

APPENDIX 6.D Rev A - VISUAL EFFECTS TABLE

Please Note: Changes to the Original Appendix 6.D contained within the ES are highlighted as tracked changes below.

Formatted: Font: Bold, Italic

Key:

<i>Magnitude of Change</i>		<i>Significance of Effect</i>	
HA	High Adverse	SUBA	Substantial Adverse
MA	Medium Adverse	MODA	Moderate Adverse
LA	Low Adverse	SLIA	Slight Adverse
NDC	No Discernible Change	NEGL	Negligible
LB	Low Beneficial	NONE	None
MB	Medium Beneficial	SLIB	Slight Beneficial
HB	High Beneficial	MODB	Moderate Beneficial
		SUBB	Substantial Beneficial

<i>Receptor reference (most relevant photo viewpoint ref in brackets)</i>	<i>Location (and nature of receptor)</i>	<i>Sensitivity</i>	<i>Nature and principal visible part of development</i>	<i>YEAR 0 (Winter)</i>		<i>YEAR 10 (Summer)</i>		<i>Description and comments</i>
				<i>Magnitude of change</i>	<i>Significance of effect</i>	<i>Magnitude of change</i>	<i>Significance of effect</i>	
1	Properties on Thurnham Lane; including Fancy Row, Claymore, Fairways, Oaklands, Woodside, Thurnham House, West View, Ivy Dene, Stonecross, Pentrich (Estimated 13 – 16 properties)	High	Western perimeter; principally the landscape framework proposals	MA	MODA	LA	MODA - SLIA	Elevated views eastwards across the western portion of the site (north of the rail line) from properties on the eastern side of Thurnham Lane. Views restricted from ground floor windows from some of the properties. The existing views encompass the arable farmland within the site, the M20 motorway and more oblique view towards the higher North Downs scarp slopes. The proposed development would incorporate a significant landscape buffer to this aspect of the site comprising mounding and woodland planting to form an effective visual screen to the immediate built development beyond. This mounding and planting would largely conceal views (note: the closest building would be set/cut relatively low into this area) of the proposed buildings, hard surrounds and rail sidings enclosure (and in turn screen the M20 motorway) without obscuring distant views to the North Downs beyond. Distant views to the very highest parts of the Intermodal cranes would initially be possible from first floor windows though even these would be largely screened in the longer term by the maturing of the proposed woodland planting.
2	Elevated properties at Bearsted to the west of The Green (including off Windmill Heights)	Medium and High	Development in the west and central parts of the site including intermodal cranes	MA -LA	MODA/SLIA	MA/LA	MODA/SLIA	Elevated and partial views towards the centre and western parts of the proposed development from a relatively limited number of properties within Bearsted (on the west facing higher slopes to the west of The Green). Existing views encompass this settlement in the foreground and the North Downs beyond. The M20 motorway may be partially visible from some properties. The nature of the potential views to the proposed development would vary between properties at this location (subject to the extent of existing available views) with some properties experiencing distant views to the intermodal area and larger units and others with distant and very restricted glimpses to the intermodal cranes only. It should be noted that the vast majority of properties within Bearsted would have no views to the proposed development.
3	Works/ employment uses off Forge Lane (including Grange House and Forge House (no views))	Low	Western perimeter; principally the rail sidings enclosure, landscape framework proposals and highest parts only of unit in the west of the site	LA	SLIA/NDC	LA	SLIA/NDC	Restricted views from the upper floor of 2 storey unit(s) through existing rail side vegetation to the western extent of the site. Views to the upper parts of the rail sidings enclosure and potentially the unit (s) in the west of the site would be filtered by the existing rail side vegetation. Additional new planting and mounding incorporating the revised sidings enclosure (with green roof and set into the landform) would assist in time in concealing views to the highest parts of the building units beyond. Where the revised sidings enclosure is visible this would incorporate a planted/ green wall (where practicable and space permits) and a green roof. The majority of the employment or other properties at this location would however be screened by the existing intervening buildings and the rail side embankment and planting and consequently would have no views to the proposed development.

Deleted: beyond the sidings enclosure

Deleted: , though this would not assist in screening the sidings enclosure itself.

