



LANDSCAPE APPRAISAL / STUDY

**PROPOSED HOLIDAY CABINS:
LAND WEST OF RICHBOROUGH ROAD
SANDWICH
KENT
CT13 9JG**

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1.0 INTRODUCTION

1.1 The Brief and Background

1.1.1 PJC Consultancy has been commissioned by Richborough Thoroughbreds Ltd to undertake a Landscape Appraisal / Study in support of a planning application for 8 no. holiday cabins to land west of Richborough Road, Sandwich, Kent CT13 9JG.

1.1.2 The proposed scheme would comprise a total of 8 no. single-storey holiday cabins to a green field site south of The Den, Richborough Road, Sandwich. Access would be via an existing gated entrance off Richborough Road and 8 no. parking spaces would be provided [to the eastern edge].

1.1.3 The Guidelines for Landscape and Visual Impact Assessment (3rd Edition) state that: The principles and processes of LVIA can also be used to assist in the 'Appraisal' of forms of land use change or development that fall outside the requirements of the EIA Directive and RegulationsLocal Planning Authorities may ask for such 'Appraisals' where planning applications raise concerns about effects on the landscape and/or visual amenity.....

1.1.4 This report is not intended as a Landscape and Visual Impact Appraisal / Assessment (LVIA) and should not be interpreted as such. It does not strictly follow the methodology as laid out within the Guidelines for Landscape and Visual Impact Assessment (Third Edition).

1.2 The Purpose of the Report

1.2.1 The purpose of this report is to provide a proportionate study of the existing landscape and visual condition in relation to the proposed development site west of Richborough Road and surrounding area.

1.2.2 The main objectives of this report are to:

- describe the baseline condition of the proposed development site and surrounding area;
- describe the proposed development scheme;
- identify relevant, existing landscape character assessments;
- describe the landscape character in relation to the proposed development scheme;
- describe any proposed mitigation;



- record and describe representational views in relation to the proposed development site and assess likely visual effects in relation to the proposed development scheme.

1.2.3 This report has been prepared in accordance with the following guidance:

- An Approach to Landscape Character Assessment published by Natural England 2014;
- Visual representation of Development Proposals: Technical Guidance Note 06/19 Published by the Landscape Institute.

1.2.4 The following Landscape Character Assessments and digital resources were referred to - underlined text include a digital link to the original document:

- Natural England - National Character Areas Profile: 113 – North Kent Plain (2013);
- [Kent County Council: Landscape Character Assessment](#);
- [Dover District Council - Dover District Landscape Character Assessment \[2020\]](#);
- MAGIC Interactive Map, Defra and Natural England.

1.2.5 The following planning documents were referred to:

- [Dover District Council: Core Strategy 2010](#);
- [Dover District Council: Saved policies](#).

1.3 Field Survey Methodology and Viewpoint Images

1.3.1 The site survey visit was carried out by Andrew Ramsay BA (Hons) MALA CMLI on the 18th September 2023 and was conducted from Public Rights of Way and Public Highways surrounding the proposed development site - weather conditions were generally sunny. It should be noted the site survey was conducted during early Autumn when deciduous vegetation was generally in leaf - views would be more open during late Autumn, Winter and early Spring when deciduous vegetation would be with little or no leaf cover.

1.3.2 The photographs were all taken with a Canon EOS R digital camera with a 50mm lens approximately 1.5 - 1.7m above ground level. Whilst the relevant guidance was referred to (Visual representation of Development Proposals: Technical Guidance Note 06/19 Published by the Landscape Institute) it was interpreted to suit the requirements of this study.



2.0 DEVELOPMENT PROPOSALS

2.1 Proposed Holiday Cabin Scheme

2.1.1 The proposed scheme would comprise a total of 8 no. single-storey holiday cabins which would be located to the northern part of a small field west of Richborough Road. Access would be via an existing, gated opening off Richborough Road and 8 no. vehicular parking spaces would be located to the eastern edge of the proposed development site. Existing vegetation to the northern and eastern edges would be retained and enhanced with new, native species shrubs and trees. A ribbon of native-species understorey shrubs and tree specimens would line the southern edge of the proposed development site.

2.1.2 Refer to: 818 / 01 / Site and Location Plans for further details.

3.0 PLANNING POLICY

3.1 Dover District Council: Core Strategy [2010]

3.1.1 The Dover District Council Core Strategy was adopted in 2010 and: forms a major part of the Local Development Framework for the District - setting out the District's proposed course for the best part of the next two decades. The following policies are considered relevant to the proposed development site and landscape character / visual amenity.

