); and functional.

In addition to the above list, consideration is given to any evidence that indicates whether the landscape has particular value to people that would suggest that it is of greater than Community value.

Viewpoints and Visual Receptors - considerations

A wide variety of visual receptors can reasonably be anticipated to be affected by the proposed development. Within the baseline assessment, the ZTV study and site visits are used to determine which visual receptors are likely to be significantly affected and therefore merit detailed assessment. In line with guidance (GLVIA, 3rd Edition, 2013); both representative and specific viewpoints may be identified to inform the assessment. In general, the majority of viewpoints will be representative – representing the visual receptors at the distance and direction in which they are located and of the type(s) that would be present at that location. The representative viewpoints have generally been selected in locations where significant effects would be anticipated; though some may be selected outside of that zone – either to demonstrate the reduction of effects with distance; or to specifically ensure the representation of a particularly sensitive receptor.

- The types of visual receptors likely to be included with the assessment are:
- Users of walking routes or accessible landscapes including Public Rights of Way, National and Regional Trails and other long distance routes, Common Land, Open Access Land, permissive paths, land held in trust (e.g. Woodland Trust, National Trust) offering free public access, and other regularly used, permitted walking routes;
- Visitors to and residents of settlements;
- Visitors to specific valued viewpoints;
- Visitors to attractions or heritage assets for which landscape and views contribute to the experience; and
- Users of roads or identified scenic routes.

Visual receptors are grouped for assessment into areas which include all of the routes, public spaces and homes within that area. Groups are selected as follows:

- Based around settlements in order to describe effects on that that community – e.g. a settlement and routes radiating from that settlement; or
- An area of open countryside encompassing a number of routes, accessible spaces and individual dwellings; or
- An area of accessible landscape and the routes within and around it e.g. a country park; and
- such that effects within a single visual receptor group are similar enough to be readily described and assessed.

With the exception of specific viewpoints, each route, settlement or location will encompass a range of possible views, which might vary from no view of the development to very clear, close views. Therefore, effects are described in such a way as to identify where views towards the development are likely to arise and what the scale, duration and extent of those views are likely to be. In some cases, this will be further informed by a nearby viewpoint and in others it will be informed with reference to the ZTV, aerial photography and site visits. Each of these individual effects are then considered together in

order to reach a judgement of the effects on the visual receptors along that route, or in that place.

The representative viewpoints are used as 'samples' on which to base judgements of the scale of effects on visual receptors. The viewpoints represent multiple visual receptors, and duration and extent are judged when assessing impacts on the visual receptors.

For specific viewpoints (key and sometimes promoted viewpoints within the landscape), duration and extent are assessed, with extent reflecting the extent to which the development affects the valued qualities of the view from the specific viewpoint.

Visual Receptor Sensitivity – typical examples

	High	Medium	Low
National/International	1	4	8
Local/District	2	5	8
Community	3	6	9
Limited		7	10

1) Visitors to valued viewpoints or routes which people might visit purely to experience the view, e.g. promoted or well-known viewpoints, routes from which views that form part of the special qualities of a designated landscape can be well appreciated; key designed views; panoramic viewpoints marked on maps.
2) People in locations where they are likely to pause to appreciate the view, such as from local waypoints such as benches; or at key views to/from local landmarks. Visitors to local attractions, heritage assets or public parks where views are an important contributor to the experience, or key views into/out of Conservation Areas.
3) People in the streets around their home, or using public rights of way, navigable waterways or accessible open space (public parks, open access land).
4) Users of promoted scenic rail routes.
5) Users of promoted scenic local road routes.
6) Users of cycle routes, local roads and railways.
7) Outdoor workers.
8) Users of A-roads which are nationally or locally promoted scenic routes.
9) Users of sports facilities such as cricket grounds and golf courses.
10) Users of Motorways and A-roads; shoppers at retail parks, people at their (indoor) places of work.

Preparation and use of Visuals

The ZTVs are used to inform the field study assessment work, providing additional detail and accuracy to observations made on site. Photomontages may also be produced in order to assist readers of the assessment in visualising the proposals, but are not used in reaching judgements of effect. The preparation of the ZTVs (and photomontages where applicable) is informed by the Landscape Institute's Technical Guidance Note 06/19 'Visual Representation of development proposals' and SNH 'Visual Representation of Wind Farms Best Practice Guidance' (both the 2007 and 2017 editions).

The following points should be borne in mind in respect of the ZTV study:

- Areas shown as having potential visibility may have visibility of the development obscured by local features such as trees, hedgerows, embankments or buildings.

A detailed description of the methods by which ZTVs and visualisations are prepared is included in **Appendix 4**.

In addition to the main visualisations, illustrative views are used as appropriate to illustrate particular points made within the assessment. These are not prepared to the same standard as they simply depict existing views, character or features rather than forming the basis for visualisations.

Cumulative Assessment

Cumulative assessment relates to the assessment of the effects of more than one development. A search area from the proposal site (typically of a similar scale to the study area) is agreed with the planning authority. For each of the identified cumulative schemes agreement is reached with the Planning Authority as to whether and how they should be included in the assessment.

Developments that are subject to a valid planning application are included where specific circumstances indicate there is potential for cumulative effects to occur, with progressively decreasing emphasis placed on those which are less certain to proceed. Typically, operational and consented developments are treated as being part of the landscape and visual baseline. i.e. it is assumed that consented schemes will be built except for occasional exceptions where there is good reason to assume that they will not be constructed.

The cumulative assessment examines the same groups of landscape and visual receptors as the assessment for the main scheme, though different viewpoints may be used in order to better represent the likely range of effects arising from the combination of schemes. The assessment is informed by cumulative ZTVs as necessary, showing the extent of visual effects of the schemes in different colours to illustrate where visibility of more than one development is likely to arise. Cumulative wirelines or photomontages may also be prepared.

In addition, the effects on users of routes through the area, from which developments may be sequentially visible as one passes through the landscape are also considered, if appropriate. This assessment is based on the desk study of ZTVs and aerial photography, and site visits to travel along the routes being assessed.

In relation to landscape and visual cumulative assessment, it is important to note the following:

- For each assessed receptor, combined cumulative effects may be the same as for the application scheme, or greater (where the influence of multiple schemes would increase effects, or where schemes in planning other than the application scheme would have the predominant effects).
- For each assessed receptor, incremental cumulative effects may be the same as for the application scheme, or reduced (where the influence of other schemes in planning would be such that were they consented and considered to be part of the baseline, the

incremental change arising from the addition of the application scheme would be less).

- Subject to the distance and degree of intervening landform, vegetation and structures there may be no cumulative effects.

The way in which the assessment is described and presented is varied depending on the number and nature of scenarios which may arise. This variation is needed in order to convey to the reader the key points of each assessment. For example, the three different cumulative combinations that may arise for an assessment in which there are two existing undetermined applications each can be assessed individually. A situation in which there are 10 applications cannot reasonably be assessed in this way and the developments may need to be grouped for analysis.

Residential Amenity

Paragraph 6.17 of GLVIA, 3rd edition notes that:

"*In some instances it may also be appropriate to consider private viewpoints, mainly from residential properties…. Effects of development in private property are frequently dealt with mainly through 'residential amenity assessments'. These are separate from LVIA although visual effects assessment may sometimes be carried out as part of a residential amenity assessment, in which case this will supplement and form part of the LVIA for a project. Some of the principles set out here for dealing with visual effects may help in such assessments but there are specific requirements in residential amenity assessment*"

The guidance also notes that:

"In respect of private views and visual amenity, it is widely known that, no one has 'a right to a view.' This includes situations where a residential property's outlook / visual amenity is judged to be 'significantly' affected by a proposed development, a matter which has been confirmed in a number of appeal / public inquiry decisions."

It is important to note:

"Judgements formed in respect of Residential Visual Amenity should not be confused with the judgement regarding Residential Amenity because the latter is a planning matter. Nor should the judgment therefore be seen as a 'test' with a simple 'pass' or 'fail'.

… The final judgement regarding effect on Residential Amenity … requires weighing all factors and likely effects (positive as well as negative) in the 'planning balance'."

The guidance notes that many appeal decisions in which residential visual amenity is considered relate to wind farms. Wind farms are unusually tall developments with a greater chance that they could have such an effect. Most forms of development are unlikely to cause effects of such a high magnitude to render a property an unattractive place in which to live unless in very close to the property and occupying a large proportion of views.

