

 Heritage
Collective

Townscape & Visual Assessment

2 - 10
Ossory Road,
Southwark

September 2021 | Project Ref 06352A

 Landscape
Collective



HCUK Group is a multi-disciplinary environmental practice offering expert advice in archaeology, heritage, landscape, arboriculture, and planning. It began life in 2010 as Heritage Collective LLP, before becoming Heritage Collective UK Limited in 2014. In the coming years diversification saw the addition of Archaeology Collective, Landscape Collective and Planning Collective, before all strands came together to be branded under a single umbrella: HCUK Group, based on the acronym for the original company. A home working company since the beginning, we are pleased to employ a talented workforce of consultants and support staff, who are on hand to advise our clients.



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1.0

Introduction and Methodology

Introduction

1.1 This Townscape and Visual Appraisal (TVA) (non ES Townscape and Visual Impact Assessment) has been prepared on behalf of Pocket Living limited by a chartered member of the Landscape Institute at Landscape Collective in respect of the re-development of 2-10 Ossory Road, London - the location of which is shown in Figure 1 . It relates to the demolishing of the existing industrial units and redevelopment comprising the erection of a part one, part ten and part eleven storey building comprising up to 105sqm of Class E floorspace at ground floor and up to 117 homes (Class C3). Provision of ancillary plant, amenity spaces, cycles and refuse stores.

1.2 Heritage matters are covered separately to this TVA which has been written in conjunction with a Heritage statement by HCUKGroup Limited.

1.3 The TVA considers the potential effects of the proposed development on:

- Townscape and landscape elements
- Townscape character and,
- Visual amenity

1.4 The appraisal was undertaken in the Autumn of 2019 and summer 2021. The red line boundary (hereafter referred to as 'the site') is shown in Figure 1.

1.5 The primary objectives of the TVA are as follows:

- To identify, describe and evaluate the current townscape character of the site and its surrounding area.
- To identify, describe and evaluate any notable individual landscape elements and/or features within the site.
- To determine the sensitivity of the townscape to the type of development proposed.
- To identify potential visual receptors (i.e. people who would be able to view the proposed development) and to evaluate their sensitivity to the type of changes proposed.
- To identify and describe any effects of the proposed development in so far as they affect the townscape and/or views of it, and to evaluate the magnitude of change owing to those effects.

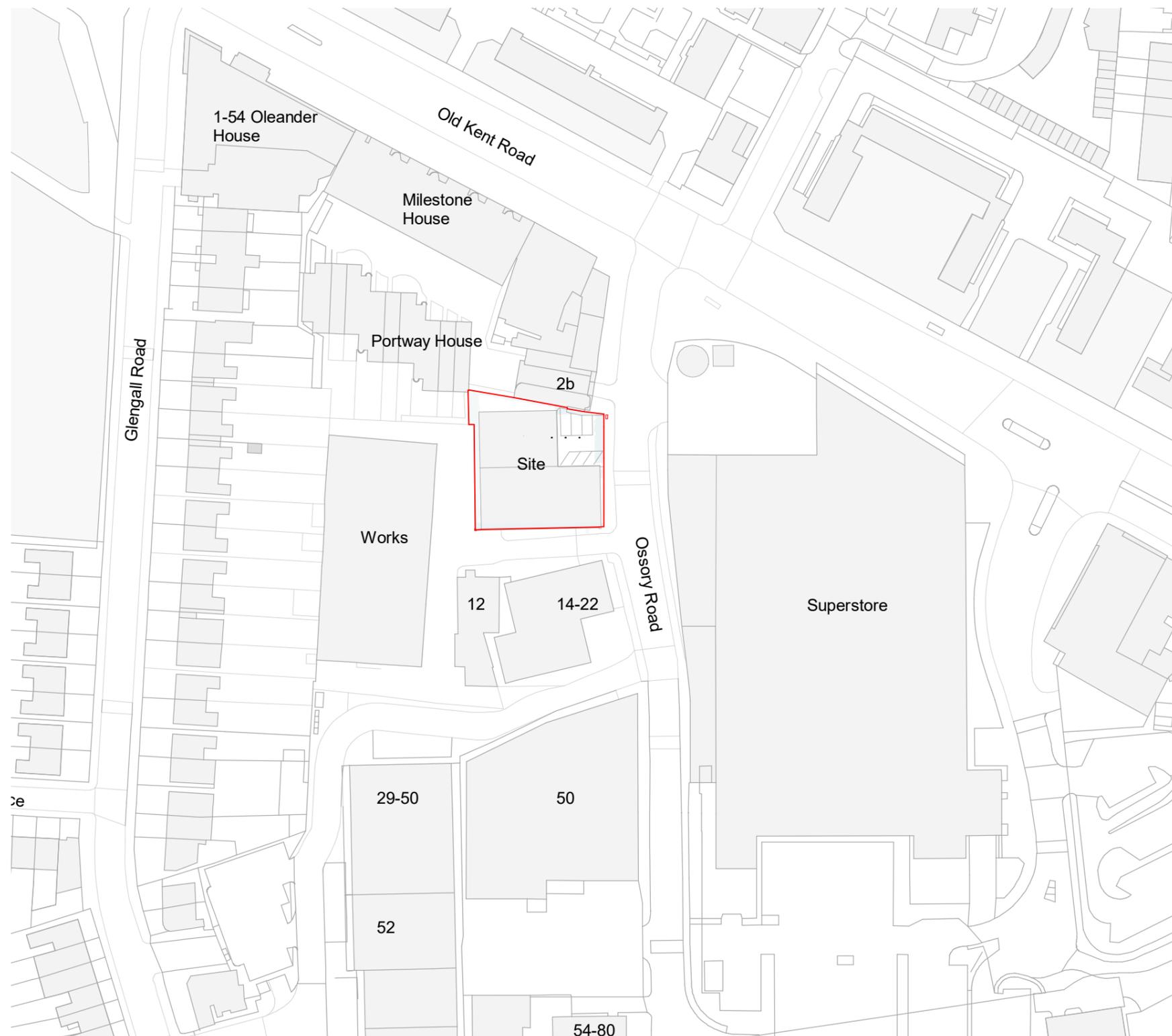


Fig. 1 Site location plan (not to scale)

Methodology

1.6 This TVA has been undertaken with regard to the following best practice guidance:

- Guidelines for Landscape and Visual Impact Assessment (3rd Edition) – Landscape Institute/Institute of Environmental Management and Assessment (IEMA) (2013);
- An Approach to Landscape Character Assessment - Natural England (2014)
- Townscape Character Assessment - LI Technical Information Note 05/2017, Revised April 2018

1.7 As recommended within the published guidance, landscape (elements and character) and visual effects are assessed separately. A detailed methodology is provided at Appendix 2.

1.8 For the purposes of this assessment, unless otherwise stated, changes to townscape character, elements and features, and visual amenity as a result of the proposed development are considered to be permanent and non-reversible.

1.9 The nature of any effect can be adverse i.e. negative, beneficial i.e. positive or neutral i.e. neither overwhelmingly adverse or beneficial. Unless otherwise stated, all effects are taken to be adverse in nature.

