

**The London Resort**  
**Landscape and Visual Impact Assessment, Technical Appendix 11.2**  
**Schedule of Effects: Construction**

**Table A11.2.1:** Landscape Resource Schedule of Effects during Construction

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
<b>Kent Project Site</b>				
Historic Landscape and Cultural Associations	Medium	<p>A number of historic features relating to the former industrial uses on the site such as tram lines and derelict buildings would be lost as a result of the construction process, but these features are not considered to add particular value to the landscape, nor be important from a historic perspective. Some features, such as the tram lines, once lifted, could be re-incorporated into the detailed design for the resort.</p> <p>The loss of the grazing marsh at Botany Marsh is a notable loss from a historic landscape perspective, this being the last area of grazing marsh on the peninsula and whilst construction is underway, the enhancements to the retained marshes would not yet be realised.</p> <p>The Pilgrim's Way PRow would be subject to a temporary closure during part of the construction period.</p> <p>For full details on effect upon listed assets themselves in heritage terms, please refer to the Chapter 14: Cultural Heritage and Archaeology.</p>	High	Moderate Adverse Temporary <b>Significant</b>
Topography, geology and Soils	Medium	<p>There would be some topographical change during construction of the Proposed Development across the Kent Project Site and the Swanscombe Peninsula in particular, due to ground remodelling for the creation of development plateaus, saltmarsh habitat and reed beds as described in the Landscape Strategy (Appendix 11.7, document reference 6.2.11.7) and the Soils, Hydrology and Ground Conditions Chapter (Chapter 18, document reference 6.1.18).</p> <p>Six additional tunnels are likely to be needed to cut through the chalk spine within the Kent Project Site to facilitate the resort access road and the people mover route. Topsoil will be stripped and cleaned as a beneficial part of the construction process as set out in the Contaminated Land Strategy (Appendix 18.9, document reference 6.2.18.9 to Chapter 18, document reference 6.1.18).</p>	High	Moderate Adverse Temporary <b>Significant</b>
Hydrology and Water Features	High	<p>There would be a direct loss of approximately nine standing water-bodies including the pond within Bamber Pit, the attenuation basin within the central part of the peninsula and the ditch network within Botany Marsh West during the construction process.</p> <p>The stream that currently runs north through the centre of the peninsula (an EA defined unnamed main river referred to as Swanscombe Channel in Chapter 17 of the ES, document reference 6.1.17) would be diverted to flow north-west and drain into Botany Marsh.</p> <p>The changes in topography would also result in changes to the surface water drainage catchments throughout the construction process, with new drainage channels being added to the existing retained network and a need to be aware of changing patterns in run-off throughout the construction period.</p> <p>The River Ebbsfleet would be retained on its existing course but would experience some changes to the hydrological regime as a result of increased surface water run-off during construction.</p>	High	Major/Moderate Adverse Temporary <b>Significant</b>
Habitats and Planting	High	<p>There would be some direct loss of scrub and woodland habitat including disturbance and degradation of habitat through deposition of materials.</p> <p>There would also be a direct loss of grazing marsh, semi-improved grassland, semi-improved neutral calcareous grassland, open mosaic on previously developed land salt marsh, and reed beds. As well as likely physical disturbance to some areas which would be undeveloped through movements of machinery and workers, there would also be degradation through the deposition and storage of construction materials.</p> <p>During construction and demolition, trees to be retained would be protected in accordance with the measures outlined in the Arboricultural Impact Assessment (Appendix 12.9, document reference 6.2.12.9) and habitats to be retained would be similarly protected. As a result, no additional tree stock nor habitat identified for retention would be lost due to the construction or demolition practices.</p>	High	Major/Moderate Adverse Temporary <b>Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
		<p>The chalk pits and tunnels would be retained throughout the construction process and would also require appropriate protection of habitats within them, where those are to be retained.</p> <p>The gateway landscape planting within the Ebbsfleet Valley section of the Kent Project Site would be subject to some loss and alteration throughout the construction of the Resort access road and people mover route as well as the junction reconfiguration.</p>		
Built Features	Low	<p>A number of the industrial relics that are scattered across the Kent Project Site would be lost during construction including derelict industrial buildings, concrete hardstanding, security fencing and gates, remnant tram lines from the former cement works and disused pylons</p> <p>There is also an amalgam of features related to the use of the site for quarrying and industrial landfill as well as construction storage and access for HS1 and Ingress Park such as a haul road along the northern edge of Black Duck Marsh and leachate collection ponds and treatment lagoons within Broadness Marsh as well as Bell Wharf and White's Jetty, all of which would either be retained or altered/moved and upgraded within the construction period as appropriate.</p> <p>In addition, the Kent Project Site contains a Sewage Treatment Plant, Springhead Nursery and the Manor Way Business Park, which would be lost. Other features such as Ebbsfleet International Station, the HS1 Thames Tunnel Portal, a super pylon and a series of smaller electricity pylons and a radar station, would be retained and protected throughout the construction process.</p> <p>The fabric of boats, pontoons, boardwalk jetties and sheds at Broadness Creek would be protected throughout the construction process through to completion.</p>	High	Moderate/Minor Adverse Temporary <b>Not Significant</b>
Perceptual and Sensory Aspects	Medium	<p>Construction activity would reduce the relative tranquillity of some parts of the Kent Project Site, particularly the central areas within the peninsula and western residential edge where proximity to industrial activity and noise is less than on the eastern and southern boundaries of the peninsula. There would also be some loss of the sense of openness within the peninsula due to the construction activities taking place and restrictions on access and movement. The same is true for the Ebbsfleet Valley areas and the chalk pits.</p> <p>However, these areas have all been subject to construction activities in the recent past or at present (A2 junction), which reduces the sensitivity. However, the change would inevitably result in a high magnitude of change. The overall medium sensitivity of the perceptual and sensory dimension of the Project Site would therefore yield a moderate, short-term, adverse and temporary level of effect, which is significant.</p>	High	Moderate Adverse Temporary <b>Significant</b>
<b>Essex Project Site</b>				
Historic Landscape and Cultural Associations	High	<p>Whilst there would be some alterations as a result of the Proposed Development at the Essex Project Site, the PRoW would remain with a connection provided through the construction process. Similarly, the Cruise Terminal and landing stage would be retained and protected throughout the construction process whilst renovations occur.</p>	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
Topography, geology and soils	Very Low	<p>Topographical changes are not anticipated on the Essex project Site.</p> <p>Topsoil would be removed and cleaned to facilitate construction of the car park and public realm improvements.</p>	Very Low	Negligible/None Adverse Temporary <b>Not Significant</b>
