

Supporting Figures

June 2014



TEMPLE

LEADERS IN ENVIRONMENT,
PLANNING & SUSTAINABILITY.

Report for – Rother Valley Railway Limited Track Reinstatement between Northbridge Street and Junction Road Environmental Statement, Volume 4 – Supporting Figures Final



Rother Valley Railway Limited

Track Reinstatement between Northbridge Street and Junction Road
Environmental Statement, Volume 4 – Supporting Figures
Final

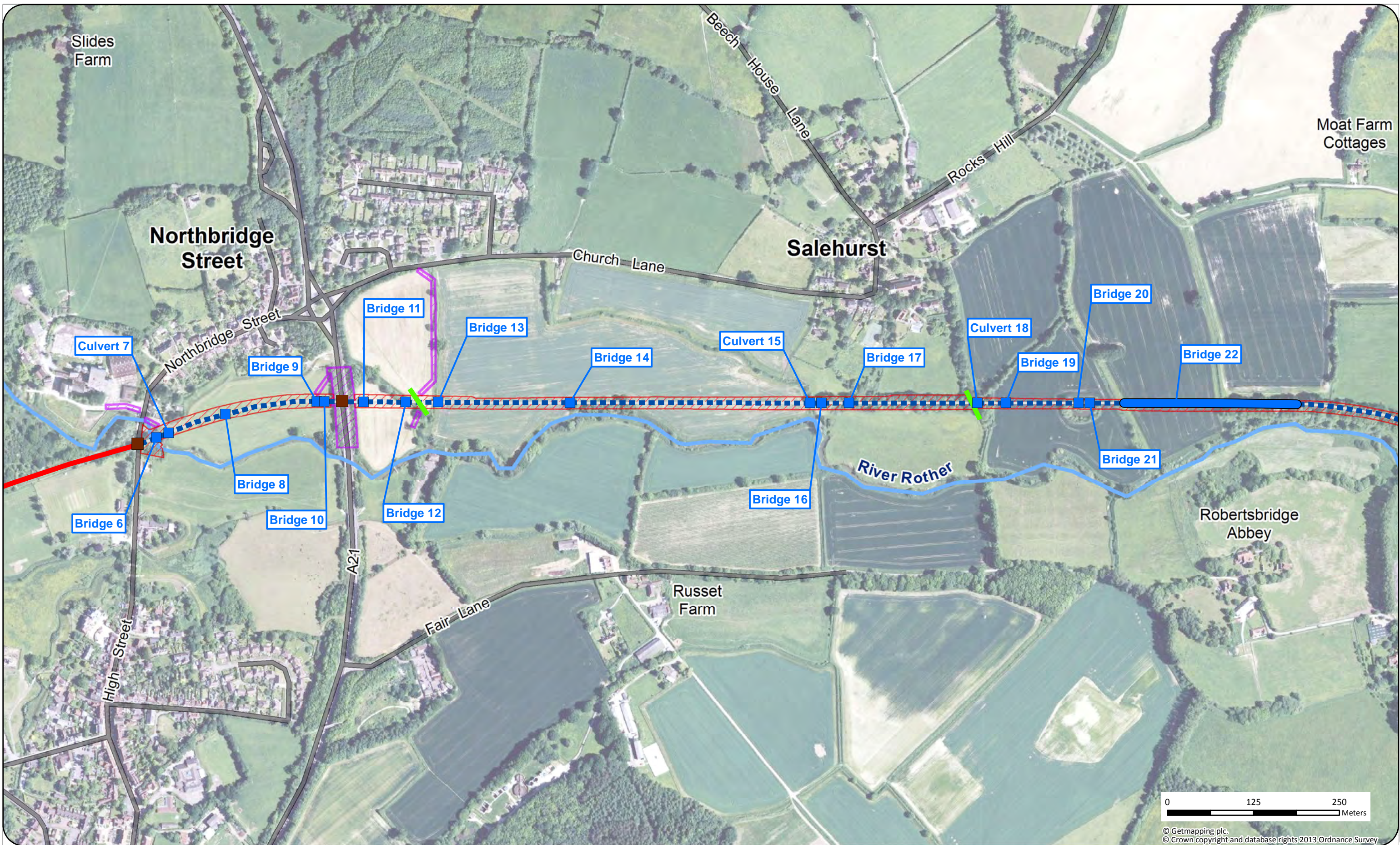
**Document Version Control**

Version	Date	Author	Approver
1.0	02/05/2014	Xiyu Phoon	P. George
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Report for: **David Slack**
Rother Valley Railway Ltd

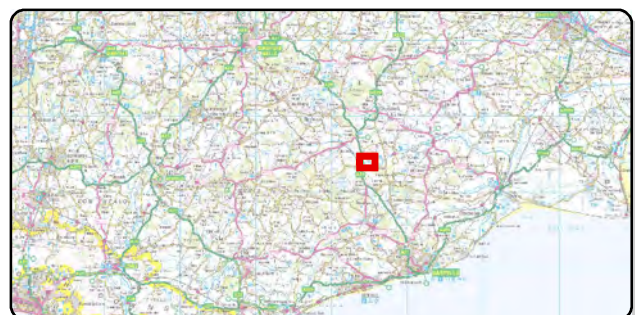
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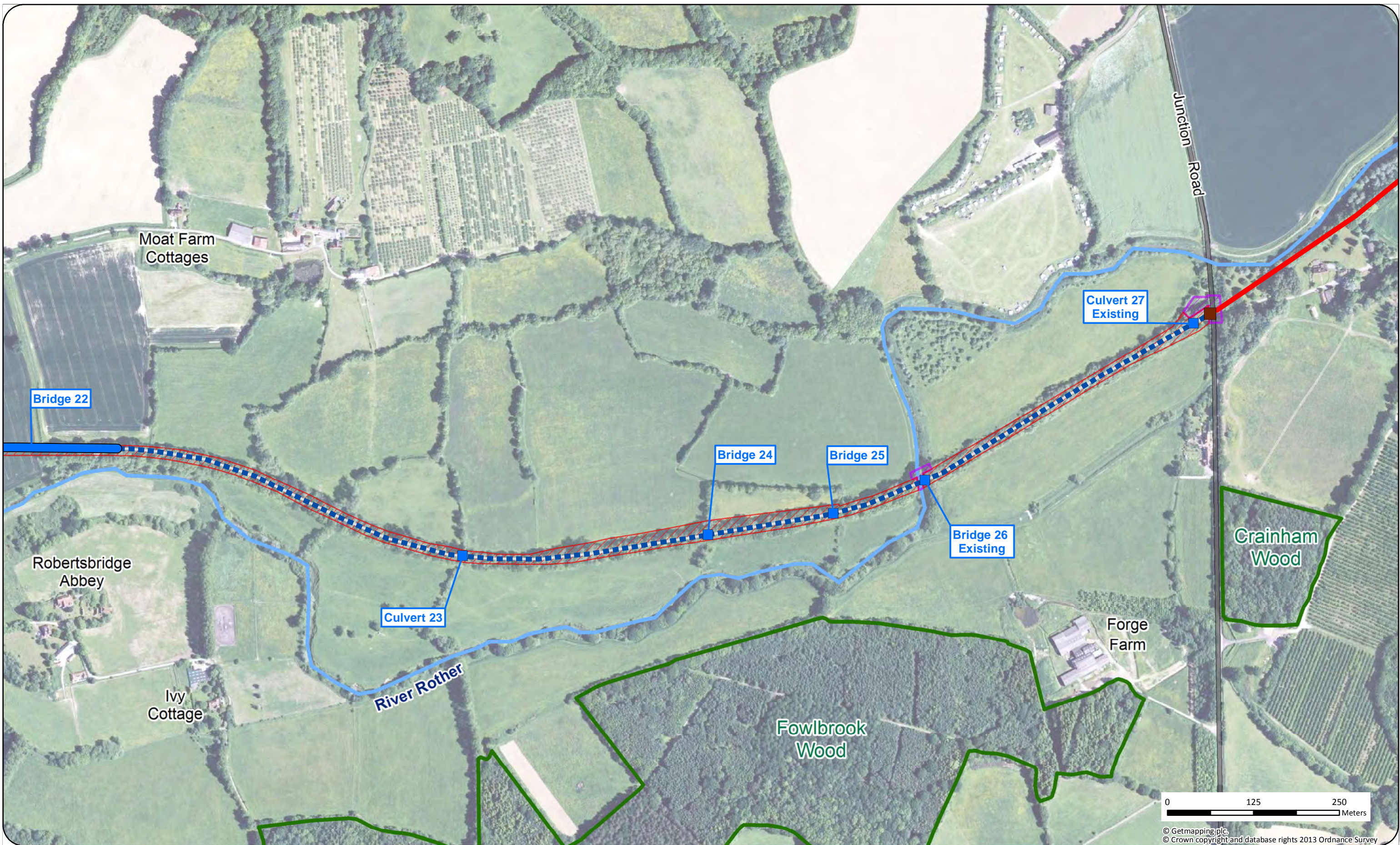
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Project: Rother Valley Railway EIA
 Client: Rother Valley Railway
 Drawing Title:
Figure 2.1 Site Plan
(Aerial Imagery - West)

- Legend**
- Existing railway
 - Line of route reinstatement
 - Watercourse
 - Woodland
 - Proposed public right of way crossing
 - Permanent land take
 - Temporary land take
 - Proposed level crossing location
 - Proposed bridge location

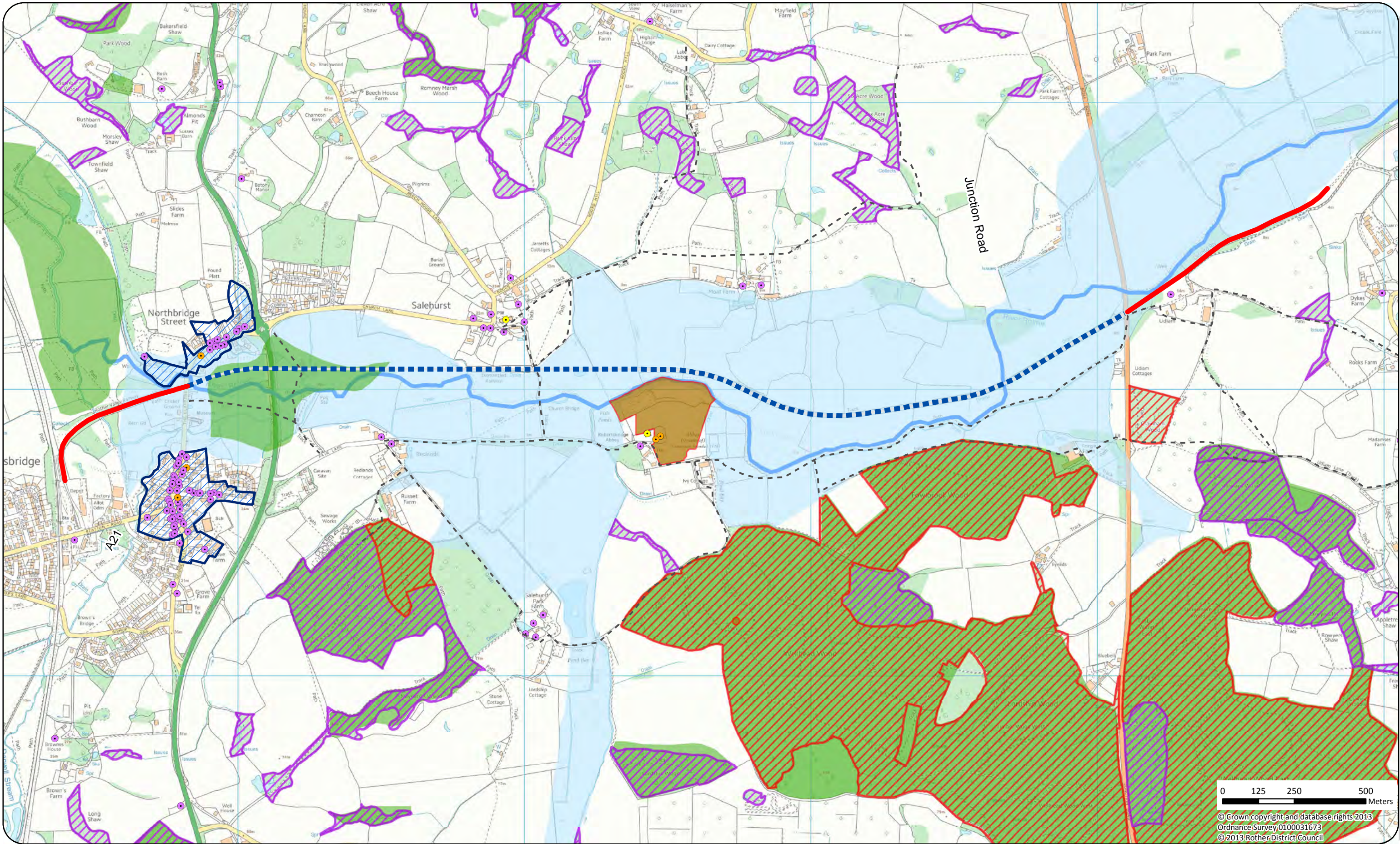




Project: Rother Valley Railway EIA
 Client: Rother Valley Railway
 Drawing Title:
Figure 2.2 Site Plan
(Aerial Imagery - East)

- Legend**
- Existing railway
 - - - Line of route reinstatement
 - Watercourse
 - Woodland
 - Proposed public right of way crossing
 - Permanent land take
 - Temporary land take
 - Proposed level crossing location
 - Proposed bridge location





Project: Rother Valley Railway EIA
Client: Rother Valley Railway
Drawing Title:
Figure 2.3 Environmental Features

Legend

Existing railway

Line of route reinstatement

Listed buildings

Grade I

Grade II*

Grade II

Scheduled monument

Conservation area

Public right of way

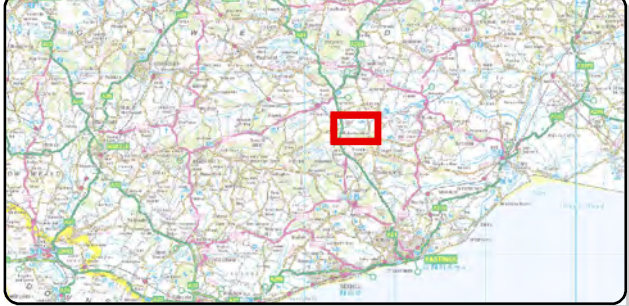
Ancient & semi-natural woodland

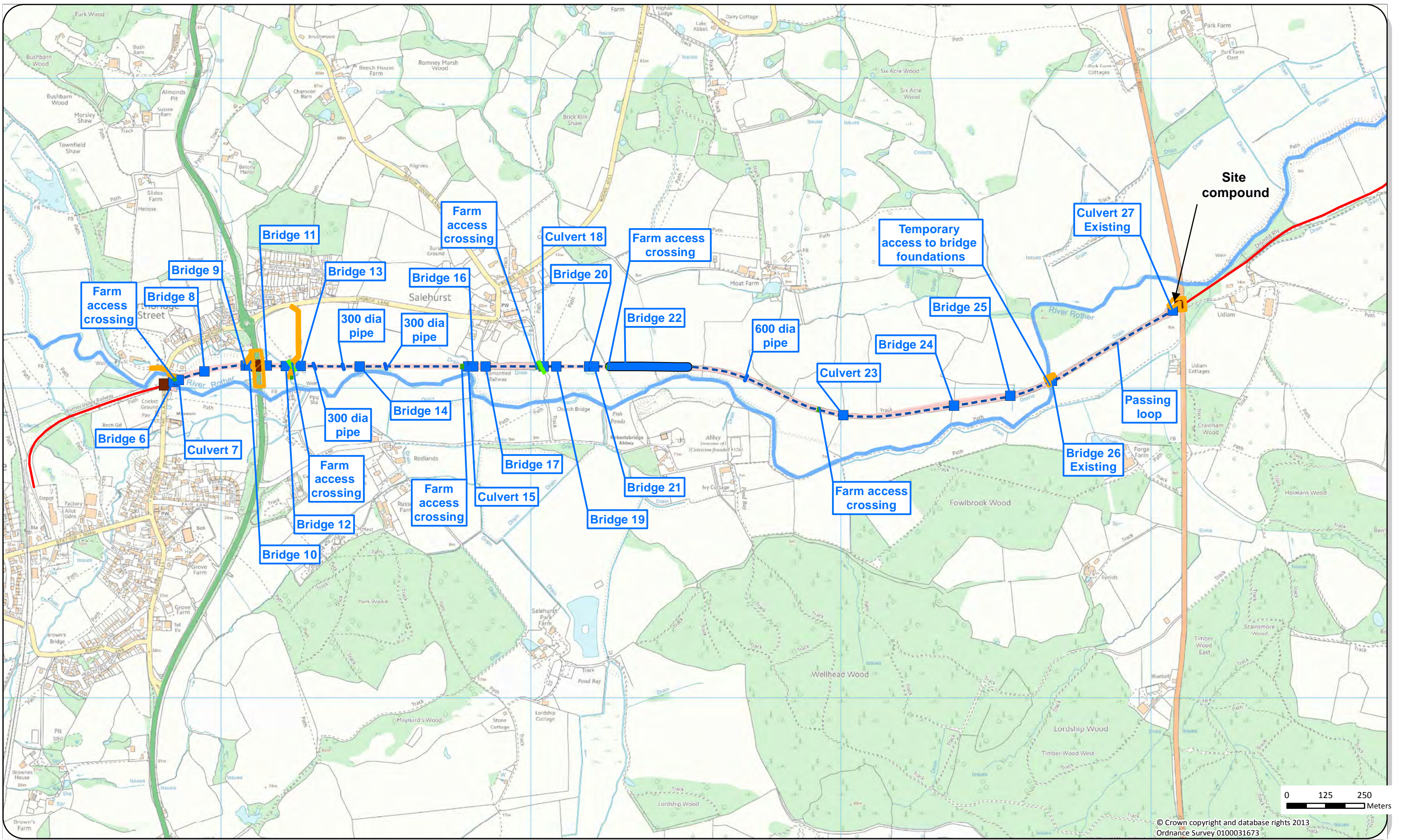
Ancient replanted woodland

BAP habitat

River

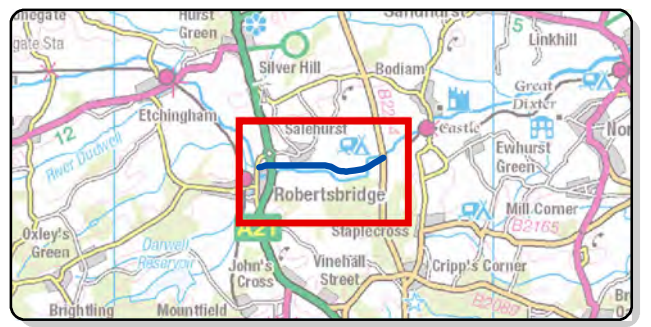
Floodplain





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Drawing Title:
Figure 2.4 Permanent and Temporary Land Take

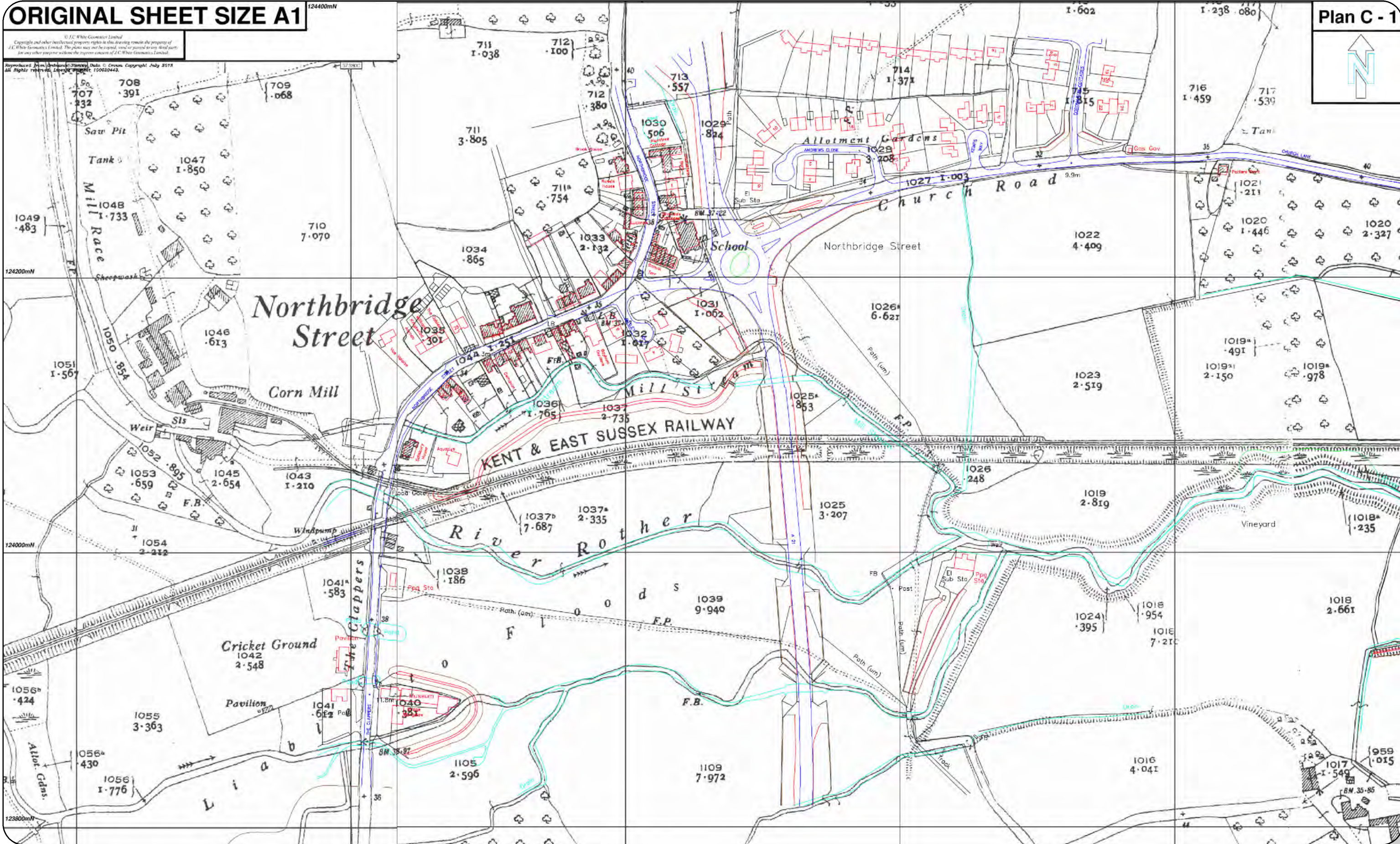
- Legend**
- Existing railway
 - Line of route reinstatement
 - Watercourse
 - Proposed level crossing location
 - Proposed bridge/culvert location
 - Proposed public right of way crossing
 - Permanent land take
 - Temporary land take





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Client: Rother Valley Railway

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Figure 2.5a Historical map dated 1930, graphically fitted to current Ordnance Survey digital data

JOB TITLE: ROTHER VALLEY RAILWAY
"THE CLAPPERS" TO JUNCTION
ROAD, ROBERTSBRIDGE
CLIENT: ROTHER VALLEY RAILWAY LTD.
DRAWING TITLE: HISTORICAL MAPPING

SCALE: 1:1250
JOB No.: 13/08/024
DWG. No.: Plan C - 1
DATE: July 2013
DRAWN BY: M.Gopal
REV. NO.:
CAD DATE: 20.09.2013
CADFILE: Plan C (Sheets 1 - 5) - 4.dwg