Residential properties closest to the site are viewed on site and from aerial photography to consider whether a residential amenity assessment is required. Where such an assessment

is required, it is provided as an appendix to the LVIA and in accordance with the guidance provided in LI TGN 02/2019.

Appendix 4 Visualisations and ZTV Studies

ZTV Studies

ZTV studies are prepared using the ESRI ArcGIS Viewshed routine. This creates a raster image that indicates the visibility (or not) of the points modelled. LDA Design undertake a ZTV study that is designed to include visual barriers from settlements and woodlands (with heights derived from NEXTMAP 25 surface mapping data). If significant deviations from these assumed heights are noted during site visits, for example young or felled areas of woodland, or recent changes to built form, the features concerned will be adjusted within the model or the adoption of a digital surface model will be used to obtain actual heights for these barriers. In this instance 2m resolution LiDAR data has been used to include buildings and vegetation in the ZTV model.

The model is also designed to take into account both the curvature of the earth and light refraction, informed by the SNH guidance. LDA Design undertake all ZTV studies with observer heights of 2m.

The ZTV analysis begins at 1m from the observation feature and will work outwards in a grid of the set resolution until it reaches the end of the terrain map for the project.

For all plan production LDA Design will produce a ZTV that has a base and overlay of the 1:50,000 Ordnance Survey Raster mapping or better. The ZTV will be reproduced at a suitable scale on an A3 template to encompass the study area.

Ground model accuracy

Depending on the project and level of detail required, different height datasets may be used. Below is listed the different data products and their specifications:

Product	Distance Between Points	Vertical RMSE Error
LiDAR	50cm – 2m	up to +/- 5cm
Photogrammetrically Derived Heights	2m – 5m	up to +/- 1.5m
Ordnance Survey OS terrain 5	5 m	up to +/- 2.5m
NextMap25 DTM	25 m	+/- 2.06m
Ordnance Survey OS terrain 50	50 m	+/- 4m

Site-specific topographical survey data may also be used where available.

Photomontages and Photowires

Verified / verifiable photomontages are produced in seven stages. Photowires are produced using the same overall approach, but only require some of the steps outlined below.

1) Photography is undertaken using a full frame digital SLR camera and 50mm lens. A tripod is used to take overlapping photographs which are joined together using an industry standard application to create a single panoramic image for each viewpoint.

These are then saved at a fixed height and resolution to enable correct sizing when reproduced in the final images. The photographer also notes the GPS location of the viewpoint and takes bearings to visible landmarks whilst at the viewpoint.

2) Creation of a ground model and 3D mesh to illustrate that model. This is created using NextMap25 DTM point data (or occasionally other terrain datasets where required, such as site-specific topographical data or Photogrammetrically Derived Heights) and ground modelling software.

3) The addition of the proposed development to the 3D model. The main components of the proposed development are accurately modelled in CAD and are then inserted into the 3D model at the proposed locations and elevations.

4) Wireline generation – The viewpoints are added within the 3D CAD model with each observer point being inserted at 1.5m above the modelled ground plane. The location of the landmarks identified by the photographer may also be included in the model. The view from the viewpoint is then is then replicated using virtual cameras to create a series of single frame images, which also include bearing markers. As with the photographs, these single frame images are joined together using an industry standard application to create a single panoramic image for each viewpoint. These are then saved at a fixed height and resolution to ensure that they are the same size as the photographs.

5) Wireline matching – The photographs are matched to the wirelines using a combination of the visible topography, bearing markers and the landmarks that have been included in the 3D model.

6) For the photomontage, an industry standard 3D rendering application is used to produce a rendered 3D view of the proposed development from the viewpoint. The rendering uses materials to match the intended surface finishes of the development and lighting conditions according to the date and time of the viewpoint photograph.

7) The rendered development is then added to the photograph in the position identified by the wireline (using an image processing application) to ensure accuracy. The images are then layered to ensure that the development appears in front of and behind the correct elements visible within the photograph. Where vegetation is proposed as part of the development, this is then added to the final photomontage.

In accordance with the guidance provided in Landscape Institute Technical Guidance Note 06/19, visualisations prepared to the technical methodology set out in below. The photowires and photomontages prepared in support of the TVIA will adhere to the Type 3 visualisation specification as surveyed locational accuracy is not generally necessary but image enlargement, to illustrate perceived scale, would be appropriate.

Technical Methodology

Information	Technical Response
Photography	
Method used to establish the camera location	Aerial photography in ESRI ArcGIS along with GPS reading taken on site
Likely level of accuracy of location	Better than 1m
If lenses other than 50mm have been used, explain why a different lens is appropriate	N/A
Written description of procedures for image capture and processing	See above
Make and type of Panoramic head and equipment used to level head	Manfrotto Levelling Head 338 and Manfrotto Panoramic Head MH057A5
If working outside the UK, geographic co-ordinate system (GCS) used	N/A
3D Model/Visualisation	
Source of topographic height data and its resolution	TBC
How have the model and the camera locations been placed in the software?	Georeferenced model supplied by architects Camera locations taken from photography viewpoint locations
Elements in the view used as target points to check the horizontal alignment	Existing buildings, infrastructure/road alignments, telegraph poles/street lighting/signage, field boundaries, LiDAR DSM
Elements in the view used as target points to check the vertical alignment	Topography, existing buildings
3D Modelling / Rendering Software	Civil 3D / AutoCAD / 3DS Max / Rhino / V-Ray

Appendix 5 National Planning Policy

The National Planning Policy Framework (NPPF, July 2021) makes clear that the purpose of planning is to help achieve sustainable development (Section 2), and that design (Section 12), and effects on the natural environment (Section 15) are important components of this.

Paragraph 11 sets out that in determining applications for development this means that developments which accord with an up-to-date development plan should be approved. Where the development plan is not fit for the purpose of determining the application, paragraph 11 directs that the permission should be granted unless *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole"* or "*the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan*". The areas or assets of particular importance in respect of landscape and visual matters referred to within the relevant footnote 7 are:

- Area of Outstanding Natural Beauty (AONB);
- National Parks including the Norfolk Broads;
- Heritage Coast.

The list also includes important habitats sites, irreplaceable habitats and / or designated as Sites of Special Scientific Interest; land designated as Green Belt or Local Green Space; designated heritage assets or heritage assets of archaeological interest; and areas at risk of flooding or coastal change.

Section 11 sets out considerations in 'Making Effective Use of Land' and notes in paragraph 124 that in respect of development density the considerations should include whether a place is well-designed and *"the desirability of maintaining an area's prevailing character and setting … or of promoting regeneration and change"*.

Section 12 sets out consideration in 'Achieving well-designed places' and indicates in paragraph 127 (Section 12) that decisions should ensure that developments:

"a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) …

Section 15 of the NPPF covers both ecological and landscape matters. Paragraph 170 requires that decisions should contribute by:

"a) protecting and enhancing valued landscapes, … (in a manner commensurate with their statutory status or identified quality in the development plan);

b) 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;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; …"

In respect of valued landscapes, paragraph 175 notes that planning policy should *"distinguish between the hierarchy of international, national and locally designated sites".* Paragraphs 176 – 178 require that:

"176. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

177. When considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development[60] other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

178. Within areas defined as Heritage Coast (and that do not already fall within one of the designated areas mentioned in paragraph 176), planning policies and decisions should be consistent with the special character of the area and the importance of its conservation. Major development within a Heritage Coast is unlikely to be appropriate, unless it is compatible with its special character."

Footnote 60 notes that *"whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined".*

Paragraph 85 requires decisions to ensure that *"…new development is appropriate for its location…"* including by limiting the impact of light pollution on local amenity and *"intrinsically dark landscapes".*

Planning Practice Guidance for Natural Environment, July 2019

This document is intended to explain the key issues in implementing policy to protect biodiversity, enhance green infrastructure and also contains a section on landscape. This section reiterates the policy set out in the NPPF, highlights the importance of identifying the special characteristics of locally valued landscapes and recommends the use of landscape character assessments.

With regards to National Parks, the Broads and AONBs, the guidance states that:

"Section 11A(2) of the National Parks and Access to the Countryside Act 1949, section 17A of the Norfolk and Suffolk Broads Act 1988 and section 85 of the Countryside and Rights of Way Act 2000 require that 'in exercising or performing any functions in relation to, or so as to affect, land' in National Parks and Areas of Outstanding Natural Beauty, relevant authorities 'shall have regard' to their purposes for which these areas are designated" (para 039). The same paragraph also requires consideration of the effects of development on the setting of AONBs.