Hydrology and Water Features	Low	<p>Other than the River Thames, which would remain unaltered from a hydrological perspective, there are no water features on the Essex Project Site to be considered as part of this assessment.</p>	No Change	<b>No Effect</b>
Habitats and Planting	Very Low	<p>The road verge scrub and amenity grass habitats within the Essex Project Site would be partially lost and impacted by deposition during the construction process</p>	Low	Negligible Adverse Temporary <b>Not Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
Built Features	Medium	The listed Tilbury Riverside Station would be retained, protected and refurbished as part of the construction works.  The buildings on the Logistics Centre to the north will be removed.	Low	Minor Adverse Temporary <b>Not Significant</b>
Perceptual and Sensory Aspects	Low	Construction processes including topsoil removal, scaffolding, cranes and construction traffic would be visible and audible across the Essex Project Site during the construction phase.	Medium	Minor Adverse Temporary <b>Not Significant</b>
<b>Local Landscape Character Areas (LLCA)</b>				
1. Marshland LLCA	Medium	There would be a high magnitude of change over the Marshland LLCA, which makes up the majority of the Swanscombe Peninsula area and is covered entirely by the Kent Project Site. Construction works would be experienced throughout the LLCA, with the central parts experiencing the direct and wholesale change from recolonised industrial land and agricultural marshland to a construction site comprising crane movements, land reprofiling, drainage engineering, construction traffic and building operations. The elevation of much of the entertainment resort would perceptually be experienced from the surrounding parts of the LLCA.  It should be noted that those areas of ecological value such as Botany Marshes, Black Duck Marsh and Broadness Salt Marsh are to be protected from construction and future development, such that the most valuable assets of the LLCA are retained. New diverted/realigned PRoW routes would also be constructed through parts of the Marshland LLCA that are not directly subject to construction works associated with the main entertainment resort. In addition, there would be construction of wildlife hides, boardwalks, information boards and viewing platforms, whilst new areas of habitat such as saltmarsh will be created.	Very High	Major/Moderate Adverse Temporary <b>Significant</b>
2. Chalk Pits LLCA	Low	The vast majority of the Chalk Pits LLCA would be affected by construction of the Kent Project Site, in particular the construction of staff accommodation, back-of-house and the resort access road, whilst the quarried chalk cliffs would remain and contain any construction works.	Very High	Moderate Adverse Temporary <b>Significant</b>
3. International LLCA	Low	Construction works associated with the resort access road, people mover route and Ebbsfleet International Station would result in a high magnitude of change across the area.	High	Moderate/Minor Adverse Temporary <b>Not Significant</b>
4. Northfleet LLCA	Very Low	No works associated with the Kent Project Site would take place within the LLCA, although nearby construction works on the Leisure Core within the Swanscombe Peninsula and upon the resort access road will be apparent. However, the key characteristics of the LLCA would remain during construction of the Proposed Development.	Low	Negligible Adverse Temporary <b>Not Significant</b>
5. Northfleet Industrial LLCA	Very Low	In terms of the construction works associated with the resort access road, back-of-house areas, car parks, gate 2 of the resort, plaza area and visitors' centre, these would result in a wholesale change to the western extent of the LLCA whilst the eastern area along the Thames Bank would largely be unaffected by construction works. As such the magnitude of change upon the LLCA is expected to be medium.	Medium	Minor/Negligible Adverse Temporary <b>Not Significant</b>
6. Northfleet Suburbs LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
7. Swanscombe LLCA	Very Low	No works associated with the Kent Project Site would take place within the LLCA, although nearby construction works on the Leisure Core, the resort access road, people mover route, at Ebbsfleet International and within Bamber Pit, Sports Ground Pit and Craylands Lane Pit would be glimpsed/apparent from the edges of the LLCA. However, the key characteristics of the LLCA would remain during construction of the Proposed Development.	Low	Negligible Adverse Temporary <b>Not Significant</b>
8. Swanscombe Heritage Park LLCA	Medium	The key characteristics of the LLCA would remain during the construction of the Proposed Development. Construction work at Swanscombe Peninsula associated with the main part of the entertainment resort would be perceptible from this LLCA.	Low	Minor Adverse Temporary <b>Not Significant</b>
9. Ingress Park LLCA	Low	No works associated with the Kent Project Site would take place within the LLCA, although nearby construction works within the Swanscombe Peninsula will be apparent. However, the key characteristics of the LLCA would remain during construction of the Proposed Development.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
10. Greenhithe Village LLCA	Medium	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
11. Knockhall LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
12. Stone Town LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
13. Stone Marshes Riverside and Crossways Business Park LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
14. Gravesend Town Centre and Riverside LLCA	Medium	There would be no direct change to this LLCA as a result of the construction period of the Proposed Development. However, there is the potential for cross-water perceptual indirect effects. These are however considered to be limited to the very southern extents of the LLCA, and of a very low magnitude, with the character of the LLCA remaining intact.	Very Low	Minor/Negligible Neutral Temporary <b>Not Significant</b>
15. Gravesend Victorian/Edwardian Suburbs LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
16. Gravesend Inter/Post War Suburbs LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
17. Gravesend Modern Suburbs LLCA	Very Low	There would be no change to this LLCA as a result of the construction of the Proposed Development.	No change	No effect Neutral Temporary <b>Not Significant</b>
18. Gravesend Southern Fringe LLCA	Very Low	Only very minor works associated with the A2 would take place within this LLCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LLCA would remain during construction of the Proposed Development.	Very Low	Negligible/None Adverse Temporary <b>Not Significant</b>
19. Springhead LLCA	Very Low	Indirect works associated with the Resort Access Road would be experienced at the western edge of the LLCA. The changes as a result of construction would be very minor and would not be unusual considering the existing nature of the sewage works. The key characteristics of the LLCA would remain during construction of the Proposed Development.	Low	Negligible Adverse Temporary <b>Not Significant</b>
20. Wombwell Park LLCA	Low	Upgrade works associated with the Pepper Hill electricity substation would take place within this LLCA. The changes as a result of construction would not be unusual given the substation's existing nature. The key characteristics of the LLCA would remain during construction of the Proposed Development.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
21. Southfleet and Istead Arable Lands LLCA	Medium	Only very minor works associated with the A2 would take place within this LLCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LLCA would remain during construction of the Proposed Development.	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
22. Darenth Downs LLCA	Medium	Only very minor works associated with the A2 would take place within this LLCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LLCA would remain during construction of the Proposed Development.	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