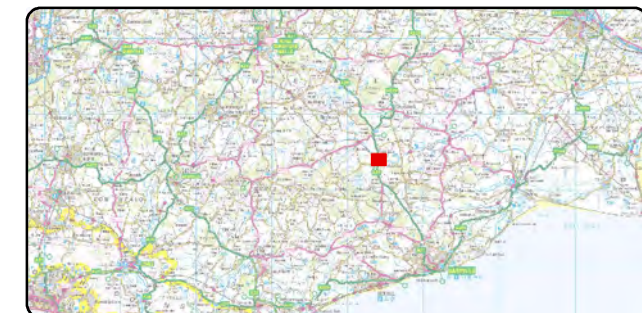
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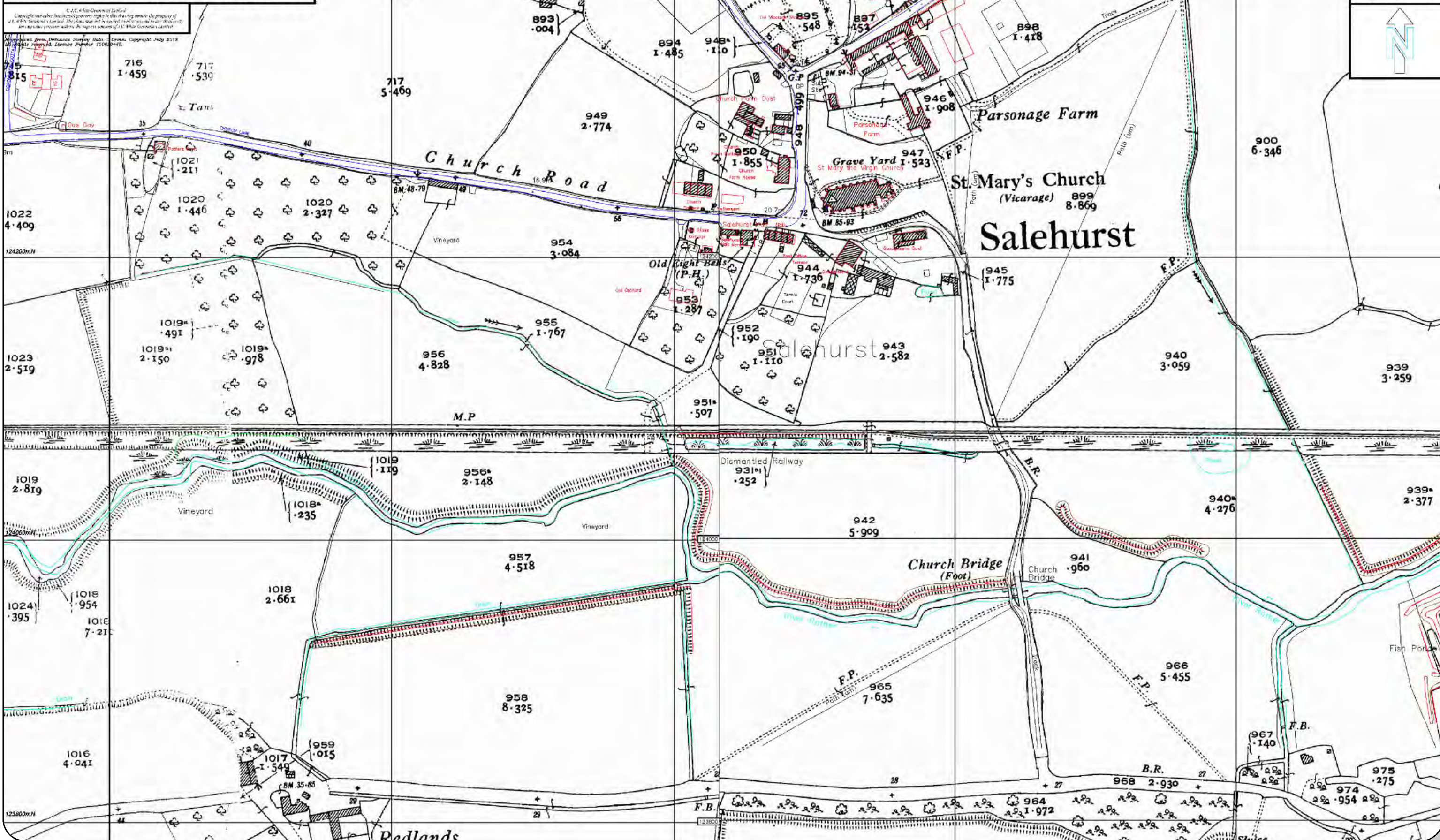
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Map Number: 01

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Project: Rother Valley Railway EIA

Client: Rother Valley Railway

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Figure 2.5b Historical map dated 1930, graphically fitted to current Ordnance Survey digital data

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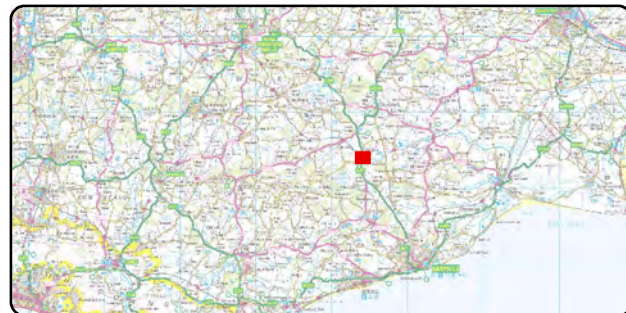
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ORIGINAL SHEET SIZE A1

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Moat Farm

Sheepfold

KENT & EAST SUSSEX RAILWAY

River Rother

Abbey Farm

Cistercian Abbey (Remains of) A.D. 1176.

Chapel

Plan C - 3

North arrow pointing up.

Scale bar: 0 to 1000 feet.

Field numbers and names: 900 6.346, 937 6.786, 936 4.634, 934 2.344, 932 4.666, 931 7.293, 930 2.404, 930 3.119, 929 3.438, 928 6.971, 926 6.027, 926 3.906, 926 10.619, 922 8.562, 940 3.059, 939 3.259, 938 5.416, 938 7.34, 939 2.377, 940 4.276, 941 960, 966 5.455, 967 1.140, 975 2.275, 974 2.954, 976 2.626, 977 2.518, 978 9.315, 978 9.134, 901 1.384, 903 2.567, 904 2.173, 904 2.850, 906 2.083, 900 6.346, 935 7.747, 933 2.524, 932 4.666, 931 7.293, 930 2.404, 930 3.119, 929 3.438, 928 6.971, 926 6.027, 926 3.906, 926 10.619, 922 8.562, 940 3.059, 939 3.259, 938 5.416, 938 7.34, 939 2.377, 940 4.276, 941 960, 966 5.455, 967 1.140, 975 2.275, 974 2.954, 976 2.626, 977 2.518, 978 9.315, 978 9.134, 901 1.384, 903 2.567, 904 2.173, 904 2.850, 906 2.083, 900 6.346, 935 7.747, 933 2.524, 932 4.666, 931 7.293, 930 2.404, 930 3.119, 929 3.438, 928 6.971, 926 6.027, 926 3.906, 926 10.619, 922 8.562, 940 3.059, 939 3.259, 938 5.416, 938 7.34, 939 2.377, 940 4.276, 941 960, 966 5.455, 967 1.140, 975 2.275, 974 2.954, 976 2.626, 977 2.518, 978 9.315, 978 9.134.



906
2.083

924
5-174

KENT & EAST SUSSEX RAILWAY

930°
2-404

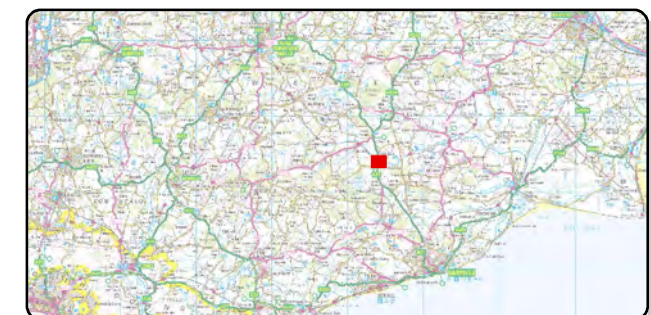
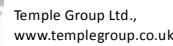
931° 9-448

Abbey Farm

Cistercian Abbey
(Remains of)
A.D. 1176.

Figure 2.5c Historical map dated 1930, graphically fitted to current Ordnance Survey digital data

Drawing Number: T2073-RV-TGP-HIS-15



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Client: Rother Valley Railway

Drawing Title:

Figure 2.5d Historical map dated 1930, graphically fitted to current Ordnance Survey digital data

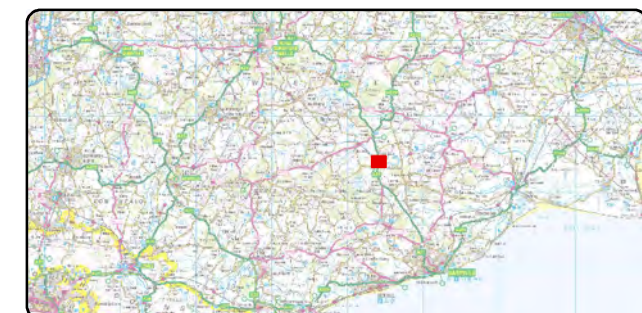
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"THE CLAPPERS" TO JUNCTION
ROAD, ROBERTSBRIDGE
CLIENT : ROTHER VALLEY RAILWAY LTD.
DRAWING TITLE : HISTORICAL MAPPING

SCALE : 1:1250
DWG. No. : Plan C - 4
DRAWN BY : M.Gopal
CAD DATE : 20.09.2013
CADFILE : Plan C (Sheets 1 - 5) - 4.dwg
JOB No. : 13/08/024
DATE : July 2013
REV. NO. :

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Project: Rother Valley Railway EIA

Client: Rother Valley Railway

Drawing Title:

Figure 2.5e Historical map dated 1930, graphically fitted to current Ordnance Survey digital data

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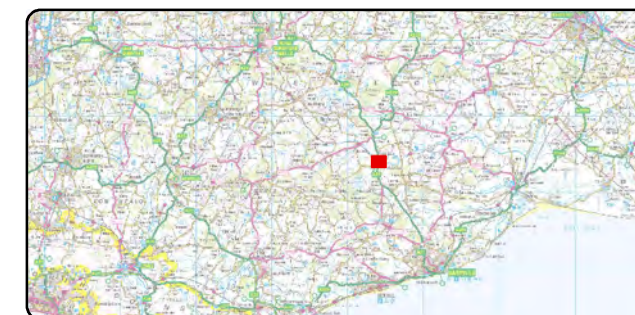
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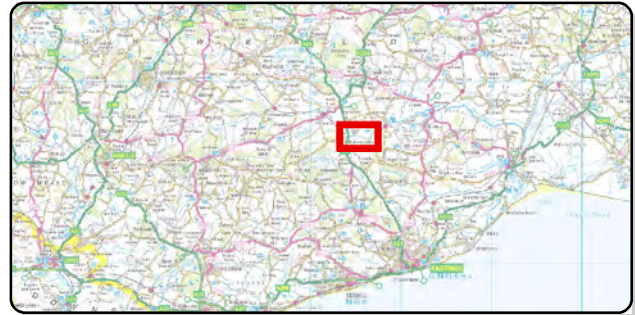
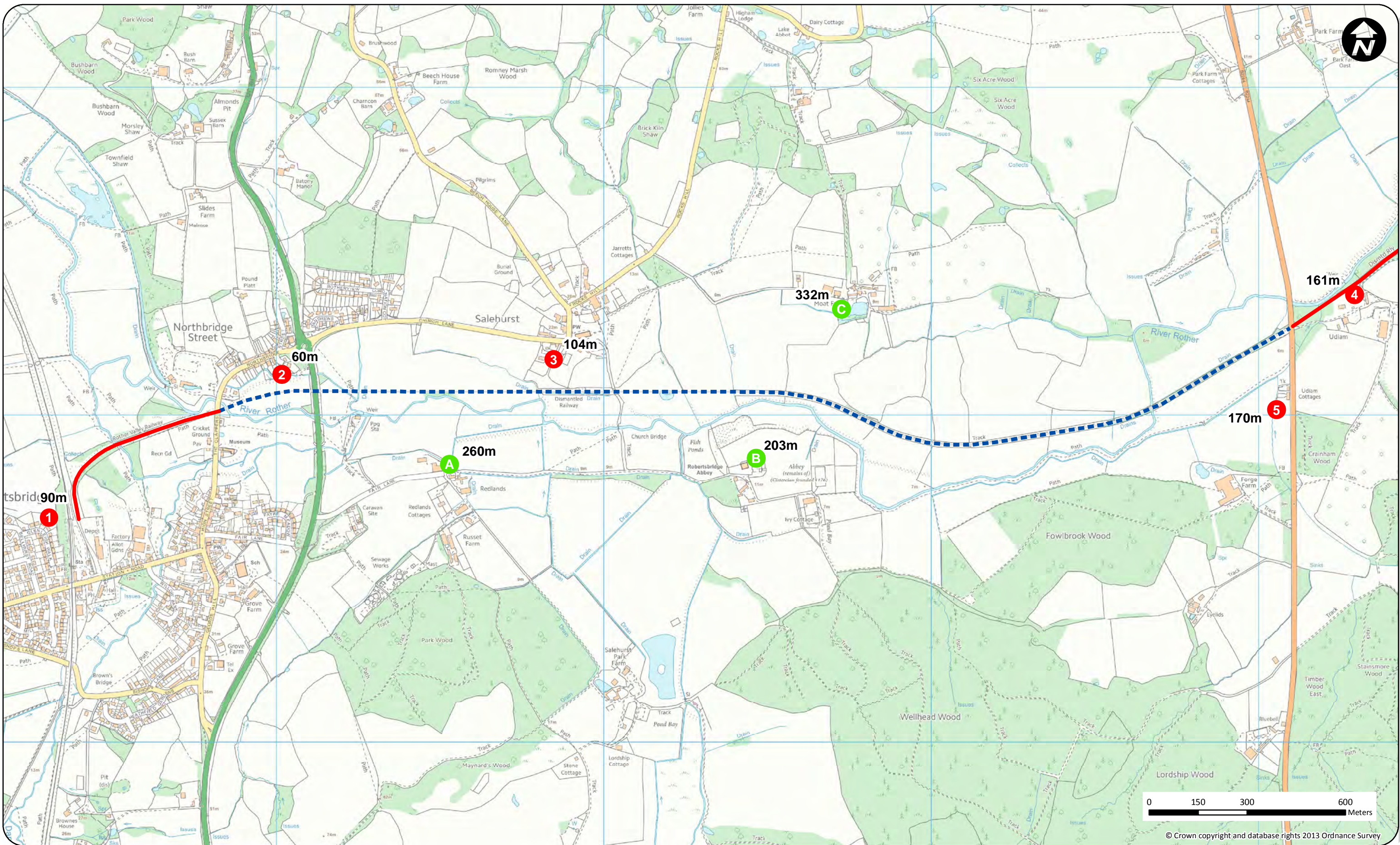
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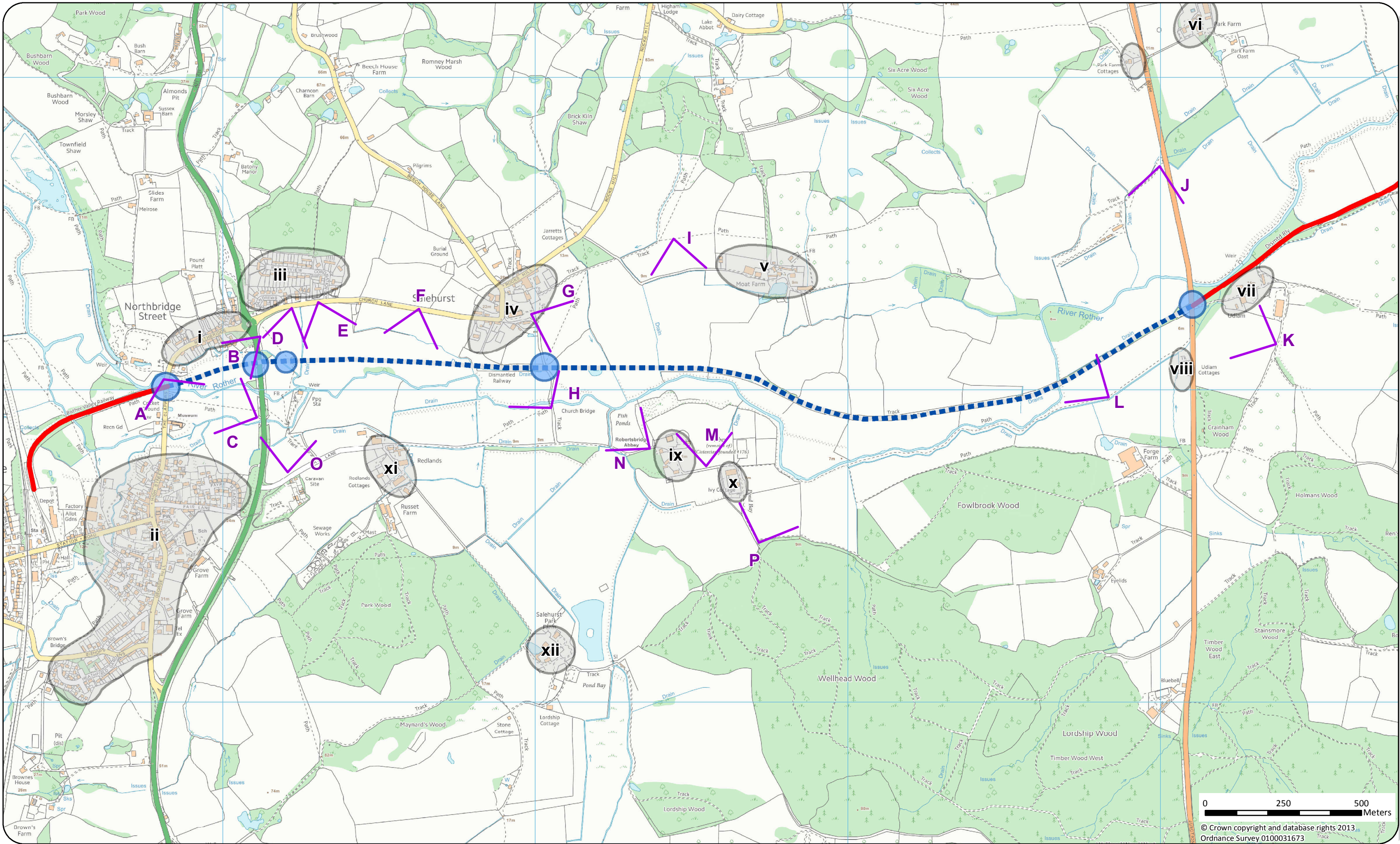
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Map Number: 05

Drawing Number: T2073-RV-TGP-HIS-15







Project: Rother Valley Railway EIA

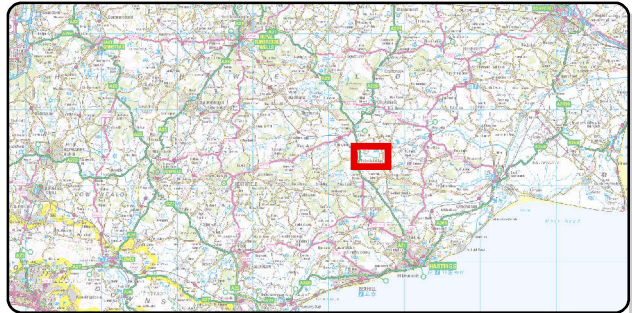
Client: Rother Valley Railway

Drawing Title:

Figure 8.1 Landscape and Visual Assessment Overview Map

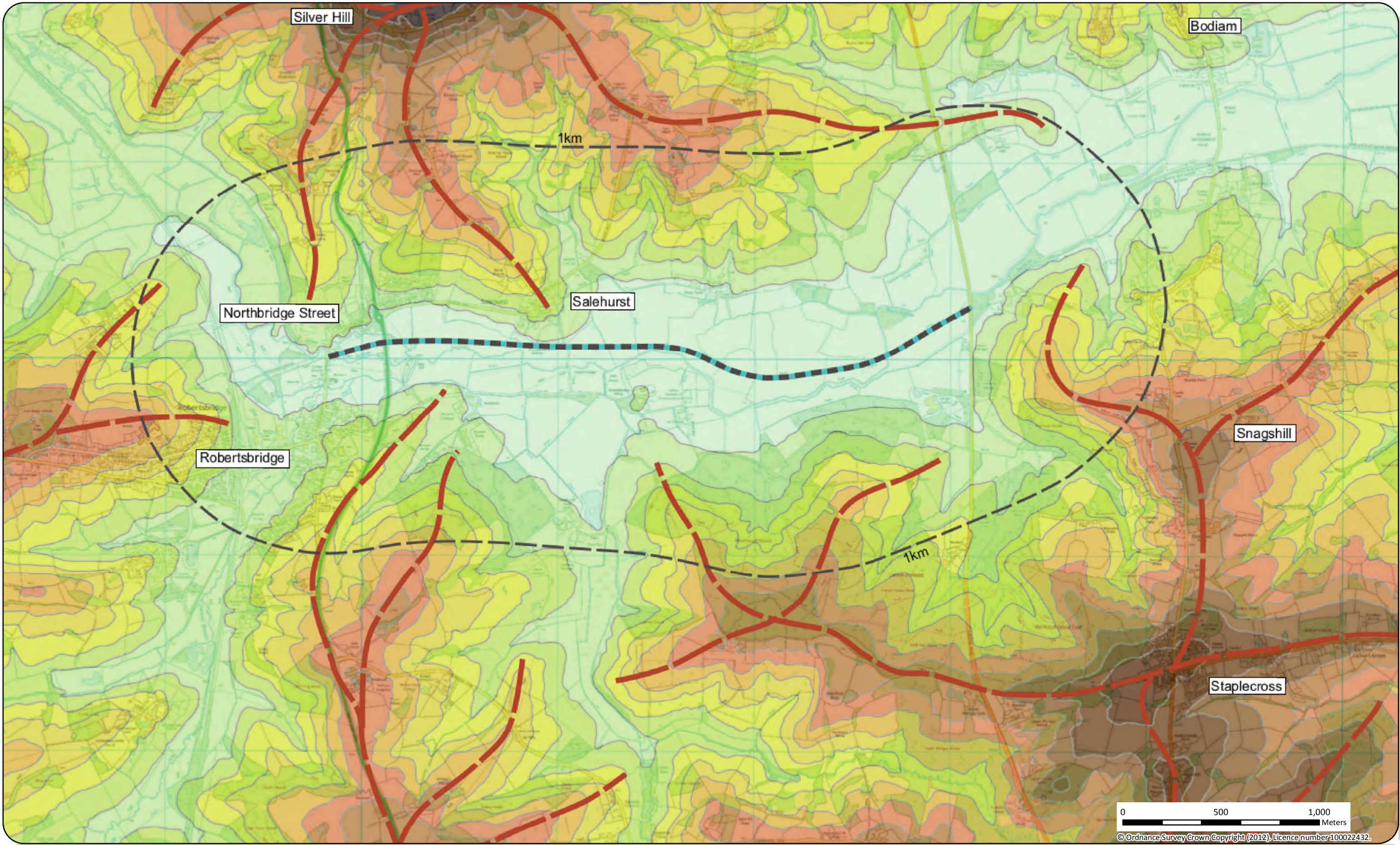
Legend

- Existing railway
- Line of route reinstatement
- Assessment Viewpoints
- Crossing points to roads and public rights of way
- Groups of residential properties assessed



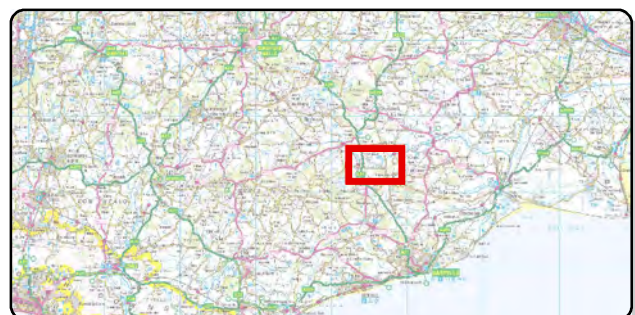
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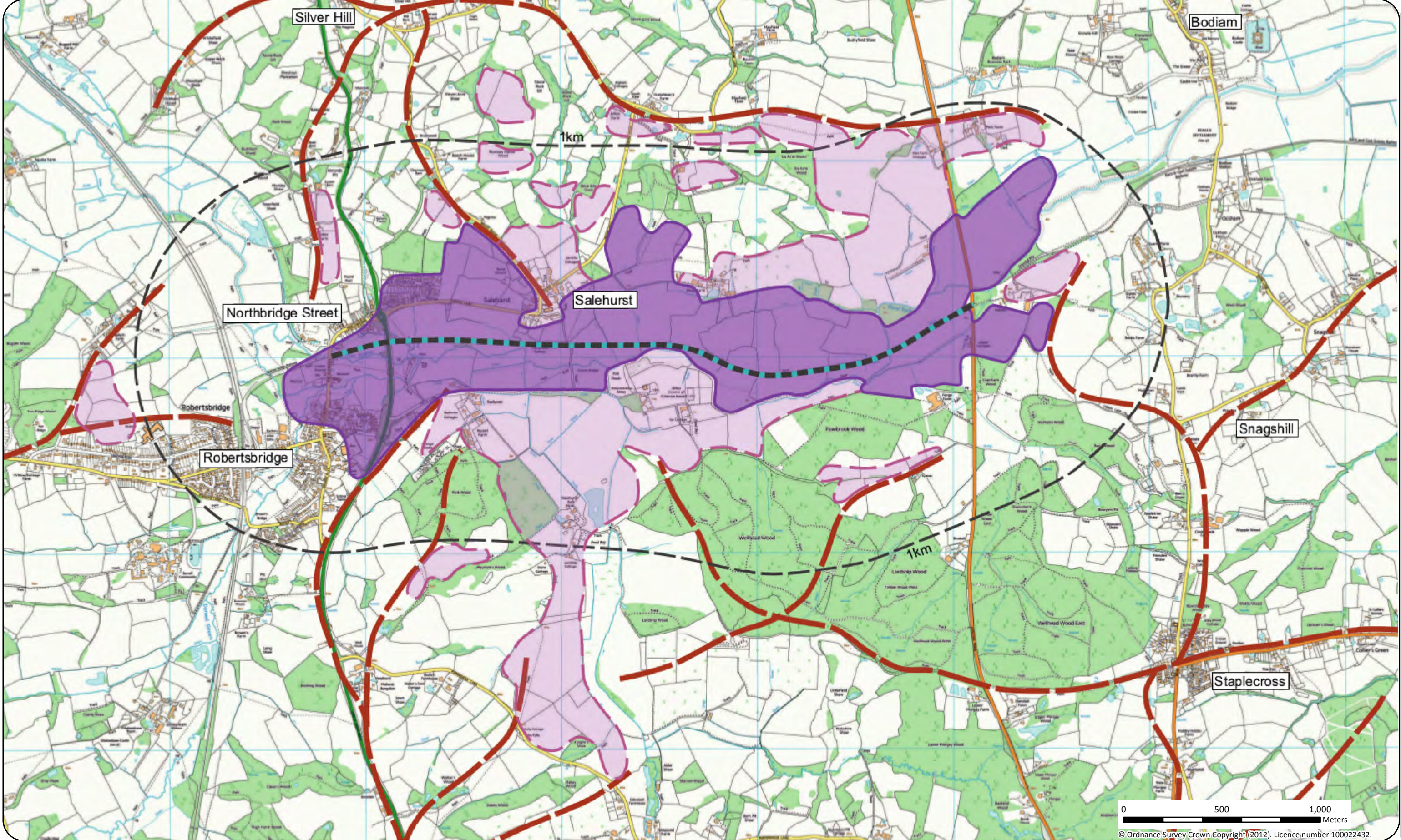
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Project: Rother Valley Railway EIA
Client: Rother Valley Railway
Drawing Title:
Figure 8.2 Topography Plan