Policy CP 7 Green Infrastructure Network

3.1.2 The integrity of the existing network of green infrastructure will be protected and enhanced through the lifetime of the Core Strategy. Planning permission for development that would harm the network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects. Proposals that would introduce additional pressure on the existing and proposed Green Infrastructure Network will only be permitted if they incorporate quantitative and qualitative measures, as appropriate, sufficient to address that pressure. In addition, the Council will work with its partners to develop the Green Infrastructure Framework and implement proposed network improvements.



Policy DM 1 Settlement Boundaries

- 3.1.3 Development will not be permitted on land outside the urban boundaries and rural settlement confines shown on the proposals map unless specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses.

Policy DM 15 Protection of the Countryside

- 3.1.4 Development which would result in the loss of, or adversely affect the character or appearance, of the countryside will only be permitted if it is:
- i. In accordance with allocations made in Development Plan Documents or,
 - ii. justified by the needs of agriculture;
 - iii. justified by a need to sustain the rural economy or a rural community;
 - iv. it cannot be accommodated elsewhere and;
 - v. it does not result in the loss of ecological habitats.

Provided that measures are incorporated to reduce, as far as practicable, any harmful effects on countryside character.

Policy DM 16 Landscape Character

- 3.1.5 Development that would harm the character of the landscape, as identified through the process of landscape character assessment will only be permitted if: i. It is in accordance with allocations made in Development Plan Documents and incorporates any necessary avoidance and mitigation measures; or ii. It can be sited to avoid or reduce the harm and/or incorporate design measures to mitigate the impacts to an acceptable level.



4.0 EXISTING BASELINE CONDITIONS

4.1 Landscape Context

4.1.1 The proposed development site is a grassland field west of Richborough Road and immediately east of a mainline railway track. Immediately north is a residential dwelling: The Den and to the north-east a large metal scrapyards, a residential dwelling [Brickfield Cottage] lies east of Richborough Road and the proposed development site. The River Stour lies to the east and the A256 flyover is located to the north just beyond several small water bodies, to the south is a drainage ditch [and associated sluice gate] which feeds the North Poulders Stream. The field south of The Den are currently used for equestrian grazing and stabling.

4.2 Existing Vegetation

4.2.1 To the north a dense ribbon of trees and shrubs lies to the southern edge of The Den residential curtilage. To the east, an informal hedgerow [predominately Blackthorn and Hawthorn] lies adjacent to a drainage ditch to the western edge of Richborough Road.

4.3 Proposed Development Site Area: Baseline Topography

4.3.1 The proposed development site and surrounding area is even in character with only minor variations in landform, to the west the mainline railway tracks are raised on an embankment. Richborough Road is slightly elevated in relation to the proposed development site area [to the south].

4.4 Public Rights of Way [PRoW]

4.4.1 There are no designated PRoWs within or adjacent to the proposed development site. A designated PRoW: Footpath [Ref: EE48B] runs north off Richborough Road below the A256 flyover and follows the western edge of the River Stour. This footpath [and Richborough Road to the south forms part of a long-distance walking route: Saxon Shore Way which links Gravesend with Hastings.



5.0 LANDSCAPE CHARACTER

5.1 Existing Landscape Character Assessments - Overview

National Landscape Character: Natural England – National Character Areas Profile (113): North Kent Plain

- 5.1.1 The proposed development site lies within Volume 7: South East and London and is located within National Character Area Profile (113) - North Kent Plain: The North Kent Plain National Character Area (NCA) is the strip of land between the Thames Estuary to the north and the chalk of the Kent Downs to the south. The area is open, low and gently undulating. It is a very productive agricultural area with predominantly high-quality, fertile loam soils characterised by arable use. Traditional orchards, soft fruits and other horticultural crops exist in central and eastern areas giving rise to the use of the title ‘Garden of England’. There is an extensive area of ancient woodland around Blean, plus significant ancient woodlands further west. However, it is generally an open landscape: characteristic shelterbelts occur within the fruit-growing areas, but the agricultural land is mostly devoid of hedgerows.