The guidance also highlights that Natural England has published advice on Heritage Coasts. This guidance indicates that heritage coasts are *"managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors"* (para 043).

This document also provides guidance on green infrastructure, highlighting types of green infrastructure (para 004) and the benefits which they provide (005), including achieving well-designed places as "green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty" (para 006).

Planning Practice Guidance for Design: process and tools, October 2019

The guidance should be read alongside the National Design Guide and sets out the characteristics of well-designed places and demonstrates what good design means in practice. The guidance indicates that good design relates to 10 characteristics:

- context
- identity
- built form
- movement
- nature
- public spaces
- uses
- homes and buildings
- resources
- lifespan

In respect of the determining applications and the relationship between a proposal and the surrounding context, the guidance notes that:

"permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions …"

National Design Guide, January 2021

The guidance sets out characteristics of '*beautiful, enduring and successful places'* that reflect the *'Government's priorities and a common overarching framework'* and provides cross references to the National Planning Policy Framework.

The guidance indicates that *'context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments'*.

In respect of context, the guidance indicates a positive sense of place and further notes that well-designed places are:

- based on a sound understanding of the features of the site and the surrounding context, using baseline studies as a starting point for design
- integrated into their surroundings so they relate well to them
- influenced by and influence their context positively; and
- responsive to local history, culture and heritage.

The guidance indicates that identity *'or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together… Local character makes places distinctive.'*

In respect of identity, the guidance further notes that well-designed places, buildings and spaces:

- have a positive and coherent identity that everyone can identify with…;
- have a character that suits the context, its history…;
- are visually attractive…

The guidance indicates that nature *'contributes to the quality of a place, and to people's quality of life, and it is a critical component of well-designed places.'* Natural features include *'natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water'*.

In respect of nature, the guidance further notes that well-designed places:

- integrate existing and incorporate new natural features into a multifunctional network that supports quality of place
- prioritise nature so that diverse ecosystems can flourish to ensure a healthy natural environment that supports and enhances biodiversity
- provide attractive open spaces in locations that are easy to access
-

Appendix 6 Extracts from Key Local Guidance Documents and Landscape Character Assessments

Landscape Architecture
Masterplanning
Ecology

hda

Surrey Landscape Character Assessment:

Runnymede Borough



April 2015

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ACKNOWLEDGMENTS

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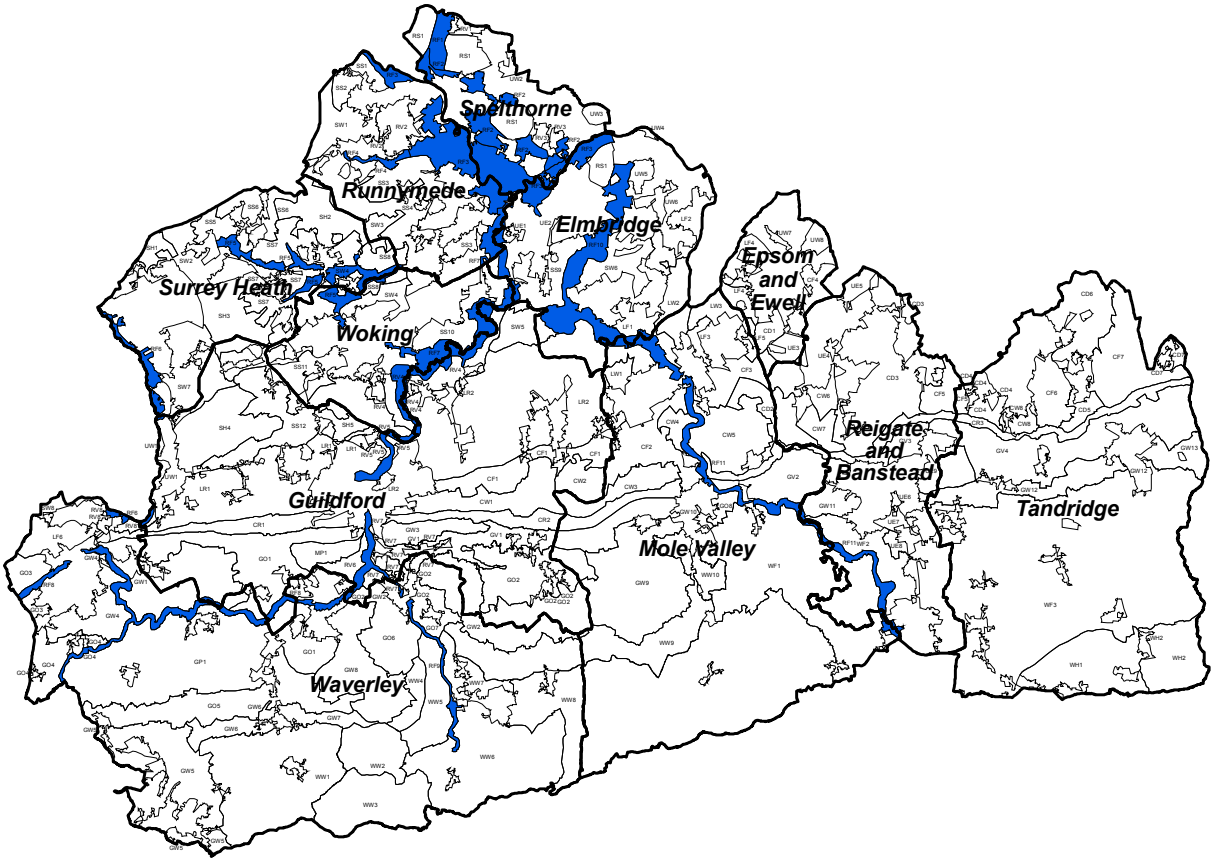
The work has been guided by Charmaine Smith of Surrey County Council, assisted by John Edwards of Surrey County Council, Simon Elson of Surrey County Council, and with the support of Officers from the Surrey planning authorities; Rod Shaw: Mole Valley District Council, Paul Newdick: Tandridge District Council, Sophie Benazon, Catherine Rose and Elizabeth Walker: Reigate and Banstead Borough Council, Matthew Ellis: Waverley Borough Council, Kay Richardson: Guildford Borough Council, Geoff Dawes: Spelthorne Borough Council, Richard Ford & Georgina Pacey: Runnymede Borough Council, Ernest Amoako: Woking Borough Council, Karol Jakubczyk: Epsom & Ewell Borough Council, and Clare Smith: Elmbridge Borough Council.

The Surrey Landscape Character Assessment 2015 incorporates parts of the Guildford Landscape Character Assessment prepared in January 2007 by Guildford Borough Council and Land Use Consultants, modified as appropriate.



LANDSCAPE TYPE RF: RIVER FLOODPLAIN

Landscape Character Areas

RF1	Colne River Floodplain*
RF2	Ash River Floodplain*
RF3	Thames River Floodplain
RF4	Northern Bourne River Floodplain
RF5	Windlebrook and Southern Bourne River Floodplain*
RF6	Blackwater River Floodplain*
RF7	Lower Wey River Floodplain
RF8	Upper Wey River Floodplain*
RF9	Wey and Arun Canal River Floodplain*
RF10	Lower Mole River Floodplain*
RF11	Upper Mole River Floodplain*

* These Character Areas are outside Runnymede Borough and therefore are not described in this document. See the Surrey Countywide document for these areas.

LANDSCAPE TYPE RF: RIVER FLOODPLAIN

Location and Boundaries

The River Flood Plain Landscape Type consists of low lying river terraces and valley bottoms following the courses of the rivers throughout the county. To the north, these include the wide floodplain of the Thames, along with associated tributaries including the Colne and Ash. The Wey and Mole have narrower floodplains snaking south towards the southern corners of the county. Boundaries are generally determined by the edge of the floodplain, as defined by the Environment Agency's Flood Zone 2, which equates to land having between 1 in 100 and 1 in 1000 annual probability of river flooding. The boundaries are generally taken to the nearest recognisable identifiable feature such as field boundaries and roads, however in some limited instances, such as where there are no nearby recognisable features on the ground, the boundaries follow a contour.