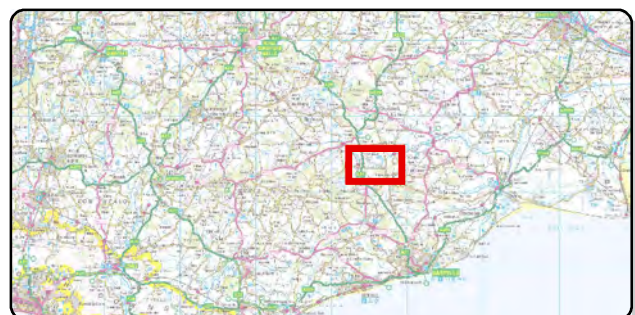
- Legend**
- Line of route reinstatement
 - Local ridgeline





Project: Rother Valley Railway EIA
Client: Rother Valley Railway
Drawing Title:
Figure 8.3 Visual Appraisal Plan

- Legend**
- Line of route reinstatement
 - Local ridgeline
 - Principal area with views towards Scheme
 - Areas with views partially or totally obscured by intervening vegetation





LVA Photograph 1: Looking north west from The Clappers towards existing section of Track



LVA Photograph 2: Showing existing section of Track



LVA Photograph 3: Looking north along The Clappers

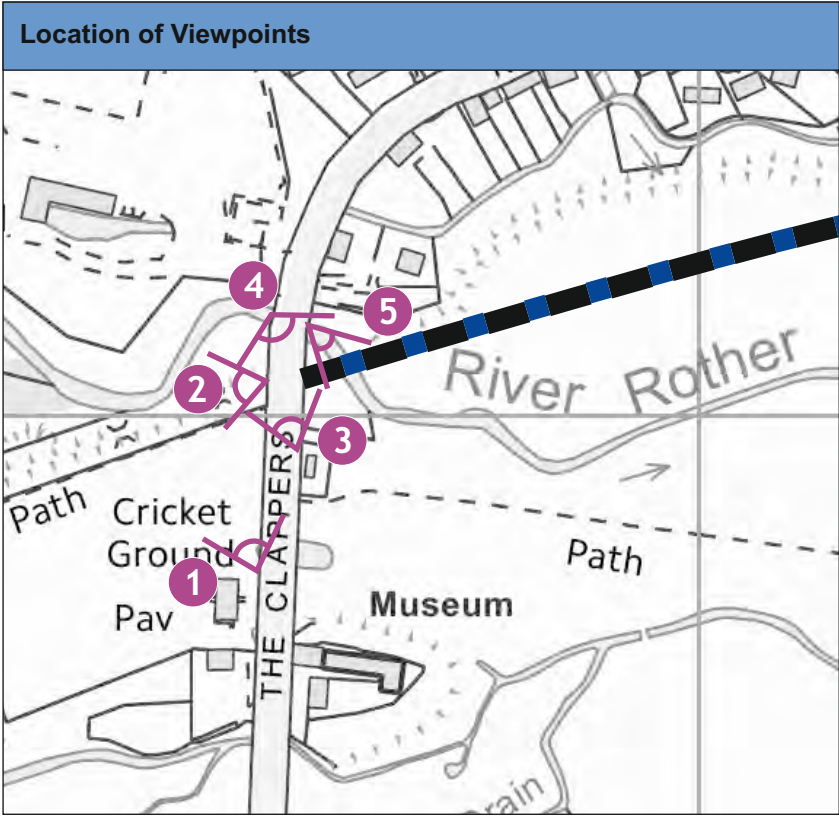


LVA Photograph 4: Looking south east from the bridge on Northbridge Street

Assessment Viewpoint A



LVA Photograph 5: Showing remains of old Railway bridge over River Rother





LVA Photograph 6: Looking north east from The Clappers



LVA Photograph 7: Existing buildings north of river



LVA Photograph 8: Looking east along Northbridge Street

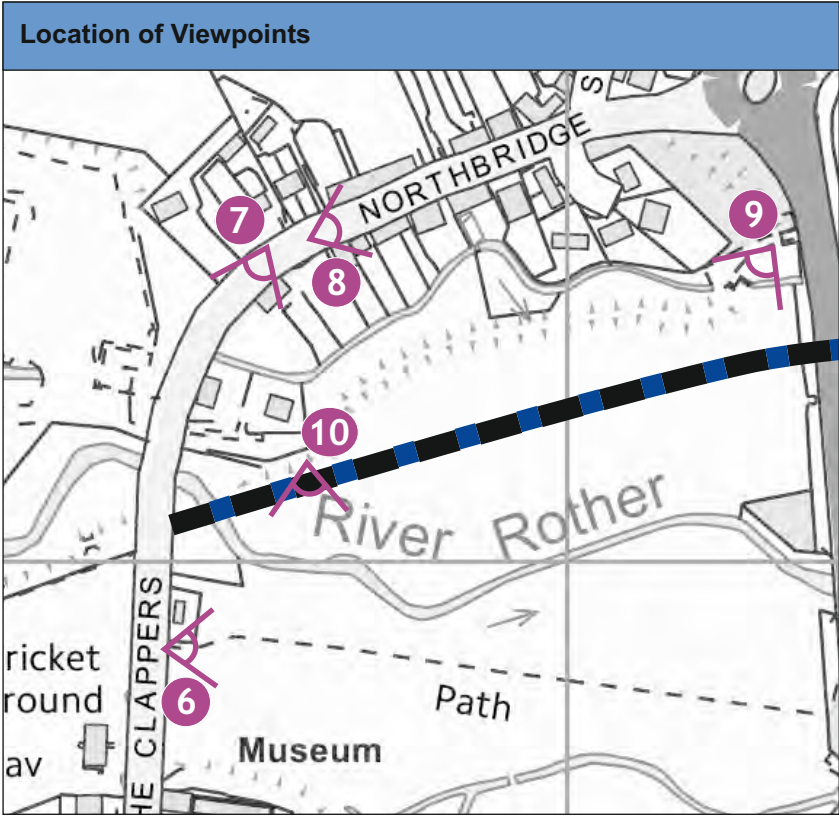


LVA Photograph 9: Looking south west towards Robertsbridge from edge of A21

Assessment Viewpoint B



LVA Photograph 10: Showing existing buildings in Robertsbridge with potential views towards the Scheme





LVA Photograph 11: Showing existing properties along Northbridge Street



LVA Photograph 12: Looking north along A21 from bridge over River Rother

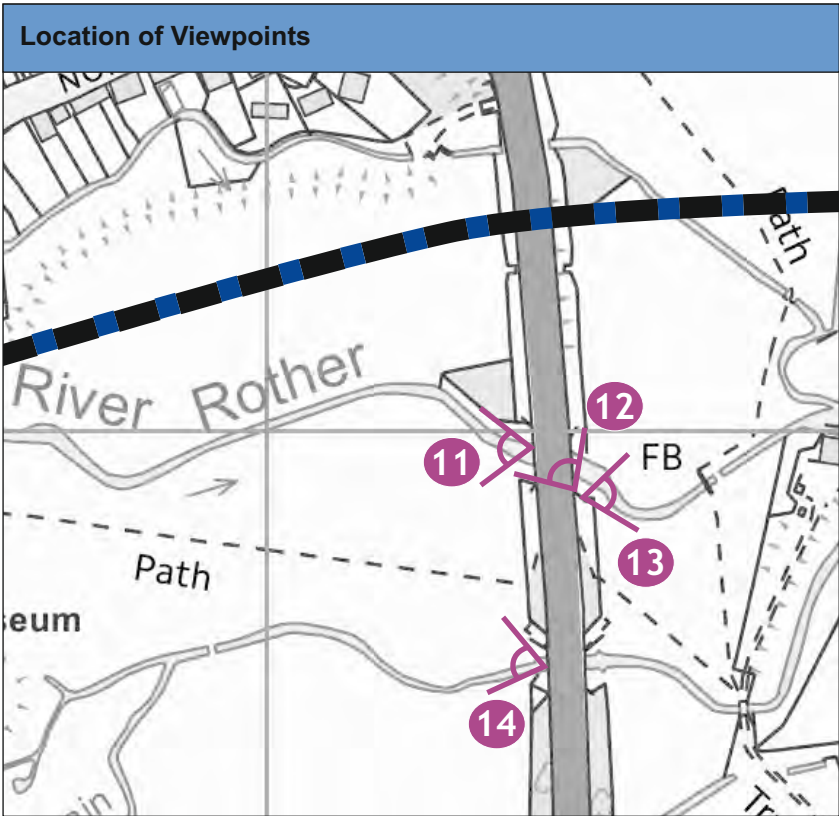


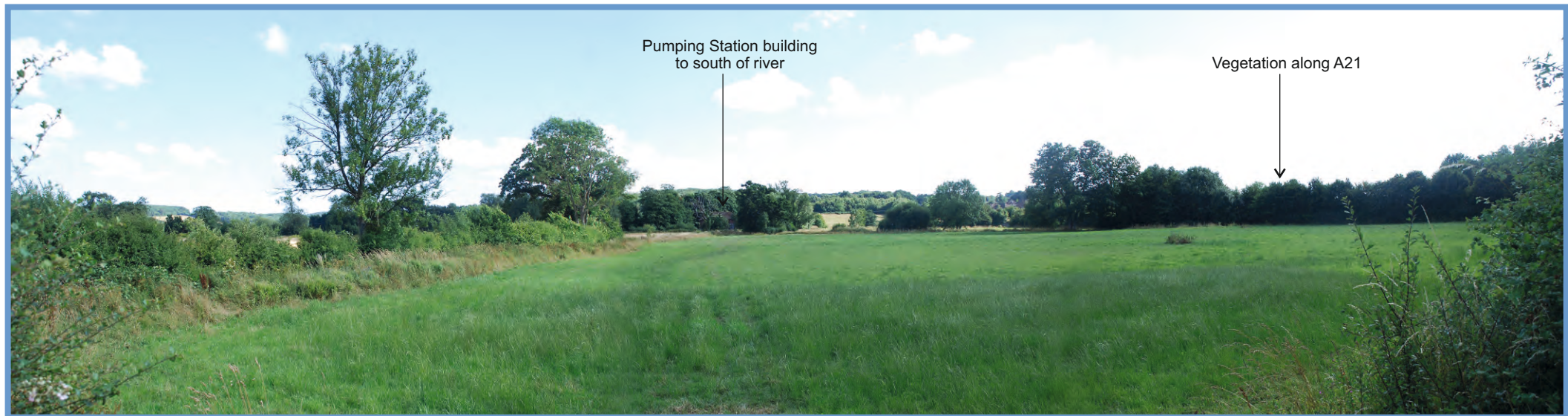
LVA Photograph 13: Looking north east from A21 bridge over River Rother



LVA Photograph 14: Looking north west across the River Rother floodplain from the A21

Assessment Viewpoint C





LVA Photograph 15: Looking south west from Church Lane

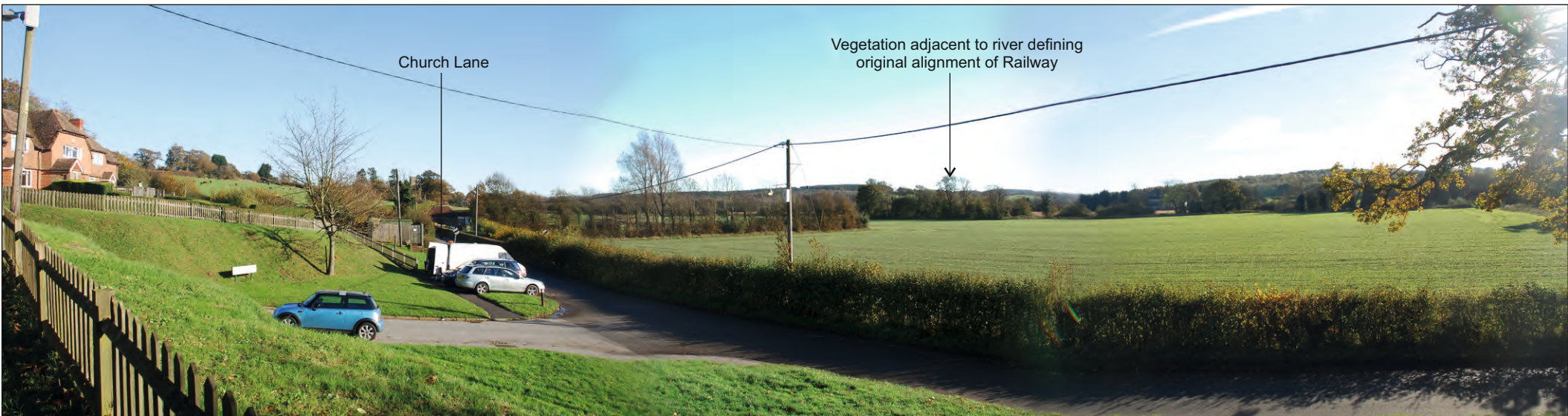
Assessment Viewpoint D



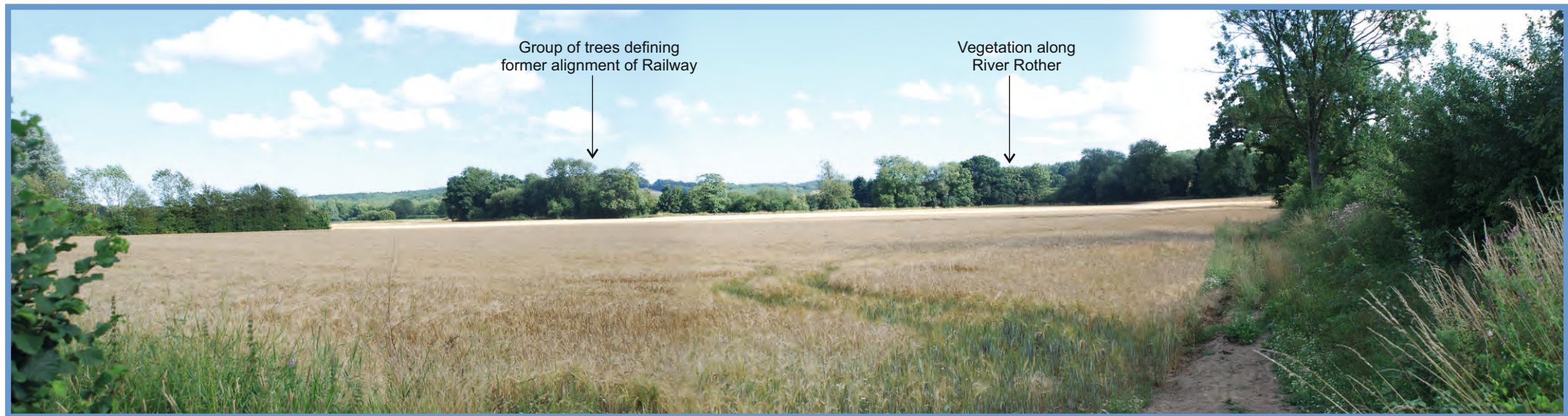
LVA Photograph 16: Showing properties along Church Lane



LVA Photograph 17: Showing properties in Northbridge Street

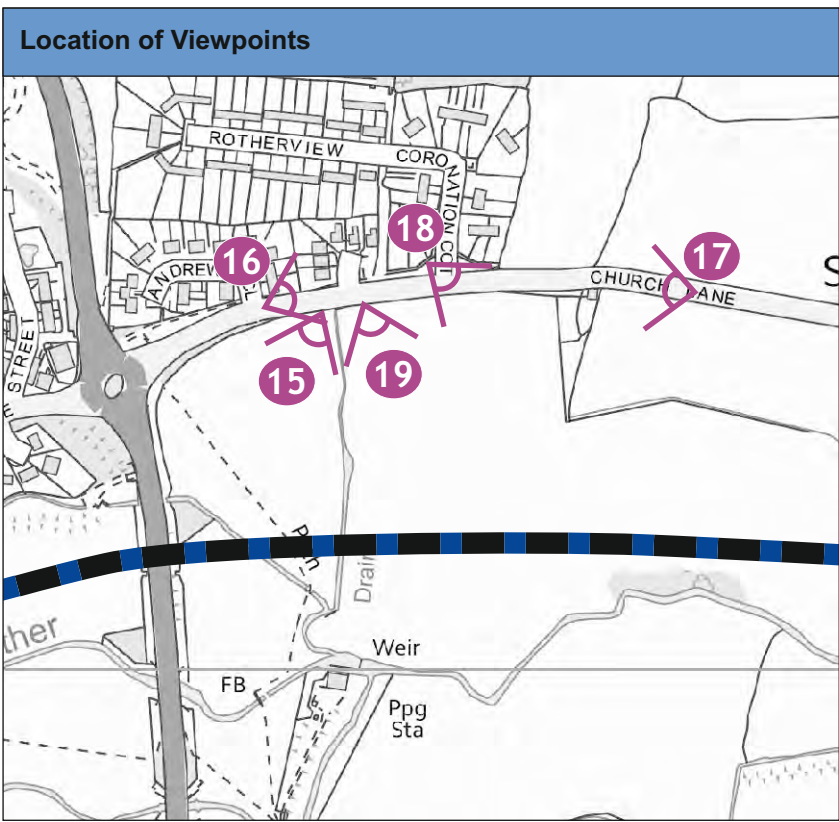


LVA Photograph 18: Looking south east from footpath to Rother View on edge of Northbridge Street



LVA Photograph 19: Looking south east from Church Lane

Assessment Viewpoint E





LVA Photograph 20: Panoramic view looking south from field gateway on Church Lane, just west of Salehurst

CONTINUED BELOW



CONTINUED ABOVE

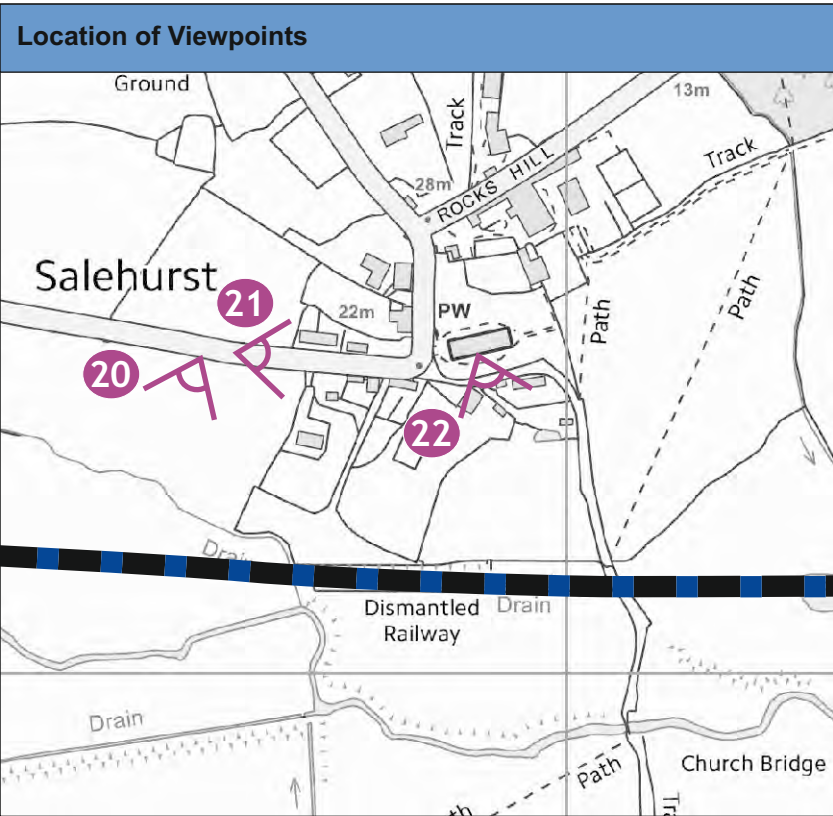
Assessment Viewpoint F



LVA Photograph 21: Showing properties in Salehurst along Church Lane



LVA Photograph 22: Showing enclosed character of Salehurst





LVA Photograph 23: Looking south east from Public Footpath No.34c on eastern edge of Salehurst

Assessment Viewpoint G



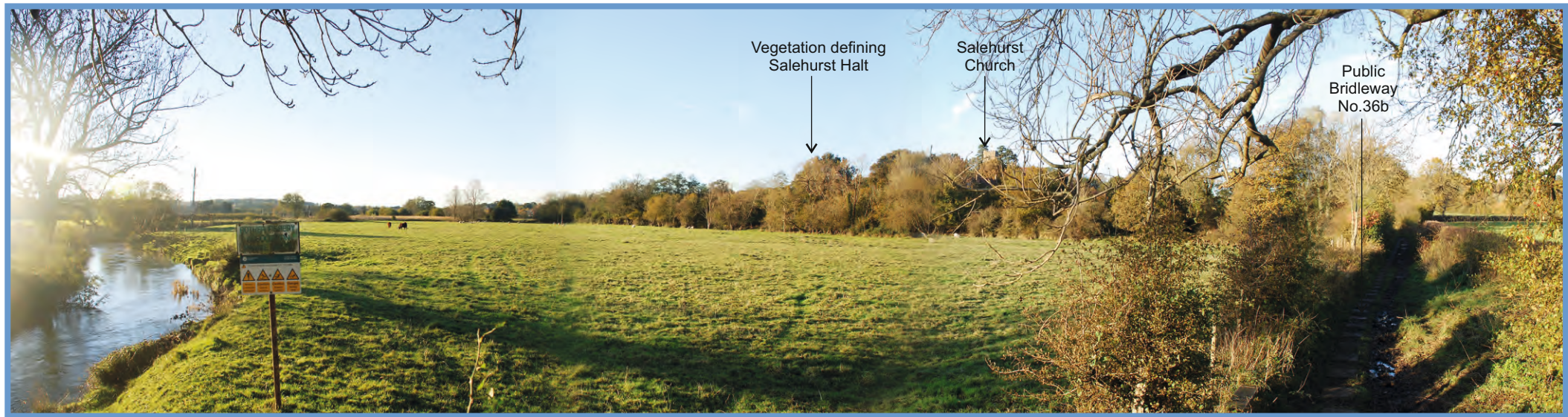
LVA Photograph 24: Showing Public Bridleway No.36c leading down to Salehurst Halt