The NCA meets the sea between Whitstable and Deal, changing from a north facing to an east- or south-facing shore. There is a great diversity of coastal habitats, including chalk cliffs around Thanet, and soft cliffs between Herne Bay and Reculver – and also at Pegwell Bay. There are also areas of intertidal sand and mud, salt marshes (especially at Pegwell Bay), sand dunes (notably Sandwich Bay), shingle beaches (at Minnis Bay and near Deal), brackish lagoons and maritime grasslands on cliff-tops and sea walls.

The area has a strong urban influence, with several built-up areas, including coastal towns and these occupy a substantial part of the area with significant development around London and the Medway towns, which has a strong influence in the west of the NCA.....

Regional Landscape Character: The Landscape Assessment of Kent October 2004

- 5.1.2 The proposed development site area lies within The Landscape Assessment of Kent: The Wantsum And Lower Stour Marshes landscape character area and is described as follows:

The marshlands around the north-Kent coast are the reclaimed and silted up course of the Wantsum Channel and the former mouth of the River Stour. The flat and open landscape continues around the coast to the Sandwich flats and the Lydden valley, which is located between Sandwich and Deal. The flat landform dominates and the landscape is large-scale with very long



views, but it is bordered by the gentle slopes of the Thanet chalk and the horticultural belt. This adjacent higher ground abuts the marsh in a very irregular pattern, softening and adding interest to an otherwise uniform expanse; all views contain some background element of landform. From a viewpoint at Upstreet, the eye is drawn to the twin towers of the Richborough power station and the wind turbine, and to the church tower of St Nicholas at Wade, on Thanet. Centrally located in the marsh are the banked and snaking forms of the Stour and Wantsum rivers which are now surrounded by open fields. Archaeological evidence of activity in the Iron and Bronze Ages has been found here, but it is known that the sea and river channels were navigable during the Roman occupation.

The present field pattern is fairly small and regular, described by a network of drainage ditches, dykes and flood control banks. Where these are intensively cleared and managed, they are almost imperceptible from any distance. Where the clearance is less intensive, the watercourses are reed-fringed and give a sense of scale and some enclosure to the land. Reed-fringed dykes can still be found near Grove Ferry. Current farming practices tend towards the removal of some open drainage ditches. This is noticeable in the Chislet marshes where remnant lines of reeds and pollard willows can be seen.

Soils are heavy alluvial clay, generally poor quality and subject to flooding and waterlogging.....

There is no settlement within the marsh. Roads across it are still limited to the few original crossing places; these link the routes that follow the edge of the adjacent higher ground. Drove roads (reputedly to be former groynes associated with reclamation) leading from the villages into the marsh end abruptly, thus reducing the accessibility of the marsh and enforcing its remoteness. Settlements on the edge of the area are usually the sites of original ferry crossings, such as Grove Ferry which persisted as a ferry crossing until the late 1950s.

The eastern marshes, around Sandwich and Worth, have more of a coastal influence. Views are open to the sea. This is a comparatively smaller scale marshland which was also systematically reclaimed by ecclesiastical landowners around Sandwich. It is bordered by sand dunes and the coastal mudflats of Sandwich Bay. In particular, the Lydden Valley (near Sandwich), which is drained by the North Stream, is quiet and relatively pastoral; the watercourses are still prevalent and it appears to be less intensively farmed where there are arable crops. It is extremely inaccessible and remote, although transected by the Minster to Deal railway line. The remote marshes are predictably rich in wildlife where they are not intensively farmed and



drained. The rich habitats of the Lydden Valley and the Hacklinge Marshes are designated as a Site of Special Scientific Interest (SSSI). The banks of the North Stream are included within the designated area. Around Hacklinge, the dykes and marshland support an unusual fen vegetation on alluvial and peat soils, and they attract a variety of breeding birds; some rare, such as the Cetti's Warbler.

Sandwich itself is located in a loop of the River Stour within the marshland. It was formerly an important port and still has a remarkably complete medieval town centre which adjoins the river. Richborough has been strategically important since the Roman invaders built the castle on a promontory within the marshes. The last 100 years has seen the area evade the development of a major port, but it has become a repository for large industrial buildings (including the electricity power station) and for waste materials. Large buildings are in scale with the open landscape, but they are served by wide, fast roads and are enclosed with incongruous security fencing and cosmetic planting, thus detracting from this atmospheric location. Weatherlees Hill at Richborough is noted for its orchids. Along the coast, there is a long barrier of aeolian sand dunes which lie between the marshes and the sea. They form a small but individual character area on the edge of the marsh with their characteristic grasses and maritime influences. The dunes are used almost exclusively as golf courses, and as such are protected from use by the wider public. About 40 species of grass have been found in the sandy coastal grassland, and there are other numerous rare plants such as the lizard orchid, which can be found at the Royal St. George's Golf Links. The coastal mudflats of Pegwell and Sandwich Bay are designated within the Site of Special Scientific Interest (SSSI) which covers the Hacklinge marshes and the sand dunes. They are also internationally important for bird life, providing a landfall for migrating birds and breeding grounds for a range of rare summer and winter bird populations.