4	Properties on Fremmins Road and Mallings Drive (Estimated up to 30 properties – majority limited/ oblique views)	Medium and High	Rail sidings enclosure, perimeter landscape framework in centre of site and highest parts only of the development in centre and west.	HA - NDC	SUBA - SLIA	HA - NDC	SUBA - SLIA	Varying views from properties in this location towards the proposed development. Many of the properties on these roads would not experience any views to the proposals (principally those properties located on the lower lying land, in the east and south east and screened by intervening properties, the landform and the rail embankment). For the more elevated properties with views, the revised rail sidings enclosure and the very highest parts of the built development proposals and intermodal cranes beyond would be potentially visible. For those properties with views northwards towards the development, the principal component in these views would be the revised rail sidings enclosure. Along this part of the site the revised enclosure design would incorporate a planted/ green wall (where practicable and space permits) and a green roof. This would be visible to differing degrees beyond the existing rail embankment (with some existing filtering planting on the southern side of the embankment). The nature of the existing rail embankment and associated mature planting and the localised ridge of land (extending along the access track to Barty Farm) to the east form localised visual barriers to assist in screening and limiting views in these directions. The significance of visual effects would vary (based upon potential extent of view from each individual property) up to substantial adverse; though it is predicted that for most of those properties with any views of the proposed development, the effects would be moderate adverse to reflect the more restricted nature of the views.
5	Properties on Roundwell (Estimated up to 8 No.)	Medium and High	Any views would potentially comprise the rail sidings enclosure, perimeter landscape framework and the highest parts of the Intermodal cranes and units within the central area of the site.	MA - NDC	MODA - SLIA	LA - NDC	SLIA - NEGL	It has been assessed (reviewed with cross sectional analysis) that the majority of these properties at this location would only have potentially limited views eastwards towards the very highest parts of the development and the boundary landscape proposals lining the locally elevated access track to Barty Farm/ Glenrowan House. By moving built development away and eastwards from Barty Farm in the revised scheme the potential views would be further limited, with only the very highest parts of Unit E potentially visible for any properties with views at this location. Existing mature trees to the rail side and embankment would equally form an effective screen to the rail sidings enclosure and built development to the north of the rail line (though this has been difficult to verify given access limitations). Limited and restricted views to the very highest parts of the Intermodal cranes may be possible from some of the properties and would result in an at worst moderate adverse effect for those properties with the clearest views.
6	Barty Farm, Glenrowan House and End Cottage(s) (Estimated 4 No.)	High	Central area between properties and Crismill Road	HA	SUBA	HA/ MA	SUBA / MODA	These properties would experience close clear views to the east and south east towards the proposed development. Limited views may also be possible towards the north. The existing properties include mature garden and tree planting both within and surrounding their boundaries. This would assist in filtering and screening some views to the proposed development and would be reinforced with further landscape framework proposals. The resultant visual effects would however be substantial adverse due to the proximity of the built development and the loss of surrounding views and trees. The revised scheme has moved the built development a significantly greater distance away from these properties (ie to the east) and created space to incorporate tree planting and landscape proposals to screen the proposed development. In due course, these proposals would be effective in limiting direct views from the properties to the built development.
7	Barty House	High	Perimeter landscape framework and central area (western unit only)	MA	SUBA/MODA	MA/LA	MODA/SLIA	Filtered views would be possible from eastern aspects of the property towards the proposed built development to the north of Common Wood. Conservation of perimeter mature planting and woodland and trees within and to the north of Common wood would maintain the mature setting of the property. The restricted views would result in slight to moderate adverse effects which would reduce over time with the maturing of the proposed additional intervening planting. The revised scheme has moved the built development away from this property and confirmed that the existing intervening planting and trees would be conserved as part of the proposals.
8	Commonwood House	High	Central area south of rail line.	MA	SUBA/MODA	MA/LA	MODA/SLIA	This property occupies an elevated position within mature woodland (Common Wood). The existing woodland provides effective filtering and screening of views northwards towards the proposed development. The conservation and retention of the woodland and a significant landscape area on the lower lying land immediately to the north of the property would assist in mitigating and screening views to the proposals. Built development would however be visible through the woodland and landscape framework proposals and would result in a moderate adverse effect. This would reduce over time and in the summer months. The revised scheme has moved the built development away from this property and confirmed that all of the existing intervening planting and trees would be conserved as part of the proposals.