LVA Photograph 25: Looking west into Salehurst Halt from Public Birdleway No.36b

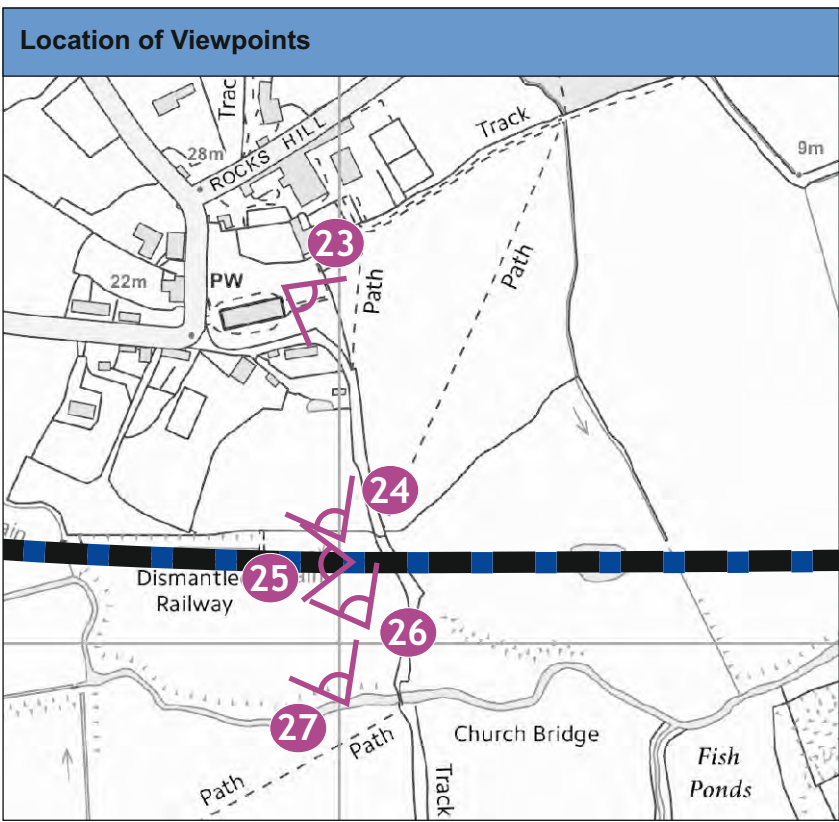


LVA Photograph 26: Looking north west towards Salehurst Halt from Public Bridleway No.36b



LVA Photograph 27: Looking north west from Public Bridleway No.36b at Church Bridge

Assessment Viewpoint H





LVA Photograph 28: Looking south west from Beech House Lane

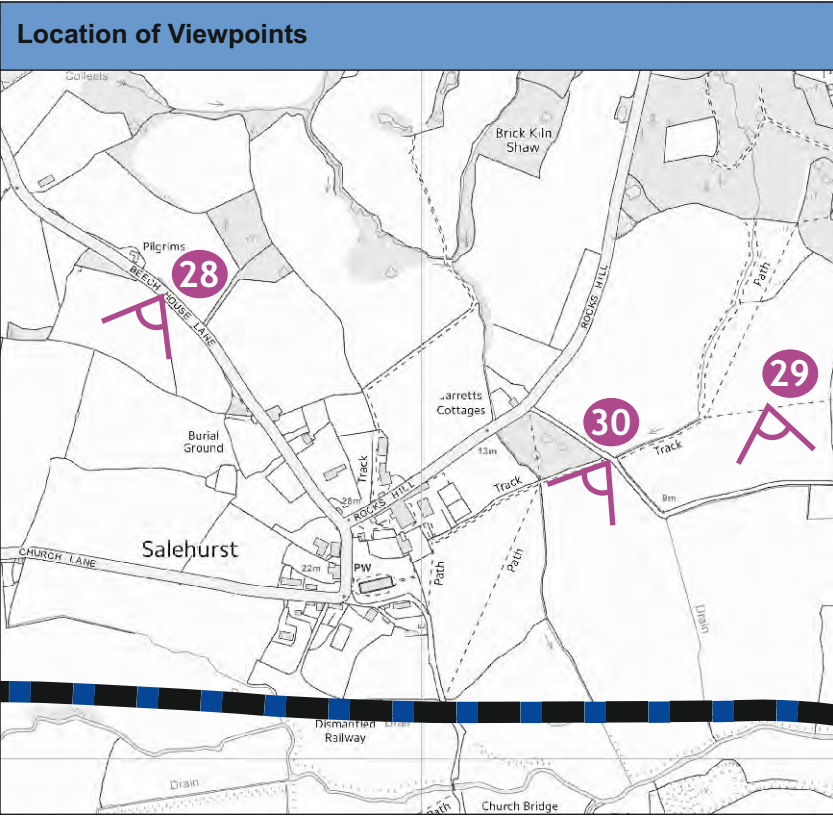


LVA Photograph 29: Looking south from Public Footpath No.34e east of Rocks Hill

Assessment Viewpoint I



LVA Photograph 30: Looking south from Public Footpath 34d





LVA Photograph 31: Panoramic view looking south from field gateway on trackway to Moat Farm



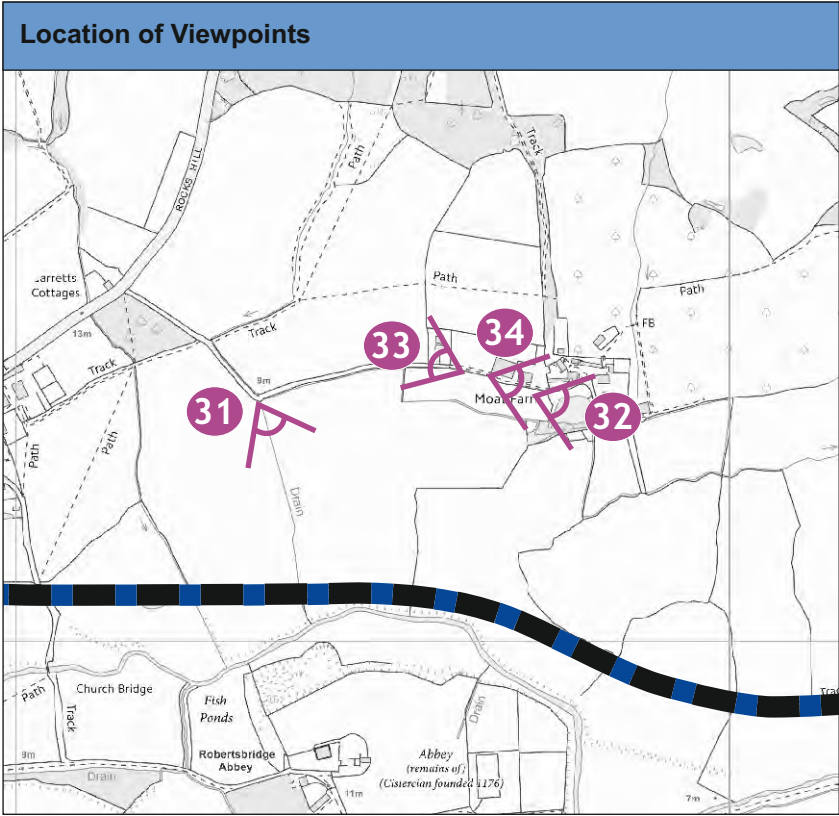
LVA Photograph 32: Showing property to west of Moat Farm



LVA Photograph 33: Showing character of area around Moat Farm



LVA Photograph 34: Showing buildings at Moat Farm





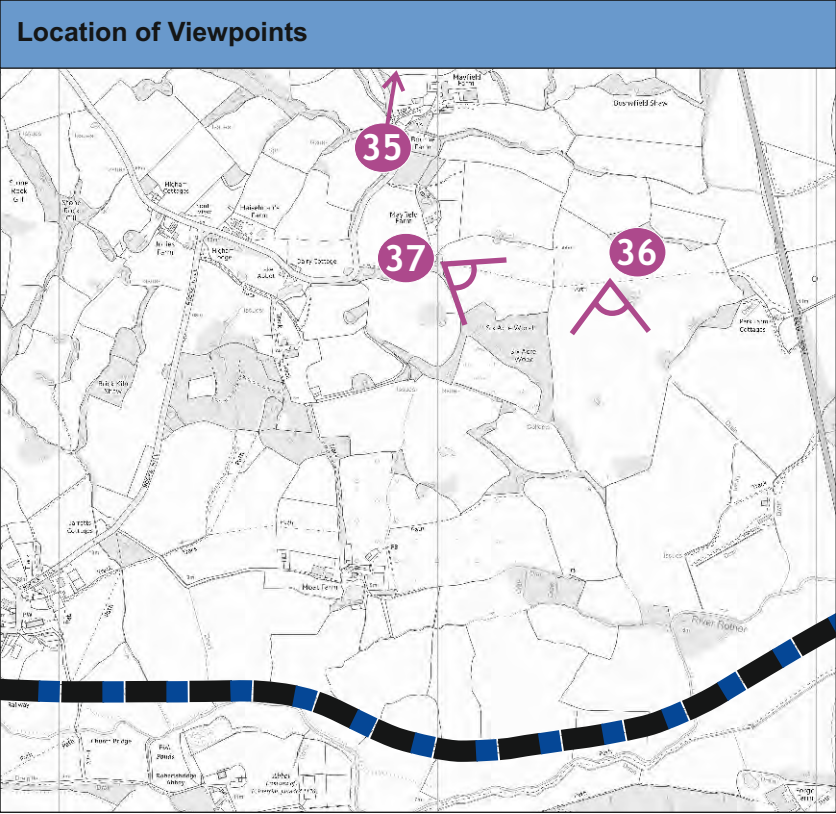
LVA Photograph 35: Distant view looking south east from Bourne Lane near Great Wigsell Farm



LVA Photograph 36: Looking south from Public Footpath No. 14b east of Six Acre Wood



LVA Photograph 37: Looking south east from Public Footpath 14a south of Mayfield Farm





LVA Photograph 38: Looking south west from Junction Road near Park Farm

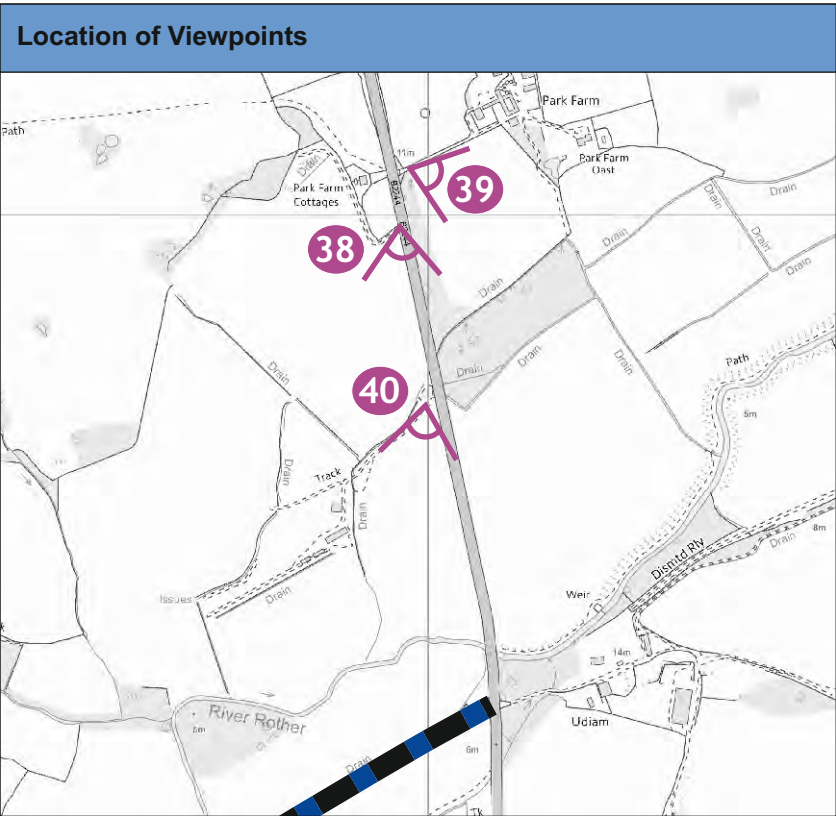


LVA Photograph 39: Looking south west from entrance to Park Farm Campsite



LVA Photograph 40: Looking south west from entrance to Park Farm Campsite

Assessment Viewpoint J





LVA Photograph 41: Looking south west from Junction Road bridge over River Rother



LVA Photograph 42: Looking east along existing section of track passed Udiam Farm

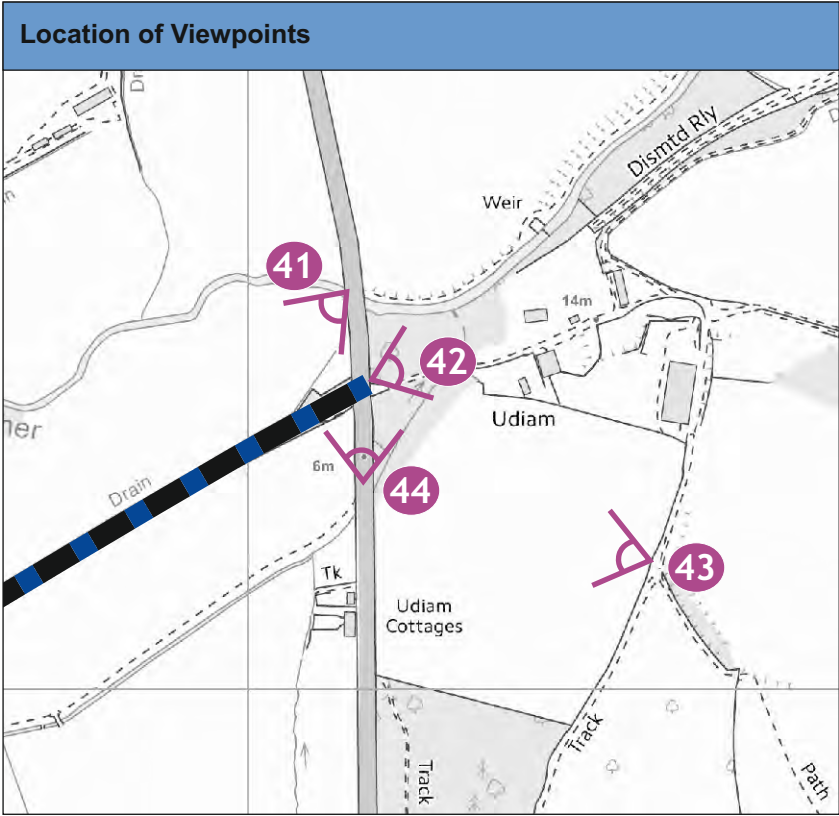


LVA Photograph 43: Looking west from Public Footpath No.9 above Udiam Cottages

Assessment Viewpoint K



LVA Photograph 44: Looking north along Junction Road from Udiam Farm





LVA Photograph 45: Looking north west from Public Footpath No.1 west of Junction Road



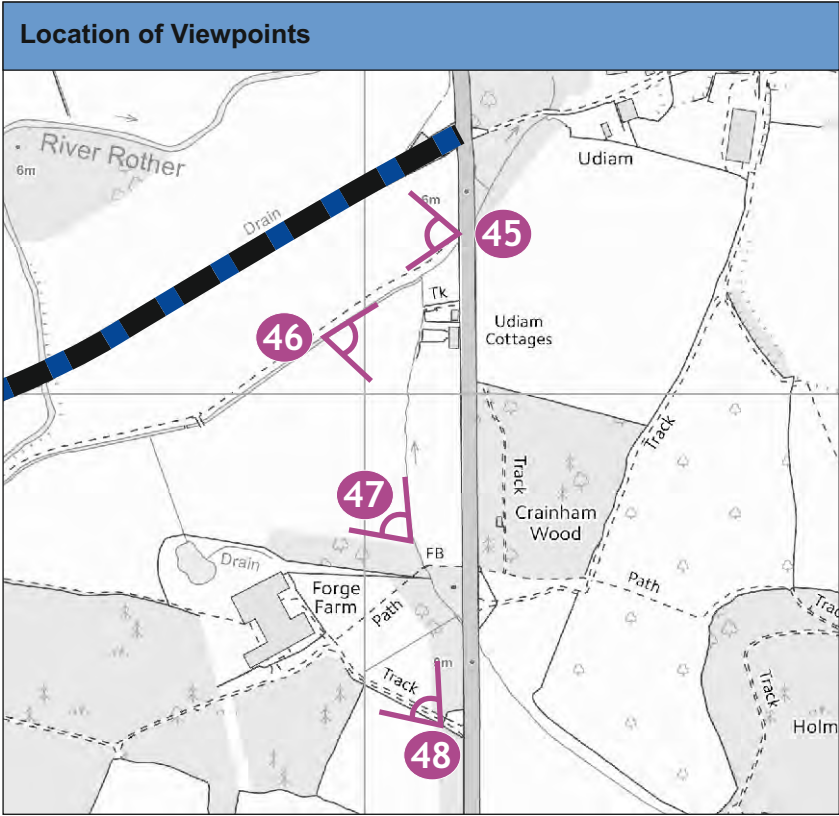
LVA Photograph 46: Showing potential views from Udiam Cottages



LVA Photograph 47: Looking north west from Public Footpath No.2b around Forge Farm



LVA Photograph 48: Looking north west from entrance to Forge Farm





LVA Photograph 49: Looking west from footbridge on Public Footpath No.1

Assessment Viewpoint L



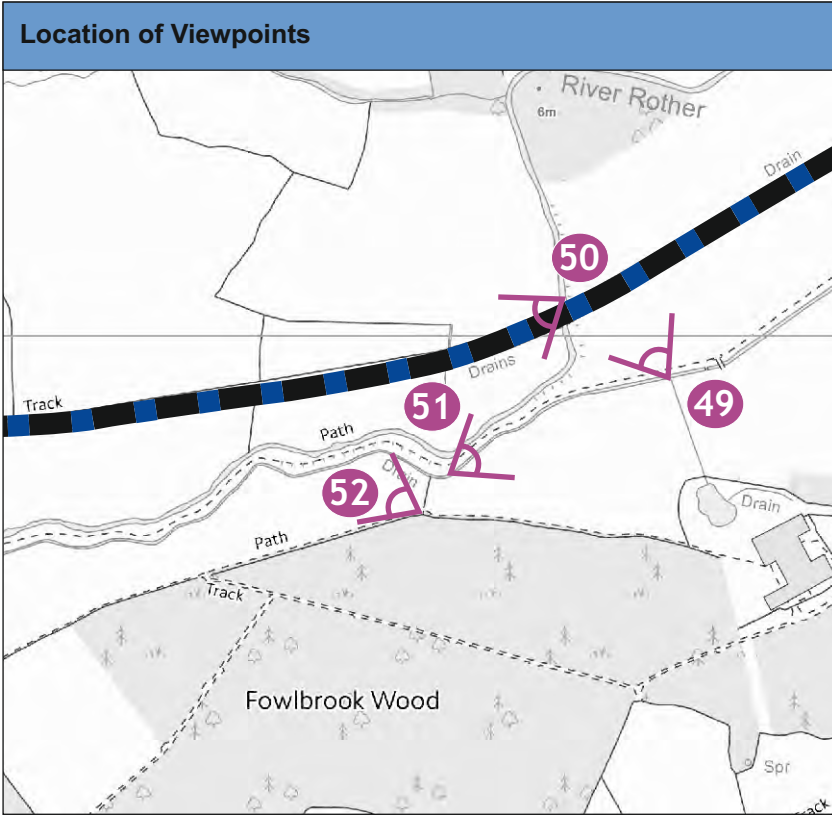
LVA Photograph 50: Showing existing bridge over River Rother



LVA Photograph 51: Looking east from Public Footpath No. 2b along edge of Fowlbrook Wood



LVA Photograph 52: Looking north west from Public Footpath No. 2b





LVA Photograph 53: Looking north from Public Bridleway 39c east of Robertsbridge Abbey

Assessment Viewpoint M



LVA Photograph 54: Showing character of buildings close to Abbey remains

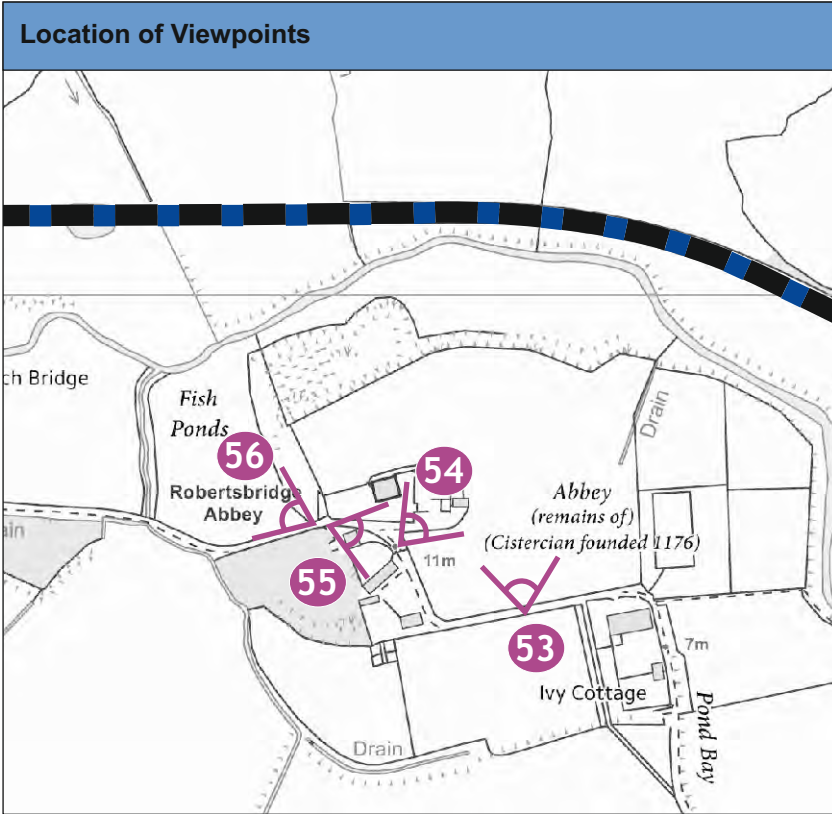


LVA Photograph 55: Showing existing setting to Robertsbridge Abbey



LVA Photograph 56: Looking north west from Public Bridleway west of Robertsbridge Abbey

Assessment Viewpoint N





LVA Photograph 57: Looking north from Public Bridleway along Redlands Lane



LVA Photograph 58: Showing potential views from Salehurst

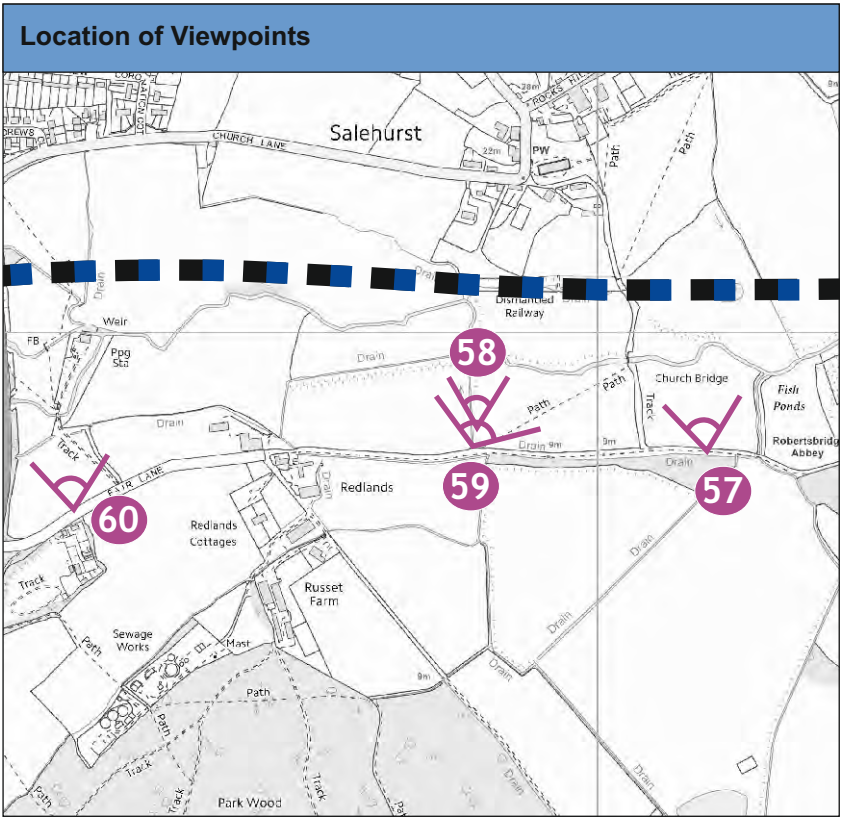


LVA Photograph 59: Looking north east towards Church Bridge from Redlands Lane



LVA Photograph 60: Looking north from Fair Lane west of Redlands

Assessment Viewpoint O





LVA Photograph 61: Showing character of Redlands



LVA Photograph 62: Looking north from Public Footpath No.50c above Salehurst Park Farm