Key Characteristics

- Low lying level areas of flood plain situated on alluvial deposits.
- Presence of water in the form of rivers, with channels, open water bodies and drainage ditches.
- Pastoral land use often with meadows grazed by cattle.
- In character areas to the north, in particular the Thames River Floodplain (Area RF3), there are significant internal and surrounding urban influences including Built Up Areas, roads and utilities.
- character areas to the south of the Thames, have few buildings apart from those associated with the river, such as mills and lock keepers cottages, plus some encroachment by large industrial units in urban areas. There is a rich ecology with areas of wetland, unimproved meadows, riparian woodland and ditch line willows.
- Historical defence lines with associated World War II structures.
- Historic importance of the Wey Navigation built in the 17th century and central to the development of Guildford, now owned by the National Trust and designated as a Conservation Area.

- River floodplain character areas are also important for preserved underlying archaeology. Evidence for early settlement has been found on the terrace gravels of the valleys of the Thames, Colne, Blackwater and Wey.
- The River Mole forms the dramatic 'Mole Gap' which cuts through the North Downs of the Surrey Hills AONB and is bounded by Box Hill to the east and Norbury Park to the West.
- The Wey and Mole have a peaceful semi-enclosed landscape with a largely secluded, rural ambience enlivened in some instances by the movement and colour of boats navigating the waterways.

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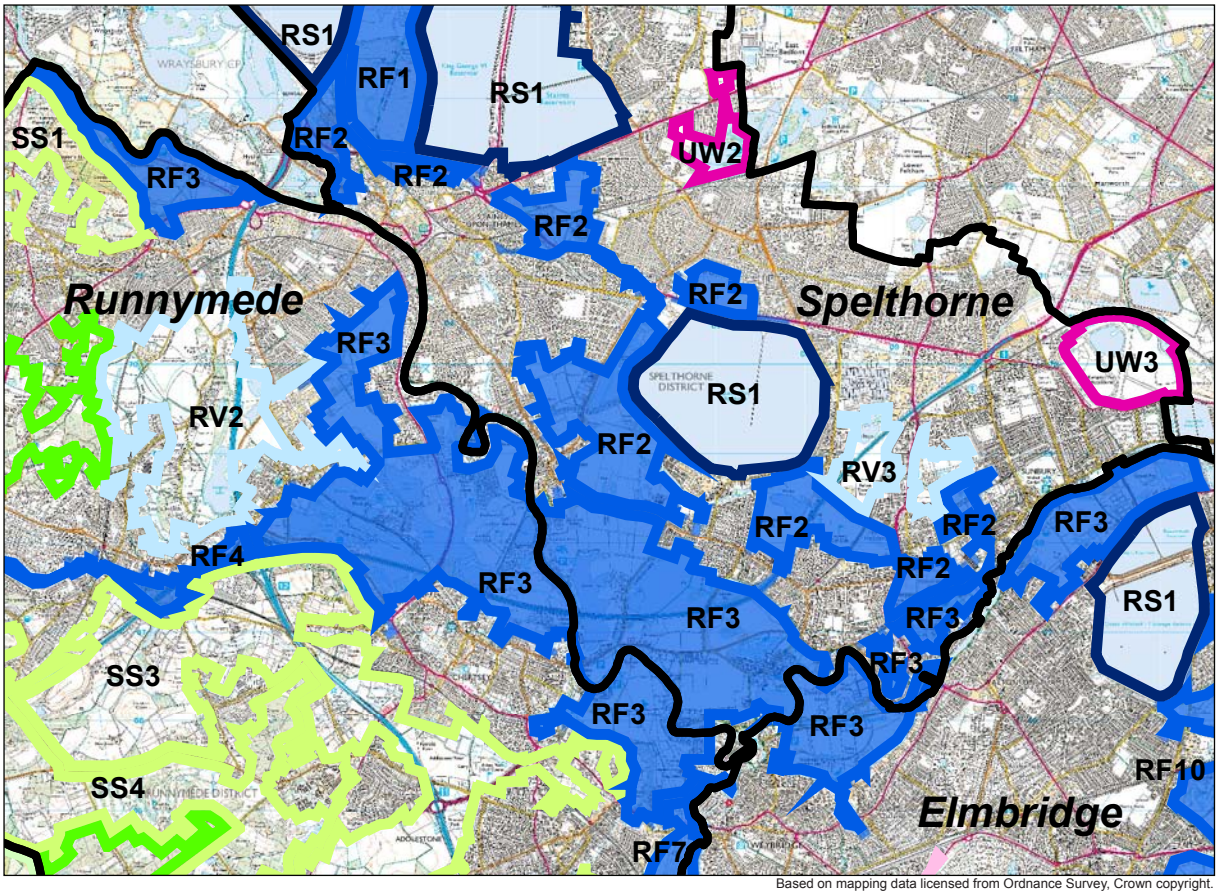

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RF3: THAMES RIVER FLOODPLAIN

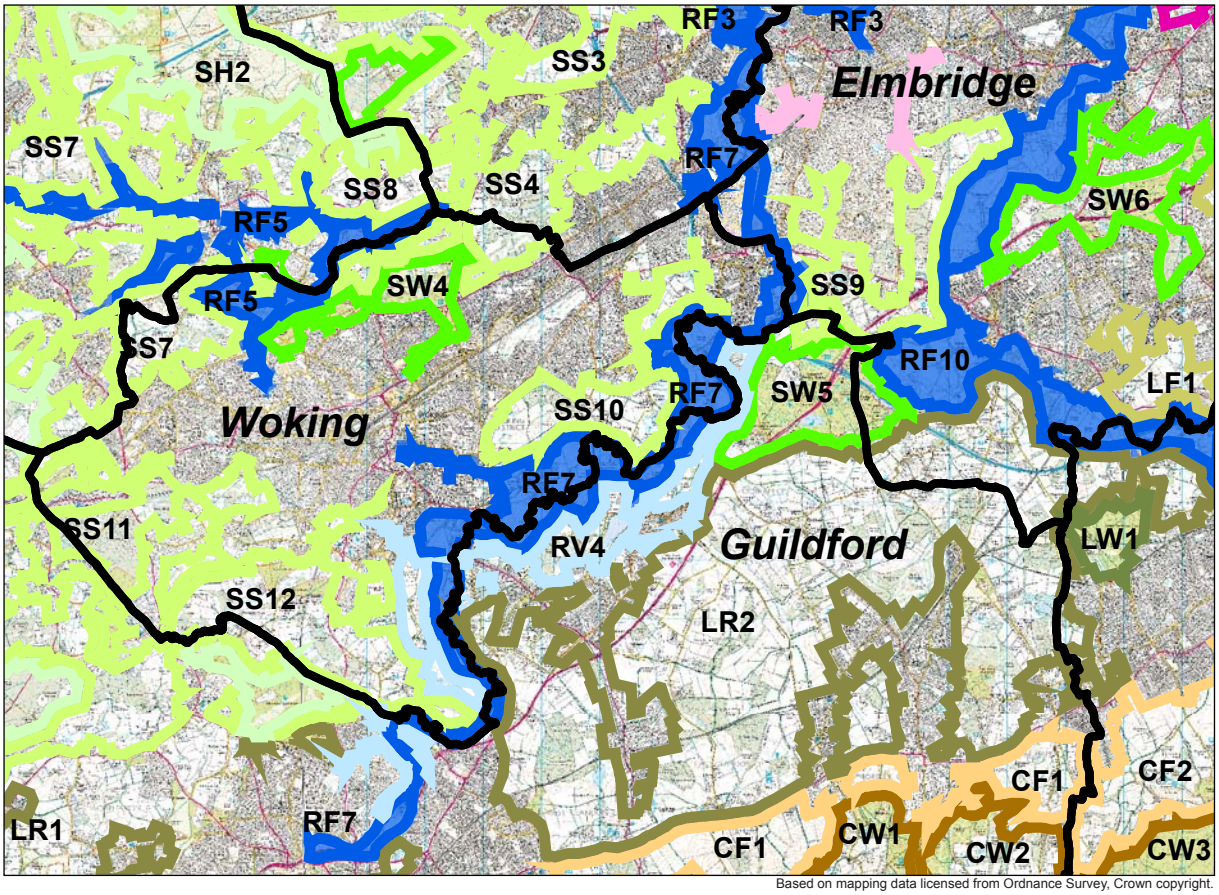
Location and Boundaries

The Thames River Floodplain is a relatively broad character area stretching across the northern part of the county from north of Egham to West Molesey. The character area is made up of four areas, with the eastern and western ends of the character area separated by settlement. The boundary of the character area broadly follows the edge of the flood zone, and where possible is taken to nearby easily recognisable features such as roads or field boundaries. The character area extends to settlement boundaries beyond the floodplain in places, to form a logical boundary.