9	The Oast House, Crismill Lodge and Crismill Cottage (all on Crismill Road)	High	Perimeter landscape framework and central area	HA/MA	SUBA/MODA	MA/LA	MODA/SLIA	These properties have existing elevated views (filtered by boundary and nearby trees) to the north that encompass the M20 motorway, farmland, woodland and the North Downs beyond. Incorporation of a significant landscape swathe (combining conserved and new tree and woodland planting) would provide an effective visual screen to the majority of the built development in this direction. Screen and temporary fencing would be incorporated into these landscape proposals to assist in the initial screening of the built development where this is required. Longer distance views to the North Downs would be maintained in the short/medium term yet these could be screened in the longer term by the maturing of the woodland framework planting close to the properties. This would also indicate the effective screening of the built development (including the intermodal cranes) from the receptors. Initially some views towards the intermodal cranes and built unit would be possible from at least one of the properties. <u>Significantly, the revised scheme has moved the built development away from these properties, reduced the building platform level by 7 metres and conserved all of the intervening mature trees and woodland (including The Belt). This would represent a noticeable improvement in visual terms for all of these properties.</u>
10	Works unit(s) on Crismill Road (including Gymnastics unit)	Low	Perimeter landscape framework and central area	MA/LA	SLIA	MA/LA	SLIA	Existing views from the unit(s) are screened in part by perimeter close board fencing. <u>Conservation of The Belt and the trees and woodland in the immediate vicinity of this property coupled with the built development being sited significantly further from it would improve the nature of the visual effects.</u> Additional screen fencing would be installed and structure planting undertaken as part of the proposed development to reinforce this screening where necessary.
11	Woodcut Farm and Little Woodcut	High	Eastern area, including perimeter landscape framework and built development.	HA	SUBA	MA	MODA	Clear elevated views would be possible from these two properties eastwards across the eastern extent of the proposed built development. Existing views are dominated by the M20 motorway and junction 8, with farmland in the foreground and the North Downs scarp beyond. The proposed built development would largely obscure views towards the motorway traffic without screening views to the scarp slopes and woodland beyond. Woodland planting proposals to the development boundary would provide some screening and filtering of lower level views in the medium and longer term.
12	Wynchmore and The Phoenix (Note: Views not possible from the adjacent properties, Woodcut Cottage, Pylegate)	Medium/High	Eastern area, including perimeter landscape framework and built development.	LA	SLIA	LA	SLIA	These two properties sit back a little from the access road (and minor landform ridge) that extends from the A20 to Woodcut Farm. Unlike the Farm and Little Woodcut, this limits views from within their boundaries towards the built development to the east. No views would be possible towards the development to the north and west. It is predicted that views from within the property buildings themselves to the proposed development would not be possible, yet that they would from the front gardens. These existing views include the M20 motorway.
13	Chestnuts (and adjacent garage/business)	High	Eastern area, including perimeter landscape framework and built development.	HA/MA	SUBA/MODA	MA	MODA	This property includes significant mature planting to its boundary and within the garden and it is generally orientated towards the A20. The proposed development would incorporate a balancing pond with surrounding landscape and planting proposals to the west of the property, with further landscape and planting areas to the north and east of the property. Views to the proposed built development units beyond these areas would be possible and would result in a substantial/moderate adverse impact. This would however reduce over time with the maturing of the perimeter planting proposals.
14	Pine Lodge Touring Park (and RP Van Centre)	High/Low	Eastern area, including perimeter landscape framework and built development.	LA	SLIA/NEGL	NDC	NEGL	The touring park is located on the lower lying land of a minor tributary valley that falls to the south. Views would potentially be possible from within the park to the closest small business units, proposed within the site. However, from within other parts of the Park no views would be possible to the proposed development. The entrance and reception building sits close to the A20 but is set down below the level of the road, which in conjunction with existing boundary planting screens views northwards towards the site.
15	White Heath (NOTE: EXCLUDED – NOW FORMS PART OF THE PROPOSED SITE).							