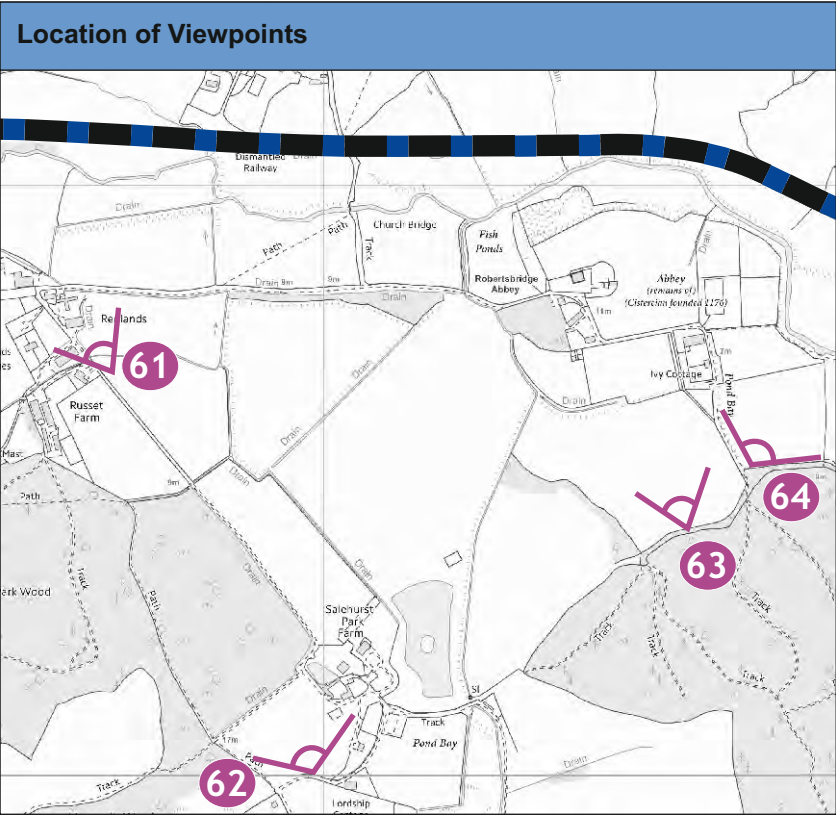


LVA Photograph 63: Looking north from edge of Wellhead Wood



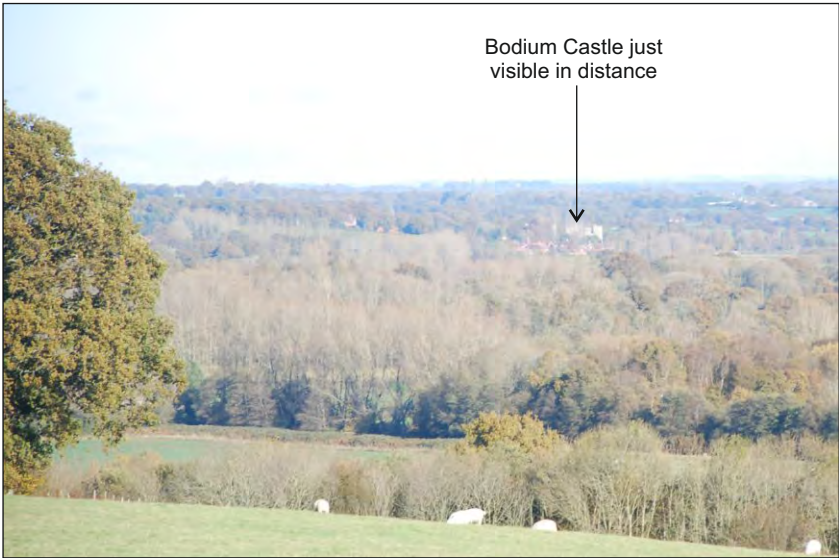
LVA Photograph 64: Looking north east from junction of Public Footpaths 4 and 5c

Assessment Viewpoint P





LVA Photograph 65: Looking north east from Public Footpath No. 46d at Maynard's Wood



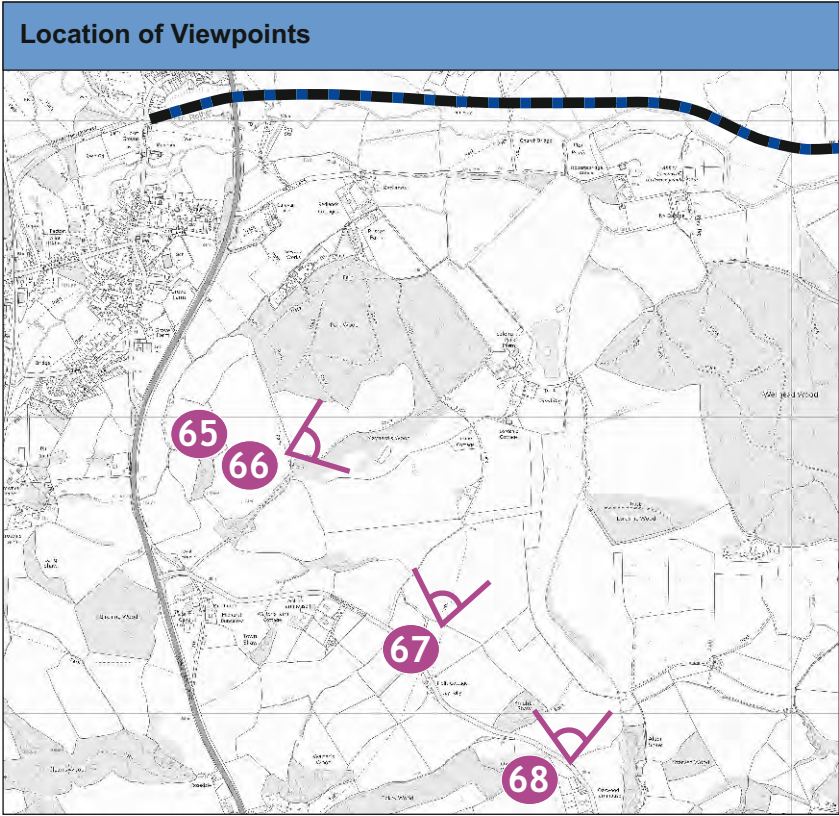
LVA Photograph 66: Zoomed extract from Photograph 64

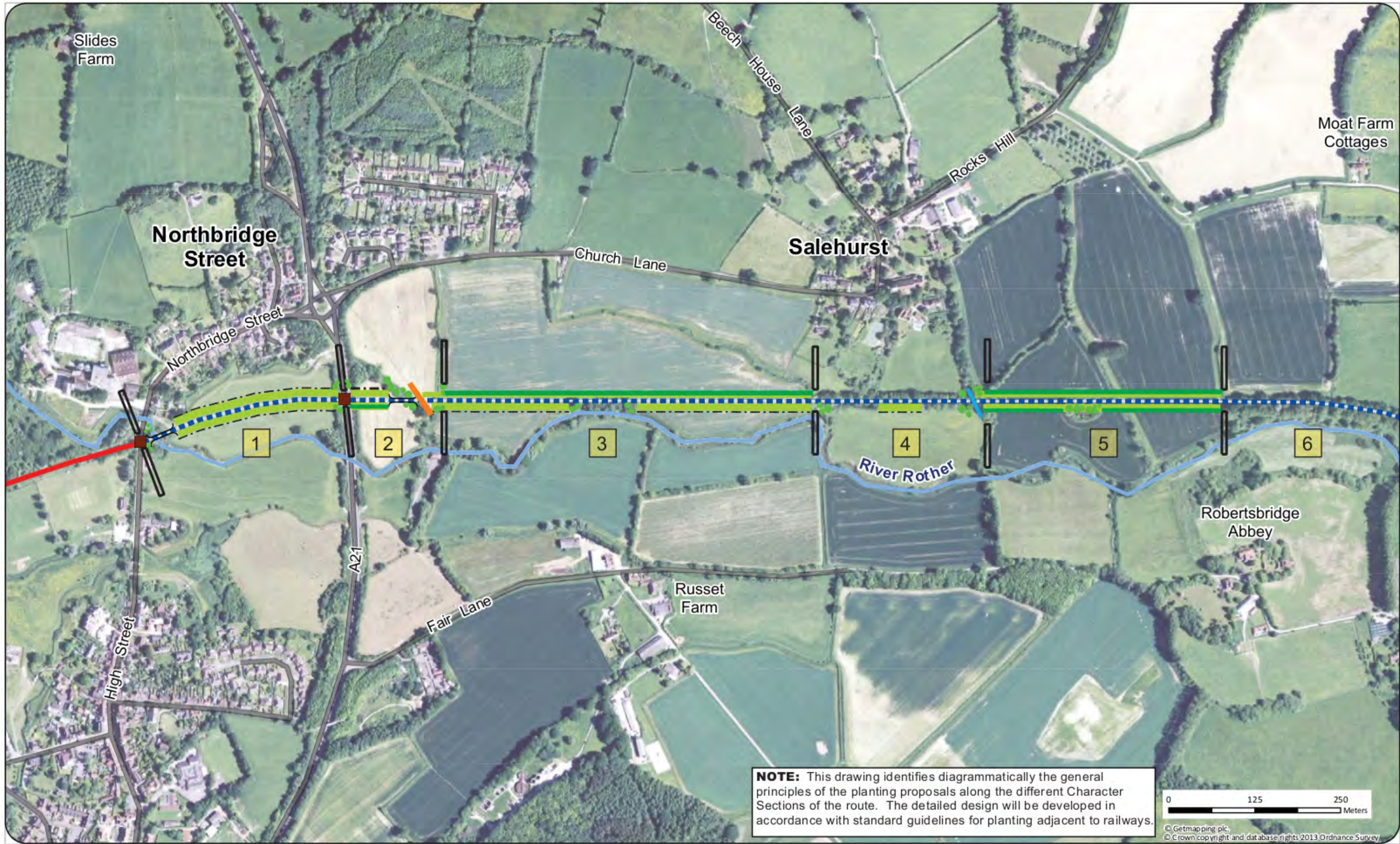


LVA Photograph 67: Looking north from Public Footpath No.56 west of Deadman's Wood



LVA Photograph 68: Looking north from Poppinghole Lane





Project: Rother Valley Railway EIA

Client: Rother Valley Railway

Drawing Title:

Figure 8.5 Landscape Strategy (West)



Temple Group Ltd.
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Legend

- Existing railway
- - - Line of route reinstatement
- Watercourse
- Woodland
- Existing vegetation to be retained
- Proposed public right of way crossing
- Proposed level crossing location
- || Proposed bridge location
- 1 Character Sections

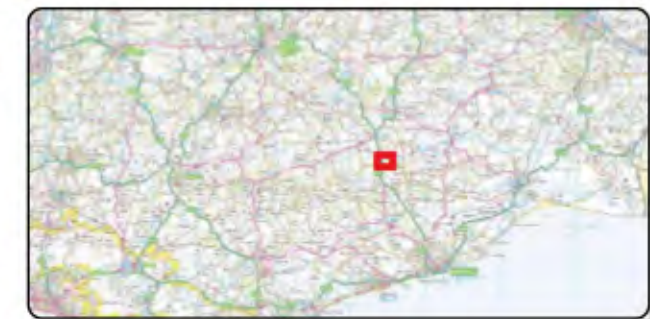
Mitigation Measures

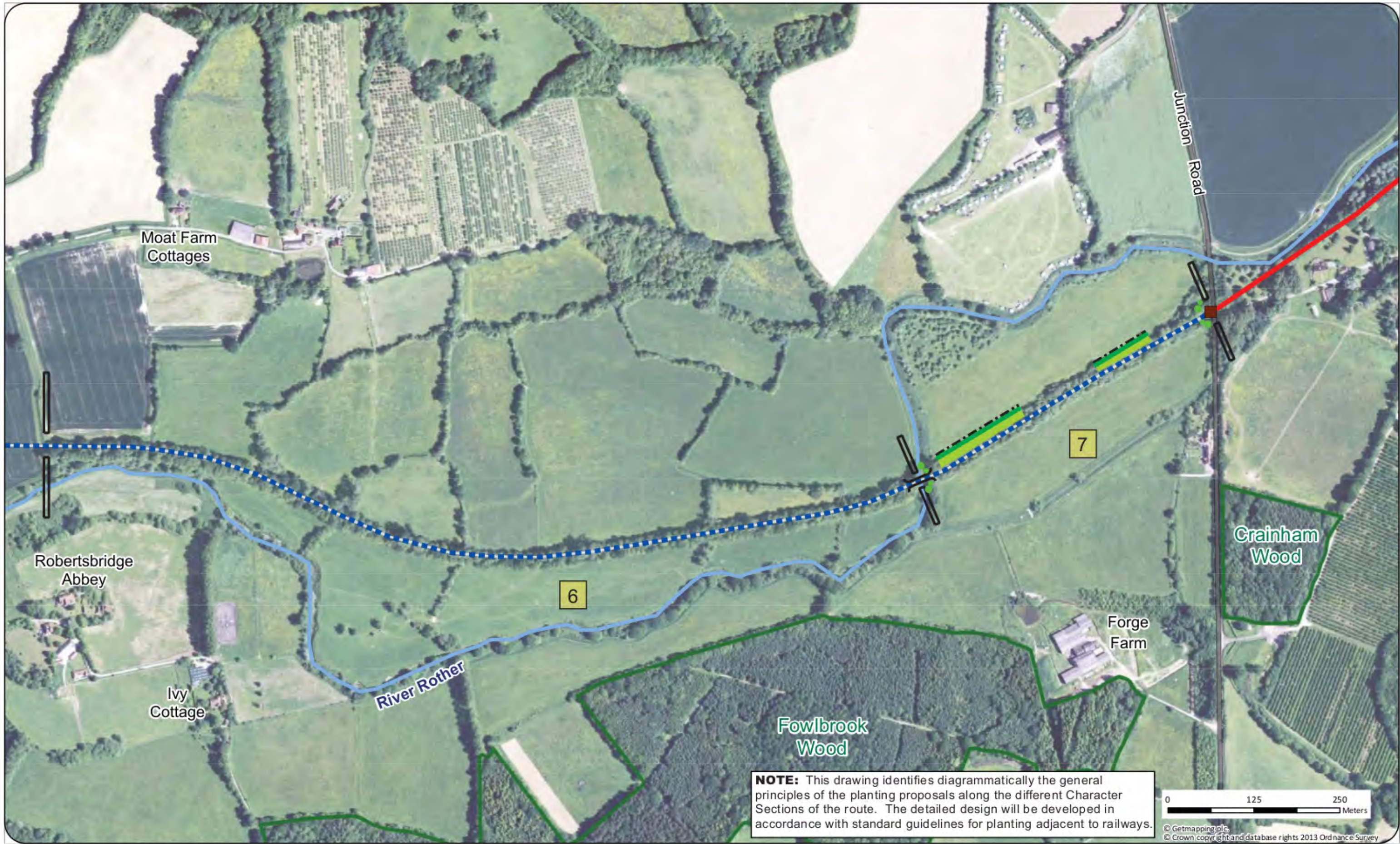
- Proposed grass embankments
- Proposed Native Hedgerows
- Indicative location of tree re-planting



Map Number: 01

Drawing Number: T2073-RV-TGP-SUS-6





Project: Rother Valley Railway EIA
 Client: Rother Valley Railway
 Drawing Title:
Figure 8.5 Landscape Strategy (East)

Legend

- | | |
|---|---|
| — Existing railway | — Proposed public right of way crossing |
| - - - Line of route reinstatement | ■ Proposed level crossing location |
| — Watercourse | Proposed bridge location |
| □ Woodland | 1 Character Sections |
| - - - Existing vegetation to be retained | |

Mitigation Measures

- Proposed grass embankments
- ✱ Proposed Native Hedgerows
- Proposed Tree Planting





Looking south east from the bridge on Northbridge Street

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Northbridge Street bridge over River Rother at northern end of The Clappers	Foreground: The view shows the road approach and bridge parapet on Northbridge Street, at the western most end of the site. Middle Distance: The roadside which is well vegetated along much of its length is clearly visible, as is the vegetation along the existing section of track where it meets the site. There are small glimpses through the trees of the floodplain pastureland. Far Distance: Through gaps in the middle ground vegetation, there are glimpses of the well vegetated character of the surrounding landscape with distant, tall hedgerows forming a tree lined skyline.
Number / Type of Receptors: Moderately high number of passengers in cars/ pedestrians within built-up area	Existing Character: Northbridge Street forms the main vehicular and pedestrian connection between Robertsbridge to the south and properties along Northbridge Street to the north. Although close to the Conservation Area, this location already has the engineered features of the bridge and railings as part of its settlement edge character.
Direction of View: South East	
Distance from Scheme: 40m	
Approximate Elevation: 10m AOD	
Sensitivity of Receptor: MEDIUM	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Some loss of vegetation evident between Northbridge Street and River Rother. Re-construction of bridge visible (but bridge itself screened from this viewpoint by bridge parapet). Road subject to temporary closure for night-time construction of new crossing.	MODERATE	SLIGHT
Following Completion of Works: New level crossing clearly visible between existing and newly reinstated section of track. It is assumed that fencing along the railway corridor and signalling equipment on either side of the crossing would be required. Loss of foreground vegetation still apparent.	MODERATE	SLIGHT
Following Mitigation (after 15 Years): Reinstated track-bed with weather to become less apparent, and new crossing becomes accepted part of scene. There would be natural regeneration of vegetation in foreground, that would have helped to assimilate many of the new features and new tree planting, by this stage well established, would have offered further screening of the proposals.	MINOR	SLIGHT





Looking south west towards Robertsbridge from edge of A21

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: A21 close to junction with Northbridge Street Number / Type of Receptors: Glimpse views for large number of vehicle passengers, plus a few static views for local walkers Direction of View: South West Distance from Scheme: 100m Approximate Elevation: 10m AOD	Foreground: The view shows vegetation along the edge of the A21 road, a glimpse of the road itself and features of the flood defences including the grass flood defence embankments, reinforced grass surfacing, safety railings and equipment housing. There is very little foreground vegetation so the view is very open. Middle Distance: The central tree lies along the route of the River Rother, which otherwise has very little vegetation on its banks along this stretch. Either side of the river are the flat and generally open floodplain pastureland. Far Distance: There are views of some residential properties on the edge of Robertsbridge and the heavily vegetated eastern edge of The Clappers road. There are glimpses of the well vegetated and wooded landscape beyond, which form the skyline of this view. Existing Character: The character of the floodplain is generally open. The reinstated railway embankment should simply be grass seeded so that its appearance is similar to the existing flood defence bunds and sense of openness is maintained.
Sensitivity of Receptor: MEDIUM	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Reinstatement of railway embankment clearly visible across open floodplain area between River Rother and properties in Northbridge Street. Some loss of trees necessary to connect proposals to existing section of track to west. Level crossing to A21 seen along roadway. Bridge construction within the embankment corridor (Bridges 8 & 9) may be visible during the embankment construction phase.	MODERATE	SLIGHT
Following Completion of Works: New track-bed clearly apparent across open floodplain running along a low embankment at this point, with the bridges located within this embankment corridor. Fencing to the base of the embankment will be visible, as will signalling equipment around the level crossing on the A21.	MODERATE	SLIGHT
Following Mitigation (after 15 Years): The grassy sides of the embankments would be fully established and appear similar to the existing flood defence bunds in this area. Completed embankment is similar in size and appearance to existing flood defence bunds on edges of floodplain and the fencing would be compatible with features in the existing view. Signalling equipment and the bridges would be assimilated into the scene by this stage.	MINOR	SLIGHT

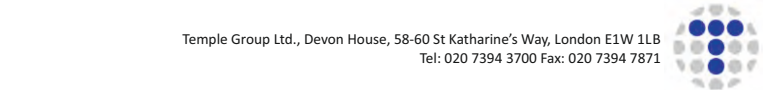
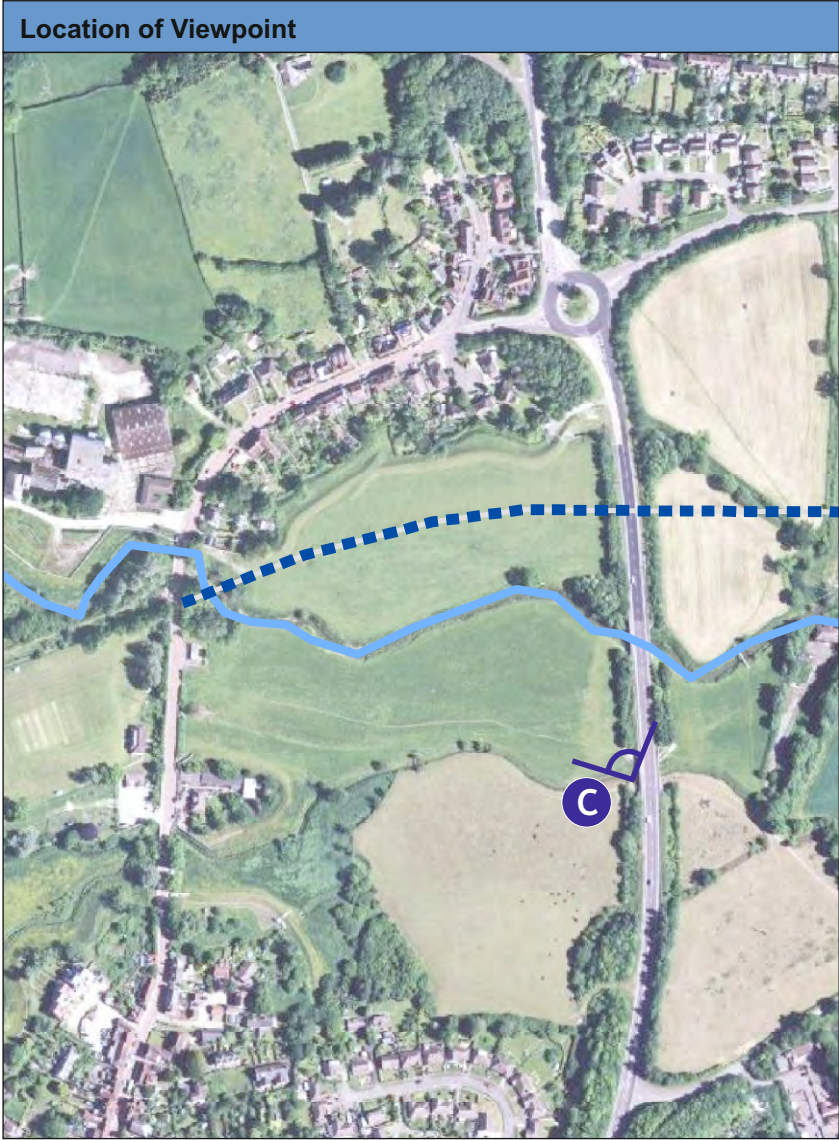




Looking north west across the River Rother floodplain from the A21

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: A21 at eastern end of Public Footpath No. 30c	Foreground: The view comprises the A21 road, the bridge and vegetation along the western embankment, the drainage ditch and open floodplain pastureland. Middle Distance: The line of the River Rother is just visible running through the floodplain, although there is very little woody vegetation along this stretch of the river. There is some scattered vegetation along the drainage ditch. The grassy flood defence bund is visible along the edge of the floodplain. Far Distance: Some properties on the edge of Northbridge Street are apparent, as are the trees along the existing completed section of track towards the centre of the view. The well vegetated landscape beyond extends to the skyline. Existing Character: The character of the floodplain is generally open. The reinstated railway embankment should simply be grass seeded so that its appearance is similar to the existing flood defence bund and openness is maintained.
Number / Type of Receptors: Glimpse views for large number of vehicle passengers, plus a few static views for local walkers	
Direction of View: North West	
Distance from Scheme: 300m	
Approximate Elevation: 10m AOD	
Sensitivity of Receptor: MEDIUM	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Reinstatement of railway embankment clearly visible across open floodplain area between River Rother and properties in Northbridge Street. Some loss of trees necessary to connect proposals to existing section of track to west and to facilitate construction of crossing.	MINOR	SLIGHT
Following Completion of Works: New track-bed forms perceptible new feature across open floodplain on a low embankment with fencing along the base. Bridges 9 and 10 may be visible although these will be within the embankment corridor. Signalling equipment required for the A21 and The Clappers level crossings will be visible in this view.	MINOR	SLIGHT
Following Mitigation (after 15 Years): It is assumed that the sides of the embankments would be grass seeded, so the completed embankment will be similar in size and appearance to the existing flood defence bunds along the edges of the floodplain. Tree planting around the level crossing area will have become well established by this stage and signalling equipment would be well screened.	MINOR	NEUTRAL

