

- ① Junction of Otford and Crampton's Road
- ② Crampton's Road from South
- ③ Crampton's Road from North
- ④ Otford Road North at Aldi
- ⑤ Bat and Ball Junction
- ⑥ Otford Road from Southwest
- ⑦ Sevenoaks Wildlife Reserve
- ⑧ McDonald's Sevenoaks
- ⑨ M25 Bridge
- ⑩ Hillway/Otford Mount
- ⑪ Rye Lane
- ⑫ Kennedy Gardens



All photographs were taken using a Nikon D3300 DSLR camera using a AF-S DX NIKKOR 18-55mm f/3.5-5.6G VR II lens.

Views 1-2, 4-5, and 9 were taken at a height of 1.5m above the recorded altitude. Views 3, 6-8 and 10-12 were taken at a height of 2.0m above the recorded altitude.

To ensure that most trees were seasonally bare and thus that the proposal would be at its most visible, all but View 3 was taken during the winter. Views 1-2, 4-5 and 9-10 were taken on 13 November 2020. Views 6-8 and 11-12 were taken on 17 December 2020. View 3 was taken on 25 June 2020.

VIEW 1

Junction of Otford and Crampton's Road

Focal Length: 27mm
Grid Reference: 51.290118, 0.192549
Angle of View: N342°
Altitude: +72.7 AOD

VIEW 2

Crampton's Road from South

Focal Length: 27mm
Grid Reference: 51.291632, 0.191782
Angle of View: N340°
Altitude: +72.1 AOD

VIEW 3

Crampton's Road from North

Focal Length: 29mm
Grid Reference: 51.294606, 0.191999
Angle of View: S198°
Altitude: +69.8 AOD

VIEW 4

Otford Road North at Aldi

Focal Length: 27mm
Grid Reference: 51.295554, 0.190896
Angle of View: S174°
Altitude: +65.8 AOD

VIEW 5

Bat and Ball Junction

Focal Length: 27mm
Grid Reference: 51.288230, 0.193599
Angle of View: N341°
Altitude: +78.8 AOD

VIEW 6

Otford Road from Southwest

Focal Length: 28mm
Grid Reference: 51.291782, 0.190051
Angle of View: N14°
Altitude: +69.5 AOD

VIEW 7

Sevenoaks Wildlife Reserve

Focal Length: 28mm
Grid Reference: 51.290922, 0.176468
Angle of View: E77°
Altitude: +65.0 AOD

VIEW 8

McDonald's Sevenoaks

Focal Length: 28mm
Grid Reference: 51.299336, 0.192468
Angle of View: S196°
Altitude: +66.6 AOD

VIEW 9

M25 Bridge

Focal Length: 27mm
Grid Reference: 51.303780, 0.191185
Angle of View: S189°
Altitude: +70.9 AOD

VIEW 10

Hillway/Otford Mount

Focal Length: 27mm
Grid Reference: 51.313202, 0.202241
Angle of View: S197°
Altitude: +112.4 AOD

VIEW 11

Rye Lane

Focal Length: 28mm
Grid Reference: 51.297621, 0.178159
Angle of View: SE135°
Altitude: +74.7 AOD