Deleted: MA /HA

Deleted: s

Deleted: Some mature trees and vegetation to the north and west of the unit(s) would be removed to facilitate the development and this would open up any available views to the north and west of the units

16	Scattered properties and receptors at and near Leeds (Note: this does not include Leeds Castle, which does not have views of the site or proposed development)	High-Low	Eastern area, including perimeter landscape framework and built development.	NDC/LA	NEGL	NDC/LA	NEGL	Very limited and distant views from outlying locations (potentially including scattered properties) towards the south eastern extent of the development. Any discernible views would not result in any significant visual effects. The rolling nature of the landform and mature planting between the A20 and Leeds ensures that there would be no views from the majority of locations in this direction. The effective extent of the ZVI is defined by the minor ridgeline that lies between Old Mill Farm and the A20. The significance of the effects for any receptors with views would be negligible.
17	Properties at Thurnham and Cobham Manor (Limited number)	Medium/High	Western area (western most unit)	NDC/LA	SLIA/NEGL	NDC/LA	SLIA/NEGL	Significantly restricted and partial views would be possible from a small number of locations/properties with existing views to the south of the M20 motorway. However, the majority of properties at these locations would have no views to the proposed development. Those with any views would only see the highest parts of the built development in the north west of the site from the mid scarp slopes. It is important to note the very effective visual screening provided by the localised ridgelines and mature woodland immediately to the north of the M20 motorway (see also Ref 26 for Pilgrims Way). There would be no clear expansive views from these receptors to the proposals and any potential changes in views would be at worst, low adverse resulting in negligible or slight adverse effects.
18	Elevated properties to north east of Detling (Limited number)	Medium and High	Western area	NDC/LA	SLIA/NEGL	NDC/LA	SLIA/NEGL	Very limited, distant and oblique views from only a small number of the most elevated properties (2 or 3) would potentially be possible. The intervening landform and woodland form effective visual barriers. The magnitude of visual change and potential visual effects for any availability views would be negligible or at worst slight adverse.
19	Right of Way	High	Western area including landscape framework/ corridor	MA	SUBA/MODA	LA	MODA/SLIA	The nature of the views from these routes would change significantly. Presently the routes extend across a large open arable field with little landscape structure, planting or enclosure. The M20 motorway is dominant in these views though the North Downs scarp and woodland are visible beyond. The realigned route through the proposed development would be set within the landscape framework proposals and would pass through woodland and grassland habitats and alongside new waterbodies and wetlands. Built development units would be clearly visible from the routes yet they would be set beyond the new landscape proposals. The north-south route between Water Lane and the properties on Fremlins Drive would extend through a strategic landscape corridor (generally 100-200 metres wide) with significant new water bodies. Consequently, although the nature of the views would change significantly there would be (particularly in the longer term) a number of visual benefits from the varied nature of the landscape and habitat proposals, which would replace a large open arable field with little existing vegetation. Towards Fremlins Drive the route would pass beneath the rail sidings and enclosure and through the existing rail embankment underpass. <u>The sidings enclosure would comprise a green roof and walls.</u>
20	Right of Way	High	Central area including units, intermodal area and landscape framework	HA	SUBA	HA	SUBA	Views from this right of way (between Roundwell and the M20 subway) would change significantly. Close clear views to the proposed built development, including the Intermodal area would be possible and would result in a high adverse level of visual change. To the south of the rail line the diverted route would extend through a new landscape area (incorporating <u>the diverted watercourse</u> , woodland, wetlands and grassland areas) <u>and alongside an internal development road. The diverted route would follow this road through The Belt and over the rail line before connecting back to the existing alignment at the M20 subway. The nature of the views would change significantly along this route from the new more enclosed views of the diverted watercourse and habitats to the views of the intermodal area alongside the motorway.</u>
21	Right of Way	High	Perimeter landscape framework and central area	LA	MODA/SLIA	LA/NDC	SLIA	A broad conserved landscape swathe would be maintained immediately to the north of this right of way. This would include Common Wood and a mature tree belt. The clearest views from this route would occur close to its junction with Roundwell, where views through to the built unit(s) in the centre of the site would be filtered by this conserved mature planting. Common Wood and the nature of the landform would effectively screen the proposed development as the route extends eastwards. <u>The revised scheme has moved the built development away from this right of way.</u>

Deleted: a

Deleted: between the rail line and the M20 motorway the route would extend along a narrower landscape corridor. This would adopt screen fencing and hedgerow and tree planting to mitigate the most adverse potential effects and to create a safe and secure route

Deleted: .