2.0

Description of site and surrounding area

Description of the site

2.1 The site is broadly square in shape, and it is located approximately 45 metres along Ossory Road from the A2 that is north of the site (see Figure 1 - Site Location Plan). The site is currently being used by an online gift company, standing approximately 2 storeys high.

2.2 The property comprises two industrial units over two storeys with a typical low pitched aluminium composite roof and an aluminium facade to Ossory Road, an aluminium facade to the side with a yellow brick wall to the lower section of the facade, also to the yard that is set back from Ossory Road. The yard is accessed from Ossory Road.

2.3 The application site is well defined. The building is positioned adjacent to an access road to the south, the access road leads along the side of the property to further industrial buildings that are set back from the Ossory Road to the rear of the site. A four storey residential building is located to the north of the site.

2.4 The forecourt to one of the units is still being used and accessed from Ossory Road. The site is private with no public rights of way passing through it.

Site Features

2.5 The site has no noteworthy features within the external environment surrounding the building (see Figure 2). There is some self-seeded vegetation to the rear.

2.6 The external areas of the site remain, predominantly hard standing. There are no signs of soft landscape areas along Ossory Road or to the southern elevation.

Description of the Surrounding Area

2.7 Opposite the site to the east, across Ossory Road, is the rear of a large scale supermarket. The supermarket fronts onto Malt Street. This is described as a large flat roof

with a metal clad facade to all sides. The supermarket also has a car park to the south, of a similar footprint to the that of the retail unit.

2.8 Adjoining to the south and the rear of the site are various industrial units. To the south the industrial unit reflects the appearance and footprint of the site building itself. To the rear is what would be considered as a period industrial unit that appears to have been heavily modernised.

2.9 Immediately adjoined to the north of the site, and with access from Ossory Road, are a number of residential blocks of approximately four storeys high. With some communal outdoor space, mainly laid to lawn and hard standing, with some shrubs.

2.10 Opposite the site to the east, there is a retail park with large industrial type buildings of a similar height.

2.11 Ossory Road itself is devoid of street trees. Street furniture is mostly confined to lighting columns. On-road parking is evident.

Public Highways

2.12 Ossory Road is a non-through route into an industrial area with some emerging residential buildings to the west, as you enter. Ossory Road leads off from the A2, Old Kent Road, which is a major road leading north west into central London.

Movement and Access

2.13 There are currently no public rights of way across the site and the land within the site is private.

Designations

2.14 The site does not contain nor is it located within any statutory or non-statutory landscape protection designation. The site is not within a conservation area but it is visible from Glengall Road Conservation Area, to the west. The site is also in close proximity to the Trafalgar Way Conservation Area and a number of Grade II Listed Buildings on Glengall Road. The effect on the setting of these Heritage Assets by having the proposed development in place, is dealt with in the separately submitted Heritage Statement.

2.15 There are listed buildings located within a 500 metres radius of the site (refer to the submitted Heritage Statement).

3.0

Description of the Proposals

The Proposals

3.1 The proposals include the removal of the existing site building. The existing building is visually unassuming with little or no architectural merit. The proposals allow for the erection of a new residential block to include 117 units all one bed apartments.

3.2 The proposed residential block is a high quality architectural design for a predominantly eleven storey building fronting onto Ossory Road. The ground floor level will provide a light industrial unit.

3.3 The main entrance to the proposed building would be from Ossory Road. The residential entrance would be given emphasis by a single door set within the brick facade. The site constraints mean that the building will be positioned on the property boundary.

3.4 The design of the proposals are intended to be contemporary and 'of their time' while still taking reference from the existing built form context to the local area. The choice of materials and level of detailing has been carefully considered so as to complement and enhance the existing streetscape.

3.5 The façade is to be predominantly brick that will be similar in appearance and texture to the adjacent brick built terraces. the residential units facing onto Ossory Road will have balconies, as will some of the residential unit windows on the northern and southern elevations. Sections of the eleventh floor facade will be clad in metal, these will be colour matched to the proposed brick facade. Horizontal bands and sills are to be in a light concrete while the window frames and ironmongery will also complement the proposed brick tone.

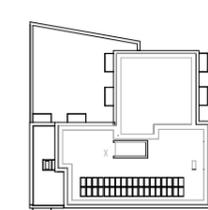


Fig. 2 Proposed Development - Illustration



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Rev	Description	Date
P1	CRUAT Planning Issue	13/08/21
P2	Planning Issue	02/09/21



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Project
Pocket Living, Ossory Road
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Peckham
London SE1

Drawing
Proposed East Elevation

Scale @ A1 As indicated	Date 13/08/21
Drawn By AB	Checked By TN
Job Number 18075	Status S1
Purpose of Issue PLANNING	
Drawing No. PLOR-HBA-01-ZZ-DR-A-080200	Rev P2

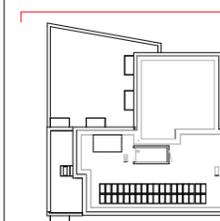
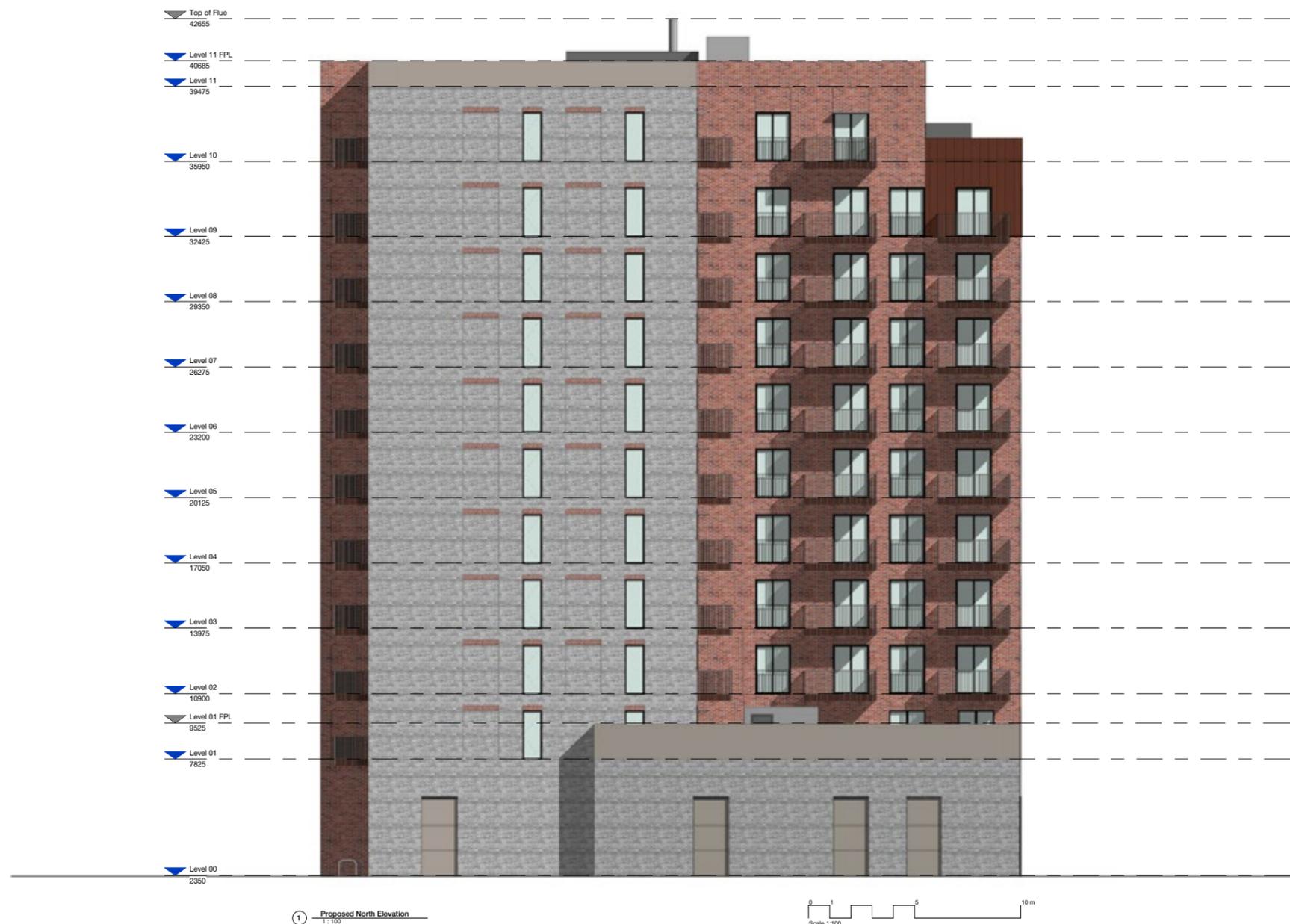
Fig. 3 Proposed Development - Illustration - Ossory Road elevation