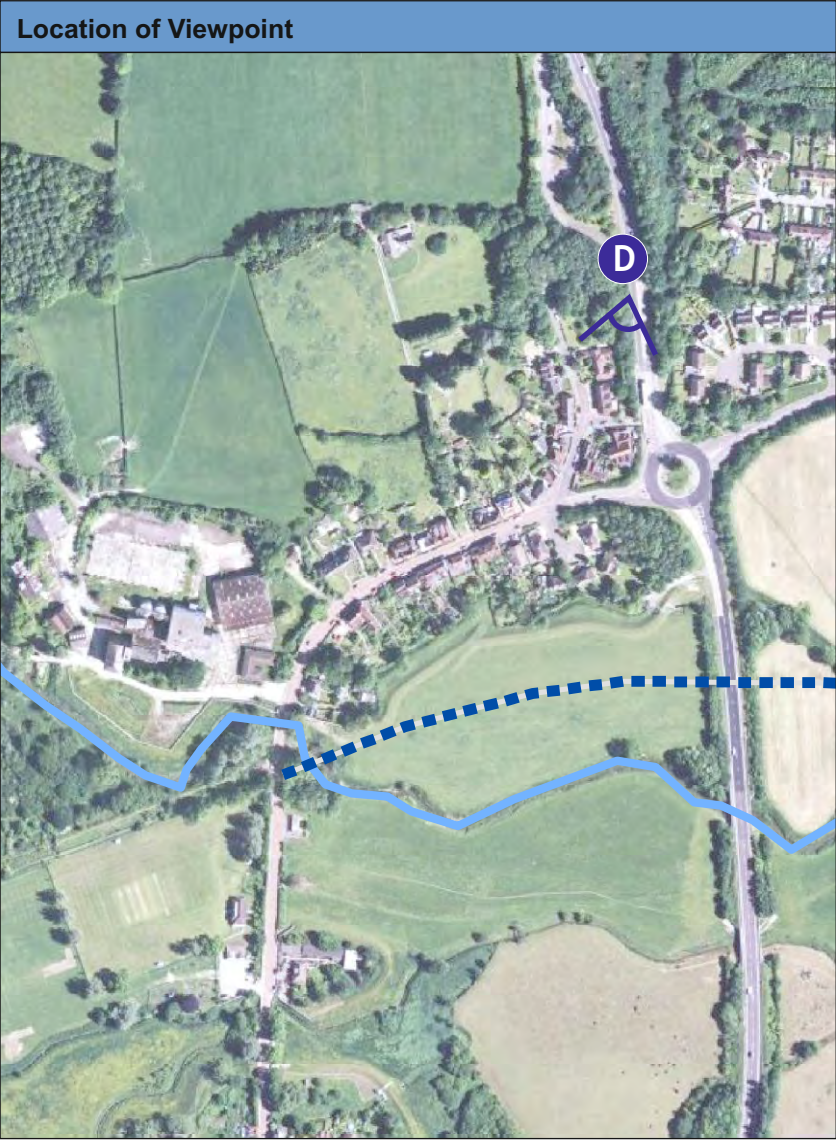




Looking south west from Church Lane

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Field gateway on Church Lane south of Andrews Close in Northbridge Street	Foreground: The open pasture landscape is viewed through this gateway on Church Lane.
Number / Type of Receptors: Glimpse views for limited number of car passengers and local resident pedestrians	Middle Distance: The hedgerows with mature trees to the left of this view are typical of this landscape. The heavily vegetated embankments alongside the A21 are clearly visible in this view, as is the pumping station with its well vegetated surroundings.
Direction of View: South West	Far Distance: The floodplain landscape with its well vegetated character and distant wooded hills.
Distance from Scheme: 175m	Existing Character: The view has a generally well-wooded character. Tree planting along existing hedgerows or field corners could help to integrate proposals into landscape setting and would reinforce local landscape character.
Approximate Elevation: Below 10m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Reinstatement of low embankment clearly visible across end of field for duration of construction period, along with works to form bridges. Small gap created through vegetation along A21 to form crossing. There will be a temporary construction access with some limited vegetation loss to access the location of the proposed pedestrian crossing.	MODERATE	MODERATE
Following Completion of Works: Reinstated low embankment forms a perceptible change to the composition, partially screening lower level views towards the river and introducing fencing along the base of the embankment. Views towards skyline beyond are not adversely affected. Some glimpses of Bridges 12 and 13/farm access bridge would be available as a result of clearance work. Signalling equipment would be visible along the A21 and the local vegetation clearance for the pedestrian crossing and farm access will be evident at this stage.	MINOR	SLIGHT
Following Mitigation (after 15 Years): New track-bed evident between viewpoint and vegetation along river. Mitigation planting is not possible within this area due to conflicts with flood defence requirement, though replacement tree planting would be well established by this stage and starting to screen views of signalling equipment and the pedestrian crossing. It is assumed that the sides of the embankment would be grass seeded to help it integrate into landscape.	MINOR	SLIGHT

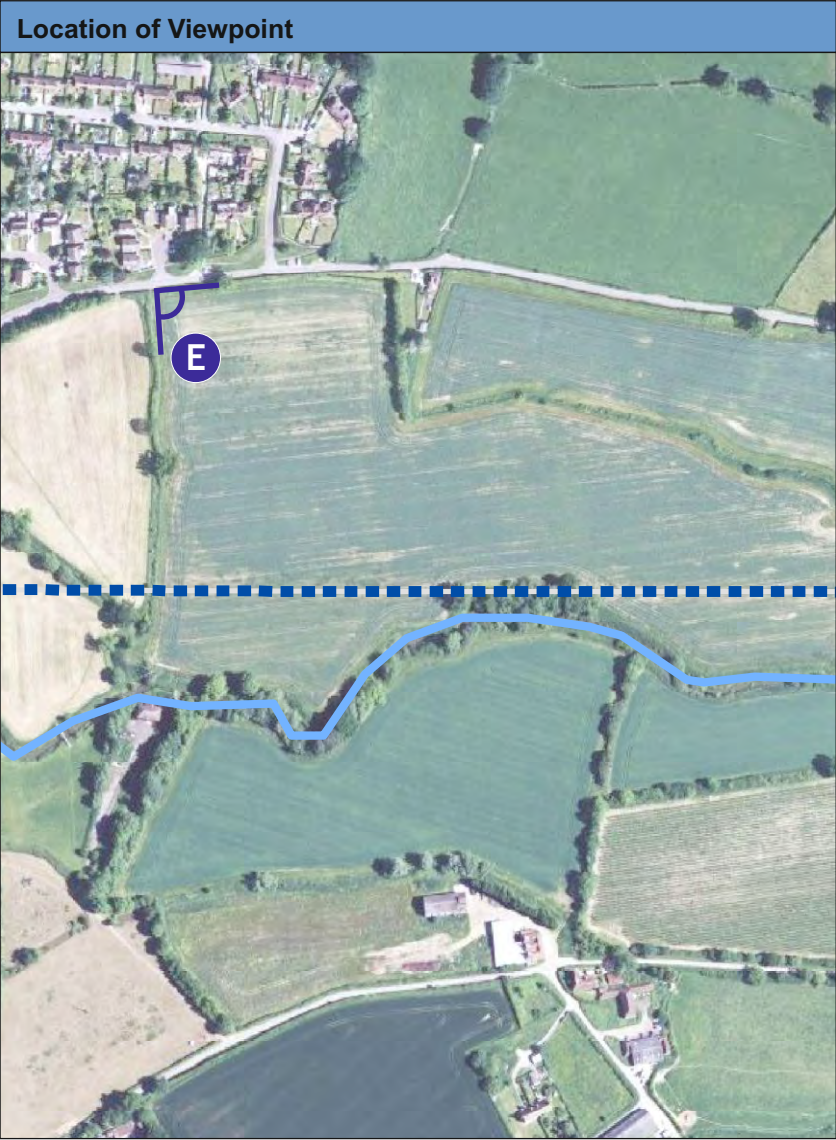




Looking south east from Church Lane

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Field gateway on Church Lane below Rother View on edge of Northbridge Street	Foreground: This view through a gateway on Church Lane shows the open arable landscape of this part of the floodplain.
Number / Type of Receptors: Some car passengers and local resident pedestrians on edge of Northbridge Street	Middle Distance: The disused railway passes very close to the river here, through the group of trees in the centre of this view. The banks of the River Rother are well vegetated along this stretch and the tall hedgerows that typify this landscape are visible to the left of the view.
Direction of View: South east	Far Distance: The well vegetated landscape to the south east is clearly demonstrated in this view and the wooded hill tops in the distance are visible on the skyline.
Distance from Scheme: 175m	Existing Character: The view is highly rural in character, with no buildings or engineering features readily apparent. The foreground is open in character, with open ditches. This is seen against the strongly vegetated river corridor beyond.
Approximate Elevation: Below 10m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Construction of reinstated sections of low embankment crossing agricultural field clearly evident on either side of existing group of trees in centre of view. Some loss of trees from group may be necessary to facilitate construction of Bridge 14 and the embankment, with drainage pipework required. Temporary storage of pipes may be required.	MODERATE	MODERATE
Following Completion of Works: The low embankment with fencing along the base, Bridge 14 and drainage pipework will all be visible, though as the viewpoint is fairly distant most details will be indistinguishable from the embankment structure.	MINOR / MODERATE	SLIGHT to MODERATE
Following Mitigation (after 15 Years): The recommendation for hedgerow along this section would allow the best screening and integration of the embankment, however, to preserve hydraulic connectivity on either side of the embankment, it may be that the hedgerow option is not achievable. With no hedgerow planting, the embankment would appear as a noticeable part of the composition of the view, but the fundamental character of the view would not be affected.	MINOR / MODERATE	SLIGHT to MODERATE
With hedgerow planting established along the base of the embankment, mitigation would be compatible with existing local character. This will help to integrate the new embankment into its landscape setting, reinforcing the landscape character of the AONB. Replacement trees to reinforce the reduced tree group will be well established by this stage and starting to further integrate the embankment into the scene.	MINOR / NEUTRAL	NEUTRAL



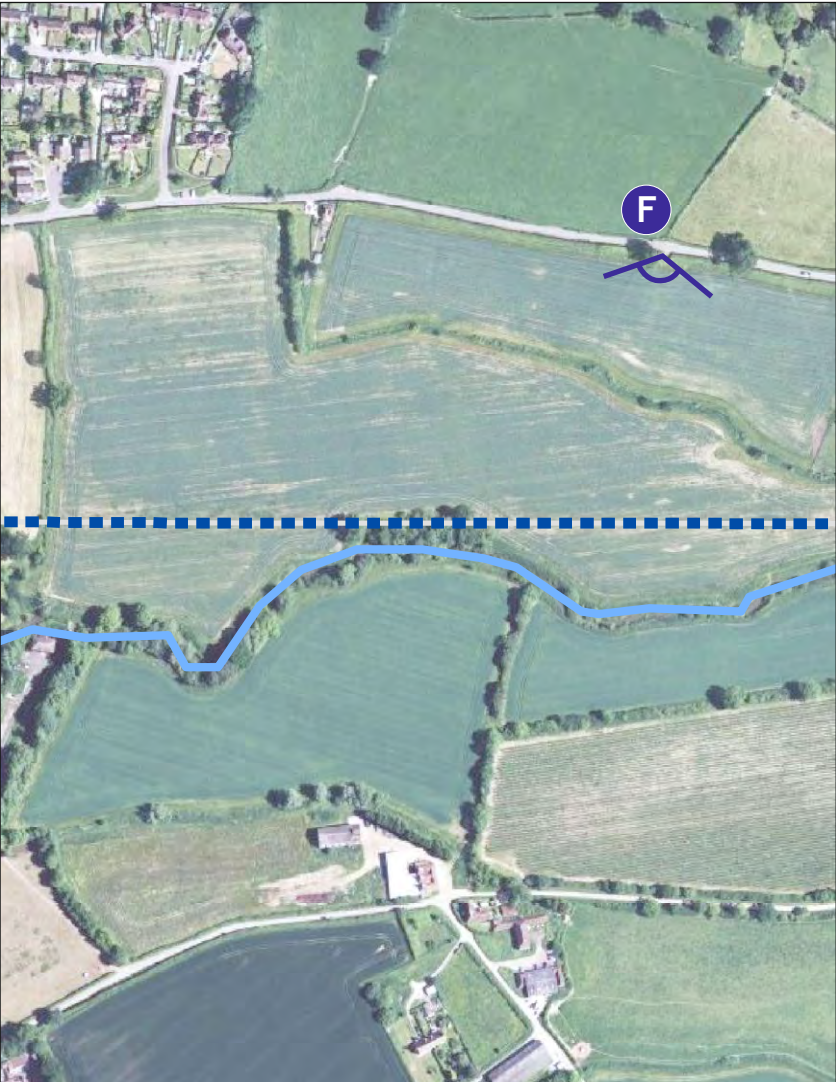


Looking south from field gateway on Church Lane, just west of Salehurst

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Field Gateway on Church Lane, just to west of Salehurst	Foreground: This view from a field gateway on Church Lane shows the open, arable landscape, there is no intervening vegetation in this part of the view. Middle Distance: Some properties are visible on the edge of Salehurst, though only the upper storeys can be seen. Within the well vegetated landscape beyond, mature trees around the old Salehurst Halt and in the centre of the view, along the edge of the former railway, are clearly visible. The former railway ran along the far edge of the wheat field. Far Distance: The wooded hilltops to the south form the skyline in this view. Existing Character: The view is highly rural in character, with no buildings or engineering features readily apparent. The foreground is predominantly open in character, with open ditches and low hedgerows. This area is seen against the strongly vegetated river corridor in the valley and the wooded skyline.
Number / Type of Receptors: Glimpse views for car passengers passing along rural lane and some local walkers	
Direction of View: Panoramic view looking South East, South and South West	
Distance from Scheme: 150m	
Approximate Elevation: 15m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Construction of reinstated section of railway embankment forms clearly noticeable part of the composition of view.	MODERATE	MODERATE
Following Completion of Works: Reinstated low embankment and track bed forms a somewhat alien, engineered feature in otherwise rural landscape with fencing running along the base of the embankment. There may be views of bridges 14, 16 and the farm access crossing with signalling equipment if required. Depending upon the detailed design for the halt, there may be views of tree clearance and of the Salehurst Halt construction and signalling equipment.	MINOR / MODERATE	SLIGHT to MODERATE
Following Mitigation (after 15 Years): The recommendation for hedgerow along this section would allow the best screening and integration of the embankment, however, to preserve hydraulic connectivity on either side of the embankment, it may be that the hedgerow option is not achievable. Without hedgerow planting, the impact will be dependent on height and treatment of the new railway embankment. With hedgerow planting, the mitigation would be compatible with existing local character. This will help to integrate the new embankment into its landscape setting, reinforcing the landscape character of the AONB. There is potential for linkage of vegetation around pond to the wider habitat network.	MINOR / MODERATE MINOR / NEUTRAL	SLIGHT to MODERATE SLIGHT to NEUTRAL

Location of Viewpoint





Looking south east from Public Footpath No.34c on eastern edge of Salehurst

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Slightly elevated location on Public Footpath No. 34c as it emerges from St Mary's churchyard on eastern side of Salehurst	Foreground: The open arable landscape of the foreground extends to the middle distance due to the slightly elevated position and uncharacteristically low hedgerow in the centre of the view. Middle Distance: To the left of the view, the taller hedgerows typical of the area are visible with glimpses through to the fields around Moat Farm beyond. The small clump of central vegetation surrounds the north side of a pond, where the line of the former railway passed through just to the north of the pond. Far Distance: The upper storeys of properties adjacent to Robertsbridge Abbey are just visible on the raised land to the south of the floodplain. Beyond, the wooded hills form the skyline to the view. Existing Character: This view is highly rural in character, with very few buildings or engineering features visible. The foreground is predominantly open in character, with low hedgerows and occasional hedgerow trees. Views are more contained where there are greater numbers of mature trees. This area is seen against the strongly vegetated river corridor in the valley and the wooded skyline.
Number / Type of Receptors: Local residents and walkers on rural footpath	
Direction of View: Panoramic view looking South East, South and South West	
Distance from Scheme: 150m	
Approximate Elevation: 20m AOD	
Sensitivity of Receptor: VERY HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Construction of reinstated sectionsrailway embankment on either side of the trees around the small pond will be clearly noticeable throughout the construction period. There would be a loss of vegetation around the pond to facilitate embankment and bridge works.	MODERATE	LARGE
Following Completion of Works: The reinstated low embankment and track bed with fencing to the base forms a somewhat alien, engineered feature in otherwise rural landscape. The loss of the mature vegetation around the pond has opened views of the embankment further. Bridges 19, 20 and 21 within the embankment may be visible, if rather distantly from here.	MINOR	MODERATE
Following Mitigation (after 15 Years): The recommendation for hedgerow along this section would allow the best screening and integration of the embankment, however, to preserve hydraulic connectivity on either side of the embankment, it may be that the hedgerow option is not achievable. Without planting the impact would be dependent on height and treatment of the new railway embankment. With hedgerow planting mitigation is compatible with existing local character. This will help to integrate the new embankment into its landscape setting, reinforcing the landscape character of the AONB. There is potential for linkage of vegetation around pond to the wider habitat network.	MINOR NEGLECTIBLE / NEUTRAL	MODERATE SLIGHT to NEUTRAL






Looking north west from Public Bridleway No36b at Church Bridge

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Public Bridleway No. 36b on northern side of Church Bridge	Foreground: From Church Bridge the foreground view shows the well established vegetation along the sides of the bridleway, the River Rother and the open floodplain pasture. Middle Distance: Across the view, vegetation along the former railway line and particularly around Salehurst Halt is visible. Salehurst Church lies just beyond the trees. Far Distance: To the north west in the distance, the well vegetated floodplain can be seen with the wooded hills beyond. Existing Character: This view is highly rural in character, with very few buildings or engineering features visible. The open water meadows forming the floodplain along the river contrast with the more enclosed character on the side slopes of the valley. The existing trees around the former location of Salehurst Halt contribute positively to existing character.
Number / Type of Receptors: Walkers / Riders on well used public right of way	
Direction of View: North West	
Distance from Scheme: 130m	
Approximate Elevation: Below 10m AOD	
Sensitivity of Receptor: VERY HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: The magnitude of impact will be dependent on extent of disturbance to existing trees at Salehurst Halt. Reinstatement of railway line across and to east of Public Bridleway will be evident, particularly in winter and some vegetation loss is anticipated.	MODERATE / MINOR	LARGE
Following Completion of Works: Impact dependent on extent of disturbance to existing trees at Salehurst Halt and treatment of embankment to the east of bridleway. There will be fencing along the base of the embankment and some signalling equipment may be visible near to the halt. Crossing of bridleway/farm access would be clearly visible in the view. There may be glimpses of culvert 18 and bridge 19 through this section, though these are likely to be at least partially obscured by vegetation.	MINOR	MODERATE
Following Mitigation (after 15 Years): Could result in benefits, subject to nature of tree works around Salehurst Halt and treatment of embankment to east of right of way. There would be well established replacement tree planting around the bridleway crossing and embankment, starting to provide some screening of lower level views. There is potential for linkage of the vegetation at Salehurst Halt to the wider habitat network.	NEGLIGIBLE / NEUTRAL	SLIGHT or NEUTRAL

Location of Viewpoint



Grid Reference:

E:

N:



Looking south from Public Footpath No.34e east of Rocks Hill

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Slightly elevated location on Public Footpath No. 34c above Moat Farm Cottages	Foreground: The open arable landscape and residential property west of Moat Farm with its surrounding vegetation. Middle Distance: The arable landscape extends through the middle distance with a scattering of mature trees through the low hedgerows. Far Distance: The disused railway line lies behind the small, central line of trees and the skyline is composed of wooded hills. This view shows that trees screen many of the views further up the valley sides. Existing Character: This view is highly rural in character, with very few buildings or engineering features visible. The foreground is predominantly open in character, with low hedgerows and occasional hedgerow trees along the track to Moat Farm. Fields are moderately large in size. Low hedgerows with individual hedgerow trees characterise the area around the former railway embankment.
Number / Type of Receptors: Small number of walkers on rural footpath	
Direction of View: Panoramic view looking South East, South and South West	
Distance from Scheme: 400m	
Approximate Elevation: 15m AOD	
Sensitivity of Receptor: VERY HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Construction activities to reinstate embankment visible in middle distance beyond trees along trackway to Moat Farm. Loss of vegetation along existing section of embankment unlikely to involve removal of mature trees. Extent of tree clearance for bridge 22 to be defined. Impacts would be greatest in winter and would be dependent on degree of tree loss from along existing section of dismantled embankment.	MINOR / MODERATE	MODERATE
Following Completion of Works: Section of reinstated embankment evident in middle distance running across open field behind trees in centre of view, particularly in winter. Fencing along base of embankment is unlikely to be clearly visible from this distance. Impact will be dependent on height and treatment of reinstated railway embankment and degree of tree loss along existing section of embankment. Bridges 20, 21 and 22 are potentially visible from this point, although very distant. Extent of tree clearance for bridge 22 to be defined.	MINOR to MODERATE	SLIGHT to MODERATE
Following Mitigation (after 15 Years): The recommendation for hedgerow along this section would allow the best screening and integration of the embankment, however, to preserve hydraulic connectivity on either side of the embankment, it may be that the hedgerow option is not achievable. Without hedgerow the reinstated embankment would be just evident through trees, particularly in winter. Replacement trees required as a result of tree loss would be well established by this stage, providing lower level screening. Low hedgerow planting would further integrate the reinstated embankment into its landscape setting. This would be compatible with and would reinforce local landscape character.	MINOR / NEGLIGIBLE NEGLIGIBLE / NEUTRAL	SLIGHT NEUTRAL





Looking south west from entrance to Park Farm Campsite

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Entrance to Park Farm campsite	Foreground: Views from here comprise the access track to the camp site and an arable field dropping gently towards river. Middle Distance: To the left of the view the vegetation along Junction Road forms a dense screen to the road. The larger trees mark where the road crosses the river. To the right the camp site car park and the mature trees that surround it are visible. Far Distance: Parts of the well treed valley floor are visible with the wooded hills beyond forming the skyline. Existing Character: The trees along the dismantled section of railway contribute positively to the strongly wooded character of the landscape adjacent to this part of the scheme. Proposals should seek to minimise any adverse impacts on the existing mature vegetation.
Number / Type of Receptors: Moderately high numbers of leisure visitors	
Direction of View: South West	
Distance from Scheme: 450m	
Approximate Elevation: 6m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Limited views of construction activities along dismantled section of railway due to screening provided by vegetation along riverbanks. Some limited disruption evident due to formation of crossing over Junction Road. Views could be more prominent in winter. It is possible that there may be more extensive views due to vegetation loss to create construction access / use of land as temporary construction compound and to provide Passing Loop around 450m long along existing embankment, but the details of these elements are not fully defined.	MINOR MODERATE	SLIGHT MODERATE
Following Completion of Works: Reinstated track bed and fencing not likely to be visible, but any necessary loss of trees will still be apparent. However, the strongly vegetated nature of the view will be maintained and the overall character of the view will not be adversely affected. Views of the signalling equipment at the level crossing with Junction Road would be available at this stage. There may be open views of parts of the track bed depending on the design required for the Passing Loop. This location offers the benefit of views of the trains for visitors to the area.	NEGLIGIBLE to MINOR	SLIGHT
Following Mitigation (after 15 Years): Any vegetation lost during the construction period will have been replaced where required or have naturally regenerated and will be established by this time. Any views of the signalling equipment will be further reduced. This location offers the benefit of views of the trains for visitors to the area.	NEGLIGIBLE or NO CHANGE	NEUTRAL