Key Characteristics

- Underlain by London Clay Formation Clay, Silt and Sand, Claygate Member Sand, Silt and Clay, and Bagshot Formation Sand solid geology, with alluvium, silt, and gravel superficial deposits.
- Flat, low lying, wide floodplain of the Thames valley, surrounded by Built Up Areas. Adjoins a number of other floodplain character areas associated with Thames tributaries, including the River Ash, River Wey and River Mole.
- Significant parts of the character area are dominated by large lakes formed from gravel workings. Remaining land includes an irregular pattern of pasture, horse paddocks, occasional arable fields and horticulture, as well as light industry, and recreational uses such as golf. There are occasional riverside meadows, including a significant area of common land at Runnymede in the western end of the character area. The River Thames itself forms a small part of the character area. Small tree groups line the Thames in places, but tree cover across the character area in general is very limited.
- Relatively open, with some long distance views, particularly across large water bodies towards surrounding settlement.

- Major roads, elevated above the floodplain cross through the character area, including a significant stretch of the M3 motorway. A network of other roads criss-cross the character area linking settlements beyond.
- The Thames Path National Trail runs along or near the River Thames, and connects with a number of other public rights of way across the character area, although there are some areas with limited formal public access.
- There are scattered villages and hamlets, some quite significant in size, across the character area, such as at Dockett Eddy , and an area of park homes at Penton Park, along with other urban influences such as light industrial works and utilities buildings, mobile homes and marinas, recreation buildings and the Thorpe Park theme park complex.
- The western end of the character area, associated with historically significant Runnymede, is registered as Common Land. The character area contains Shepperton Conservation Area, and small parts of Laleham, Chertsey, and Thorpe Conservation Areas. It is adjacent to Lower Halliford Conservation Area. There are scheduled monuments west of Runnymede Bridge, at Chertsey Abbey and at Laleham Burway. Part of the Laleham Burway meadow was a famous venue in the 18th century.
- Oatland Park, a Grade II registered park is sited on the escarpment between Walton and Weybrige and overlooking the Thames floodplain. The historic park includes the 18th century lake, the Broad Water which was designed to look as if it was part of the River Thames.
- There are numerous ecological designations across the character area, in particular Sites of Nature Conservation Importance covering the lakes, designated for their wildfowl habitat and wet meadow. St. Ann's Lake, to the south-east of Thorpe is designated as a Ramsar, Special Protection Area and Site of Special Scientific Interest. Important for a number of alluvial grassland SSSIs. Dumsey Meadow and Chertsey Meads area remnants of the original Thameside grazing meadows
- The Wey Navigation Conservation Area and associated locks links with the Thames character just adjacent to this character area.
- There are a few areas isolated by lakes and waterways where there is a degree of remoteness, but most of the character area has limited tranquillity due to internal and surrounding urban influence including Built Up Areas and roads. The River Thames does however exert a strong influence on the character of the area, adding colour and interest to its immediate environs, for instance, the pastoral meadows at Runnymede, attractive river islands and moorings.



RF7: LOWER WEY RIVER FLOODPLAIN

Location and Boundaries

The Lower Wey River Floodplain extends northwards from Guildford until it reaches the Thames. The boundary of the character area broadly follows the edge of the flood zone, although it is taken to nearby easily recognisable features in places. This stretch of the Wey is outside the Surrey Hills AONB.

Key Characteristics

- Flat, low lying flood plain of the River Wey, underlain by Bagshot Formation Sand, and London Clay Formation, Silt and Sand solid geology, with superficial Alluvium deposits.
- Presence of the River Wey in multiple channels, streams and open water bodies and the River Wey Navigation with its locks and towpath.
- A largely pastoral landscape, including meadows grazed by cattle. Includes other uses along its length, such as golf courses, sewage works, former quarry workings and the disused airfield at Brooklands.
- Irregular small to medium fields enclosed by ditches with ditch lined trees or by rural fences. There are blocks and belts of alder woods along the river plus willows and pollards lining the ditches. Occasional small areas of ancient woodland.
- Views at the southern and northern-most ends of the character area are enclosed by the adjoining Built Up Areas, but within the central part of the character area there are more distant views over the pastoral flood plain, except where the river is enclosed by riparian woodland.
- Very sparse settlement of a few farmsteads, buildings associated with the river and Wey Navigation, and occasional industrial buildings.
- The A3 road passes through the southern end of the character area. Elsewhere, rural lanes cross the river on small stone bridges but there is little road access overall.

- A triangle of railway lines cross the northern part of the character area. Byfleet and New Haw station on the Waterloo to Woking line is within the character area and Weybridge railway station, on the same line, is within walking distance of the character area. The elevated section of the M25 skirts the character area just to the west of the station.
- The character area is well served by public rights of way, including the Wey Navigation Long Distance Path, which are part of the varied leisure use of the character area including walking, boating and cycling.
- The ruins of Newark Priory form an important landmark in the level landscape of the flood plain, and there are several scheduled monuments associated with the river, such as Woking Palace moated site, fish ponds and ruins at Oldhall Copse. The character area contains a number of Conservation Areas including Brooklands, Ockham Mill, Wey and Godalming Navigations and Sutton Park. Significant lengths along the character area are designated as Sites of Nature Conservation Importance, including Roundbridge Farm with its drains, hedges and river banks, and acid grassland at Brooklands.
- This is a generally peaceful, pastoral landscape with a secluded, rural ambiance with views across water meadows to historic buildings such as chapels, churches and the Newark Priory. Human influences and glimpses of surrounding Built Up Areas temper the sense of remoteness.

LANDSCAPE TYPE RF: RIVER FLOODPLAIN EVALUATION AND GUIDANCE

EVALUATION

Key positive landscape attributes

The key positive features that contribute to the character of the area and that should be conserved and enhanced are:

- Peaceful, often secluded, pastoral landscapes, along meandering watercourses of the Mole, Wey and canals, contrast with the suburban and urban character of The Thames and its tributaries.
- Wide river valleys associated with their meandering watercourses.
- Dramatic landscape along the River Mole where it cuts through the downs.
- Riparian vegetation and land use, such as waterside meadows, wet woodland (eg Alder), varied grassland and occasional marsh of biodiversity interest.
- River Wey, River Wey Navigation, restored sections of the Wey and Arun Canal, River Mole, and multiple channels and waterbodies.
- Areas of intact pattern of ditches with ditchline willows.
- Often grazed by cattle, particularly the Upper Wey River Floodplain (Area RF8).
- Largely unsettled, undisturbed ambiance with woodland belts screening development on the edges of the area particularly directly to the south of Guildford.
- Historic pattern of development and infrastructure linked to the waterways, particularly infrastructure of the Wey Navigation and restored parts of the Wey and Arun Canal (locks and connected buildings).
- Rural roads with narrow stone bridges.
- Attractive islands, moorings and riverside settlement within the Thames River Floodplain area
- Setting to the historically significant Runnymede.
- Provides amenity space for urban areas within the northern part of the County and major settlements of Dorking and Guildford though which they flow.
- Provides recreation opportunities for rural access through the river valleys.

Forces for change/sensitivities/pressures

Past change

- Decline in active management of meadows and pasture on the floodplain and conversion to improved grassland.
- Fragmentation and decline of agricultural holdings.
- Extensive gravel extraction with restoration to open water.
- Encroachment by scrub into meadows.
- Lack of pollarding and loss of boundary willows.
- Introduction of horse grazing.
- Abandonment and infilling of the Wey and Arun Canal.
- Impact of development in adjacent areas.
- Encroachment of development on to valley floor.
- Development of transport corridor along River Mole through gap in the North Downs.
- Urbanisation and fragmentation within more urban areas to the north of the County.

Future potential forces for change

- Decline in active or traditional management of meadows and pastures.
- Decline in active or traditional management of meadows and pastures.
- Further fragmentation of agricultural land.
- Loss of over-mature willows and field trees.
- Pressure for intensification of horse grazing with further horse paddocks and consequent subdivision of fields and installation of shelters.
- Pressures for tourism/leisure infrastructure, including that generated from continuing restoration of the Wey and Arun Canal, which would affect the peacefulness of the character area.