Fig. 4 Proposed Development - Illustration - southern elevation

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P1	DRAFT Planning Issue	13.08.21
P2	Planning Issue	02.09.21



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Drawing
Proposed North Elevation

Scale @ A1
As indicated

Date
13/08/21

Drawn By
AB

Checked By
TN

Job Number
18075

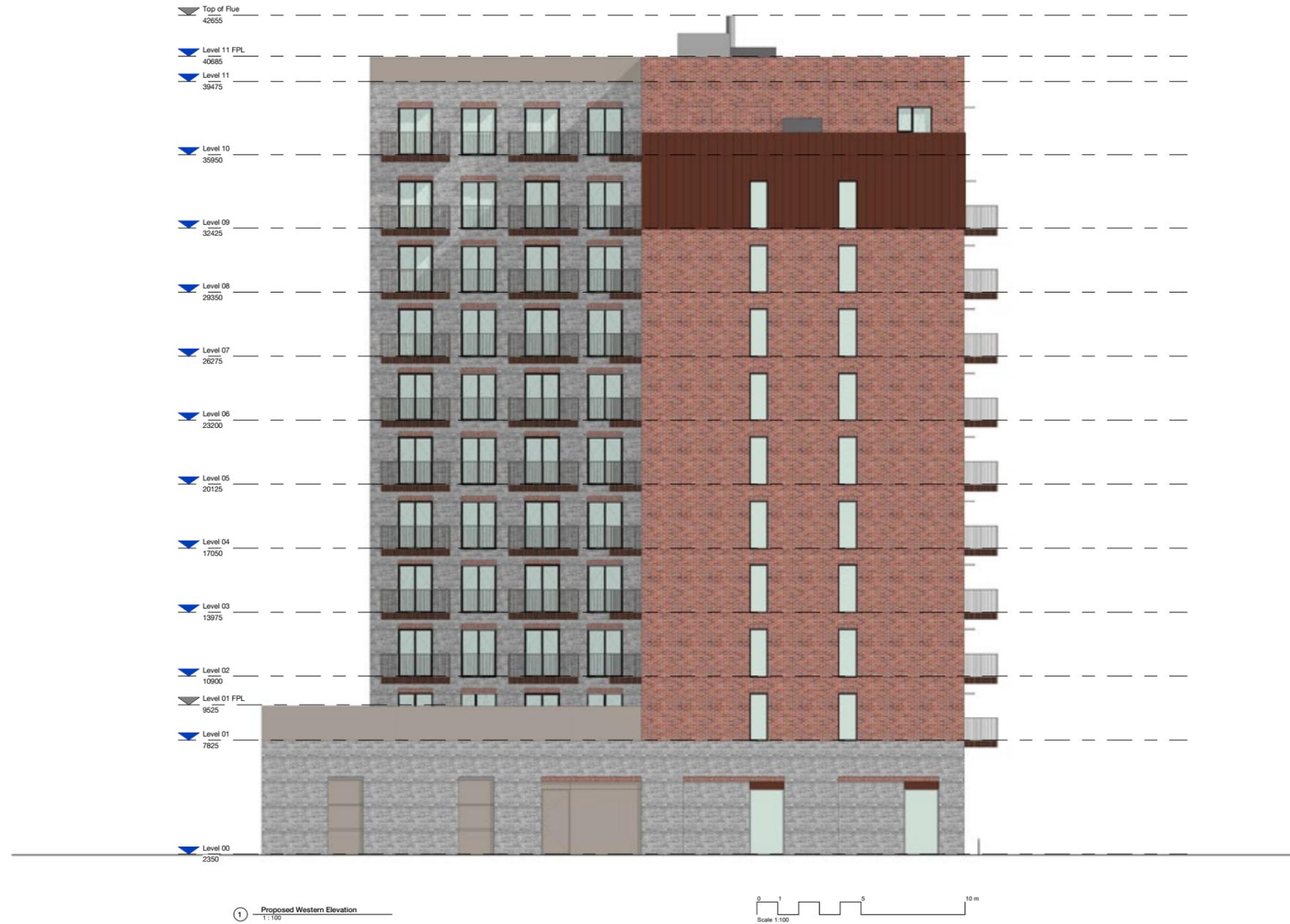
Status
S1

Purpose of Issue
PLANNING

Drawing No.
PLOR-HBA-01-ZZ-DR-A-080203

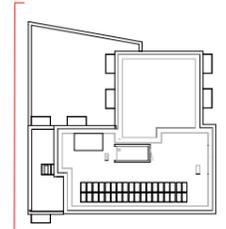
Rev
P2

Fig. 5 Proposed Development - Illustration - northern elevation



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P1	DRAFT Planning Issue	13.08.21
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Project
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Drawing
Proposed Western Elevation

Scale @ A1 As indicated	Date 13/08/21
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Drawn By AB	Checked By TN
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Job Number 18075	Status S1	Purpose of Issue PLANNING
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Drawing No. PLOR-HBA-01-ZZ-DR-A-080202	Rev P2
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Fig. 6 Proposed Development - Illustration - rear elevation

4.0

Planning Policy Context

Planning Policy Context

National Planning Policy Framework

4.1 A revised NPPF was published in February 2019 and the latest update was in July 2021 which superseded the previous version. The new NPPF has a presumption in favour of sustainable development (paragraph 10). Specifically, paragraph 11 of the NPPF states that:

"Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁵, unless:

i. 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 area⁶; or
ii. 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.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
ii. 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."