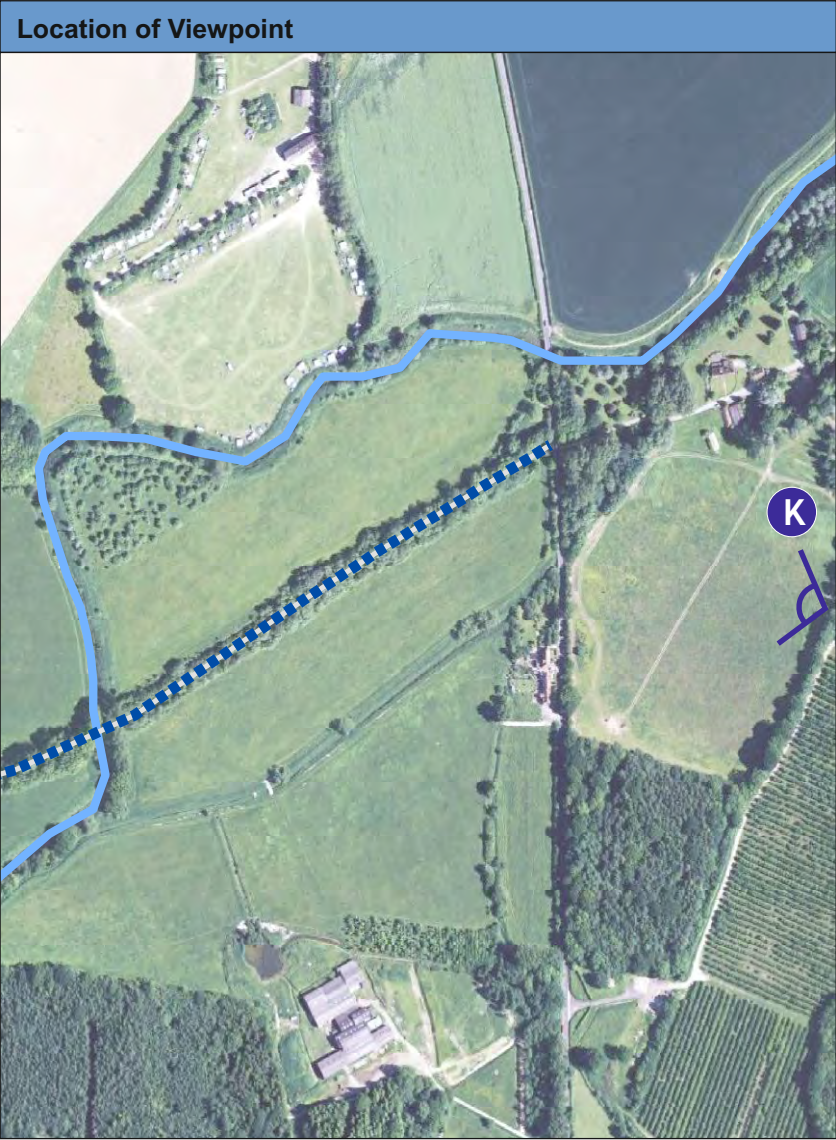




Looking west from Public Footpath No.9 above Udiam Cottages

Baseline Assessment	
Classification of Receptor	Description of Existing View
<p>Location of Viewpoint: Field gateway on Public Footpath No. 9 above Udiam Cottages</p> <p>Number / Type of Receptors: Small number of people using Public Rights of Way</p> <p>Direction of View: West</p> <p>Distance from Scheme: 300m</p> <p>Approximate Elevation: 30m AOD</p> <p>Sensitivity of Receptor: VERY HIGH</p>	<p>Foreground: The open pastureland stretches down towards Junction Road.</p> <p>Middle Distance: Udiam Farm lies to the right of the view and Udiam cottages to the left. There is consistent vegetation along Junction Road with a group of taller trees where the disused railway crosses the river and a mass of vegetation along the riverbank. Behind Udiam Cottages the line of semi-mature vegetation running east-west along the former railway embankment is evident.</p> <p>Far Distance: Well-wooded skyline and Higham House set in the woodland on the northern side of valley.</p> <p>Existing Character: The existing embankment forms part of the well-wooded landscape character of this part of the valley. Viewpoint provides a panoramic view of the cherished, positive characteristics of the AONB.</p>

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
<p>During Construction:</p> <p>Impacts will be dependent on degree of vegetation loss required to create 450m long Passing Loop. Views of construction activities along dismantled section of railway will be partially screened by the existing vegetation to be retained. Some limited disruption evident due to formation of level crossing over Junction Road. Views could be slightly more prominent in winter.</p> <p>There may be more extensive views due to vegetation loss to create Passing Loop, but the details of these elements are unclear at present.</p>		MODERATE to LARGE
<p>Following Completion of Works:</p> <p>Reinstated single track bed not likely to be clearly visible and fencing would appear distant where visible, but any necessary loss of trees will still be apparent. However, the strongly vegetated nature of the view will be maintained and the overall character of the view will not be affected.</p> <p>The additional track required to create the Passing Loop in this location, would result in some additional tree loss and therefore more possibility of open views of the track bed. Reinstatement of temporary construction compounds would be complete.</p> <p>This location offers the benefit of views of the trains for visitors to the area.</p>	MINOR to MODERATE	MODERATE to LARGE
<p>Following Mitigation (after 15 Years):</p> <p>The replanting of lost vegetation or natural regeneration of vegetation will be well established by this time and this could result in benefits to the well wooded character of the valley here.</p> <p>This location offers the benefit of views of the trains for visitors to the area.</p>	MINOR to MINOR BENEFIT	SLIGHT to MODERATE

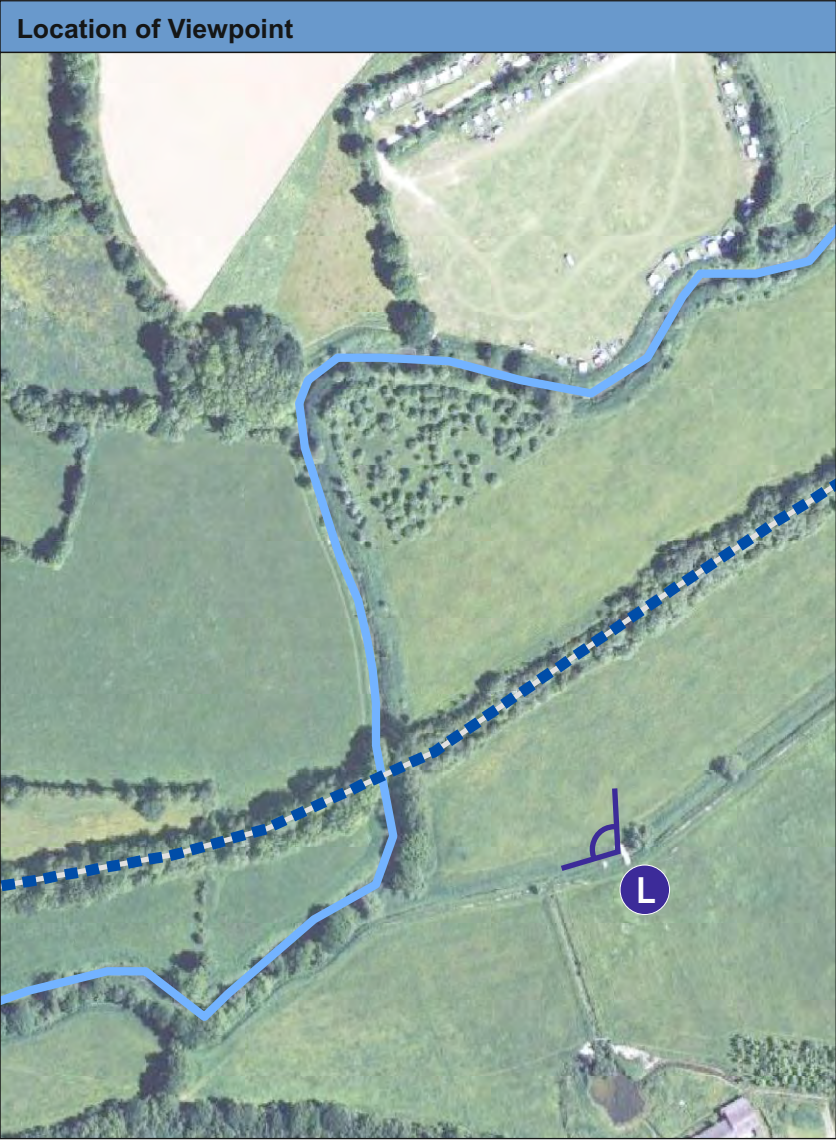




Looking west from footbridge on Public Footpath No.1

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: From footbridge over open drainage ditch on Public Footpath No. 1 to west of Udiam Cottages	Foreground: Open floodplain pasture forms the foreground to this view. Middle Distance: The semi-mature vegetation along the former railway embankment and mature trees along the River Rother run across the view, with the large poplars at the river crossing particularly visible. The trees adjacent to the existing bridge over the river form a focal point to the view. Far Distance: There are glimpses of the well vegetated floodplain character, though relatively nearby trees form the skyline. Existing Character: The vegetation along the existing dismantled railway embankment forms the dominant features in the view, contributing to the well-wooded character of this part of the valley.
Number / Type of Receptors: Small number of people using Public Rights of Way	
Direction of View: West and North West	
Distance from Scheme: 100m	
Approximate Elevation: 10m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: The track-bed will be reinstated through the existing vegetation along the dismantled railway. Impacts will be dependent on level of vegetation loss required to reinstate track-bed and repair / construct new bridge over the river. The majority of the existing vegetation along the edge of the embankment should be undisturbed by the construction activities, but some machine running along the line will be evident in winter. Works to the bridge crossing over the river are likely to be clearly visible. A450m long Passing Loop will be created along this section of the former embankment. The degree of vegetation loss will be dependent on the precise position of the track-bed, but this could result in more extensive changes to the composition of the view, potentially impacting on views from Udiam Cottages.	MINOR to MODERATE	SLIGHT to MODERATE
	MODERATE	MODERATE
Following Completion of Works: Impacts will be dependent on level of vegetation loss required to reinstate track-bed, repair / construct new bridge over the river and create Passing Loop. Any reinstatement works would be visible at this stage, along with views of bridge 26 which have been opened up by tree loss. It is possible that there may be more extensive views due to vegetation loss as a result of the creation of the 450m long Passing Loop. This could result in clearly noticeable impacts on the composition of the view.	NEGLECTIBLE to MODERATE	SLIGHT to MODERATE
	MODERATE	MODERATE
Following Mitigation (after 15 Years): Replanting of lost vegetation as required and natural regeneration of vegetation will have become well established by this time and provide good screening and tree cover in this area. Could result in minor benefits, subject to nature of tree works along existing embankment to north of Right of Way.	NEGLECTIBLE to MINOR	NEUTRAL to SLIGHT

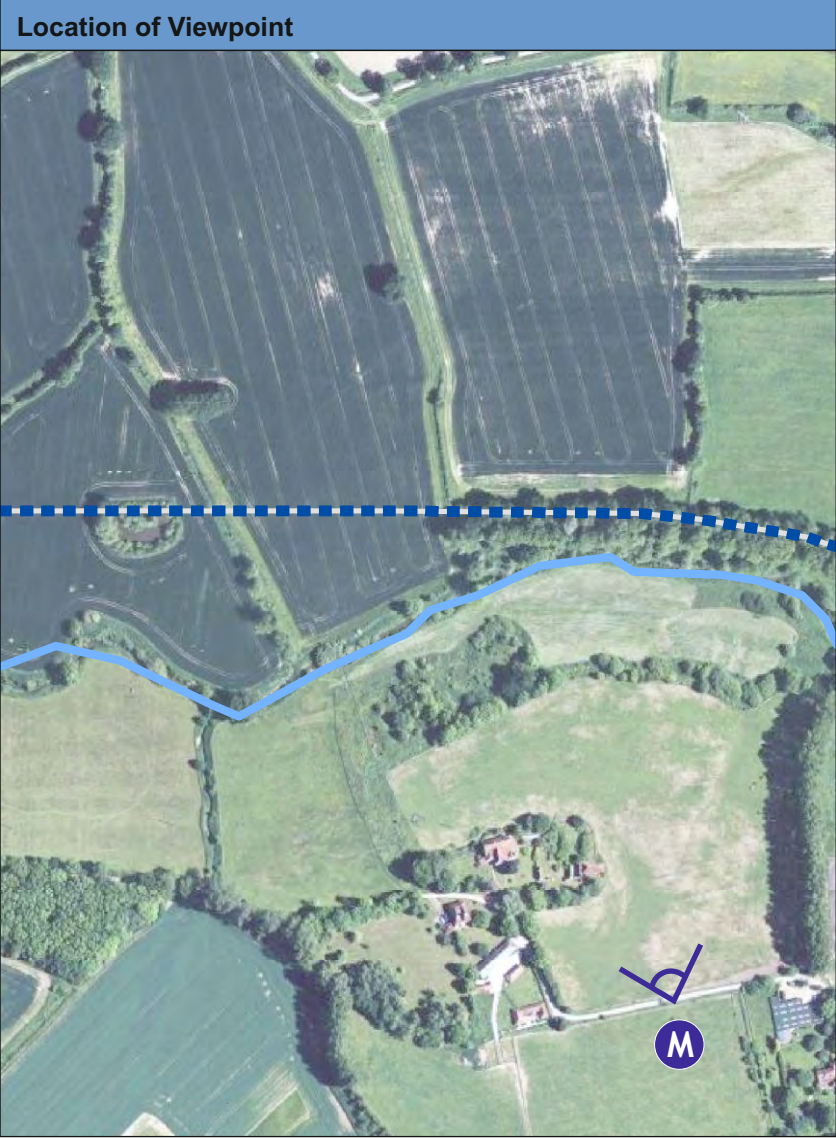




Looking north from Public Bridleway 39c east of Robertsbridge Abbey

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Public Bridleway No. 39c to east of remains of Robertsbridge Abbey	Foreground: Open, gently sloping pasture provides the foreground to this view. Middle Distance: Trees and the upper storeys of buildings around the remains of Robertsbridge Abbey are visible to the left of the view. To the right and centre of the view, the dense vegetation running along this stretch of the River Rother forms the edge of the pasture. Far Distance: The tops of trees along the existing railway embankment are just visible against the skyline. Existing Character: This viewpoint is within the setting of the remains of Robertsbridge Abbey. Impacts on the setting to Robertsbridge Abbey are considered by the Archaeology and Cultural Heritage Chapter.
Number / Type of Receptors: Local residents / Small number of people using Public Rights of Way	
Direction of View: North	
Distance from Scheme: 300m	
Approximate Elevation: 20m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Views towards existing embankment predominantly screened by intervening vegetation. Some construction activities may be just evident in winter, along with some minor tree loss. However, it has been assumed that it will not be necessary to remove significant numbers of the mature trees from the sides of the embankment to reinstate the track-bed.	NEGLIGIBLE to MINOR	SLIGHT
Following Completion of Works: Reinstated track bed will not be visible, but any necessary loss of trees may still be apparent. However, the strongly vegetated nature of the view will be maintained and the overall character of the view will not be affected.	NEGLIGIBLE	SLIGHT
Following Mitigation (after 15 Years): Lost vegetation will be replaced by replanting where required and natural regeneration and should be well established by this time, reinforcing the well wooded character of this area. Could result in minor benefits to the condition of the vegetation along the embankment, subject to nature of tree works required.	NEGLIGIBLE	NEUTRAL to SLIGHT

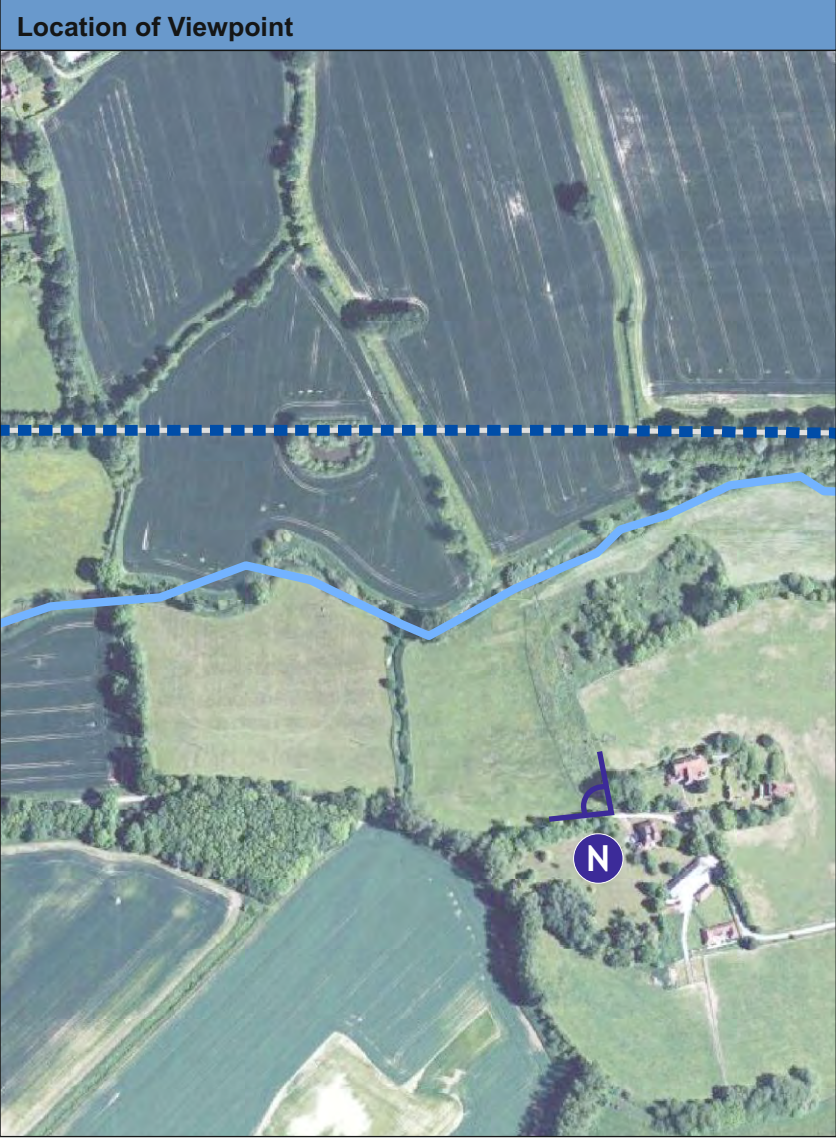




Looking north west from Public Bridleway west of Robertsbridge Abbey

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Public Bridleway to the west of Robertsbridge Abbey (as there is no public access to the Abbey this is the closest public viewpoint)	Foreground: The sloping pastureland towards the floodplain and fencing demarcating the edge of the Scheduled Ancient Monument forms the foreground of this view. Middle Distance: In the centre of the view, the banks of the River Rother can be seen, quite sparsely vegetated along this stretch. Behind this, there are glimpses of the disused railway vegetation through the gap in the centre of the view. To the left Public Bridleway no 36b appears well vegetated along this section, with poplars appearing quite distinctly in the view. Far Distance: In the distance, Salehurst Church can be glimpsed behind the well vegetated edge of Salehurst, with the wooded hills to the north west beyond.
Number / Type of Receptors: Small number of people using the Public Right of Way, local residents at the Abbey	
Direction of View: North west	
Distance from Scheme: 250m	
Approximate Elevation: 20m AOD	
Sensitivity of Receptor: HIGH	Existing Character: This viewpoint is on the edge of the land forming the setting to the remains of Robertsbridge Abbey. The channel of the River Rother is relatively open in this view, so there is some limited inter-visibility with St Mary's Church in Salehurst.

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: The construction of short section of the reinstated low embankment will just be visible beyond the open channel of the river between areas of intervening vegetation.	MINOR	SLIGHT
Following Completion of Works: Glimpse views of reinstated track-bed would be available, with fencing visible along the base of the embankment. However, as the proportion of view affected is very limited this will not have an adverse influence on the overall character of the view. Bridge 21, possibly some of 22 may be visible and a farm access crossing may be visible in glimpses, partially screened by vegetation.	NEGLIGIBLE to MINOR	SLIGHT
Following Mitigation (after 15 Years): Hedgerow planting along the base of the embankment should be well established by this stage and will integrate the restored track-bed into the landscape in a manner compatible with the existing nature of surrounding landscape, reinforcing the character of the AONB. Replacement trees as required should be well established by this stage and screening lower level views. Impacts on the setting to Robertsbridge Abbey are considered by the Archaeology and Cultural Heritage Chapter.	NEGLIGIBLE to MINOR	NEUTRAL





Looking north from Fair Lane west of Redlands

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Field gateway on Fair Lane west of Redlands	Foreground: The foreground shows the edge of the gateway hedge and rough pasture sloping towards the floodplain. Middle Distance: To the right of the view, Church Lane can be glimpsed through the layers of vegetation. There are upper storeys of residential properties in Northbridge Street in the centre of the view and some at Robertsbridge which are only just visible to the left. Mature trees along the river can be seen in front of the residential properties. The route of the former railway runs across the central, greener fields in the view, visible due to the topography from this location. Far Distance: On the skyline are the well wooded and tall hedgerows on hills to the north of the floodplain.
Number / Type of Receptors: Local residents in cars / Few walkers using minor road	
Direction of View: North	
Distance from Scheme: 300m	
Approximate Elevation: 15m AOD	Existing Character: The well vegetated A21 corridor, mature trees along the river, hedgerows and woodland belts and the wooded skyline all contribute to the well wooded character of this landscape, allowing only glimpse views through to the valley floor.
Sensitivity of Receptor: MEDIUM	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Construction activities along short section of the reinstated embankment will be visible beyond the open channel of the river. Construction works would be seen in context of existing buildings in Northbridge Street. There may vegetation loss to create crossing and bridge, but this is unlikely to be clearly noticeable from this location.	MINOR	SLIGHT
Following Completion of Works: Reinstated low embankment with fencing along the base forms a perceptible change to the composition, partially screening lower level views beyond the river. Views towards the skyline beyond are not adversely affected. Bridge 12 and the farm access bridge would be just visible but in the context of the settlement edge beyond.	MINOR	SLIGHT
Following Mitigation (after 15 Years): Views of reinstated track-bed still available, but this will not have an adverse influence on the overall character of the view. Hedgerow planting and replacement tree planting would be well established by this time, further integrating the embankment into the pattern of this well wooded landscape.	MINOR	SLIGHT



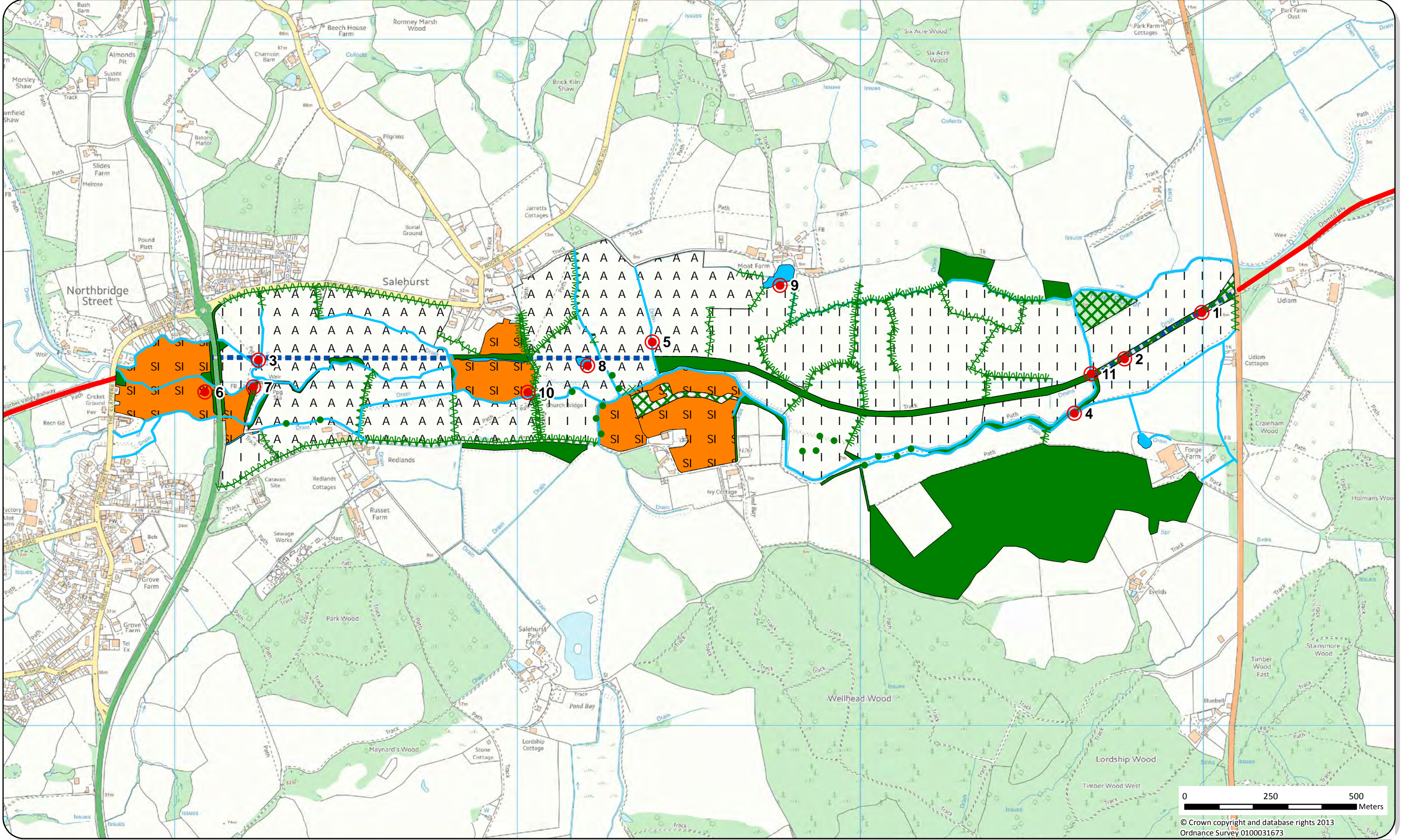


Looking north east from junction of Public Footpaths 4 and 5c

Baseline Assessment	
Classification of Receptor	Description of Existing View
Location of Viewpoint: Looking towards trees along River from Public Bridleway No.4 to north of Ivy Cottage	Foreground: Open views of arable and pasture form the foreground to this view. Middle Distance: In the centre, mature trees and vegetation can be seen along the River Rother and on the right of the view is Wellhead Wood. These groups of vegetation knit into the wider pattern of vegetation and contribute to the well wooded character of the landscape. Far Distance: The tops of trees along the former railway embankment are hard to distinguish against the generally wooded skyline. Existing Character: The well-vegetated nature of the river corridor contributes strongly to the character of the surrounding landscape, and screens almost all views towards the alignment of the railway.
Number / Type of Receptors: Few users of Public Bridleway	
Direction of View: North East	
Distance from Scheme: 450m	
Approximate Elevation: 30m AOD	
Sensitivity of Receptor: HIGH	