VIEW 12

Kennedy Gardens

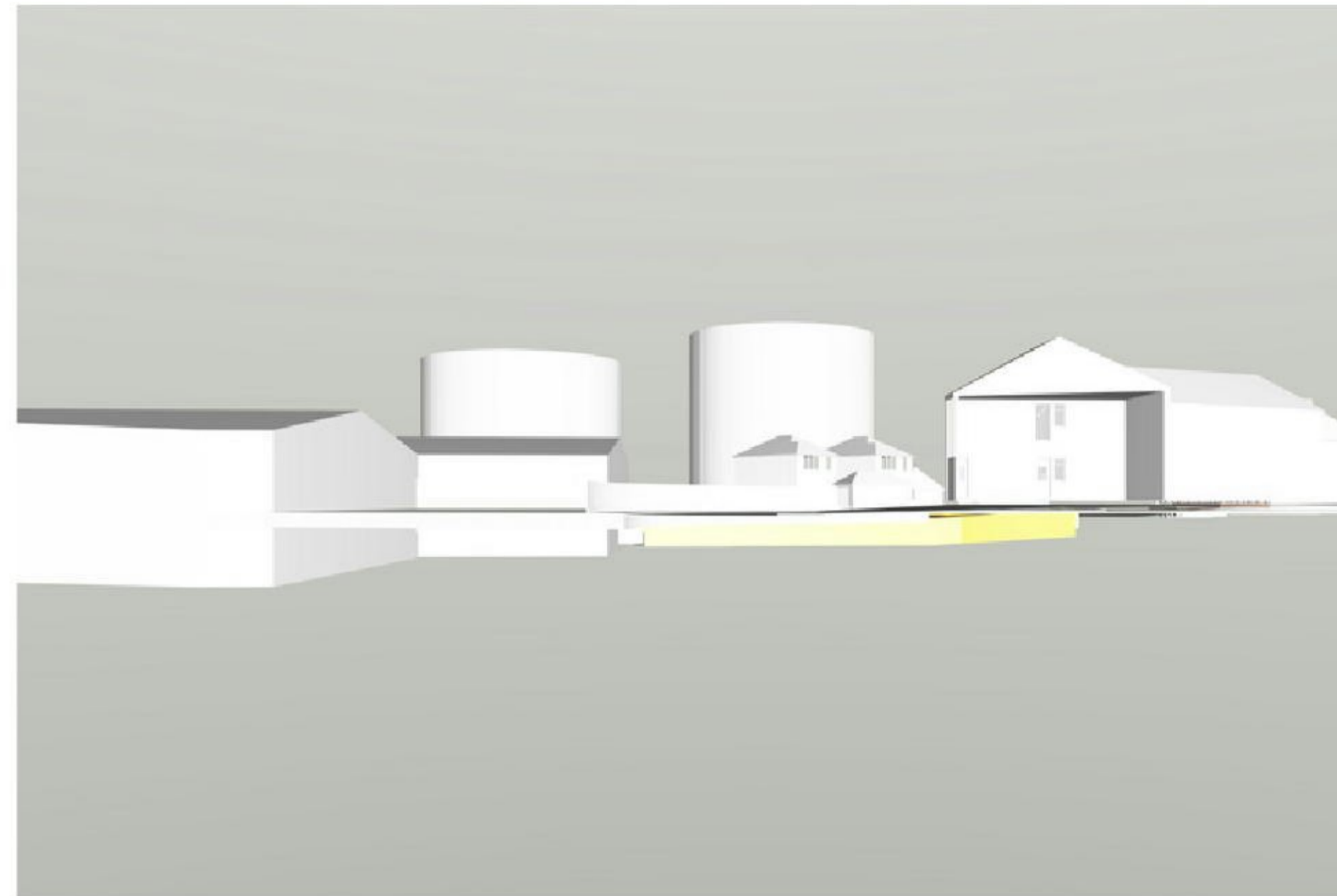
Focal Length: 28mm
Grid Reference: 51.282429, 0.199968
Angle of View: N341°
Altitude: +118.6 AOD

Using accurate topographical survey information a 3D digital model of the existing site and immediate surrounding context was constructed, including the original gasholder structures.

The existing 3D digital model was combined with the proposed 3D digital model and formed the base for creating the wireline and rendered overlays. Within the 3D digital model, the real camera locations and specifications were replicated digitally in order to best recreate the photographic views. These views were then rendered/exported for use in photo-editing software.

Using post-production techniques these exported views were overlaid onto the photographs and then positioned, scaled and cropped accordingly, resulting in the wireline and rendered views shown in this document.

All blue wirelines are the outlines of the original gasholder structures while the red wirelines are the outlines of the proposed development.



The impact on the existing townscape of the twelve views will be assessed based upon the following criteria:

Sensitivity

Very High - Views of national and/or international significance.

Highly visually-cohesive areas with predominantly high-value features and exceptional character. Features combine to create a very balanced, rich experience and a highly-distinctive sense of place. Built and/or landscape elements are all well-proportioned and of high design quality. Area is protected by heritage designation. Highly-sensitive to new elements.

High - Views along public rights of way through townscapes of high value, including public open spaces, regional routes, or setting/elements of national cultural value.