4.2 Paragraph 8 of the NPPF defines the three objectives to

sustainable development. These are economic, social and environmental. The environmental objective states:

"... to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy"

4.3 Section 12 of the NPPF is entitled 'Achieving well-designed places'. The opening line of paragraph 125 states: *"Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable..."*

4.4 Paragraph 130 states:

"Planning policies and 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) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

4.5 Section 16 of the NPPF deals with conserving and enhancing the historic environment with an emphasis on

"significance", defined in Annex 2 as:

"The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance."

4.6 Annex 2 of the NPPF defines the setting of a heritage asset as:

"The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

4.7 Paragraph 189 points out that heritage assets are an irreplaceable resource.

4.8 Paragraph 194 of the NPPF places a duty on the Local Planning Authority (LPA) to require an applicant to describe the significance of any heritage assets affected by a proposal, providing a proportionate level of detail. The effects of any development on a heritage asset therefore need to be assessed against the four components of its heritage significance: its archaeological, architectural, artistic and historic interests. Please note that the submitted Heritage Statement undertakes this assessment. Heritage assets are referred to in this TVA only by way of their contribution to the character of the townscape surrounding the site.

Regional Policy

The London Plan – The Spatial Development Strategy for Greater London (March 2021)

4.9 The Mayor of London has produced The London Plan. The London Plan – The Spatial Development Strategy for London (March 2021) which is:

"...the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London over the next

20–25 years...”

4.10 POLICY D1 LONDON’S FORM, CHARACTER AND CAPACITY FOR GROWTH

“Defining an area’s character to understand its capacity for growth

A Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas’ capacity for growth. Area assessments should cover the elements listed below:

- 1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics)
- 2) housing types and tenure
- 3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)
- 4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity
- 5) air quality and noise levels
- 6) open space networks, green infrastructure, and water bodies
- 7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character)
- 8) topography and hydrology
- 9) land availability
- 10) existing and emerging Development Plan designations
- 11) land uses
- 12) views and landmarks.”

4.11 Policy D3 refers to the nature and quality of DESIGN

“POLICY D3 OPTIMISING SITE CAPACITY THROUGH DESIGN LED APPROACH

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the

capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D Development proposals should:

Form and layout

- 1) *enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions*
- 2) *encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples’ movement patterns and desire lines in the area*
- 3) *be street-based with clearly defined public and private environments*
- 4) *facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users*

Experience

- 5) *achieve safe, secure and inclusive environments*

6) *provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest*

7) *deliver appropriate outlook, privacy and amenity*

8) *provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity*

9) *help prevent or mitigate the impacts of noise and poor air quality*

10) *achieve indoor and outdoor environments that are comfortable and inviting for people to use*

Quality and character

11) *respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character*

12) *be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well*

13) *aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy*

14) *provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.*

E Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.”

E Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.”

Local Planning Policy

4.12 At the local planning policy level, there are several policies within the Saved Southwark Plan 2007, the Core Strategy 2011 and the draft New Southwark Plan Proposed Amended Policies 2021 (currently under examination) relevant to townscape and visual matters. Ossory Road west, is within the Old Kent Road Area Action Plan (AAP) (currently in DRAFT format, under examination).

4.13 Policy AAP9 - Character and Heritage is outlined

below:

"We will transform the existing areas of large warehouses, car parks and industrial buildings into new residential and employment neighbourhoods that are safe and easy to move around because they are well connected. These new neighbourhoods will integrate new development to retain positive aspects of the area's historic commercial and industrial character.

The use of urban features such as the alignment of the Surrey Canal as a new linear park and the retention of locally important historic buildings will protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

To achieve this we will:

- *Protect and improve the Old Kent Road's historic fabric by requiring the retention and reuse of buildings and features that add character to the Old Kent Road area; and*
- *Require new buildings and spaces to respond positively to the Old Kent Road's heritage, layout and character. This will include reinstating buildings along the high street; and*
- *Ensure new neighbourhoods connect with existing communities, and provide safe and enjoyable walking and cycling routes for people to move around easily as they live, work and enjoy the area.*

Development must:

- *Preserve or enhance listed buildings, conservation areas and their settings; and*
- *Preserve or enhance locally important historic buildings set out in the sub area guidance; and*
- *Conserve and enhance the significance of sites of archaeological interest; and*
- *Ensure that the layout of new buildings and blocks enable people to easily walk and cycle through the new neighbourhoods and local area; and*
- *Use high quality, durable and robust building materials that contribute to a sense of quality and place, which is unique to Old Kent Road, as set out in sub area guidance."*

4.14 Policy 3.12 – Quality in Design states, the Saved Southwark Plan 2007 in part:

"Developments should achieve a high quality of both

architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. New buildings and alterations to existing buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment."

4.15 Policy 3.13 – Urban Design states, the Saved Southwark Plan 2007 in part:

"Principles of good urban design must be taken into account in all developments. Urban design is the relationship between different buildings and streets, squares, parks and waterways and other spaces that make up the public domain; the nature and quality of the public domain itself; the relationship of one part of an urban area to another; and the pattern of movement and activity.

In designing new developments, consideration must be given to:

1. *Height, scale and massing of buildings – Designing a building that is appropriate to the local context and which does not dominate its surroundings inappropriately;*
2. *Urban structure, space and movement – Proposals should have regard to the existing urban grain, development patterns and density in the layout of development sites;*
3. *Townscape, local context and character – Proposals should be designed with regard to their local context, making a positive contribution to the character of the area and provide active frontages;*
4. *Site layout – Building location, public spaces, micro-climate, and outlook, site access and servicing, permeability, safety and ease of movement including vehicular, pedestrians and cyclists;*
5. *Streetscape – A high quality of design and materials will be required for the street environment including street furniture, planting and public art. This should be coordinated wherever possible, to avoid unnecessary clutter, and ensure a safe, informative and attractive environment;*
6. *Landscaping – Where appropriate, developments should include landscape design that enhances the area and biodiversity, for example through the use of green roofs; and*
7. *Inclusive Design – All developments must incorporate*

suitable access for people with disabilities or those who are mobility impaired. "

Response to Policy

4.16 The proposed residential-led development has been designed in the context of the NPPF, the existing London Plan and the relevant local planning policies for Southwark. The proposals are intended to make a positive contribution to local character and to the appearance and function of the streetscape.

4.17 The proposals respect the existing building line on the street and fully utilises the site. The scale and massing of the proposals optimises the potential of the site without affecting any notable natural features.

4.18 The high quality design of the proposed buildings includes the use of a limited palette of materials including the principal material of brick - a key characteristic that can be found in the wider townscape. The styling of the proposals is reflective of that found in nearby existing buildings so as to help ensure that the proposals would be coherent and distinctive.

4.19 It is considered that taken together, the townscape elements of the proposals will be entirely consistent with the aspirations and requirements of the relevant regional and local planning policies.