23. Ebbsfleet LLCA	Very Low	No works associated with the Kent Project Site would take place within the LLCA, although nearby construction works within the International LLCA associated the resort access route of the Kent Project Site will be apparent from its eastern fringes. However, the LLCA itself is currently going through wholesale change as a result of residential and mixed-use development and changes will not be out of character.	Low	Negligible Adverse Temporary <b>Not Significant</b>
24. Bluewater LLCA	Very Low	The key characteristics of the LLCA would remain during construction of the Proposed Development.	Very Low	Negligible/None Adverse Temporary <b>Not Significant</b>
25. Long Reach and Fiddler's Reach LLCA	Low	Given the urbanised context on the northern and southern banks of the Thames, including commercial units at Greenhithe and Stone, factories and commercial units dominating the riverbanks at West Thurrock and residential development at Grays, Greenhithe and Ingress Park, the changes would not be unusual. However, construction on the Swanscombe Peninsula in the Kent Project Site would result in construction activity along a stretch of the river that has appeared as a break from the industrial and dock activities along the reach. As such, it is considered there would be a medium magnitude of change.	Medium	Minor Adverse Temporary <b>Not Significant</b>
26. Northfleet Hope Reach LLCA	Low	The change to the Northfleet Reach experienced during construction would primarily comprise the extension to the Ferry Terminal at the Essex Project Site, whilst crane movements and building works may be visible at both the Essex and Kent Project Sites. Given the urbanised context on the northern and southern banks of the Thames, including the existing crane movements associated with Tilbury Docks, the changes would not be unusual. However, construction on the Swanscombe Peninsula in the Kent Project Site would result in construction activity along a stretch of the	Medium	Minor Adverse Temporary <b>Not Significant</b>



Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
		river that has appeared as a break from the industrial and dock activities along the reach. As such it is considered there would be a medium magnitude of change.		
27. Gravesend Reach LLCA	Low	The change to the Gravesend Reach experienced during construction would primarily comprise the extension to the Ferry Terminal at the Essex Project Site, whilst crane movements and building works may be visible at both the Essex and Kent Project Sites. Given the urbanised context on the northern and southern banks of the Thames, including the existing crane movements associated with Tilbury Docks, the changes would not be unusual, and as such merit a low magnitude of change.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
28. Tilbury Marshes LLCA	Medium	There would be no direct change to this LLCA as a result of the construction period of the Proposed Development. However, there is the potential for perceptual indirect effects due to the close proximity of the Essex Project Site. These are however considered to be limited to the very south-western extents of the LLCA, and of a very low magnitude, with the character of the LLCA remaining intact.	Very Low	Minor/Negligible Neutral Temporary <b>Not Significant</b>
29. Tilbury Urban Area LLCA	Very Low	There would be no direct change to this LLCA as a result of the construction period of the Proposed Development. However, there is the potential for perceptual indirect effects due to the close proximity of the Essex Project Site. These are however considered to be limited to the very south-western extents of the LLCA, and of a very low magnitude, with the character of the LLCA remaining intact.	Very Low	Negligible/None Neutral Temporary <b>Not Significant</b>
30. Tilbury Docks LLCA	Very Low	Within the Essex Project Site, it is expected there will be low change, and negligible effect to the character of the Tilbury Docks LLCA during the construction stage which would comprise works associated with the refurbishment of the Riverside Station and frontage and the construction of a multi-storey car park, which, in the context of dock activities, is largely in character.	Low	Negligible Adverse Temporary <b>Not Significant</b>
31. Grays/Chadwell St Mary Urban Area LLCA	Very Low	There would be no direct change to this LLCA as a result of the construction period of the Proposed Development. However, there is the potential for cross-water perceptual indirect effects. These are however considered to be limited to the very southern extents of the LLCA, and of a very low magnitude, with the character of the LLCA remaining intact.	Very Low	Negligible/None Neutral Temporary <b>Not Significant</b>
32. West Thurrock LLCA	Very Low	There would be no direct change to this LLCA as a result of the construction period of the Proposed Development. However, there is the potential for cross-water perceptual indirect effects. These are however considered to be limited to the very southern extents of the LLCA, and of a very low magnitude, with the character of the LLCA remaining intact.	Very Low	Negligible/None Neutral Temporary <b>Not Significant</b>
<b>Kent Landscape Character Assessment</b>				
Western Thames Marshes LCA	Medium	This LCA comprises a few areas of isolated marshes separated and fragmented by urban and industrial development. The Kent Project Site occupies much of the Swanscombe Peninsula which is one of these LCA areas. As such, as a result of construction there will be a high magnitude of change to this part of the LCA, whilst the other areas of the Western Thames Marshes will remain unaffected.	High	Moderate Adverse Temporary <b>Significant</b>
Dartford and Gravesend Fringes LCA	Low	The Dartford and Gravesend Fringes are described as “pockets of land that have become isolated from the wider countryside to the south by the A2 and which are now sandwiched between the road and the extensive urban edges of Dartford and Gravesend and have become influenced, to varying degrees, by urban fringe land uses and features. Although the land uses vary, these areas have in common the A2 route corridor which forms the southern boundary, containment by hard urban edges on all other boundaries and strong urban influences both within and/or on their peripheries”. The works associated with the A2 will result in little change to the character of the LCA. Construction works associated with the resort access road and Ebbsfleet International Station would result in a medium magnitude of change.	Medium	Minor Adverse Temporary <b>Not Significant</b>
Darenth Downs LCA	Medium	Only very minor works associated with the A2 would take place within this LCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LCA would remain following completion of the Proposed Development.	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
Southfleet Arable Lands LCA	Medium	Only very minor works associated with the A2 would take place within this LCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LCA would remain during construction of the Proposed Development.	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
<b>Gravesham Landscape Character Assessment (LCA)</b>				
Botany Marshes LCA	High	Invariably, a mixed-use development on a scale such as the Proposed Development across the DCO area would result in the unavoidable (at least partial) removal of landscape features at a level which materially alters the character of the receiving environment. This is true of the Botany Marshes LCA of which the DCO boundary overlaps. The eastern part of the marshes will remain unaffected whilst the western edges will be subject to works associated with back-of-house and resort areas.	High	Major/Moderate Adverse Temporary <b>Significant</b>
Gravesend Southern Fringe LCA	Low	Only very minor works associated with the A2 would take place within this LCA. The changes as a result of construction would not be unusual for a main transportation route. The key characteristics of the LCA would remain during construction of the Proposed Development.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