5.1.3 Characteristic landscape features include:

- Flat, open and remote. No settlement on marshland.
- Reculver Towers and Richborough Fort mark the end of the Wantsum Channel.
- Regular field pattern fringed with dykes and drainage ditches. Flood defences are characteristic elements.
- River courses, flooding and waterlogging.
- Coastal influences-climate, sand dunes and seabirds.

5.1.4 The Landscape Analysis: Condition section states: The flat landscape of the former sea channel retains its characteristic long views and isolated stretches of farmland crossed by drainage channels. It is coherent as reclaimed marsh but few natural grasslands now exist and the intensive use



for arable cultivation – with intensive management of ditches - have reduced the visual and ecological interest. There are very few visible lines of vegetation associated with drainage. Built development is encroaching on some edges and detracting features such as the urban edge, fencing and farm buildings and road bridges are increasing and become prominent in the flat landscape.

Dover District Council: Dover District Landscape Character Assessment
[2020]

5.1.5 The identified parcel of land lies within the Dover District Landscape Character Assessment: LCA B1: Great Stour - Sandwich Corridor which is described as follows: The Great Stour - Sandwich Corridor LCA is located north of Sandwich along the floodplain corridor of the River Stour, as it loops to the sea at Pegwell Bay. The historic silting up of the Wantsum Channel changed the course of the river to follow this more convoluted route to the sea. The northern boundary of the character area is defined by the district boundary with Thanet, and the eastern and western boundaries follow the Great Stour River (flowing south to Sandwich and then north to the sea at Pegwell Bay). The southern boundary is formed by the settlement edge of Sandwich. The LCA is distinguished from adjacent marshes by its developed industrial character and alteration by former gravel extraction landfill and forms a major transport corridor for the A256, with associated development.

5.1.6 The key characteristics are as follows:

- Flat low-lying former marshland between 2-6m AOD underlain by Thanet Sand Formation with alluvial deposits.
- Formed part of the former Wantsum Channel – a sea channel separating mainland Kent from the Isle of Thanet.
- Important historic sites remnant in landscape including medieval port of Stonar, and part of setting of neighbouring historic sites.
- Great Stour River channels contain the landscape, with access to the river provided along rights of way, as well as a channel busy with watercraft. Stonar Lake is a large waterbody formed by gravel extraction.
- Wetland habitats relating to the Great Stour River channels including priority habitat grazing marsh and mudflats mainly within adjacent Sandwich Bay LCA. The Ash Levels and South Richborough Pasture LWS lies in the west.
- Broad leaved trees provide vegetation cover along roads and with more ornamental planting within the industrial estates.
- Land use is dominated by industrial estates including Discovery Park. Pasture and some arable fields and grazing marsh remain in between the road and estate infrastructure, particularly in the west,



with areas of former marshland character juxtaposed with the developed areas.

- The A256 Sandwich Bypass runs through the area. A network of estate roads connects the industrial estate buildings.
- Great Stour River and Stonar Lake are popular for walking and fishing. England Coast Path, Saxon Shore Way and Thanet Coastal Path Long Distance Footpaths follow Ramsgate Road / the A256 Sandwich Bypass.
- Open landscape, visually enclosed by large scale development. Contrast of developed and natural landscape in close proximity.

5.1.7 Within the Landscape Evaluation section [Key Sensitivities and Values] of the assessment it states:.....

- Recreational value associated with the PRoWs which provide access to the coast, regional recreational routes along the River, plus boating and angling on the Great Stonar River and Stonar Lake.....

Proposed Development Site: Landscape Character Assessment

5.1.8 The proposed development site comprises a small-scale grassland field which is constrained by a mainline railway [embankment] to the western edge and dense vegetation to the northern and eastern edges. To the north-west corner is a stable block / outbuilding and there are partial views of The Den [residential dwelling] to the north. The southern part of the site is more open however views are constrained by vegetation and residential buildings west of Richborough Road. Further south-west there is a partial view of the top of the White Windmill which is Grade II listed.