5.0

Effects on Townscape features and elements

Effects on Townscape Features and Elements

5.1 Together with service connections, which would be largely underground, it is anticipated that the works associated with the proposed development would include some works outside of the site boundary. The works outside the site boundary would include improvements to the existing road crossing and to the public realm.

5.2 There will be a notable change to the scale of the property, as the proposed building will accommodate eleven floors compared to the two storey existing buildings.

5.3 This section assesses the effect of the proposals on those townscape elements and features that currently characterise the site.

Topography

5.4 The site's existing topography is considered to be uncomplicated and consistent with the surrounding topography beyond the site boundary. The topography of the site is generally flat and is assessed as having a low value and a low susceptibility to the type of development being proposed. The overall sensitivity of the site topography is assessed as low.

5.5 There would no notable change to the sites existing topography. The magnitude of change is assessed as low. With a low sensitivity and a low magnitude of change, the effect on the site's topography with the proposals in place at year 1 would be negligible.

Land use

5.6 A large section of the site was previously used as a car showroom but is now vacant. The smaller unit is still used as an online goods retailer. The land use of the site is assessed as having a low value and a low susceptibility to the type of development being proposed. The overall sensitivity of the site's land use is assessed as low.

5.7 The entire industrial building would be removed entirely to be replaced by a new light industrial unit at ground level and the floors above would be offered as residential accommodation. The magnitude of change is assessed as high. With an overall low sensitivity and a high magnitude of change, the effect on the existing land use of the site with the proposals in place would be moderate and beneficial in nature.

5.8 The current use of light industrial units would be retained in the new development at ground level, with the addition of residential homes above. This would not detract from the existing nature of the site and the character of the area's townscape.

Built Form

5.9 The existing built form on the site consists of a commercial building that is largely vacant. The supporting Heritage Statement does not identify the building as being of any particular significance. In architectural and townscape terms the existing building is of little merit aesthetically or functionally. In townscape terms the existing built form on the site is assessed as being low value but of high susceptibility to the type of development being proposed. Overall the sensitivity of the built form is assessed as medium.

5.10 The existing built form on the site will be removed as part of the proposed development and replaced with new built form. The magnitude of change is assessed as high. With a medium sensitivity and a high magnitude of change, the effect on the existing built form with the proposals in place would be major. The new built form would be well designed and of high quality. The nature of the effect is assessed as beneficial rather than adverse.

Summary of effects on townscape elements and features

5.11 The existing key townscape elements and features of the site that inform the site's character and which

contribute to the wider townscape are:

- topography
- existing built form

5.12 With the proposed development in place the existing flat topography of the site would not be perceptibly altered. Any changes, though irreversible, would be localised ones. The effect on the site's topography with the proposals in place at year 1 would be negligible.

5.13 The existing land use on the site is primarily industrial. This unsightly and detracting land use would be replaced by commercial and residential land use that would complement the land use that most characterises the area surrounding the site.

5.14 The effects on the existing townscape features and elements that characterise the site would, with the proposed development in place, would be beneficial in nature.

6.0

Effects on Townscape Character

Effects on townscape character

National/Regional townscape character

6.1 Within the National Character Areas database for England and maintained by Natural England, Southwark and the site are located within National Character Area (NCA) 112 Inner London. The key characteristics of the NCA are given as:

- *"Varied geology and topography that have defined the growth of London. Inner London sits within a wide flood plain dominated by London Clay soils and gravel terraces; low hills to the north and shallow river valleys are almost entirely obscured by dense urban development. Hills to the north provide highly valued views across London's gentle terraces.*
- *The River Thames is the most immediately visible natural feature in the Inner London landscape. The Thames with its tributaries is an internationally important river system, the principal draining network for the Thames Basin, a major source of drinking water for London, and an important historic trade route. It provides wildlife habitat, iconic views and cultural inspiration in Inner London. The Port of London provides deep-water facilities for international marine traffic.*
- *An extensive network of parks and open spaces, providing outdoor recreation close to people's homes and places of work. This network, which is also a resource for wildlife, features large public parks such as Hyde Park in the west and Queen Elizabeth Olympic Park in the east; heaths and commons to the north and south; garden squares, churchyards, allotments and public open spaces; and the Thames Path National Trail.*
- *An extensive urban forest of small woodlands and trees in streets, parks, gardens and open spaces which bring nature into the heart of the city, provide shade and cooling, clean the air, communicate the seasons, support wildlife and provide a link to London's previous wooded landscape.*
- *A network of rivers, streams, canals, lakes, reservoirs and smaller water-bodies which, together with similar*

features in outer London, form a strategically important network which provides transport corridors, drainage and flood management, freshwater, diverse wildlife habitats, heritage value, recreational opportunities and important views.

- *A unique mix of modern architecture and built heritage features. Many important historic buildings, features and designed landscapes provide evidence of a rich heritage. Roman remains, medieval churches, historic Royal palaces, former Royal hunting grounds and World Heritage Sites at Westminster Palace, the Tower of London and Maritime Greenwich sit alongside and among modern urban development and contemporary iconic features such as the Shard, the Gherkin and the London Eye, providing views across Inner London and to neighbouring NCAs. Architectural materials are very varied and reflect a wide range of sources, from locally made bricks to further afield within the UK, such as Portland Stone from Dorset.*
- *Remnant sites of former industry feature throughout Inner London, some of which are managed to support wildlife and/or provide recreational activities. These include former filter beds, brownfield sites awaiting development, railway sidings, canals, docks and quays."*

6.2 It is considered that the NCA profile for NCA 112 Inner London is inevitably a high level document but one that is nevertheless important in setting a context for the proposed development on the site at a national/regional level. At this national/regional scale it is considered that the proposed development when in place on the site will have a negligible effect on the key characteristics of the NCA. The proposed development would be perceived as part of the identified urban mix of modern and heritage architecture.

Local Townscape Character

6.3 As part of the evidence base for the borough's emerging local plan, a document titled Old Kent Road Characterisation Study had been produced in 2016. The study looked at what elements and features characterised the townscape the Area Action Plan (AAP). The study

identified a distinctive very mixed townscape character as largely unplanned. The Area Wide Analysis states that

Built Form

- *The area has been largely unplanned, having been built and rebuilt over centuries but especially from 1850 onwards. Old Kent Road itself is the one constant in all plans of the area; an unyielding straight road following the Roman Watling Street, two millennia old.*
- *The area represents a patchwork of varying urban grains and starkly different characters of development. Large pieces of the area have been redeveloped as major sections of infrastructure were removed. The line of the Surrey Canal and the influence of the old railway goods yard, with its multiplicity of sidings, in particular have shaped the area. And to the east, the viaduct crossing Old Kent Road and curving round to Bermondsey has resulted in shifts in urban grain.*
- *Older parts of the area tend to exhibit a finer and tighter urban grain. The Victorian terraced streets such as Henshaw Street to the west of the Bricklayer's Arms and Reverdy Road around Thorburn Square represent some of the finest grain in the area.*
- *At the other end of the scale, the area also has large swathes of much coarser and bulkier urban grain. The more modern industrial buildings and out-of-centre style retail units exhibit these characteristics, for example around the junction of Old Kent Road and Rotherhithe New Road.*
- *There are some noticeable and rather sudden jumps between different levels of urban grain. Verney Road is one such transition between coarse industrial grain on its south side and finer grain residential to the north. Willow Walk in the northern part of the study area is a similar point of transition.*
- *Burgess Park forms the main relief from the relatively dense building footprint. A wholly man-made green wedge, it was carved into the area from the south, marking a major shift to the urban grain and rhythm on the south side of the Old Kent Road.*