Istead Arable Farmland LCA	Medium	No works associated with the Kent Project Site will take place within the LCA. The key characteristics of the LCA would remain during construction of the Proposed Development.	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
<b>Gravesham Townscape Appraisal</b>				
Industrial Hinterland TCA	Very Low	Upgrade works associated with the Pepper Hill electricity substation and Springhead sewage works would take place within this TCA, whilst the presence of further construction works would be experienced in close proximity to the TCA, such as Swanscombe Peninsula and the resort access corridor in relation to the Kent Project Site. That being said, the key characteristics of the TCA would largely remain unaffected during construction of the Proposed Development.	Low	Negligible Adverse Temporary <b>Not Significant</b>
Northfleet TCA	Low	No works associated with the Kent Project Site will take place within the TCA, whilst nearby adjacent works associated with the construction of the resort access corridor and Ebbsfleet International Station may be perceptible from within this TCA. The key characteristics of the TCA would remain during construction of the Proposed Development.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
Modern Suburbs TCA	Low	No works associated with the Kent Project Site will take place within the TCA, whilst nearby adjacent works associated with the construction of the resort access corridor, Ebbsfleet International Station and upgrades to the Springhead sewage works may be perceptible from within this TCA.. The key characteristics of the TCA would remain during construction of the Proposed Development.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
<b>Thurrock Landscape Capacity Study</b>				
Tilbury and Docks Urban Area LCA	Very Low	Within the Essex Project Site, it is expected that there would be low change, and negligible effect to the character of the Tilbury and Docks Urban Area during the construction stage, which would comprise works associated with the Asda roundabout junction upgrade only.	Low	Negligible Adverse Temporary <b>Not Significant</b>
Tilbury Marshes LCA	High	Within the Essex Project Site, it is expected there would be low change, and moderate/minor effect to the character of the Tilbury Marshes during the construction stage which will mainly comprise works associated with extending the ferry terminal, works to the Riverside Station building itself and the construction of a car park. As mentioned above, the location of these works is more representative of the Tilbury and Docks Urban Area LCA than the Tilbury Marshes. As such, the change brought by construction would not be out of character in the location it is proposed.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>

Landscape Resource	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
<b>Thames Strategy East</b>				
Long Reach and Fiddler's Reach RCA	Low	Given the urbanised context on the northern and southern banks of the Thames, including commercial units at Greenhithe and Stone, factories and commercial units dominating the riverbanks at West Thurrock and residential development at Grays, Greenhithe and Ingress Park, the changes would not be unusual. However, construction on the Swanscombe Peninsula in the Kent Project Site would result in construction activity along a stretch of the river that has appeared as a break from the industrial and dock activities along the reach. As such it is considered there would be a medium magnitude of change.	Medium	Minor Adverse Temporary <b>Not Significant</b>
Northfleet Hope Reach RCA	Low	The change to the Northfleet Reach experienced during construction would primarily comprise the extension to the Cruise Terminal at the Essex Project Site, whilst crane movements and building works may be visible at both the Essex and Kent Project Sites. Given the urbanised context on the northern and southern banks of the Thames, including the existing crane movements associated with Tilbury Docks, the changes would not be unusual. However, construction on the Swanscombe Peninsula in the Kent Project Site would result in construction activity along a stretch of the river that has appeared as a break from the industrial and dock activities along the reach. As such it is considered there would be a medium magnitude of change.	Medium	Minor Adverse Temporary <b>Not Significant</b>
Gravesend Reach RCA	Low	The change to the Gravesend Reach experienced during construction would primarily comprise the extension to the Cruise Terminal at the Essex Project Site, whilst crane movements and building works may be visible at both the Essex and Kent Project Sites. Given the urbanised context on the northern and southern banks of the Thames, including the existing crane movements associated with Tilbury Docks, the changes would not be unusual, and as such merit a low magnitude of change.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>



**Table A11.2.2:** Visual Amenity Schedule of Effects during Construction

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP1: Footpath DS1 Swanscombe Peninsula	High	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP2: Footpath DS1, Black Duck Marsh	High (PRoW users and Residential receptors)	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP3: Footpath DS1 and NU1, Green Manor Way	High	Located within the Swanscombe Peninsula in the Kent Project Site, views from this location would be lost during the construction period as the footpath would be stopped up for safety purposes.	Very High	Major Adverse Temporary <b>Significant</b>
PVP4: Footpath DS2, Swanscombe Peninsula	High	Located within the Swanscombe Peninsula in the Kent Project Site, views from this location would be lost during the construction period as the footpath would be stopped up for safety purposes.	Very High	Major Adverse Temporary <b>Significant</b>
PVP5: Galley Hill Road opposite Grade II* Listed Former Church of All Saints	High (Residential receptors and pedestrians at viewpoint)  Low (Road users)	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>  Moderate Adverse Temporary <b>Significant</b>
PVP6: St Peter and St Paul Church Swanscombe	High (Residential receptors)  Medium (Public Open Space)	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site. Low-level construction activities would be screened from this location. However, there is potential for some elements of taller construction activities such as crane use to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would form a minor constituent of the view, giving rise to a low magnitude of change.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP7: Leonard Avenue, Swanscombe	High	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site. All low-level construction activities would be screened or very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities such as crane use to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a high magnitude of change.	High	Major/Moderate Adverse Temporary <b>Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP8: Rear of Leonard Avenue, Swanscombe	Low	The view looks in the direction of the A2 and proposed transport corridor for the Kent Project Site. Due to the low-lying nature of the proposed works on the A2 and the profile of the transport corridor, all low-level construction activities would be screened or very hard to distinguish from this location due to distance and screening by existing built form.  <u>Night time:</u> There may be a small increase in lighting as a result of highways works at night (to avoid day-time congestion) or from safety lighting. For the most part these will be screened by existing built form, topography and vegetation.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP9: Swanscombe Heritage Park	High	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site. All low-level construction activities would be screened or very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, such as crane use to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a high magnitude of change.	High	Major/Moderate Adverse Temporary <b>Significant</b>