- Pressures for development at the margins of the area, particularly near Guildford, Godalming, Farnham, Bramley, Cranleigh, Leatherhead and Dorking, where views of development would affect the rural, secluded character of the flood plain and from adjacent high level topography.
- Pressure for further development within the Thames and Blackwater floodplains.
- Potential for intensification of transport related activity along the River Mole where it forms a corridor through the downs.
- Pressure to upgrade rural roads and replace narrow stone bridges due to increase in traffic.
- Activities around sand and stone extraction in the Thames and Ash floodplains, and restoration of landscape.
- Abstraction, or reduced rainfall patterns creating more frequent water shortages throughout river catchment area.
- Increasing pressure for urbanisation of areas to the north of the County and along river valley sides.
- Intense rainfall patterns causing rivers to rise suddenly.
- Schemes to alleviate flood risk.

GUIDANCE

Landscape Strategy

The strategy for River Floodplain is to conserve the rural, secluded areas of landscape with its river channels, pastures, wetlands and woodland, along with historic infrastructure and buildings associated with the Wey Navigation and the Wey and Arun Canal, and resist further development within the Thames and Blackwater floodplains. Elements to be enhanced are the management of the pastures, woodlands and ditchline willows associated with the river corridors, and continued restoration of the Wey and Arun Canal.

Landscape Guidelines

Land Management

- Encourage landowners to maintain an appropriate management regime using traditional farming techniques, to conserve and enhance key landscape features such as relatively small-scale irregular field pattern, hedgerows and hedgerow trees, ditches and ditchline willows, meadows and wetlands.
- Conserve and enhance the waterside meadows and pastures with cattle grazing management, and resist the improvement of grasslands and drainage schemes which could disturb the characteristic landcover, vegetation or adversely affect ecological value.
- Protect the course of the Wey and Arun Canal to allow full restoration.
- Restoration and enhancement of worked out gravel pits. This character area type coincides with the Surrey's Rivers and Thames Valley biodiversity opportunity areas.
- Enhance A24 landscape through the Mole Gap. This area coincides with the Surrey's Rivers and North Downs biodiversity opportunity areas with potential to enhance or link together areas of high biodiversity in these areas.
- Promote strategies for the Thames and Blackwater floodplains avoiding inappropriate increase in development.
- Conserve and enhance the natural corridor and the rural setting of the Rivers Wey, Mole and Blackwater, particularly where they extend through urban areas. Ensure physical and biodiversity links to river valley character areas (Type RV) are maintained.
- Seek to ensure infrastructure associated with horses is sympathetic to the landscape character, e.g. sensitively designed fencing, and resist intensification of paddocks within the area.
- Conserve, enhance and restore riparian woodland, the stock of individual field and riverbank trees, and the blocks and bands of woodland at the edge of the area that screen development.
- Promote traditional woodland management techniques with local landowners and the farming community.
- Encourage sustainable and multi-purpose woodlands and the use of locally appropriate species such as willows, alder and oak trees.

- Seek to conserve and enhance the distinctive low key, rural character of leisure facilities such as the North Downs/Pilgrims Way, the Downs Link, the Wey Navigation towpath, Mole Gap Trail and other public footpath/bridleways or cyclepaths which cross the area, through the encouragement of appropriate surfacing, materials and signage.
- Seek appropriate siting of facilities and new access links for leisure and tourism through visitor management to support appropriate levels of circulation and movement patterns of different user groups.
- Encourage conservation of historic landscape pattern of meadows and waterways, and understanding of underlying archaeology.

Built Development

- Ensure any new development is sensitively sited and designed with, scale, form and detailing, including materials, which conserve the historic character and settlement pattern of the area. Refer to Surrey design guides; Surrey Design (Surrey Local Government Association) and Building Design in the Surrey Hills (Surrey Hills AONB) where rivers flow through the greensand hills and chalk downs.
- Retain the largely undisturbed, rural character of the Wey and Mole valleys.
- Avoid any development on the course of the Wey and Arun Canal which would hamper full restoration.
- Avoid intensification of transport related development along the River Mole where it forms a corridor through the downs.
- Avoid inappropriate increase in development within the Thames and Blackwater floodplains.
- Avoid the location of any new large mass or bulky structures where overly visually intrusive on this character area. Subject any development to rigorous landscape and visual impact assessment, site carefully, and design to minimise impact and integrate with the rural context.
- Encourage the continuing provision of suitable native boundary tree belts to existing adjacent large scale development to reduce adverse impact on this sensitive character area and reduce glare and mass from long-distance viewpoints.
- Resist potential mineral workings on the plateau adjoining the Upper Wey River Floodplain (Area A2) which could adversely affect the landscape character
- Promote appropriate scale and form of boundary treatment to avoid negative visual impact of inappropriate boundaries on the rural character of the flood plain.
- Encourage the retention of woodland planting that screens settlement and roads adjacent to the area and consider additional planting to screen existing or new development that intrudes in rural views.
- Conserve the rural roads and small bridges minimising small-scale incremental change such as signage, fencing or improvements to the road network or bridges which would change their character.
- Resist urbanisation of roads through encouraging appropriate surfacing of existing pavements, enhancing the immediate landscape setting and ensuring minimum clutter.
- Ensure that lighting schemes are assessed for visual impact and encourage conservation of the existing ‘dark skies’ in the largely unsettled floodplain.
- Promote the use of traditional or rural signage features with particular regard to local style and materials.

north 0 0.5 1 1.5 2 2.5 3 km

KEY

Surrey District/Borough boundaries

Character Areas (as labelled e.g. 'RF1')

Landscape Types:

- CD: Chalk Down with Woodland
- CF: Open Chalk Farmland
- CR: Chalk Ridge
- CW: Wooded North Down
- GO: Open Greensand Hills
- GP: Wooded Greensand Plateau
- GV: Greensand Valley
- GW: Wooded Greensand Hills
- LF: Rolling Clay Farmland
- LR: Wooded Rolling Clayland
- LW: Clay Woodland
- MP: Mudstone Plateau
- RF: River Floodplain
- RS: Reservoirs
- RV: River Valley Floor
- SH: Sandy Heath and Common
- SS: Settled and Wooded Sandy Farmland
- SW: Sandy Woodland
- WF: Low Weald Farmland
- WH: Wooded High Weald
- WW: Wooded Low Weald
- UE: Distinct Areas on the Edge of Urban Areas
- UW: Significant Greenspaces Within Urban Areas

Runnymede

Spelthorne

Surrey Heath

Woking

Elmbridge

CLIENT:
Surrey County Council & Surrey Hills AONB Board

PROJECT:
Surrey Landscape Character Assessment

TITLE:
Runnymede Character Areas

SCALE:
1:45,000 at A3

DATE:
April 2015

595.1 / 517 A

Figure 17

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JULY 2021



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planning and urban design

Runnymede
BOROUGH COUNCIL

APPENDIX 2: CHARACTER TYPES AND GUIDANCE

The borough's built up areas share many common patterns of growth and development. Broadly and consistently defining the key features of the built up areas, the guide defines five different character types within the built up areas of Runnymede, and identifies the typical characteristics of each one (see Part A2.2 and Standard 1).

1a. Urban Centre

The urban centres in the main towns include the recognised commercial and retail town centres and extend beyond this along the main roads that lead to them.

Character

- historic core in main centres;
- buildings are adjoining, defining the streets;
- linear high street reflecting historic development of through routes;
- compact, fine grain, well defined streets and spaces, particularly designed for large numbers;
- varied roof forms;
- generally 2-4 storeys, but mixed heights;
- mix of building styles, including evidence of origins and historic growth;
- burgage plots; deeper than they are wide, and
- parking to the rear of the high streets.

Whilst the character of these places can be defined through these attributes, the urban centres also have common functions that define them:

- identifiable cluster of retail, commercial and civic services serving a settlement;
- civic activity and enhanced maintenance and management (e.g. display boards, floral displays, street furniture);
- landmark buildings likely to be present; and
- focus for transport services including on and off-street parking.

1b. Chertsey Revitalisation Area

The area between the historic centre and the railway station is a distinct part of Chertsey's town centre.