Land use mix

- *The Old Kent Road includes a wide spectrum of land uses, wider than one might expect of such a central location. Alongside the expected variety of residential typologies, local shopping parades and commercial blocks, there are major industrial uses such as the integrated waste management facility and a mail sorting centre, as well as a not insignificant number of large scale retail outlets.*
- *Within the extensive industrial land use is a wide variety of business types - from manufacturing through to artist studios. These industrial uses translate into very different urban forms, with the smaller activities taking place in a much finer grain street based block format.*
- *Despite the variety of land uses found in the study area, the adjacent plan shows that residential uses still very much dominate. At present the breaks between residential and non-residential often happen very suddenly, with some roads having completely unrelated uses on either side of the street.*

Effect on Local Landscape Character

6.2 With the proposed development in place, the key characteristics of the local townscape as outlined above in both the published documents and the local character assessment, would be materially unaffected. Though significantly higher than the existing adjacent residential properties, it is considered that the proposals would not be incongruous. Indeed 14-22 Ossory Road to the south of the site has resolution to grant for an 11 storey building. Individual, modern and contemporary residential blocks are already a feature within the townscape surrounding the site.

6.3 There would inevitably be change to the character of the site with the removal of the existing built form, which has little merit in style or quality, and the introduction of the proposed new, and carefully designed, residential block with commercial units at ground level. All other elements and features within the wider townscape, would be physically unaltered with the proposed development in

place.

6.4 The character of the local townscape would be substantially unchanged in terms of appearance with the proposed development in place. Visually, the proposed development will have its own sense of place through its bespoke and contemporary design that nevertheless incorporates brick as its primary building material.

6.5 The proposed design is intended to enhance the existing street frontage and to not be incongruous, so as to avoid an unacceptable level of change to the character of the local landscape.

6.6 It is assessed that with the proposed development in place, the magnitude of change to the local townscape character will be medium i.e. that the proposed development will bring about change to the scale, land cover and pattern of the surrounding townscape. With a medium magnitude of change and with a low level of sensitivity, the effect on the local townscape character with the proposed development in place is assessed as minor but beneficial in nature. The proposals would replace a currently fairly lacklustre piece of townscape, into a vibrant commercial and residential block.

Summary

6.7 The character of the local townscape surrounding and including the site is a fairly built up and industrial, with a major road just to the north. However, the townscape is accommodating of a range of built form, with buildings being of differing ages, architectural styles, height, and massing but with brick as the dominant building material. The overall character of the area is urban in nature.

6.8 There is little or no consistence to the nature of the buildings fronting Ossory Road. Although the height of the proposed building would greatly increase compared to the existing height and form. Movement and activity would be a positive component of the proposed development through the main entrance that would enhance the character of the

townscape experientially.

6.9 The proposed development would represent a significant increase in the height over that of the existing built form adjacent to the site. However 14-22 Ossory Road to the south of the site has resolution to grant for an 11 storey building. Therefore even at its new height the proposed development would still be consistent with the appearance and form of other proposed buildings adjacent to the site and in the wider vicinity.

6.10 The proposals would not introduce any elements or features that might be considered unusual or out of place within the area surrounding the site. The proposed architectural styling and use of materials takes reference from existing buildings already found in the surrounding townscape through its primary use of brick but retains a bespoke contemporary design. The design of the proposed development also incorporates the contemporary use of fenestration.

6.11 There would be a notable change to the appearance of the site but this would be entirely consistent with the aspiration of enhancing the streetscape and townscape of the neighbourhood. The change in the site would not materially alter the character of the wider townscape which is accommodating of other development of a similar scale. It is considered that the quality of the proposed development and the built form and spaces that would be created would be perceived positively as an enhancement to the character of the wider townscape.

7.0

Effects on Visual Amenity

Effects on Visual Amenity

Baseline Visual Receptors

7.1 The site is one building with a service yard, with a rather unplanned feel to the layout. The site's location has a flat topography that accentuates the screening effect of existing built form and vegetation in the area.

7.2 The surrounding buildings are of mainly industrial units. The building heights vary but are generally two and three storey in scale.

7.3 In a 1km study area, and following site investigations, it is apparent that the greatest potential effect on visual amenity is within close proximity of the application site. Beyond 1km, the site, and therefore the proposed development, is not readily discernible – either totally screened from view or forming one small element of a greater view of a townscape composed of numerous other elements.

Residential Properties

7.4 There are a number residential buildings adjacent to the site and further north along the Old Kent Road. However, only a limited number of occupants of these properties will have some inter-visibility with the proposed development. There will be some limited inter-visibility from the rear of the properties on Glengall Road in closest proximity to the site boundary.

7.5 Elsewhere, at both close distances and further away, the presence of existing built form will act to screen or filter views of the proposals in some cases. The proposed development will be prominent from a number of points within the public realm.

7.6 Overall the construction of the proposed development on the site would not be considered as having an unacceptable adverse effect on the visual amenity of local residents.

Public Highways - Roads

7.7 The public highway network within the vicinity of the application site, comprises a hierarchy of main/primary routes, secondary routes and tertiary routes/residential streets.

7.8 For users of the highway network within the vicinity of the site there is already an expectation of seeing residential, retail and commercial development. Views of the proposals will often be prominent because of the height in relation to the existing built form. It is considered that the proposals would have a limited effect on the visual amenity of users of the highways within urban areas. This is because views of the proposed development from highways will often be transient and seen at an oblique angle between existing built forms, this will include views from Ossory Road. The visual effect for vehicle drivers is not considered to be as notable as that of residents and pedestrians.

Public Highways - Public Right of Way (PRoW) and public open spaces

7.9 There are few PRoW within the vicinity of the site, as most of the highways are accessible by pedestrian footpaths. A number of open spaces are present in the townscape around the site.

7.10 It should be noted that views from footpaths within urban locations are generally expected to contain built form, highways and street furniture. Therefore, the susceptibility of receptors in relation to new developments is considered to be medium rather than high as might be the case from more rural locations.

Selection of Representative Viewpoints

7.11 A combination of desktop study and field work determined the number and location of representative

viewpoints on which to undertake a detailed visual assessment of the effect of the proposed development. The viewpoints are regarded as being representative of the range of potential views and receptors e.g. users of the public highway and open spaces, etc. from various distances and directions around the site.

7.12 The representative viewpoints are not intended to be exhaustive. The locations of the representative viewpoints are given in Figure 8. The representative viewpoints show an inherent bias as it is considered that there are many more locations within the townscape surrounding the site from where it would not be possible to see the proposed development than from those locations where a view will be possible.