Visually-cohesive areas with high-value features and character. Features combine to create a balanced experience with a strong sense of place. Most of the built and/or landscape elements are well-proportioned and of high design quality. Area may be protected by heritage designation. Reasonably sensitive to new elements.

Medium - Views along public rights of way through townscapes of moderate value, settings of local cultural heritage value or national value.

Some visually-cohesive areas with some high-value features and character. Features combine to create a somewhat balanced experience with some sense of place. Some of the built and/or landscape elements are well-proportioned and of high design quality. Less sensitive to new elements.

Low - Views within area of low townscape quality, or medium townscape quality where significant elements detract from existing quality. Transient views affecting passers by (e.g. motorists).

Minimal visually-cohesive areas with few high-value features and minimal character. Features form a minimally-balanced experience with little sense of place. Few of the built and/or landscape elements are well-proportioned or of high design quality. Minimally sensitive to new elements.

Very Low - Views within area of very low townscape quality (e.g. industrial areas/busy main roads) that have very few positive characteristics.

No visually-cohesive areas with no high-value features and no character. Features form an unbalanced experience with no sense of place. None of the built and/or landscape elements are well-proportioned or of high design quality. Not sensitive to new elements.

Magnitude of Change

Major - Major change/addition to the townscape over a wide area and/or a fundamental change/loss to an important character feature(s).

Development becomes the dominant feature in the view introducing a major new component. No screening effects on development. Alternatively, existing development may be replaced by significantly larger/more prominent or significantly smaller/less prominent development.

Moderate - Moderate change/addition to the townscape in localised areas and/or a partial change/loss to an important character feature(s). Alterations may include the introduction of prominent new built elements that are appropriate and cohesive to the townscape.

Development is a visible and recognisable new feature, moderately prominent within the view. Possible screening of some, but not all of development. Alternatively, new development may replace existing buildings with larger or notably smaller development.

Minor - Minor change/addition to a character feature(s). Alterations may include the introduction of new built elements that are appropriate to the townscape.

Development is a new, relatively small component in the overall view. Development may be seen at a distance in context of existing development and/or screening effects limit amount of new development in the view.

Negligible - Very minor change/addition to a minor character feature(s). Alterations have virtually no noticeable change to the townscape.

Development is substantially screened. Views over such a distance barely distinguishable from the general scene. Alternatively, development may replace existing development with buildings of the same or a similar scale. Overall, change to view is imperceptible.

Significance

Major - considerable effects or of more than local significance or breaching identified standards or policy

Moderate – limited effects which may be considered significant

Minor – Slight, very short or highly localised effects

Neutral – barely noticeable or the significance of the effect is neutral

The overall significance is the consequence of the combination of the sensitivity and magnitude of change while simultaneously taking into consideration the following factors:

- The reactions and numbers of viewers who may be affected
- The activity and expectations of the receptors (motorists and pedestrians)

5.0 Townscape Views Analysis

Junction of Otford and Crampton's Road - Existing

View north from just south of the junction of Otford and Crampton's road from on top of a raised pedestrian bank adjacent to the entrance to Travis Perkins. The view is focussed down Crampton's road.

Sensitivity

Medium/Low - The residential nature of this view, that it is on a pedestrian route coming from Bat and Ball station and that the North Downs are slightly visible in the background, gives it a some degree of sensitivity. However, the main road in view (Crampton's Road) is a minor road. Receptors are pedestrians and motorists.



Junction of Otford and Crampton's Road - Proposed

Magnitude of Change

Moderate - The development is visible in a localised area of the townscape but less prominent/smaller than the original gasholder structures. Whilst the new building to the west is slightly taller than the original west gasholder structure, the new buildings to the east are significantly smaller than the original east gasholder structure.

Significance

Moderate - The development is visible with limited screening, however the overall development has less impact on the townscape than the massing of the two gasholders and is in better keeping with the scale of the existing residential fabric. Overall, the development has a positive impact on the townscape, improving its relationship to its surroundings.



Crampton's Road from South - Existing

View north from Crampton's road on the west pavement, focused on the centre of the site.

Sensitivity

Low - The residential nature of this view gives it a small degree of sensitivity. However, there are few high-value features and Crampton's Road is a minor road. Receptors are pedestrians and motorists.