22	Right of Way (Crismill Road)	High	Perimeter landscape framework and central area	HA/MA	SUBA/MODA	MA	MODA/SLIA	Views of the development would be possible from this right of way. The clearest views from the route would be possible from north of Crismill Cottage and the existing employment units on the lane (Receptor Refs 9 & 10). Between these existing properties and the rail overbridge the nature of the views would change. Conservation of The Belt and Crismill Shaw and the introduction of new woodland and hedgerow planting would however, maintain much of the mature character of the immediate landscape and would maintain an effective screen and filter views to the proposed development from the route. Some views would nevertheless still be possible to the building units beyond and to the intermodal area with closer view possible to the development access road and bridge. T.
23	Right of Way (Woodcut Farm access)	High	Eastern area, including perimeter landscape framework and built development	LA	SLIA	LA	SLIA	Limited views towards the proposed development in the eastern parts of the site from this right of way (access track) leading towards Woodcut Farm. Views would only be possible from a short section of this route and would be similar to those experienced by the adjacent properties (See Ref 12). No views would be possible towards the built development to the north or west.
24	Right of Way (South of the A20)	High	Eastern area, including perimeter landscape framework and built development	LA	MODA/SLIA	LA/NDC	SLIA	Views from a short section of footpath north towards the south eastern area of the proposed development (up to Woodcut Farm). Existing views extend northwards towards the North Downs scarp but are dominated by the traffic on the A20 and M20. Views are also possible towards the service area (limited) and the caravan park. The proposed development would form a significant component in the views from the footpath yet would conceal the motorway traffic without obscuring views beyond to the highest scarp slopes.
25	North Downs Way	High	Western and eastern extents; very limited to the central area. No extensive site areas visible.	LA	MODA/SLIA	LA/NDC	SLIA	Views southwards from the North Downs way to the proposed development are relatively limited. Two particular points are worth noting in relation to potential views from this receptor. Firstly, from many sections of the route (which lies approx 2km + to the north of the site) no views towards the proposed development would be possible due to either the intervening topography or location of the route within mature woodland. The sections of the route from which views would potentially be possible are shown on the Visual Impact Assessment plan and are limited along the route. The other notable factor is that the site generally sits low within the existing landscape and beyond a visually significant series of intervening localised ridgelines (extending towards the motorway and site from the higher scarp slopes) and areas of mature woodland. This has the effect of screening large areas of the site from this receptor and dividing ('breaking up') the site (where visible) into a number of different areas. The proposed development would not be clearly visible either in its entirety or as a dominant component from this receptor. In particular the majority of the central and eastern parts of the site are effectively screened by the ridgelines and woodlands between (and including) Langham Wood and Snarkhurst Wood. Where the proposed development is visible in part, it would be perceived set down within a mature woodland setting with existing settlement beyond and would include glimpses of the motorway and CTRL. <u>A suitably recessive and non reflective colour and coating would be used on the roofs of the units which would be the main visible components of the proposed development from this receptor.</u> Overall, the visual effects from the short section of the route with the clearest views would be moderate/ slight adverse and it should be noted and confirmed on site that the actual extent of views to the proposed development from this receptor may differ significantly from that perceived or expected from simply reviewing a 2D plan.

Deleted: westwards over the central area

Deleted: beyond the limit of the adjoining existing properties (residential and employment).

Deleted: westwards

Deleted: significantly. Views from the track through the conserved hedgerow to The Belt (woodland to be removed) would be replaced with views across a new landscape area (including new woodland and grassland) to the built units in the central part of the site

Deleted: o the east the conservation of Crismill Shaw would maintain an effective screen in this direction with only a very limited view to the immediate building beyond.