7.13 In line with the Guidelines for Landscape and Visual Impact Assessment (3rd Edition), the 10 representative viewpoints form the basis of a detailed visual assessment. So as to avoid confusion, the identification numbers of the representative views is the same as that allocated to them as key views.

Effects on Viewpoints

7.14 A visual assessment has been undertaken from the representative viewpoints to determine how the proposed development might influence the visual amenity of the surrounding townscape. The assessment was undertaken as part of the site survey, with the photographic assessment recording the nature of the view and the existing visibility of the application site.

7.15 The photographic assessment was undertaken in late Autumn 2019. Leaf cover on existing vegetation in the area had almost all fallen. Consideration has been given to views during periods when no leaf cover is present on deciduous species.

7.16 The representative views have been prepared as fully rendered, accurate visual representations (AVRs). The AVR document is given as Appendix 1 to this report.



Figure 7 - Detailed Visual Assessment - Viewpoint location plan N.T.S

7.17 Rather than replicate the AVR document, the detailed visual assessment for each viewpoint is given below. Each viewpoint is named and numbered so as to cross-reference to the viewpoint location plan given in Figure 7. The viewpoint is then described and an assessment is then made of the viewpoint sensitivity.

7.18 The predicted view with the proposed development in place at year 1 of the operational phase is then given together with an assessment of the magnitude of change over the existing view. Finally, the scale of effect is assessed taking into account the magnitude of change and the overall sensitivity for each visual receptor (person observing the view).

Detailed Assessment of Representative Views (with reference to Appendix 1)

Viewpoint 1 – View from Glengall Road, looking east

Description of Baseline View and Sensitivity of Visual Receptor

7.19 The view is taken from Glengall Road looking east towards the site. The site is situated in the centre of the view behind the residential housing, from within the Trafalgar Avenue Conservation area where the existing building is not visible in the view.

7.20 The view is representative of users of the public highway. Users of the highway are assessed as having a low susceptibility to the type of development being proposed. The view has no particular aesthetic but is not unpleasant and is assessed as being of medium value. Overall the sensitivity of the visual receptor is assessed as medium.

Predicted View at Year 1 and Magnitude of Change

7.21 At year 1 of the operational phase, the foreground elements of the view, the carriageway and footway of Glengall Road and associated street trees will have little

effect of this particular view. The proposed development will be a notable feature in the view but will not be seen in its entirety and is not considered overbearing. In height terms it will be perceived as being prominent. The magnitude of change is assessed as medium and beneficial.

Scale of Visual Effect

7.22 With a medium sensitivity and a medium magnitude of change, the effect of the proposed development will be moderate. The proposal will respect the existing building line of the adjacent properties and the built form appearance references the buildings in close proximity.

Viewpoint 2 – View from Old Kent Road, looking south

Description of Baseline View and Sensitivity of Visual Receptor

7.23 This view is taken from the north side of Old Kent Road and looking south in the direction of Ossory Road. Views of and into the site are open and clear with no vegetation obscuring the view. Carriageway and cars dominate the foreground of the view.

7.24 The view is representative of users of the public highway. Users of the highway are assessed as having a low susceptibility to the type of development being proposed. The view has no particular aesthetic but is not unpleasant and is assessed as being of medium value. Overall the sensitivity of the visual receptor is assessed as medium.

Predicted View at Year 1 and Magnitude of Change

7.25 At year 1 of the operational phase, the view will be significantly changed. The proposed development will be seen to dominate the view. The magnitude of change is assessed as high and beneficial.

Scale of Visual Effect

7.26 With a medium sensitivity and a high magnitude of change, the effect of the proposed development will be

high. The nature of the effect is assessed as major.

Viewpoint 3 - View from Ossory Road, looking north

Description of Baseline View and Sensitivity of Visual Receptor

7.27 This view is taken from within Ossory Road. The view looks north in the direction of the site. The site and views into it, are partially screened by existing vegetation.

7.28 The view is representative of users of the public highway. Users of the highway are assessed as having a low susceptibility to the type of development being proposed. The view is assessed as being of low value. Overall the sensitivity of the visual receptor is assessed as low.

Predicted View at Year 1 and Magnitude of Change

7.29 At year 1 of the operational phase, the view will be partially changed. The existing built form in the view will remain both the prominent and dominant visual features in the view, however the proposed development will be partially visible. The magnitude of change is assessed as medium and beneficial.

Scale of Visual Effect

7.30 With a low sensitivity and a medium magnitude of change, the scale of effect of the proposed development will be minor. The nature of the effect is assessed as beneficial.

8.0

Summary and Conclusions

Summary and Conclusions

8.1 This Townscape and Visual Appraisal was undertaken to assess the potential townscape and visual effects in respect of the re-development of 2-10 Ossory Road, Southwark. It relates to the demolishing of the existing occupied commercial building and its replacement with a new residential block with a ground floor industrial unit.

8.2 The site is currently a double unit industrial building, that is being used by an online goods retailer. The mostly aluminium clad building, comprises a two storey height frontage to Ossory Road with an aluminium flat roof.

8.4 The site has no noteworthy features within the external environment surrounding the building. In its use, the external areas of the site were, and remain, predominantly hard standing with the building meeting the property boundary.

8.5 The site does not contain nor is it located within any statutory or non-statutory landscape protection designation. The site is not within a conservation area but is in close proximity to the boundary of the Glengall Road Conservation Area and the Trafalgar Way Conservation Area.

8.6 The proposed development includes a building that has been designed to create an attractive and safe private and public environment. The proposals are intended to be aesthetically pleasing and to help create a sense of place that is respectful of, and responds to the site's location.

8.7 The proposals allow for the erection of a new, 11 storey high residential building to include a ground floor light industrial unit.

8.8 The high quality architectural design is for an eleven storey building fronting onto Ossory Road. The proposed building would occupy the full width of the site.

8.9 With the proposed development in place the existing flat topography of the site would not be perceptibly altered.

Any changes, though irreversible, would be localised ones. The effect on the site's topography with the proposals in place at year 1 would be negligible.

8.10 The existing land use on the site is primarily commercial. This existing unsightly building would be replaced by residential properties, retaining the ground floor for light industrial use, which is in keeping with the current land use that most characterises the area surrounding the site.

8.11 The effects on the existing townscape features and elements that characterise the site would, with the proposed development in place, would be beneficial in nature.

8.12 The character of the local townscape surrounding and including the site is fairly commercial and a relatively changing one.

8.13 The proposed development would represent a significant increase in the height over that of the existing built form adjacent to the site. However a proposed development (14-22 Ossory Road) to the south of the site has resolution to grant for an 11 storey building. But even at its new height the proposed development would still provide greater visual appeal over the current building.

8.14 There would be no physical effects brought about by the proposals beyond the confines of the application site boundary. All other elements and features within the wider townscape would be physically unaltered with the proposed development in place.

8.15 The proposals would not introduce any elements or features that might be considered particularly unusual or out of place within the area surrounding the site. The proposed architectural styling and use of materials takes reference from existing buildings already found in the surrounding townscape through its primary use of brick but retains a bespoke contemporary design. The design of the proposed development also incorporates the contemporary use of fenestration.