Character

- presence of large commercial offices fronting main roads, geometric footprints with surface parking.
- roads and cars dominate; subordinate routes overwhelmed by through traffic; noisy, and
- strong connections to older residential areas to east and south, but traffic infrastructure remains dominant (Bell Bridge Road).

Addlestone urban centre

Egham urban centre

Chertsey urban centre

Figure ground: Egham Town Centre showing how the high street character is reinforced by continuous building frontages.

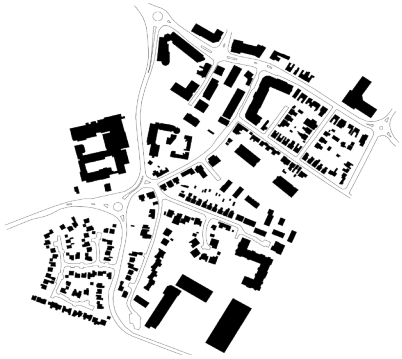


Figure ground: Chertsey Revitalisation Area showing larger office buildings and small scale residential defining clear street edges.

2. Formal suburban

Much of Runnymede's housing was built in the early-mid 20th Century. Typically, it has a homogeneous feel, with house types and architecture being of a single era and consistent style. There are subtle variations within this depending on the exact period - so Woodham differs from the housing surrounding Egham - but the character is similar.

There are also differences depending on the geographic location within the borough or the actual settlement, such that it is possible to identify contextual influences on the formal suburban housing. Therefore, there are three sub-categories of the category:

- town - within the settlement as part of a wide area of residential development;
- landscape - within a residential area, but influenced by the landscape encroaching into it. Typically on the edge of settlements where the topography is more varied or water is more prominent, e.g. along the Bourne;
- river - residential areas shaped by the proximity to water, either directly adjacent to it, or because of its location on transport networks that are shaped by it. The proximity to water may be perceived to elevate the status of the residential area.

2a. Formal suburban (town)

Housing areas within Runnymede's main settlements tend to have a homogeneous character even though it was built over a time frame from the late Victorian to early post war period. The largest grouping of residential areas are characterised by their location within these settlements.

Character

- generally built before 1970;
- residential dwellings facing the street in parallel in terraces or semi-detached formations, but close together on small or average size plots;
- commonly regular streets with a geometric or ordered pattern;
- streets end in streets; connected;
- enclosed front gardens, sometimes including parking and driveways;
- high levels of homogeneity in type of dwelling (age, form, height, mass);
- often two storeys, usually with front gardens and boundary walls or fences;
- rear elevations face one another;
- domestic / residential scale;
- highways with pavements, and
- traditional materials (brick, stone, render, pebble dash).

2b. Formal suburban (landscape)

The edges of settlements often have typical residential areas that are evidently influenced by the surrounding landscape context. This is the case on the southern edge of Ottershaw, the northern edge of Englefield Green and in Virginia Water.

Character

- generally built after 1960;
- residential dwellings facing the street in semi-detached or detached formations, but loosely grouped on larger than average plots;
- streets less well defined by buildings; more open; buildings set back but visible;
- greater evidence of trees and greenery influenced by a more distinctive setting (e,g, rising land, settlement edge); sense of space and width;
- commonly regular streets with a geometric or ordered pattern, or gentle curves, but with secluded cul-de-sacs;
- enclosed or open front gardens, including off-street parking and driveways;
- generally two storeys;
- grander residential scale, and
- traditional materials (brick, stone, render, pebble dash)

2c. Formal suburban (riverside)

The desire to live close to water is demonstrated within Runnymede, particularly stretched along the Thames, especially around Egham and Hamm Court.

Character

- generally built between 1920 and 1970;
- main streets run parallel to the river, influenced by its course; short streets or cul-de-sacs elsewhere;
- plot sizes and orientation are influenced by proximity to river (e.g. riverside buildings face the river, backs face the main road);
- clusters of buildings defined by association with river / river based uses;
- homogeneous suburban feel to buildings not river fronting;
- two storeys (sometimes one), usually with front gardens and boundary walls or fences;
- enclosed front gardens, sometimes including parking and driveways;
- moderate levels of homogeneity in type of dwelling (age, form, height, mass);
- domestic / residential scale, lower than average density, and
- traditional materials (brick, stone, render, pebble dash).

Figure: The Crescent, Egham showing how consistent building frontages can create irregular shaped perimeter blocks.

Figure: In Englefield Green the buildings relate more informally to the street creating a more villagey character.

Mayfield Gardens, Staines

21st Century development

Runnymede has had little development in the late 20th Century, but recent development pressure has resulted in several schemes that challenge the typical 'formal suburban' type by introducing denser and higher development.

Character

- non-traditional materials and colours, including modular;
- mix of traditional and non-traditional streets:
  - Bridge Wharf, Chertsey;
  - Hanworth Lane, Chertsey;
  - Strawberry Fields, Row Town;
  - Addlestone One;
  - Aviator Park, Addlestone;
  - Pine Court, Addlestone;
  - Victory Court Road / Pyle Close, Addlestone;
  - Queenswood Crescent, Englefield Green, and
  - St Ann's Park / Upper Way, Virginia Water.

Local Centres and notable shopping parades

Within the formal suburban areas are several small local centres that are broadly characteristic of the wider residential types, and designed to serve them. They are:

Englefield Green

- linear, terraced shopping parade echoing the character of surrounding residential areas; historic, late C19.

Virginia Water

- linear, terraced shopping parade in two parts linking to station, and
- western side echoes utopian English ideals of 1920s/1930s town and country living; post-war eastern side with recent development up to 6 storeys.

New Haw

- low rise, compact, terraced local centre reflecting 'garden city' type nature of surrounding residential areas, and
- low rise, compact terraced shopping street enclosing the wide street well.

Pooley Green, Ottershaw and Row Town

- functional terraces of local shops and services characteristic of the wider residential area .

Bridge Wharf, Chertsey

Row Town

Pooley Green

Englefield Green

3. Dispersed

The western side of the borough is less developed than the east. The wilder heath land to the south, the central wooded slopes and Windsor Great Park to the north has provided a rich environment for exclusive residential living, established early in the 20th Century on the Wentworth Estate.

Character

- low density housing in dispersed arrangements of detached dwellings in large plots off adopted or estate roads;
- plots not necessarily adjacent, but interspersed with more open areas;
- privately landscaped, managed environments distinct from more naturalistic country roads;
- varied age, type and style of housing but rooted in early 20th Century villas / utopian country living; precedents for contemporary replacement of individual buildings;
- individual detached dwellings and groups of dwellings set in large private grounds, and
- roadside boundary treatments vary, but are infrequently natural and often landscaped.

Wentworth Estate

Wentworth Estate lies to the east of the A30 London Road in Virginia Water. It is an exclusive development of villas set on private roads around the Wentworth golf courses. Formerly a small country estate, the lands around it were accumulated during the 19th Century, and the estate was built out in the early 20th Century to a consistent style, though there was variety within the housing.

Part of the Estate is located in the Urban Area and part is within the Green Belt. The nature of the development and setting – very low density housing set in woodland -means that visually there is very little connection between either side of Wellington Drive which is one of the main routes running through the estate.

The Wentworth Estate Roads Committee (WERC) was set up to serve the interests of the residents by, 'maintaining this historic development's physical environment and unique charm'. The Committee has an independent planning process running parallel to Runnymede's planning process.

The WERC's expectations in respect of development are set out on their website.

- www.wentworthestate.org.uk

Englefield Green

Figure ground (dispersed): Parts of Englefield Green are much lower density with more dispersed buildings set in the landscape.

4. Commercial

Beyond the urban centres, pure commercial / industrial areas within Runnymede are fairly limited. The Causeway is the main area of large footprint commercial activity. There is no mix of uses here.

Away from here, there are small industrial and trading estates in Chertsey and Thorpe Industrial Estate between Thorpe village and Pooley Green / Thorpe Lea. Weybridge Business Park is off the main Weybridge Road between Addlestone and Weybridge.

- areas with a significant commercial or industrial element;
- includes business parks and industrial estates within or on the edge of, settlements;
- may include elements of residential and retail:
  - Fairfields, Chertsey;
  - Fordwater, Chertsey;
  - Weybridge Business Park, Addlestone;
  - The Causeway, Egham;
  - Thorpe Industrial Estate, and
  - Animal and Plant Health Agency HQ, Woodham

5. Institutions within the Green Belt

Runnymede has many establishments that exist either on the edge of settlements or within more open areas, all of them within the green belt. Development at these places will generally be restricted by the green belt designation.