26	Pilgrims Way (and Minor Road)	High	Western extent of western area	LA/NDC	SLIA/NEGL	LA/NDC	SLIA/NEGL	<p>It would be very difficult to discern any significant views towards the proposed development from this route. Very limited views to the proposed development in the north west of the site would be possible from points along the route between Thurnham and Cobham Manor. However, it is predicted that there would not be any discernible views from to the west of Thurnham or east of Cobham Manor (including the route through Broad Street to Hollingbourne). Very limited views to only the tops of the intermodal cranes may be possible from a position(s) along the route to the east of Cobham Manor, yet from the analysis undertaken this is not anticipated.</p> <p>The Pilgrims Way is very effectively screened by the mature woodland and localised ridgelines immediately to the north of the M20 motorway. Given that the Pilgrims Way runs along the mid scarp slopes (as opposed to the North Downs way on the highest slopes) the screening benefits of these existing landscape features is even greater than they provide from the North Downs way. Many of the visual notes outlined for the North Downs way (Ref 24) also apply to views from this receptor.</p>
27	Rights of Way (North of the M20 motorway – limited sections of routes leading up the slopes to the North Downs Way)	High	Western and eastern extents; very limited to the central area. No extensive site areas visible.	LA/NDC	SLIA	LA/NDC	SLIA/NEGL	<p>A series of rights of way extend across the North Downs scarp slopes between the M20 motorway and the crest of the scarp. From the majority of these there would be no views of the site or the proposed development, yet some (generally those on the higher slopes) would allow generally distant and restricted views to parts of the site/development. Again, as with other receptors to the north of the M20 motorway views to large parts of the development would not be possible and many parts of the site would not be visible from any of these rights of way. At worst the visual effects would be slight adverse.</p>
28	M20 motorway	Low / Medium	Section by section views to the eastern, central and western areas, including the perimeter landscape framework.	HA/MA	MODA	MA	MODA/SLIA	<p>The motorway extends along the northern boundary of the site across a series of cuttings and embankments (resulting from the landform variations of localised ridges extending down from the higher North Downs scarp slopes). This has the effect of both visually “compartmentalising” the site and screening parts of it.</p> <p>Perimeter woodland and structure planting and fencing along the boundary with the motorway would be adopted as part of the proposed development to mitigate and screen some of the views for vehicular users. However, some views towards the proposed development would remain possible for both east and west bound travellers. These views would include parts of the development in the east and west of the site with more limited views to the central area. Views to the container storage area within the inter modal facility would be largely screened by a combination of planting, mounding, screen fencing and (on site) retaining walls (as part of the internal highway proposals). However, views to the upper parts of the inter modal cranes would remain possible.</p> <p>In general, views for motorway users towards the proposed development would be brief and would comprise only part of the proposed development at any one time. Further effective screening and mitigation could be incorporated through agreement with the Highways Agency for proposals on highway land to the southern side of the motorway.</p>
29	A20 Ashford Road	Low	Eastern area, including perimeter landscape framework and built development	LA	SLIA	LA/NDC	NEGL	<p>Views towards the proposed development would be possible for road users between the Junction 8 connection (immediately to the south east of the site) and the Pine Lodge Touring Park. With the exception of a potential brief glimpses towards the proposed development from the road at the Tudor Park Hotel, no other views would be possible from the A20 Ashford Road. The nature of existing views over this relatively limited stretch of road (between Jct 8 and the Pine Lodge Touring Park) includes the M20 motorway and Junction 8 together with scattered settlement. The resultant visual effects would be negligible or slight adverse at worst. Creation of a high quality gateway development and environment could offer some beneficial visual effects to this immediate Junction 8 environment in the longer term.</p>
30	Water Lane	Low	Western area including landscape framework/ corridor	MA	MODA/SLIA	LA	SLIA	<p>No views to the proposed development would be possible from south of the rail line. Even for the 100 metres to the north of the rail line there would be no views to the proposed built development (though the rail/road bridge would be widened), as the road sits within a cutting enclosed by mature trees.</p> <p>From the more elevated section of the road towards the motorway underbridge views eastwards and westwards would be possible to units either side of the road. Significantly, views across the 100-200 metre wide strategic landscape corridor (including wetlands and woodlands) would also be possible and would occupy the foreground to the west. Views would change significantly yet would encompass both adverse and beneficial effects (See also Ref 18)</p>