8.16 There would be a notable change to the appearance of the site but this would be entirely consistent with the aspiration of enhancing the streetscape and townscape of the neighbourhood. The change in the site would not materially alter the character of the wider townscape which is accommodating of other proposed developments of a similar scale. It is considered that the quality of the proposed development and the built form and spaces that would be created would be perceived positively as an enhancement to the character of the wider townscape.

8.17 The existing built form on the site has little merit visually and with little appeal architecturally. The detracting nature of the site in townscape terms is further accentuated by the site's part vacant state. The proposed development will introduce a well designed and visually distinct building into the townscape.

Appendix 1

Detailed Visual Assessment



Viewpoint 1 - Existing View



Viewpoint 1 - Proposed View



Viewpoint 1 - Proposed View with suggested massing within the Old Kent Road AAP



Viewpoint 2 - Existing View



Viewpoint 2 - Proposed View



Viewpoint 2 - Proposed View with suggested massing within the Old Kent Road AAP



Viewpoint 3 - Existing View



Viewpoint 3 - Proposed View



Viewpoint 3 - Proposed View with suggested massing within the Old Kent Road AAP

Appendix 2

Detailed Methodology

Introduction

1.1 This assessment has been undertaken with reference to best practice, as outlined in the following published guidance:

- Guidelines for Landscape and Visual Impact Assessment (3rd edition) - Landscape Institute/ Institute of Environmental Management and Assessment (2013)
- Photography and Photomontage in Landscape and Visual Impact Assessment (2011) – Landscape Institute Advice Note 01/11

1.2 The proposed scheme was assessed for the purposes of the townscape and visual analysis.

1.3 The study area for the TVA was taken to be a 1 kilometre radius from the site. As it is considered that beyond this distance, even with good visibility, the proposed development would not be readily perceptible in the composite townscape.

Townscape Elements and Character Assessment Methodology

1.4 A baseline townscape assessment was carried out to determine the current elements and character of the townscape within and surrounding the site. This involved an initial desktop study of:

- Ordnance survey maps at 1:50,000, 1:25,000 scales
- Aerial photographs of the site and surrounding area
- Datasets for rural designations from the MAGIC website (Multi Agency Geographic Information for the Countryside)
- Relevant planning policy
- National and local scale townscape character assessments

Visual Assessment Methodology

1.5 The assessment of visual effects was undertaken on the basis of viewpoint analysis as recommended in best practice

guidelines. The viewpoints which are in different directions from the site and are at varying distances and locations were selected to represent a range of views and visual receptor types.

1.6 The viewpoints are representational and not exhaustive. They are taken from publicly accessible land and not from any third party, private, land.

1.7 The viewpoints were used as the basis for determining the effects of visual receptors within the entire study area. The viewpoints were photographed at 1.6 metres above ground level.

Assessment Criteria

1.8 The scale of importance of effects is ascertained by cross referencing the sensitivity of the baseline landscape or visual receptor and the magnitude of change as a result of the development.

Sensitivity of Townscape Features

1.9 Sensitivity attributed to a townscape element is determined by a combination of the value that is attached to a townscape feature or element and the susceptibility of the landscape feature/element to changes that would arise as a result of the Proposed Development – see Pages 88-90 of GLVIA3. Both value and susceptibility are assessed as high, medium or low.

Table 1 Sensitivity of Townscape Elements and Features

		VALUE		
		HIGH	MEDIUM	LOW
SUSCEPTIBILITY	HIGH	High	High	Medium
	MEDIUM	High	Medium	Low
	LOW	Medium	Low	Low

Magnitude of Change on Townscape Features

1.10 Professional judgment has been used to determine the magnitude of direct physical impacts on individual existing townscape features as follows:

Table 2 Criteria of Magnitude of Change for Townscape Features

Negligible	No loss or very minor alteration to part of an existing townscape feature
Low	Minor loss or alteration to part of an existing townscape feature
Medium	Some loss or alteration to part of an existing townscape feature
High	Total or major loss of an existing townscape feature

Sensitivity of Townscape Character

1.11 Sensitivity is determined by a combination of the value that is attached to a landscape and the susceptibility of the townscape to changes that would arise as a result of the Proposed Development – see Pages 88-90 of GLVIA3. Both value and susceptibility are assessed as high, medium or low.

Table 3: Sensitivity of Townscape Character

		VALUE		
		HIGH	MEDIUM	LOW
SUSCEPTIBILITY	HIGH	High	High	Medium
	MEDIUM	High	Medium	Low
	LOW	Medium	Low	Low

1.12 Professional judgment has been used to determine the magnitude change on townscape character as follows:

Table 4: Criteria for magnitude of change for townscape character

Negligible	No notable Introduction of new elements into the townscape or change to the scale, landform, land cover or pattern of townscape
Low	Introduction of minor new elements into the townscape or some minor change to the scale, landform, land cover or pattern of townscape
Medium	Introduction of some notable elements into the townscape or some notable change to the scale, landform, land cover or pattern of townscape
High	Introduction of major elements into the townscape or some major change to the scale, landform, land cover or pattern of townscape

Sensitivity of Visual Receptors

1.13 Sensitivity is determined by a combination of the value that is attached to a view and the susceptibility of the receptor to changes in that view that would arise as a result of the Proposed Development – see Pages 113-114 of GLVIA3. Both value and susceptibility are assessed as high, medium or low.

Table 5 Sensitivity of visual receptors

		VALUE		
		HIGH	MEDIUM	LOW
SUSCEPTIBILITY	HIGH	High	High	Medium
	MEDIUM	High	Medium	Low
	LOW	Medium	Low	Low

Magnitude of Change on Visual Amenity

1.14 Professional judgment has been used to determine the magnitude change on townscape character as follows:

Table 6 Criteria for magnitude of change for visual receptors

Negligible	No notable change in the view
Low	Some change in the view that is not prominent / few visual receptors affected
Medium	Some change in the view that is clearly visible and forms an important but not defining element in the view
High	Major change in the view that has a defining influence on the overall view / many visual receptors affected

Scale of Effects

1.15 The scale of the townscape and visual effects is determined by cross referencing the sensitivity of the townscape feature, landscape character or view with the magnitude of change. The scale of effects is described as major, moderate, minor or negligible.

Table 7 Scale of importance for landscape character, landscape features and visual receptors

		MAGNITUDE OF CHANGE			
		HIGH	MEDIUM	LOW	NEGLECTIBLE
SENSITIVITY	HIGH	Major	Major	Moderate	Minor
	MEDIUM	Major	Moderate	Minor	Negligible
	LOW	Moderate	Minor	Negligible	Negligible

1.16 The nature of the townscape and visual effects will be adverse i.e. negative, beneficial i.e. positive or neutral i.e. where the effect is neither overwhelmingly adverse nor overwhelmingly beneficial. Examples of the nature of an effect would be to say 'major beneficial' or 'minor adverse'. Unless expressly said, all effects are taken to be adverse in nature.