5.1.9 To the north, the elevated concrete A256 flyover is clearly perceptible in views from the site along with associated traffic as are intermittent trains using the railway to the western edge. Both these transportation routes are considered to be intrusive landscape components which substantially affect tranquillity and detract from the semi-rural location. There are partial views of traffic to the A256 west of the proposed development site.

5.1.10 The current land-use [intensive equestrian grazing] means the proposed development site is considered to be in generally poor condition. A combination of dense vegetation to the boundaries, railway embankment and generally even topography mean the grassland field has a constrained and enclosed character. The proximity of the railway line, associated mesh fencing, Richborough Road and A256 flyover means the site is considered to have a low landscape value.



- 5.1.11 The existing proposed development site landscape features / receptors are shown in Appendix A: Landscape Character Features / Receptors.

6.0 MITIGATION

6.1 Proposed Mitigating Measures

- 6.1.1 The existing boundary vegetation to the eastern and northern edges would be retained and enhanced with reinforcing native species trees and shrubs. To the southern edge, a ribbon of native species, understorey shrubs and trees would run east-west - softening and filtering views from locations further south. New, native species planting would buffer the mesh fencing to the western edge as well as reducing noise and visual intrusion as a result of intermittent trains to the raised embankment. New planting would extend south, infilling gaps to the edge of the Richborough Road [adjacent to the existing gated access].



7.0 VISUAL APPRAISAL

7.1 Viewpoints and Anticipated Visual Impact

7.1.1 The viewpoint photographs are shown in Appendix B: Viewpoint Photographs and locations are shown on PJC493/ Fig 01 / Viewpoint Locations & PRowS.

7.1.2 The degree of visual effects with regard to the proposed development scheme are defined within Table 01 below:

Table 01: Overall Degree of Visual Effects: Definitions and Descriptions	
No Change	No part of the proposed development would be discernible in the view.
Negligible	There would be little effect within the context of existing landscape character and visual amenity.
Low/Slight Adverse	The proposals would constitute only a minor component within the existing landscape character / Awareness of the proposals would not have a marked effect upon the existing landscape quality, pattern and landform.
Moderate Adverse	The proposals would form a visible and recognisable new element within the existing landscape and negatively affect the existing landscape character.
Substantial Adverse	The proposals would form a significant part of the existing landscape and be unable to be fully mitigated - substantially and negatively affecting an existing high-quality landscape.

Viewpoint 01 – Richborough Road / Mainline Railway Crossing Looking South-East

7.1.3 Viewpoint 01 lies to a location just north-west of the railway crossing over Richborough Road. The view looks south-east and shows the general furniture / signage / fencing commonly associated with railway crossings. Beyond the crossing lie two water bodies [not perceptible] and dense intervening vegetation which limits views of the proposed development site. The A256 flyover is a large and dominant landscape component in this view. The proposed holiday cabin scheme would not be perceptible in views from this location and therefore there would be No Change in the overall degree of visual effect.



Viewpoint 02 – PRow: Footpath Looking South

- 7.1.4 This viewpoint looks south from a location which lies to a PRow: Footpath which runs adjacent to the River Stour, a number of river craft are permanently moored just north of this location. The footpath also forms part of the Saxon Shore Way - a long distance walking route from Gravesend to Hastings [and continues south along Richborough Road – immediately west of the proposed development site]. The image shows a partial view of a residential dwelling and dense intervening vegetation beyond which limits views further south. To the south-east of this location is a large scrapyards which is also hidden by dense trees and shrubs. The proposed development site is not perceptible in views from this location and therefore there would be No Change in the overall degree of visual effect.

Viewpoint 03 – Richborough Road Looking West

- 7.1.5 Viewpoint 03 lies to Richborough Road and looks west through a narrow gated field access. The view shows the grassland field which leads to the mesh boundary fencing and railway embankment [which limits views further west]. The field access is framed by dense vegetation which characterises the eastern edge of the Richborough Road highway. The proposed holiday cabins would be visible from this location however views would be glimpsed due to the narrow break in the vegetation, proposed planting to the northern edge would further limit perceptibility. There would be a Moderate Adverse overall degree of visual effect as a result of the proposed scheme.