31	Roundwell	Low	Perimeter landscape framework and central area (western unit only)	LA/NDC	SLIA/NEGL	NDC	NEGL	<p>The only point along this road where there would be potential views of the proposed development is at the low point in the road immediately to the south east of Barty House. Along this very short stretch of road there would be filtered and restricted views (through existing mature roadside and streamside vegetation) to the nearest building unit (approx 200 metres from the road).</p> <p>There would be no other views from this road towards the proposed development.</p>
32	Thurnham Lane	Low	Western and Intermodal area	LA	NEGL	NDC	NEGL	<p>There would be no close or clear views from this road to the proposed development. For the stretch of road to the west of the site and south of the M20 the site is effectively screened by the roadside properties and mature woodland and vegetation. From north of the M20, distant and restricted views towards parts of the development within the western and central areas would be possible from a short section of the road leading into Thurnham.</p>
33	The Green, Bearsted	High	Central area	MA	MODA	MA/LA	MODA/SLIA	<p>From the majority of The Green and the immediately surrounding roads, paths and properties, there would be no views of the proposed development. On the more elevated western side of The Green (leading towards Yeoman Lane) restricted and filtered views would however, be possible towards the highest parts of the built development in the central part of the site (to the west of Crismill Road) and to the highest parts of the Intermodal cranes. The central area is approximately 1 km from this receptor location.</p> <p>The visible extent of the built elements would be significantly restricted by the nature of the existing intervening buildings, landform and vegetation and would be seen against a backdrop of further mature woodland. The potentially extensive rooflines of the proposed development units would be visually "broken" (or interrupted) by these existing intervening features. Further visual screening would be provided in the medium and longer term as a result of the perimeter landscape proposals (notably along the localised ridge that follows the existing access track to Barty Farm). The highest parts of the building unit to the west of Crismill Road in this central part of the site would be seen from this elevated corner of The Green stretching beyond the existing intervening settlement and planting and beneath the conserved woodlands of The Belt and Crismill Shaw.</p> <p>The proposed development would not be seen against the skyline and would not obstruct more distant views beyond to the North Downs scarp slopes.</p>
34	North Downs AONB	High	Western and eastern extents; very limited to the central area. No extensive site areas visible.	LA	MODA/SLIA	LA	SLIA	<p>The proposed development sits beyond but close to the AONB designation. In terms of the potential visual effects upon the AONB, the proposed development would be visible from receptors located within the designation (as outlined in this schedule) and would have a potential effect upon the setting of the AONB. This description considers the latter.</p> <p>Although the site sits close to the boundary of the AONB, it does occupy a relatively enclosed and visually "compartmentalised" position in relation to the rising scarp landscape to the north of the motorway. In visual terms, the site is quite separate from these slopes. This is largely due to the localised undulating topography (comprising a series of ridgelines extending roughly south eastwards from the mid scarp slopes) and mature woodland (principally immediately to the north of the motorway) but also in part due to the strong linear influence of the motorway and CTRL embankments. The proposed development would not be seen or perceived as a whole from within the AONB. The western extent of the site and parts of the central area are relatively the most visible with the eastern extent the most enclosed from the north.</p> <p>The nature of the development (large scale employment units and Intermodal facility) is notably different from the character of the immediately surrounding settlement and landscape yet does relate to the large scale of the major transport infrastructure that separates the site from the AONB.</p> <p>The visual effect of the proposed development upon the setting of the AONB would be adverse yet the extent of this adverse effect is significantly influenced and mitigated by the degree to which it would be visible (both from within the AONB and from the south – see the ZVI on Figure 6) and to an extent (though a lesser degree) by the existing presence of the major transport infrastructure and more distant settlement and development areas. At worst, the visual effect upon the setting of the AONB would be moderate/ slight adverse at the outset.</p>

Deleted: 120

Deleted: (s)