PVP10: Outside Grade II Listed 1, Knockhall Road	Low (Road users)  High (Residential Receptors)	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site and despite the close proximity to the main body of proposed built form, low-level construction activities would not be seen or would be very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, such as crane use to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a low magnitude of change.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>  Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP11: Ingress Abbey	High (Residential Receptors)  Medium (Public Open Space)	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site and despite the proximity to the main body of proposed built form, all low-level construction activities would be screened from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities such as crane use to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a low magnitude of change.	High	Major/Moderate Adverse Temporary <b>Significant</b>  Moderate Adverse Temporary <b>Significant</b>
PVP12: Greenhithe Riverfront, Sara Crescent	High	There would be notable change to the view but set against the backdrop of Tilbury Docks. Construction activities within the view would be a visible change in the middle distance and would comprise land clearing works, construction access and traffic and building operations.  <u>Night time scenario:</u> The baseline view looks towards the Swanscombe Peninsula where The London Resort will be constructed. The super pylon safety lights, the CEMEX plant and Tilbury docks are the notable light sources at present. Whilst there are considerable sources of light nearby within industrial and residential areas, the lighting across the darker area of the Kent Project Site would increase due to construction, most likely associated with cranes and safety lights.	Medium	Moderate Adverse Temporary <b>Significant</b>
PVP13: A2260 looking south	Low	There would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Moderate Adverse Temporary <b>Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP14: A2260 looking north	Low	There would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Moderate Adverse Temporary <b>Significant</b>
PVP15: Scheduled Monument near Ebbsfleet International	Very Low	There would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP16: Ebbsfleet International Car Park	Very Low	There would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP17: Rosherville Quays, Gravesend Riverfront	High (Residential receptors)  Medium (NCR users)	The view looks cross-water in the direction of the Swanscombe Peninsula in the Kent Project Site, which extends out into the Thames, and the Tilbury Docks at Essex Project Site. Low-level construction activities would not be seen from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, such as the use of cranes to be visible, albeit with significantly reduced adverse effect due to intervening mature vegetation and built elements and the presence of many cranes and high level activity already in the skyline. With regard to the Essex Project Site, the proximity would allow clearer, mid-range views of building operations but would still be very much a part of the character of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP18: North Kent Avenue	High	The view looks in the direction of the A2 and proposed transport corridor for the Kent Project Site. Due to the low-lying nature of the proposed works on the A2 and the profile of the transport corridor, low-level construction activities would not be seen or very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP19: Footpath NU3/NU42 within former Northfleet Cement Works	Medium (PRoW users)  Very Low (Places of Work)	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site. Low-level construction activities would not be seen from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a medium magnitude of change.	Low	Minor Adverse Temporary <b>Not Significant</b>  Negligible Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP20: London Road viewpoint opposite Rosherville Primary School	High (Residential receptors and Pedestrians at the Viewpoint)  Low (Road receptors)	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site. Low-level construction activities would not be seen from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening built elements and high level activity already present in the view. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a medium magnitude of change.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP21: Stonebridge Road B2175	Low	The view is focussed in the direction of the Swanscombe Peninsula in the Kent Project Site. Low-level construction activities would not be seen or would be very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a high magnitude of change.  <u>Night time scenario:</u> There are considerable sources of light nearby within industrial and residential areas which form foreground and background light as well as the safety lights on the super pylon. The lighting across the of the Kent Project Site and Swanscombe Peninsula would increase due to construction, most likely associated with safety lights on cranes.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP22: Footpath NU1 Botany Marshes near Britannia Refined Metals Ltd	High	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations. However, this would be seen in the context of existing industrial activity in the locality, particularly at the Cemex plant as well as in the context of higher level structures such as pylons.  <u>Night time scenario:</u> The baseline view looks towards the Swanscombe Peninsula where The London Resort would be constructed. The area has light sources within the view including the super pylon safety lights, Manor Way Business Park and the floodlighting of the chalk wall and the CEMEX Plant being the only notable light source. The lighting across the dark area of the Kent Project Site would increase due to construction, most likely associated with safety lights on cranes and other construction installations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP23: Footpath NU1, Botany Marshes near CEMEX	High	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP24: Thames Path Promoted Route near Charles Park	High	The view looks cross-water in the direction of the Swanscombe Peninsula in the Kent Project Site. From this location low-level construction activities will not be seen due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements as well as the extent of high level activity in the view. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a low magnitude of change.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP25: High House, Production Park, Purfleet	Low	Low-level construction activities would not be seen or would be very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes, to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements as well as existing pylons in the view. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a low magnitude of change.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP26: Footpath 170 south of Proctor and Gamble	Medium	Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access, traffic and building operations. Given the extent of built development and high level activity in the view, however, this would not be wholly out of character with the surroundings.	Medium	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP27: Footpath 141 Stone Ness	Medium	Construction activities would be a visible change across the much of the view and would comprise traffic and building operations. Given the extent of built development and high level activity in the view, however, this would not be wholly out of character with the surroundings.	Medium	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP28: Opposite Devonshire Place, Devonshire Road	Low	This view is taken from elevated ground in Grays and provides a funnelled view from Devonshire Road in the direction of Swanscombe Peninsula at the Kent Project Site. High level construction activities would be visible at the Kent Project Site, seen in the context of existing dense urban form which screen parts of the Project Site. Even with crane movements, the effects of construction are unlikely to be unusual given the urban context, or at a close enough proximity to have significant effects.	Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP29: The Promenade, Grays	High (Residential Receptors)	Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access, traffic and building operations. Given the extent of built development and high level activity in the view, however, this would not be wholly out of character with the surroundings.	Medium	Moderate Adverse Temporary <b>Significant</b>