Viewpoint 04 – Richborough Road Looking North-West

- 7.1.6 This viewpoint also lies to Richborough Road and looks north-west from a location close to another gated field access. The view demonstrates the dense vegetation to the edge of the highway north of this location. The view shows the stable building to the north-west corner of the grassland field and the elevated A256 flyover to the skyline further north. The cabins would be located to the north of the field with a backdrop of existing dense vegetation. The proposed planting scheme would soften and filter views of the new cabins which would be viewed within the context of the flyover and railway embankment / track. There would be an initial Moderate Adverse overall degree of visual effect which could be anticipated to reduce to Low / Slight Adverse as the new trees and shrubs matured.

Viewpoint 05 – Richborough Road Looking North-West

- 7.1.7 Viewpoint 05 lies to Richborough Road and looks north-west, the concrete A256 flyover is partially discernible in views from this location. Views west and north-west are limited by existing field edge vegetation however the existing stable block is partially visible to the north-west corner of the field. Views of the proposed, single-storey cabins would be limited by existing and



proposed planting and therefore there would be a Low / Slight Adverse overall degree of visual effect as a result of the proposed scheme.

Viewpoint 06 – Richborough Road Looking North-West

- 7.1.8 This viewpoint location lies south of a private residential access off Richborough Road and looks north-west. Views are constrained by dense evergreen and deciduous vegetation to the residential frontage. The viewpoint location demonstrates how visibility of the proposed development site area decreases further south on the Richborough Road highway. The proposed cabins would not be perceptible in views from this location due to intervening vegetation and therefore there would be No Change in the overall degree of visual effect as a result of the proposed scheme.

8.0 SUMMARY AND CONCLUSIONS

8.1 Landscape Character

- 8.1.1 The proposed development site comprises a grassland field which benefits from dense vegetation to the northern and eastern edges. To the west is a raised embankment and mainline railway track and to the south is a drainage ditch [and associated sluice gate] which feeds the North Poulders Stream. The field is currently home to several horses and a stable block / outbuilding lies to the north-west corner, to the northern edge [just beyond intervening vegetation lies a residential dwelling [The Den].
- 8.1.2 The proposed development site is currently considered to be in poor condition [due to the intensive equestrian grazing] and of low landscape value due to proximity to a mainline railway route, public highway and mid-distance views of the A256 concrete flyover [and associated traffic] to the north and north-west.
- 8.1.3 The proposed scheme comprises 8 no. single storey holiday cabins and associated parking area which would be clustered to the north of the proposed development site [just south of The Den]. Existing retained vegetation to the northern and eastern edges would be reinforced and a new buffer of planting would extend across the field to the southern edge of the proposed development site. The proposed scheme would enhance field edge boundaries, green infrastructure and maintain the existing constrained landscape character.



8.2 Visual Effects

8.2.1 The proposed holiday cabins would be partially perceptible from a constrained area due to a combination of the even topography and existing/proposed vegetation.

Table 02: Summary of Visual Effects	
VIEWPOINT	ANTICIPATED VISUAL IMPACT
Viewpoint 01 - Richborough Road / Mainline Rail Crossing Looking South-East	No Change
Viewpoint 02 - PRow: Footpath Looking South	No Change
Viewpoint 03 - Richborough Road Looking West	Moderate Adverse
Viewpoint 04 - Richborough Road Looking North-West	Initial Moderate Adverse falling to Low / Slight Adverse
Viewpoint 05 - Richborough Road Looking North-West	Low / Slight Adverse
Viewpoint 06 - Richborough Road Looking North-West	No Change

8.2.2 Views from locations to the north of the site are limited by intervening vegetation and residential dwellings. Viewpoints 01 & 02 are anticipated to have No Change in the overall degree of visual effect as a result of the proposed scheme.

8.2.3 Viewpoint 03 lies to Richborough Road adjacent to an existing gated access and break in the field edge vegetation. The overall degree of visual effect is judged to be Moderate Adverse as the new cabins would be perceptible in glimpsed views from a very limited section of the public highway.

8.2.4 Viewpoint 04, 05 & 06 all lie to the south-east of the proposed development site to Richborough Road. The viewpoint locations demonstrate how perceptibility of the proposed development site diminishes further south in views from locations to the public highway, new planting would further limit visibility of the proposed holiday cabins.

8.2.5 Viewpoint 04 would have an initial Moderate Adverse overall degree of visual effect which could be anticipated to fall to Low / Slight Adverse as the proposed planting [to the southern edge] matured [with suitable establishment procedures and long term care]. Viewpoint 05 is anticipated



to have a Low / Slight Adverse overall degree of visual effect, there would be No Change with regard to the Viewpoint 06 location.