Deleted: at

35	Special Landscape Area	Medium/High	All areas	MA	MODA	MA/LA	MODA/SLIA	<p>The proposed development lies within the North Downs Special Landscape Area (SLA). This is an extensive landscape area designation that encompasses the majority of the landscape to the north of Maidstone, including the AONB to the north of the site. On a localised level (ie within the site itself and immediate surroundings with views), the proposed development would significantly affect the setting of this designation. However, beyond the localised effects there would not be any significant visual effects upon the wider setting of this designated landscape.</p> <p>Given the relative sensitivity of the different local landscape character units within the site, the effects upon setting would vary to across the landscape of the site. In this respect the potential effects upon setting would be reduced in the west and east of the site.</p> <p>(It is important to note that the site lies within the southern edge of this designated landscape and in landscape terms it differs notably in character and sensitivity from that further to the north within the AONB. The appropriateness and validity of the designation also contradicts Maidstone BC's Landscape Assessment. This matter is addressed within the landscape assessment).</p>
36	Channel Tunnel Rail Link	Low	Limited and channelled views from the north	LA	SLIA/NEGL	LA	SLIA/NEGL	<p>Brief and channelled views towards the proposed development would be possible from the CTRL where it extends alongside the north side of the M20 motorway. It should however be noted that the rail link is concealed behind mounding/ embankments for much of this stretch and therefore views out towards the site are noticeably more restricted than from the adjoining motorway. Given the very brief extent and speed over which limited views would be possible the resultant visual magnitude of change has been assessed as low adverse. Mounding, planting and screen fencing would provide some visual mitigation to these brief and channelled views.</p>
37	Rail Line	Low	Central and western areas	HA	MODA	MA	MODA/SLIA	<p>Travellers on this rail line would experience close and clear views to the central and western parts of the proposed development. Within the central area direct views north to the Inter modal facility and south to adjoining built units would be possible over the length of the route (approx 600 metres) through this area and then similarly close and direct views towards the adjacent rail sidings enclosure would be possible in the west of the site (over approx 400 - 500 metres). The resultant potential magnitude of change would be high though given the transient nature of the views and low sensitivity of the receptor the resultant visual impact would be moderate adverse over the visible extent of the proposals.</p>
38	Biffa (Maidstone Depot)	Low	Eastern area, including perimeter landscape framework and built development	NDC	NEGL	NDC	NEGL	<p>Views to the eastern area of the proposed development from the entrance to this low sensitivity receptor resulting in a negligible visual effect.</p>
39	Thurnham Castle	High	Western area and limited towards the central area	LA	MODA/ SLIA	LA/NDC	SLIA	<p>Elevated views are possible from the site of the Castle across the lower lying landscape to the south of the escarpment. The clearest of these existing views encompass maturing woodland and scrub in the foreground with farmland and further woodlands on the falling slopes below. More distantly the M20 corridor is visible, with Bearsted and Maidstone set within a largely wooded setting beyond. The application site is visible in part (primarily the western area of the site and part of the central area) between the existing woodland/ M20 motorway and the settlement edge.</p> <p>In the context of this receptor, it is important to note that no views towards the site and proposed development would be possible from the majority of the grounds of the former Castle. This assessment does however consider the clearest viewpoint position as illustrated on Viewpoint X (Figure SES 6.2).</p> <p>From this position the units in the west of the site and unit E and the intermodal area in the centre of the site would be partially visible beyond the intervening woodland and landform. The nearest unit would be approximately 1.7 km to the south with the intermodal area and unit E at over 2 km. The proposed development would be seen sitting relatively low within a mature wooded context. The latter would assist in breaking up views towards the units and associated infrastructure and would be reinforced with new woodland planting as part of the development. A suitably recessive and non reflective colour and coating would be used on the roofs of the units which would also assist in mitigating the visual effects.</p>

40	<u>Leeds Castle Registered Park and Garden</u>	High	<u>Very small part of the development close to Woodcut Farm</u>	<u>LA/ NDC</u>	<u>SLIA</u>	<u>LA/ NDC</u>	<u>SLIA</u>	<p><u>No views towards the site or the proposed development would be possible from Leeds Castle itself or its immediate context. Equally, no views would be possible from the vast majority of the grounds of the Castle or the designated Registered Park and Garden. Significantly restricted and distant views would however be potentially possible towards a very small part of the proposed development from a limited number of elevated positions within the wider grounds. It is considered that the clearest and most significant of these views is from close to the 5th tee of the golf course within the grounds (as illustrated on Viewpoint Y on Figure SES 6.2).</u></p> <p><u>From this position, Woodcut Farm is distantly visible at approximately 3.2 kilometres set beyond and within a framework of mature woodland and trees. Parts of the highest elevations of the 2 units situated closest to Woodcut Farm would be the only visible components of the proposed development. The visible parts of these units would be filtered by the intervening and immediately surrounding mature trees and woodland. No other views towards the proposed development would be possible from this position.</u></p>
----	--	------	---	----------------	-------------	----------------	-------------	--

Formatted: Superscript