	Medium (PRoW users)	<u>Night time scenario:</u> The Swanscombe Peninsula has limited light source currently with the super pylon safety lights and floodlit chalk wall being the most notable light sources. Whilst there are considerable sources of light nearby within industrial and residential areas, the lighting across the dark area of the Kent Project Site would increase due to construction, most likely associated with safety lights on cranes and other construction installations.		Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP30: Timber Court and Coal Court	High (Residential Receptors)	Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access, traffic and building operations. Given the extent of built development and high level activity in the view, however, this would not be wholly out of character with the surroundings.	Medium	Moderate Adverse Temporary <b>Significant</b>
	Medium (PRoW users)			Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP31: South of Footpath 177, and Grays Beach Riverside Park	Medium (PRoW users)	Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access, traffic and building operations. Given the extent of built development and high level activity in the view, however, this would not be wholly out of character with the surroundings.	Medium	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP32: Footpath 186, Tilbury and Grays	Medium	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Minor Adverse Temporary <b>Not Significant</b>



Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP33: B149, Chadwell Bypass	High (Residential receptors)  Low (Road users)	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes particularly within the Kent Project Site, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.  <u>Night time scenario:</u> Due to distance, intervening vegetation and the abundance of light sources within the location of the Project Site, overall there is expected to be a very limited increase in light experienced from this location. The super pylons safety lights and lighting at Tilbury Docks are notable within the view and draw attention to the location. Cranes used within the construction process are likely to also have similar safety lights.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP34: South of Thames View, Chadwell St Mary	High (Residential receptors)  Medium (Public Open Space users)	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes particularly within the Kent Project Site, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP35: South of Coalhouse Fort on circular path	High	Due to distance, intervening topography and mature vegetation, the Proposed Development, would form an extremely minor component that would barely be perceptible even with crane operations. As such, as there would be a change (albeit extremely limited) the magnitude of change is considered to be the lowest possible (very low). In reality the effects would be so minimal, they would likely go unnoticed by the average person.	Very Low	Minor Adverse Temporary <b>Not Significant</b>
PVP36: Footpath 68, West Tilbury	High	Due to distance, intervening topography and built form the Proposed Development at the Kent and Essex Project Sites would form a minor component that would barely be perceptible even with crane operations which would be seen in the context of crane operations associated with the Tilbury Docks area. As such, as there would be a change (albeit limited) the magnitude of change is considered to be very low.	Very Low	Minor Adverse Temporary <b>Not Significant</b>
PVP37: Byway 98, Tilbury Fort	High	There would be a noticeable close-range change to the view associated with the works proposed for the Tilbury Docks area of the Essex Project Site, which comprises the foreground view. Primarily due to proximity, construction activities within the view would be a visible change within the view and would comprise scaffolding, crane use construction access and building operations. However, this would be seen in the context of an active skyline with wind turbines and dock loading activities.	Medium	Moderate Adverse Temporary <b>Significant</b>
PVP38: Fort Road, Tilbury	High	Due to intervening built form the construction of the Proposed Development at the Kent and Essex Project Sites would form a relatively minor component comprising mainly crane operations from this location, which would be seen in the context of crane operations associated with the Tilbury Docks area.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP39: Sea Wall, Fort Road, Tilbury	Very Low (Boat terminal users)	There will be a noticeable close-range change to the view associated with the works proposed for the Tilbury Docks area of the Essex Project Site, which comprises the foreground view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise scaffolding, construction access and traffic and building operations.	High	Minor Adverse Temporary <b>Not Significant</b>



Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP40: Railway Street, Northfleet	High	The view looks in the direction of the Swanscombe Peninsula in the Kent Project Site and despite the close proximity to the main body of proposed built form, low-level construction activities would not be seen or would be very hard to distinguish from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes, to be visible, albeit with reduced adverse effect due to intervening built elements. During construction, where taller elements are visible, the Proposed Development at Swanscombe Peninsula within the Kent Project Site would give rise to a high magnitude of change.	Low	Moderate/Minor Adverse Temporary <b>Significant</b>
PVP41: Footpath NS177, Cobham, Kent Downs AONB	Very High (Kent Downs AONB)	Due to distance, intervening topography and mature vegetation, the Proposed Development, would form an extremely minor component that would barely be perceptible even with crane operations on the Swanscombe Peninsula. As such, the magnitude of change is considered to be the lowest possible (very low). In reality the effects would be so minimal, they would likely go unnoticed by the average person.  <u>Night time scenario:</u> Due to distance, intervening vegetation and the abundance of light sources within the location of the Project Site, overall there is expected to be a very limited increase in light experienced from this location. The super pylons safety lights are notable within the view and draw attention to the location. Cranes used within the construction process are likely to also have similar safety lights.	Very Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP42: A227 Wrotham Road	Low	Due to intervening topography and mature vegetation, the highway improvements to the A2 which are the closest parts of the proposals to the view, would form an extremely minor component that would barely be perceptible even with land clearing works. As such, the magnitude of change is considered to be the lowest possible (very low). In reality the effects would be so minimal, they would likely go unnoticed by the average person.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