Crampton's Road from South - Proposed

Magnitude of Change

Minor - The development is visible in a localised area of the townscape but less prominent/smaller than the original gasholder structures. The new building to the west is slightly taller than original gasholder massing but it is more obscured by the houses to the west. The new buildings to the east are significantly shorter than the existing and partially screened by the houses to the east.

Significance

Minor - The development is visible but with some screening to the west and east portions of the development. The new development has less visual impact and overall mass than the original gasholder structures. The new east buildings are a more appropriate scale and far more cohesive with the existing residential scale than the original east gasholder.



Crampton's Road from South - Proposed



Crampton's Road from North - Existing

View south on Crampton's road from the east on-street parking, focussed on the terraced housing on the west side of the road.

Sensitivity

Medium - The residential nature of this view with its consistent building heights forming strong visual lines and cohesiveness, gives it some degree of sensitivity. However, Crampton's Road is a minor road. Receptors are pedestrians and motorists.



Crampton's Road from North - Proposed

Magnitude of Change

Minor - A portion of the east part of the development is visible in a very localised area of townscape. The visible buildings are far more appropriate in scale than the existing partially visible east gasholder.

Significance

Minor - Only a small portion of the development is visible and this portion is closely aligned in scale with the two-storey terraced housing and homogenous with the strong visual lines of this streetscape. Additionally, the taller west part of the development is completely obscured by the terraced housing to the west, therefore limiting the visual impact of the development on the townscape.



Crampton's Road from North - Proposed



Otford Road North at Aldi - Existing

View south from Otford road from the north pavement at the vehicular entrance to Aldi, focussed on the terraced housing on the east side.

Sensitivity

Medium - The residential nature of this view with its consistent building heights forming strong visual lines and cohesiveness, in combination with it being on the main access road into Sevenoaks, gives it some degree of sensitivity. Receptors are pedestrians and motorists.



Otford Road North at Aldi - Proposed

Magnitude of Change

Minor - Only the taller west portion of the development is partially visible and yet is only slightly taller and more visible than the original west gasholder. The remainder of the development is concealed by trees and the terraced housing.

Significance

Minor - The majority of the development is not visible and the portion that is visible is only slightly more visible than the original west gasholder. Additionally, the portion of the development that is visible is partially screened by trees. The visible portion of the development reinforces this site as landmark for this area.



Bat and Ball Junction - Existing

View north from the bat and ball junction from the southwest pavement, focussed on the Otford road.

Sensitivity

Medium - Given this is a major local junction and forms part of the route out of Sevenoaks to the north, this view will frequently be seen. Additionally, the North Downs are visible in the background. These factors contribute to this view having some degree of sensitivity. Receptors are pedestrians and motorists.



Bat and Ball Junction - Proposed

Magnitude of Change

Minor - Only the taller west portion of the development is partially visible and yet is only slightly taller than the original west gasholder and is more concealed by trees to the west. The remainder of the development to the east is concealed by trees.

Significance

Minor - The majority of the development is not visible and the portion that is visible, although slightly taller, is in a better position to give more visibility to the North Downs beyond. Additionally, the new visible building to the west acts as a landmark for Northern Sevenoaks.



Bat and Ball Junction - Proposed



Otford Road from Southwest - Existing

View northeast from the western kerb of Otford road, focussed on the large retail sheds adjacent to the site.

Sensitivity

Low - Despite this being along a major route through Northern Sevenoaks, it does not have a cohesive townscape, consisting of a number of types and styles of buildings, nor does it have any sense of place. Additionally, it is a highly transient area dominated by vehicles. All of which make it a view of low sensitivity. Receptors are pedestrians and motorists.



Oxford Road from Southwest - Proposed

Magnitude of Change

Minor - Only the taller west portion of the development is partially visible and yet is only slightly taller than the original west gasholder. Additionally, the visible building is partially concealed by the large retail sheds which currently dominate this view.

Significance

Minor - The majority of the development is not visible and the portion that is visible, although slightly taller, is partially concealed by a large tree. The visible building makes a positive contribution to the large retail sheds which currently dominate this view



Otford Road from Southwest - Proposed