Train Passengers / Perceptibility From A256 Flyover

- 8.2.6 The proposed cabins would be perceptible in near-distance views from trains to the raised embankment to the western edge and partially perceptible in views from elevated sections of the A256. Views would be momentary and experienced at speed, it is not considered perceptibility of the new cabins would particularly detract from the landscape setting given the transitory nature of the view from moving trains and vehicles.

8.3 Conclusions

- 8.3.1 The proposed development site is a grassland field and due to the present land use [intensive equestrian grazing] considered to be [currently] in a poor condition. Views of the concrete A256 flyover, associated traffic noise and intermittent mainline trains [to the western edge] mean the site is considered to be of low landscape value. To the western edge, lies a public highway: Richborough Road, to the north-east is a large vehicle breaking / scrapyard.
- 8.3.2 The proposed scheme would comprise 8 no. single-storey cabins arranged in a cluster south of an existing residential dwelling [to the north of the grassland field]. Vehicular access would be by means of an existing gated entrance off Richborough Road and 8 no. spaces would be provided to the eastern edge. Existing dense vegetation to the northern and western boundaries would be retained and enhanced with native species shrubs and tree specimens. To the southern edge, a buffer of new planting [understorey shrubs and tree specimens] would run east-west across the site softening and filtering perceptibility from locations further south. New planting is also proposed to the western edge - infilling gaps adjacent to Richborough Road [adjacent to the field access to the south].
- 8.3.3 Whilst it is acknowledged there would be adverse landscape character effects as a result of the proposed scheme, it is generally accepted this is inevitable with any new development to a 'green field' site. The proposed development site has an existing constrained character which would be retained and enhanced with new planting to the edges. It is considered adverse impacts would be largely constrained to the immediate context of the proposed development site and new planting would offer potential biodiversity and green infrastructure enhancements.



- 8.3.4 It is therefore considered the proposed development scheme could be accommodated to land west of Richborough Road without undue harm to the surrounding landscape character and visual amenity.



APPENDIX



APPENDIX A.

APPENDIX A - PROPOSED HOLIDAY CABIN SCHEME: LAND WEST OF RICHBOROUGH RD, SANDWICH



01: The Den [Residential Dwelling]



02: Brickfield Cottage [Eastern Edge of Richborough Road]



03: Existing Scrap / Breakers Yard [north-east of proposed development site]



04: Dense Informal Hedgerow to the Eastern Edge



05: Dense Vegetation [Northern Edge]



06: Richborough Road [East of proposed Development Site]

APPENDIX A - PROPOSED HOLIDAY CABIN SCHEME: LAND WEST OF RICHBOROUGH RD, SANDWICH



07: Sluice Gate [Drainage Ditch to the Southern Edge of Grassland Field [with telegraph poles / railway associated buildings further west]



08: A256 Flyover



09: A256 Flyover



10: Railway Embankment & Associated Buildings



APPENDIX B. – Viewpoint Photographs

APPENDIX B - PROPOSED HOLIDAY CABIN SCHEME: LAND WEST OF RICHBOROUGH RD, SANDWICH



Viewpoint 01: Richborough Road / Mainline Railway Crossing Junction Looking South-East