PVP43: New Barn Road, Scadbury Manor	Low	Due to distance, intervening topography and mature vegetation, the Proposed Development, would form an extremely minor component that would barely be perceptible even with crane operations at the Swanscombe Peninsula in the Kent Project Site. As such, as there will be a change (albeit extremely limited) the magnitude of change is considered to be the lowest possible (very low). In reality the effects would be so minimal, they would likely go unnoticed by the average person.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
PVP44: Footpath DR126, Park Corner Road, Northend	Low (road users)  High (PRoW users)	Due to intervening topography and mature vegetation, the Proposed Development and namely the highway improvements to the A2 which are the closest parts of the proposals to the view, may form a minor component that would barely be perceptible even with land clearing works and crane operations.	Very Low	Negligible Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP45: Restricted Byway DR129	High	This view looks north towards the Proposed Development and namely the proposed highway improvements to the A2, which are the closest parts of the proposals to the viewpoint. Construction within the view would form a relatively minor component that would not be an unusual change or activity experienced in association with busy transport corridors. Given the context, even with land clearing works and potential crane operations, at worst there will be a change (albeit limited) considered to be low.  <u>Night time scenario:</u> There is a considerable amount of lighting within the middle to far distance in the baseline scenario, with lighting associated with the A2 and urban areas to the north representing an urban nightscape. There would be a limited increase in lighting at the construction process which would be associated with construction works along the A2 and proposed link road to the resort.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP46: Candy Dene, Castle Hill, Ebbsfleet	High	<p>The view looks in the direction of the proposed transport corridor for the Kent Project Site. Low-level construction activities would be visible due to the elevated nature of the viewpoint.</p> <p><u>Night time scenario:</u>  There brightest element in the baseline view is the B259 which is immediately in front of the view. The A2 corridor is along a bright linear feature passing through the view. A number of lighting columns associated with the car parks for Ebbsfleet International are also present, whilst lighting from various urban area span across the view. Lighting involved in the construction process is likely to result in an increase in the middle ground where the construction of the new link road between the A2 and the resort, as well as at Ebbsfleet International.</p>	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP47: Hall Road Bridge, B262	Very Low	<p>The view looks in the direction of the A2 and proposed transport corridor for the Kent Project Site. Due to the elevated nature of the view (on a bridge over the A2), the proposed works on the A2 and part of the transport corridor are likely to be visible in close proximity. These are likely to comprise views of low-level construction activities such as land clearing works, engineering and erection of new signage along the A2, and partial views of the proposed access corridor (namely the junction with the A2) to the Swanscombe Peninsula.</p>	Medium	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP48: A2260 at junction with International Way	Very Low	<p>There would be a close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across much of the view and would comprise land clearing works, construction access and traffic and building operations of the access corridor between the A2 and the Swanscombe Peninsula, as well as works to Ebbsfleet International.</p>	Medium	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP49: Windmill Hill Park, Gravesend	Medium	<p>This view is taken from elevated ground in Gravesend and provides filtered views in the direction of Swanscombe Peninsula at the Kent Project Site, and Tilbury Docks at the Essex Project Site. Construction would be visible at both locations, primarily comprising crane movements and construction of upper levels of the proposed development. Construction would be seen in the context of existing dense urban form, including large commercial elements, which screen parts of the Project Site. Even with crane movements, the effects of construction are unlikely to be unusual given the urban context.</p> <p><u>Night-time scenario:</u>  There is a considerable amount of baseline lighting associated with urban areas alongside each bank of the Thames within this view, particularly around Tilbury Docks, the Cruise Terminal and in the vicinity of the Kent and Essex Project Sites. Lighting involved in the construction process is unlikely to result in a notable increase.</p>	Very Low	Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP50: Between Gravesend and Tilbury	Low	<p>This view is taken between Gravesend and Tilbury and looks cross-water towards the Essex Project Site and the International Cruise Terminal. Construction would be visible, primarily comprising crane movements and construction of upper levels of the proposed development.</p>	Very Low	Negligible Adverse Temporary <b>Not Significant</b>
PVP51: Gravesend Promenade/Saxon Shore Way/Wealdway	High	<p>This view is taken from the Saxon Shore Way promoted route at Gravesend Promenade and looks cross-water towards the Swanscombe Peninsula at the Kent Project Site. To the right of the image (north) the bank of the Essex Project Site is visible comprising the existing Ferry and International Cruise Terminal. Construction would be visible at both locations, primarily comprising crane movements and upper level construction works. Works at the Essex Project Site are likely to be more noticeable given the closer proximity but seen in the context of existing cranes and high level dock activities it would be in keeping with the character and activities already in the view.</p>	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP52: Footpath N129/Wealdway	High	<p>Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes particularly within the Kent Project Site, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.</p>	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP53: Undesignated path within south Botany Marsh	High	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close-range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP54: Undesignated path within west Botany Marsh	High	Located within the Swanscombe Peninsula in the Kent Project Site, there would be close range change to the view. Primarily due to proximity, construction activities within the view would be a visible change across the much of the view and would comprise land clearing works, construction access and traffic and building operations.	Very High	Major Adverse Temporary <b>Significant</b>
PVP55: Footpath DS17, HS1 overbridge	Medium	It is noted that the current view is heavily influenced by the adjacent rail network and rail infrastructure such as overhead electrified lines. There would however be a notable close-range change to the view, particularly during works to extend the overbridge. Primarily due to proximity of construction activities within the view, there would be a visible change across the much of the view. Construction activities would comprise land clearing works, crane operations and traffic and building operations associated with the resort link road and Ebbsfleet International Station to the south.	High	Moderate Adverse Temporary <b>Significant</b>
PVP56: Footpath DR1 near Dartford Crossing	High	The view looks cross-water in the direction of the Swanscombe Peninsula within the Kent Project Site. Low-level construction activities would not be seen from this location due to distance and screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP57: High Street, Swanscombe, looking north	Low	The construction of the visitor centre will be the focus of the view throughout part of the construction period but low-level construction activities within the wider Swanscombe Peninsula would not be seen or would be very hard to distinguish due to screening by existing built form. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements.	High	Moderate/Minor Adverse Temporary <b>Not Significant</b>