Character

- campus style institutions;
- buildings generally clustered in wider landscaped grounds;
- often have a main building, possibly with a historic origin;
- large single user on a site beyond recognised settlements;
- site may include a single large building or multiple buildings within a landscaped, large single site;
- site may form one of many non-residential functions (e.g. educational, business), and
- public access largely limited or controlled.

Within the green belt (edge of settlement)

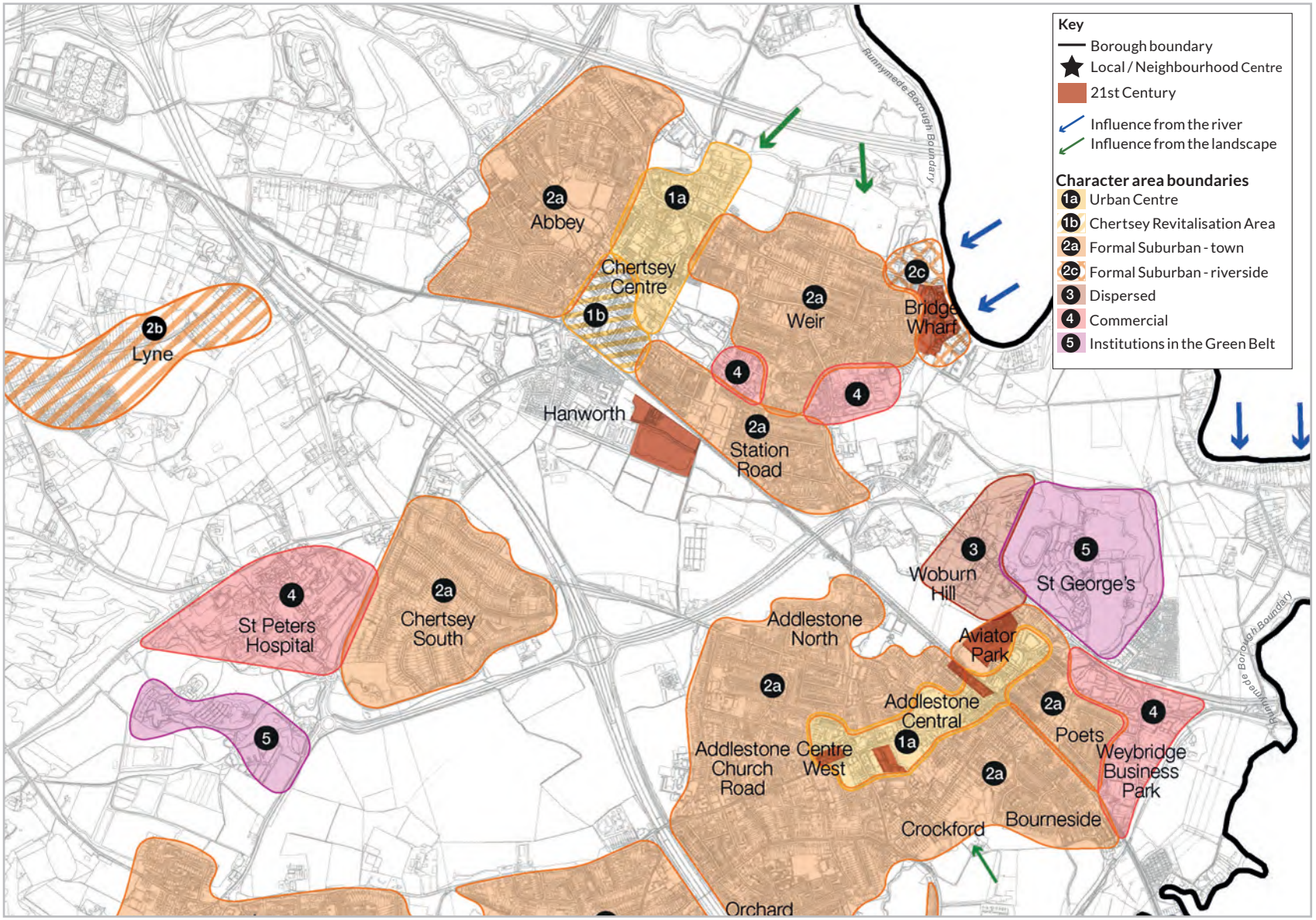
- RHUL, Englefield Green (two sites);
- Rusham Park, Englefield Green;
- CABI, Englefield Green;
- St. Peter's Hospital, Chertsey South;
- Hillswood Business Park, Chertsey South;
- St. George's College, Addlestone;

Within the green belt (wider countryside)

- ACS School, Englefield Green;
- Longcross House (and estate);
- Ottershaw Park Estate;
- Thorpe Park and Lakes;
- Great Fosters, Stroude;
- Utilities: Sewage Treatment Works (Thorpe), Water Works (Chertsey);
- golf courses: Foxhills, Queenswood.

Figure ground (commercial): The Causeway, Egham comprises large footprint commercial buildings that sit together as a loosely arranged group.

TILE 2 - CHERTSEY , CHERTSEY SOUTH AND LYNE



Appendix 7 Study Area and Viewpoint Agreement

From: Christine Ellera <[redacted]>
Sent: 31 March 2022 11:21
To: Joseph Daniels <[redacted]>
Cc: Nick Green <[redacted]>
Subject: RE: Weybridge Business Park - View point locations

Morning Joseph,

Thanks for sending this across. Some initial comments:

The proposed views are positioned on quite a "granular" map and so if the below comments are based on misinterpretation of their actual position then apologies (I'm not able to cross reference X and Y coordinates on our mapping system). I think we first need to understand the angles of these views and what they will be looking to capture, as effectively we have two sites here. The focus of our discussions has always been on the large "100" building given its prominence but there is also a need to consider the "200" buildings across the road. Currently the building located on the northern side of Addlestone Road is of quite a discreet form, hidden behind some fairly dense woodland. There is nothing in the submission to indicate that the proposed approach for the 200 buildings would be to have a greater "presence" within the estate and we would expect the TVIA to demonstrate this.

In that context it would be useful if, following the below comments, the agreed views document is updated to be on a clearer map or a higher resolution aerial view, with view angles identified.

Overall, the views are well considered. Given the form and scale, officers anticipate that any potential impact will likely be focused on understanding any short and mid distance views. Whilst the document looks to cover the latter quite well, especially if geared towards building 100, short distance views need to be refined:

<u>Overall</u>

- I'm not sure if view 7 is in the right location, it would depend on what it is trying to capture in turns of the *potential* views of building 100 or that of the 200 buildings behind the woodland belt, this needs to be clarified - this possibly could be done as a wireline
- It is also difficult to tell if View 8 is in the right location or if the view needs to be "closer" to understand the visual impact for pedestrians and limited vehicles approaching from the east- I would suggest it needs to be opposite/ by the houses referred to as Star Bourne/White House and it maybe two different angle views will be necessary in this

location to capture potential views of both 100 and 200. – this would need to be a verified/AVR

Building 100- all verified/AVR

- A further view near No. 6 is needed, when approaching from Link Road, this is the key and main view of building 100 when approaching off the main road network, (view 6 is useful as it shows it in the wider context but will not be a view which many will experience due to the one way system entering and exiting the estate).
- A view from the south along Hamm Moor Road should be provided as it will assist in assessing the visual impact for pedestrians approaching the site via crossing the railways bridge/ cutting across from the Wey navigation, it will also assist in understanding the building in the context of the wider more industrial area and assessing the visual prominence of any acoustic fence.

Building 200

- The views need to be considered to capture potential visual impact from the main road, some form of wire line along Weybridge Road when approaching from the east (closer than view 10) is needed.
- A view from where the redline of the "site" cross the road is also necessary, verified/AVR.

Views 1, 2 and 3 can be scoped as part of any TVIA, view 4 potentially could be a wireline and views 5 and 9 should be AVRS.

I'm about to log off work for the week, but any issues/ queries happy for your landscape team to call to me direct to discuss next week,

Kind Regards

Christine Ellera MRTPI | Assistant Development Manager | Runnymede Borough Council

[redacted] **| [preferred contact** [redacted] **]**

Appendix 8 Figures