Viewpoint 02: PRoW: Footpath Looking South



Viewpoint 03: Richborough Road looking West



Viewpoint 04: Richborough Road looking North-West

APPENDIX B - PROPOSED HOLIDAY CABIN SCHEME: LAND WEST OF RICHBOROUGH RD, SANDWICH



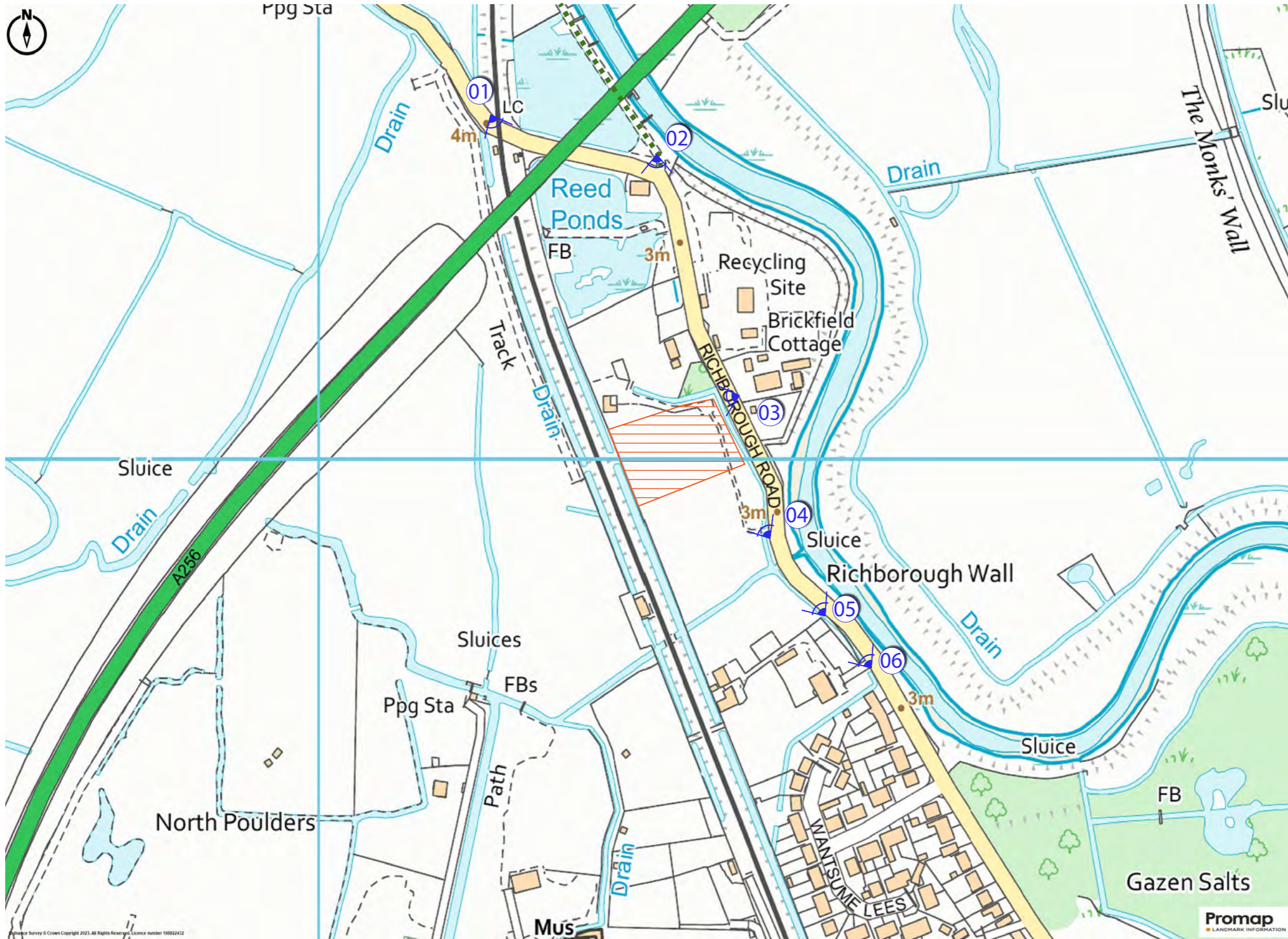
Viewpoint 05: PROW: Richborough Road looking North-West






Viewpoint 06: Richborough Road looking North-West



APPENDIX - FIG 01. Viewpoint Locations & PROWs



KEY

-  Proposed Development Site Location
-  PROW: Footpath
-  Viewpoint Locations

REV	DESCRIPTION	DATE	INITIALS

Project Title	Scale	Initials	Date
Land West of Richborough Road, Sandwich	1:3,000@A3	AR	18-09-23
Drawing Title	Drawing Number	Revision	
Figure 01: Viewpoint Locations & PROWs	PJC493/ Figure 01	00	

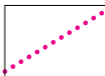








APPENDIX - FIG 02. Viewpoint Locations [AERIAL]



KEY

-  Proposed Development Site Location [Indicative]
-  PRoW: Footpath
-  Public Highways
-  Mainline Railway Track & Embankment
-  Viewpoint Locations

REV	DESCRIPTION	DATE	INITIALS

Project Title	Scale	Initials	Date
Land West of Richborough Road, Sandwich	NTS	AR	18-09-23
Drawing Title	Drawing Number	Revision	
Figure 02: Viewpoint Locations [Aerial]	PJC493/ Figure 02	00	

PJC



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