PVP58: Galley Hill Road	Low	The view looks in the direction of the Training Centre, Staff Accommodation and the Visitor Centre on London Road. The construction of these facilities will be evident within the view throughout part of the construction period but low-level construction activities within the wider Swanscombe Peninsula would not be seen due to topography and screening. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes to be visible, albeit with reduced adverse effect due to intervening mature vegetation and built elements.	Medium	Minor Adverse Temporary <b>Not Significant</b>
PVP59: Footpath NG1/Saxon Shore Way	High	This view is taken from the Saxon Shore Way and looks cross-water towards the direction of the entire Project Site, with the Essex Project Site featuring in the mid-distance, whilst the Swanscombe Peninsula in the Kent Project Site is located behind this in the far distance. Construction would be barely discernible at both locations, with crane movements and construction of upper levels of the proposed development potentially visible but this would be seen in the context of existing higher level activities within the view.	Very Low	Minor Adverse Temporary <b>Not Significant</b>
PVP60: Footpath DS12/Pilgrim's Way	High	Located within the Swanscombe Peninsula in the Kent Project Site, views from this location would be lost during the construction period as the footpath would be stopped up for safety purposes.	Very High	Major Adverse Temporary <b>Significant</b>
PVP61: Footpath DR26 near Bean	High	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes particularly within the Kent Project Site, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP62: View from A2 flyover Wrotham Road (A227)	Very Low	Due to intervening topography and mature vegetation, even during winter months, the highway improvements to the A2 junction are the closest parts of the proposals to the view and would form an extremely minor component that would barely be perceptible, even with land clearing works and crane operations. The effects would be so minimal, they would likely go unnoticed by the average person.	Very Low	Negligible/None Adverse Temporary <b>Not Significant</b>
PVP63: Bean Junction, B255/A296 slip road	Very Low	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes particularly within the Kent Project Site, to be visible, albeit with reduced adverse effect due to distance and intervening landscape features. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Negligible Adverse Temporary <b>Not Significant</b>
PVP64: Anchor Field Park, Tilbury	High (Residential Receptors)  Medium (Public Open Space users)	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes, to be visible, albeit with reduced adverse effect due to distance and intervening built form. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP65: King George's Playing Field, Tilbury	High (Residential Receptors)  Medium (Public Open Space users)	Low-level construction activities would not be seen from this location. However, there is potential for some elements of taller construction activities, largely relating to the use of cranes, to be visible, albeit with reduced adverse effect due to distance and intervening built form. During construction, where taller elements are visible, the Proposed Development would form a minor constituent of the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor Adverse Temporary <b>Not Significant</b>
PVP66: River Thames, South of Stone Ness	High (recreational river users)  Low (workplace/-commuting river users)	There would be a mid-range change to the view. Construction activities would be visible, preventing longer range views across to Tilbury docks in the later stages of construction, although seen in the context of those higher level activities at Tilbury docks on the skyline beyond in the early stages.	High	Major/Moderate Adverse Temporary <b>Significant</b>  Moderate/Minor Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP67: River Thames, South of Tilbury Docks	High (recreational river users)  Low (workplace/-commuting river users)	There would be a mid-range change to the view. Higher level construction activities would be a visible but seen in the context of other higher level activity in the view.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP68: River Thames, North of Broadness Salt Marsh	High (recreational river users)  Low (workplace/-commuting river users)	There would be a close-range change to the view. Primarily due to proximity, construction activities would be a visible change across much of the view, with the riverside activities being particularly evident in the area of the proposed Ferry Terminal and wharf.	Very High	Major Adverse Temporary <b>Significant</b>  Moderate Adverse Temporary <b>Significant</b>
PVP69: River Thames, Gravesend Reach	High (recreational river users)  Low (workplace/-commuting river users)	This view looks cross-water towards the direction of the entire Project Site, with the Essex Project Site featuring in the mid distance, whilst the Swanscombe Peninsula in the Kent Project Site is located behind this in the far distance. Construction would be visible at both locations, primarily comprising crane movements and construction of upper levels of the proposed development; however, the works at the Essex Project Site are likely to be more noticeable given the closer proximity. The change is expected to be low as a result of construction.	Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>  Minor/Negligible Adverse Temporary <b>Not Significant</b>
PVP70: River Thames, Northfleet Hope	High (recreational river users)  Low (workplace/-commuting river users)	There would be a mid-range change to the view. Higher level construction activities would be a visible change across the much of the view.	High	Major/Moderate Adverse Temporary <b>Significant</b>  Moderate/Minor Adverse Temporary <b>Not Significant</b>

Photoviewpoints	Sensitivity	Assessment of Effects	Magnitude of Change	Effect
PVP71: River Thames, Fiddler's Reach	High (recreational river users)  Low (workplace/-commuting river users)	There would be close-range change to the view. Construction activities would be evident, particularly around the new Ferry Terminal and on the wider peninsula beyond.	Very High	Major Adverse Temporary <b>Significant</b>  Moderate Adverse Temporary <b>Significant</b>
PVP72: Footpath 117, Tilbury Docks	Medium	There would be mid-range change to the view. Construction activities would be a visible change with higher level activities on the Swanscombe Peninsula forming a significant part of the view although River Thames and Dartford Bridge are also key elements in the view	High	Moderate Adverse Temporary <b>Significant</b>
PVP73: Pedham Place Golf Centre	Very High (Kent Downs AONB)	Due to distance, intervening topography and mature vegetation, there is not expected to be any discernible change in the view  <u>Night time scenario:</u> Due to distance, intervening vegetation and the abundance of existing light sources there is not expected to be any discernible change in the view	No Change	No Effect <b>Not Significant</b>
PVP74: Layby on Camer Road, Kent Downs AONB	Very High (Kent Downs AONB)	Due to distance, intervening topography and mature vegetation, construction activities would form an extremely minor component that would barely be perceptible. As such the magnitude of change is considered to be very low. In reality the effects would be so minimal, they would likely go unnoticed by the average person.  <u>Night time scenario:</u> Due to distance, intervening vegetation and the abundance of light sources within the location of the Project Site, overall there is expected to be a very limited increase in light experienced from this location. The super pylon safety lights are notable within the view and draw attention to the location. Cranes used within the construction process are likely to also have similar safety lights.	Very Low	Moderate/Minor Adverse Temporary <b>Not Significant</b>