Assessment of Landscape and Visual Impacts		
Description of Impact	Magnitude of Impact	Significance of Impact
During Construction: Views towards existing embankment predominantly screened by vegetation along river, but some limited construction activity may just be visible in winter beyond the vegetation along the river. It has been assumed that it will not be necessary to remove the mature trees from the sides of the embankment to reinstate the track-bed.	NEGLECTIBLE to MINOR	SLIGHT
Following Completion of Works: Reinstated track bed will not be visible, but any necessary loss of vegetation from former alignment may still just be apparent. However, the strongly vegetated nature of the view will be maintained and the overall character of the view will not be affected.	NEGLECTIBLE	SLIGHT
Following Mitigation (after 15 Years): Any replanting of lost vegetation required or natural regeneration of vegetation will be well established by this stage and would contribute to the character of the surrounding landscape. Could result in minor benefits, subject to nature of tree works along the existing embankment.	NEGLECTIBLE	NEUTRAL



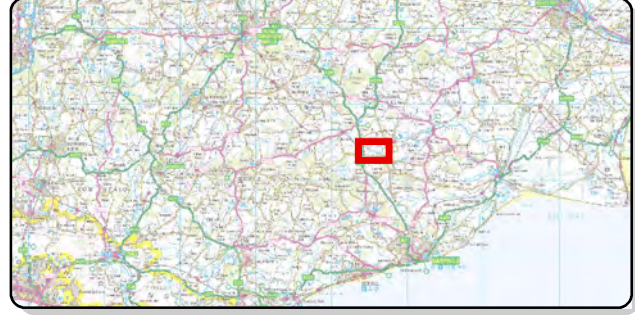


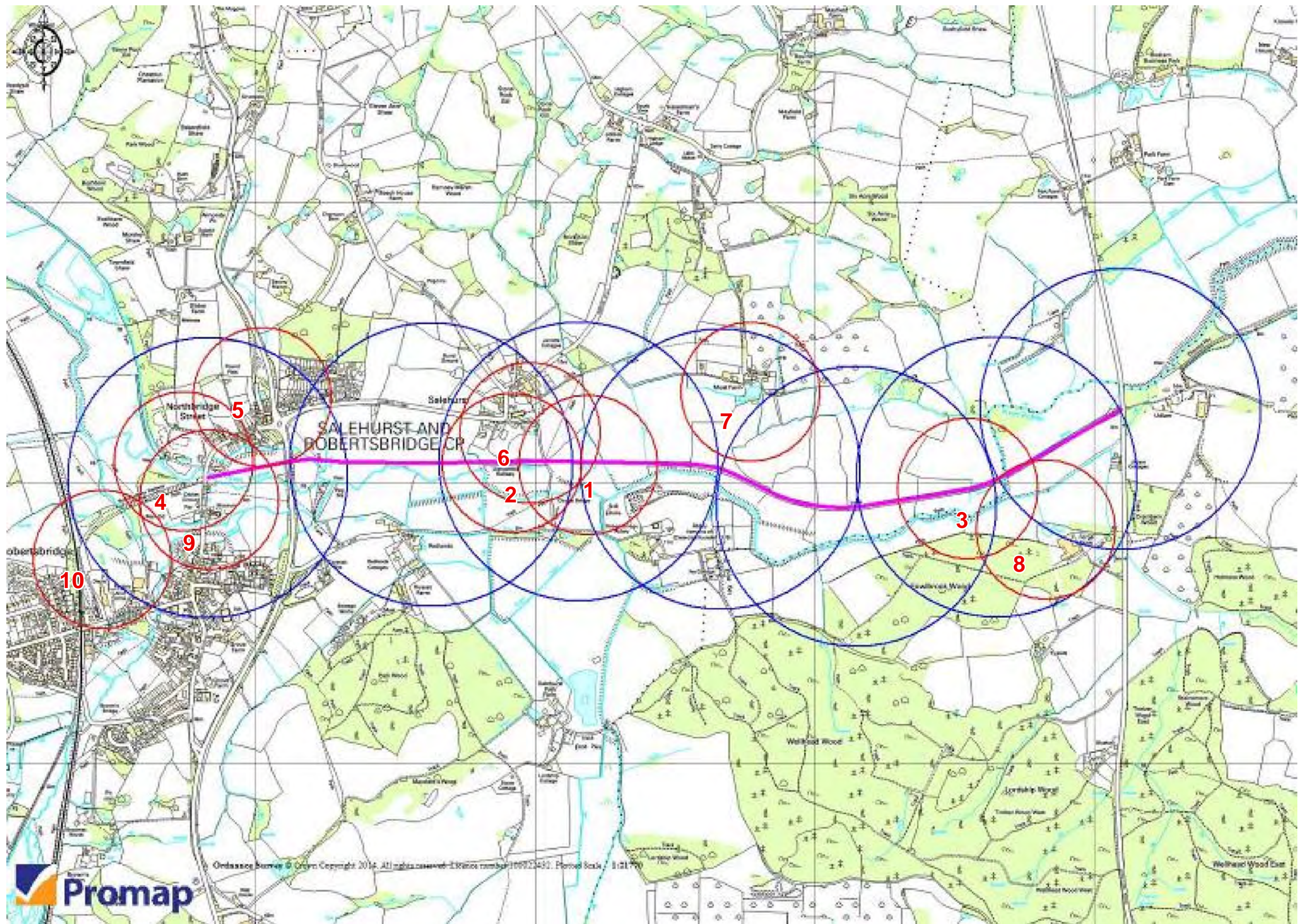
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Client: Rother Valley Railway
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Figure 9.1 Ecology Phase 1 Habitats

Legend

- Existing railway
- Line of route reinstatement
- Linear habitats
 - Running water
 - Native species rich hedge
 - Species rich hedge and trees
- Point habitats
 - Scattered scrub
 - Scattered broadleaved trees
- Habitat areas
 - Woodland, broadleaved semi-natural

- Dense scrub
- Neutral semi-improved grassland
- Improved grassland
- Standing water
- Arable land
- Target notes





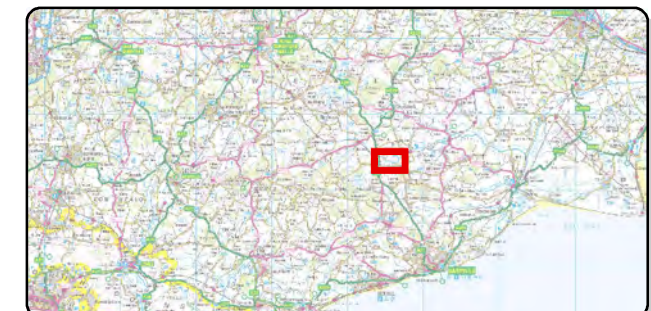
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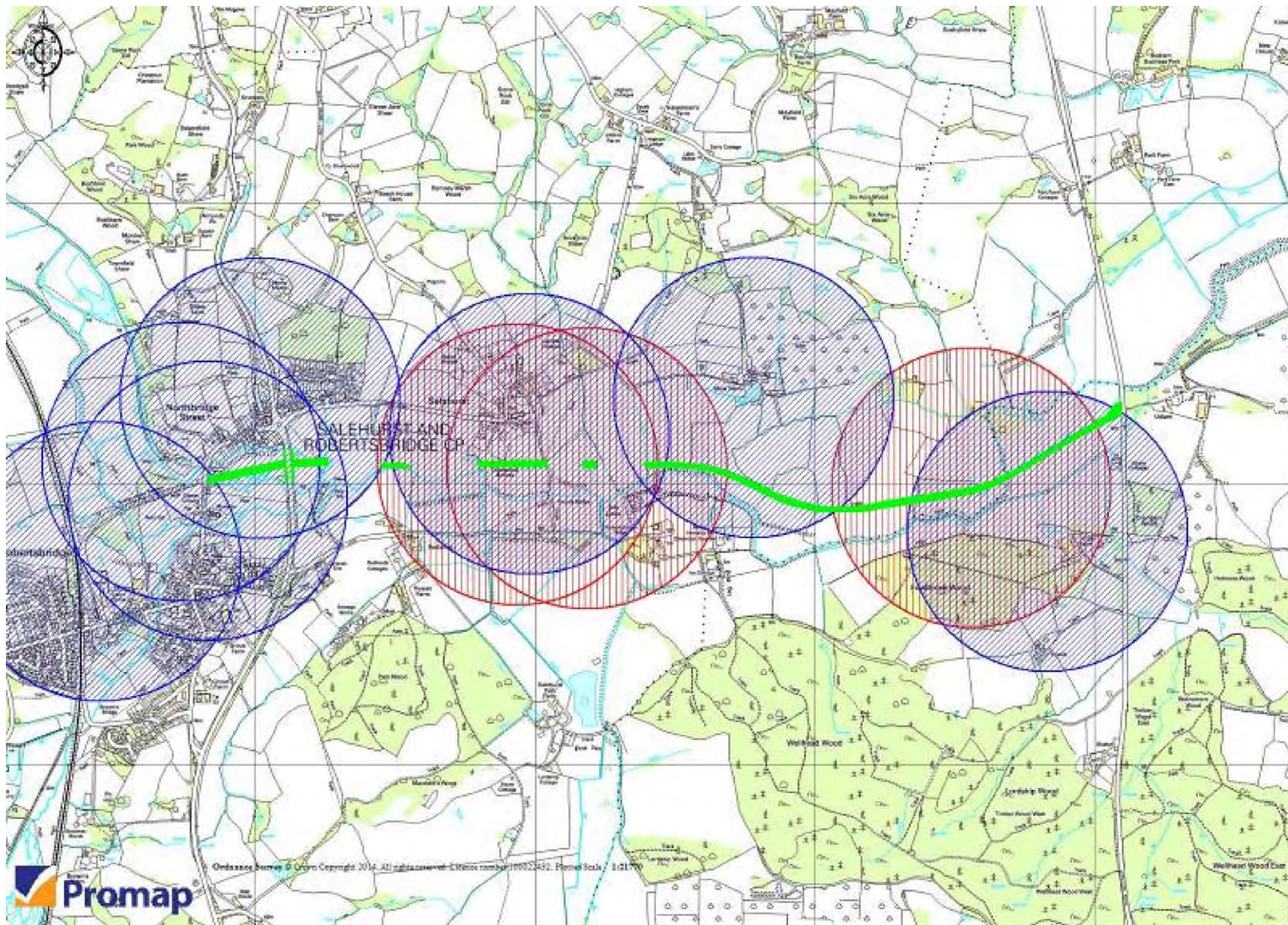
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**Figure 9.2 Distribution of ponds within
 500m of the proposed route**



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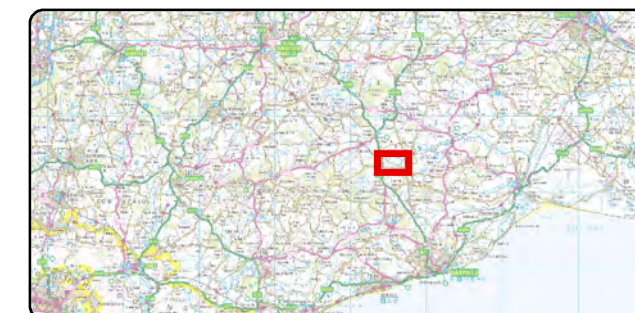
Client: Rother Valley Railway

Drawing Title:

Figure 9.3 Species Distribution Maps - Great Crested Newt

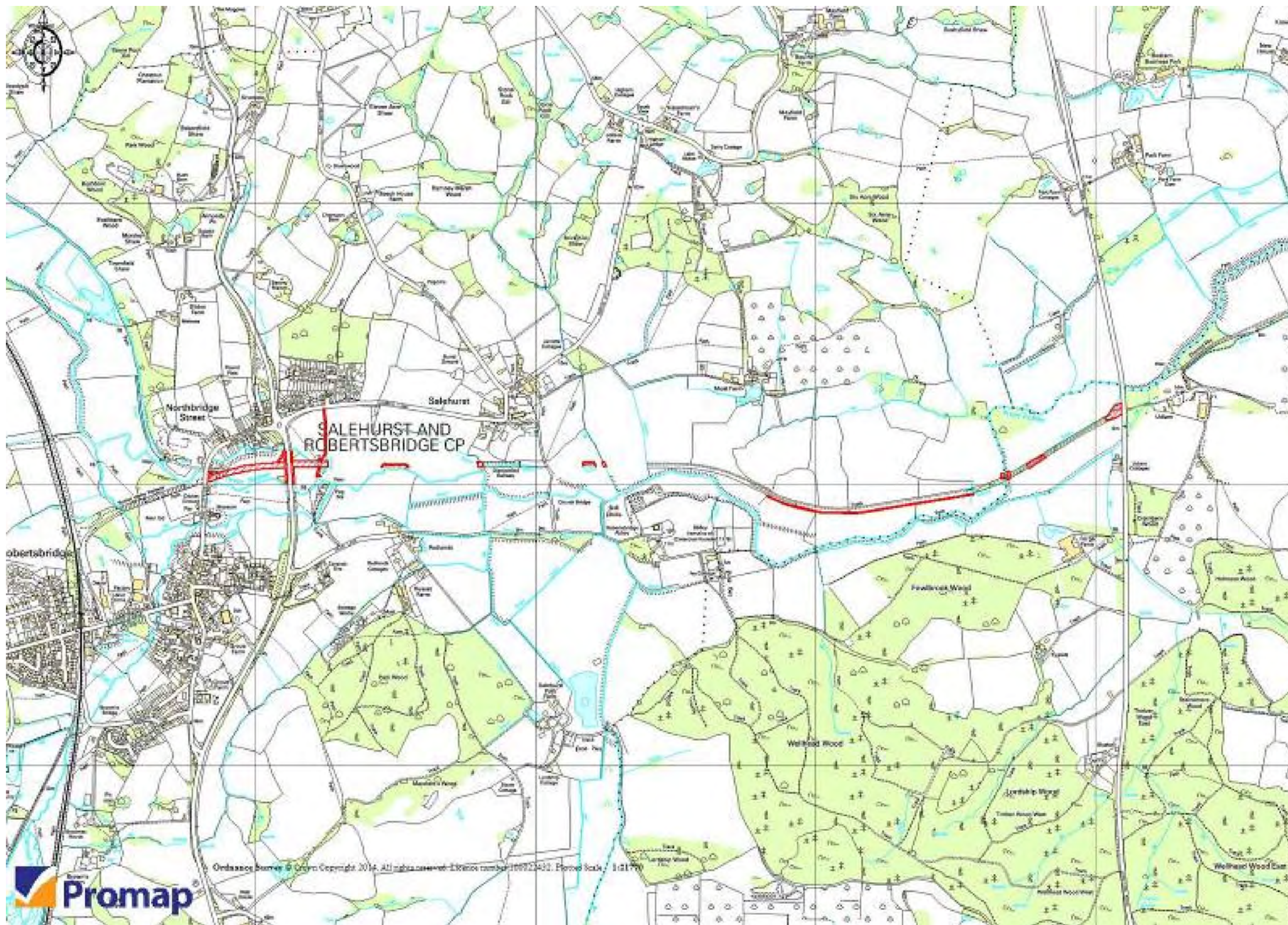


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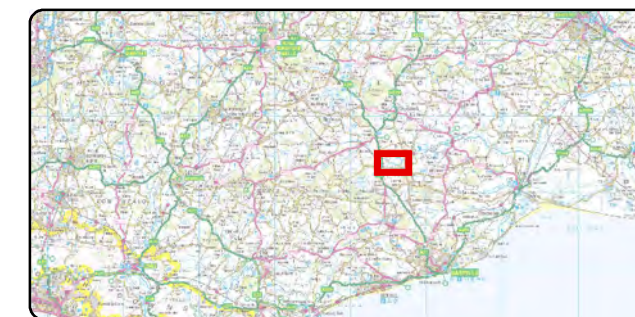
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Drawing Title:

Figure 9.4 Species Distribution Maps - Reptiles

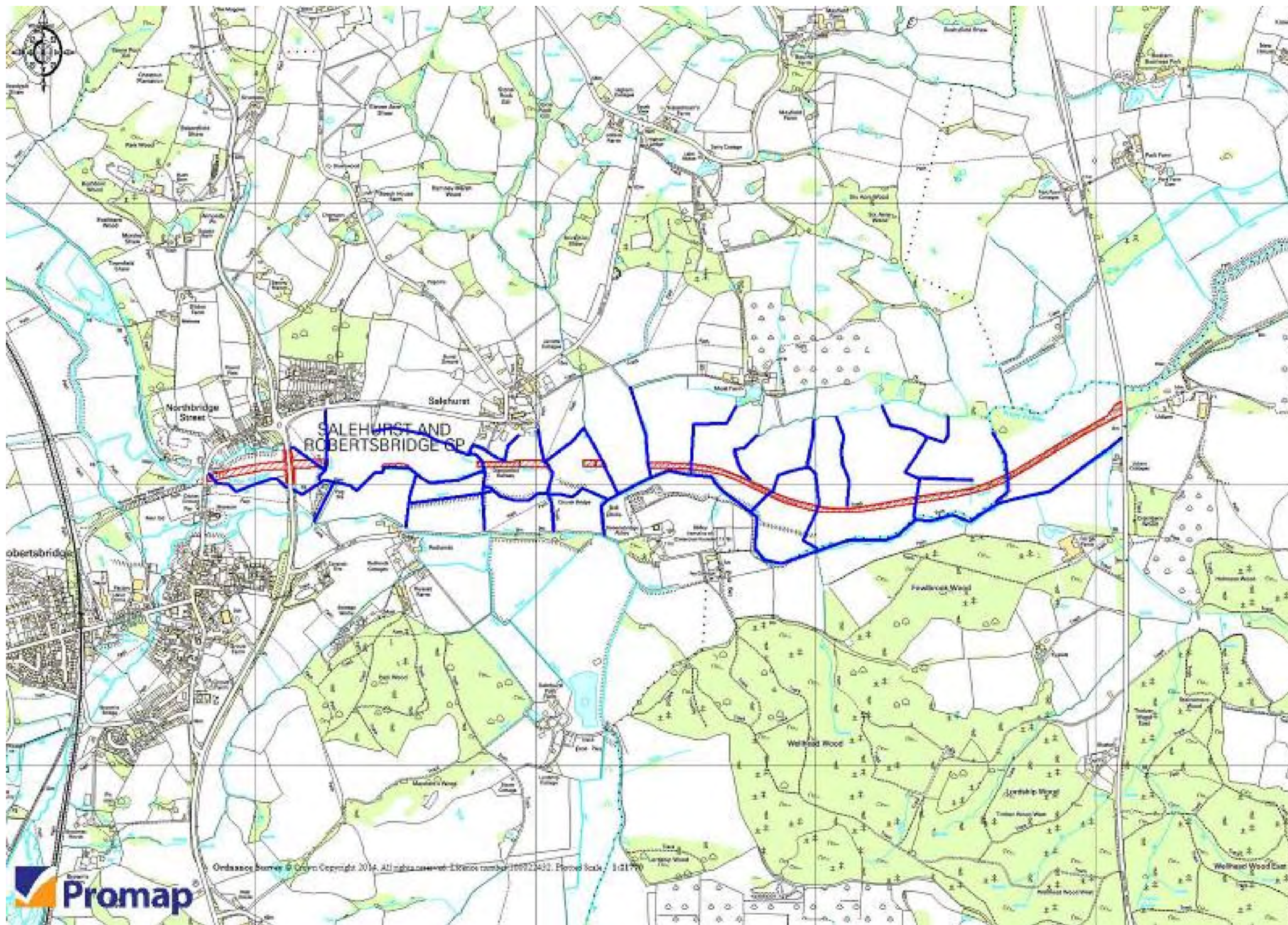


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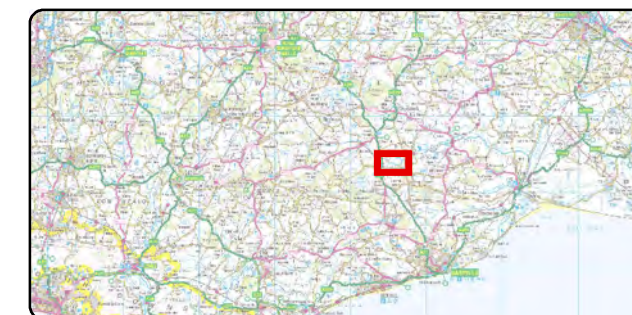
Client: Rother Valley Railway

Drawing Title:

Figure 9.5 Species Distribution Maps - Bats

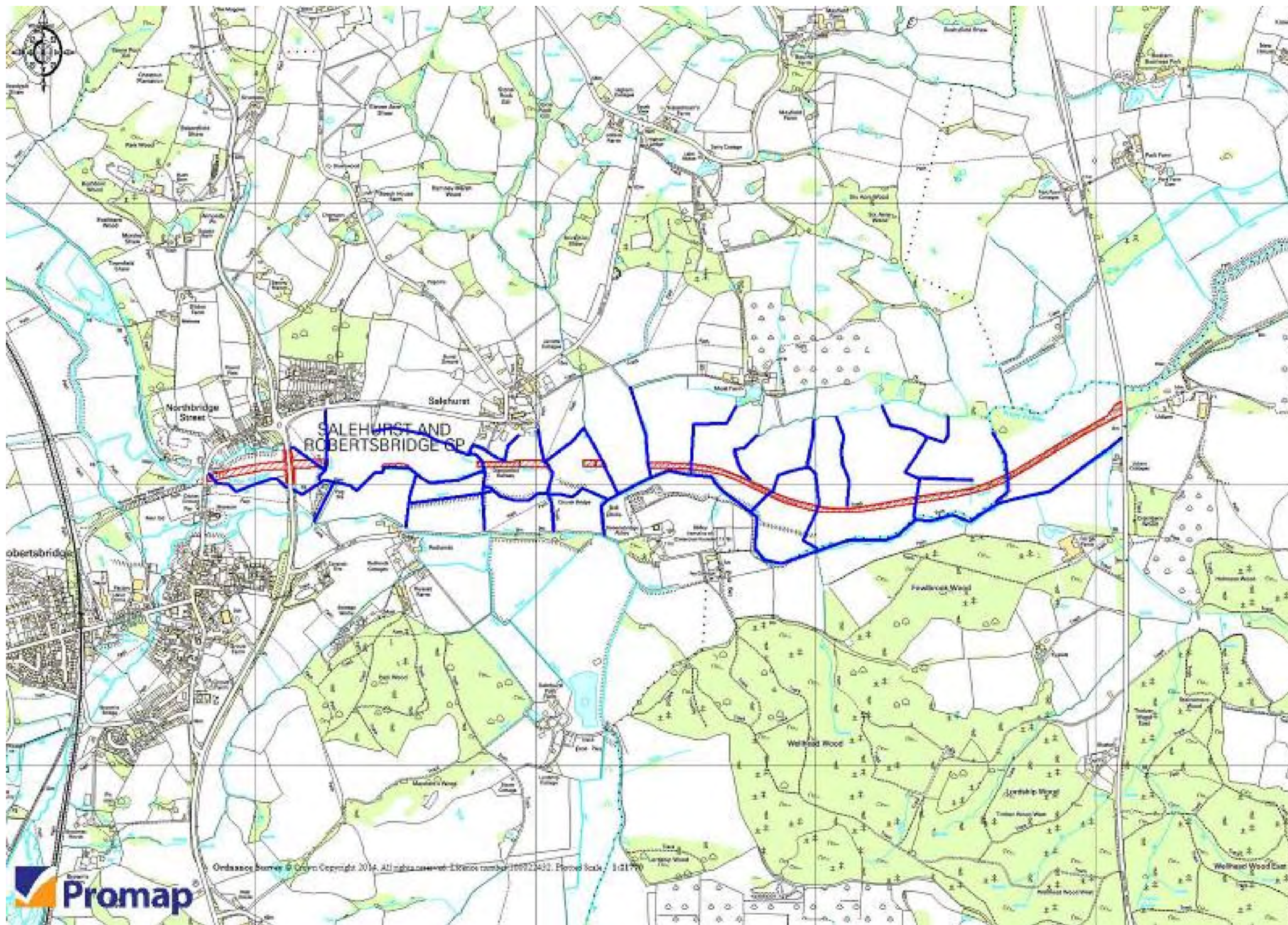


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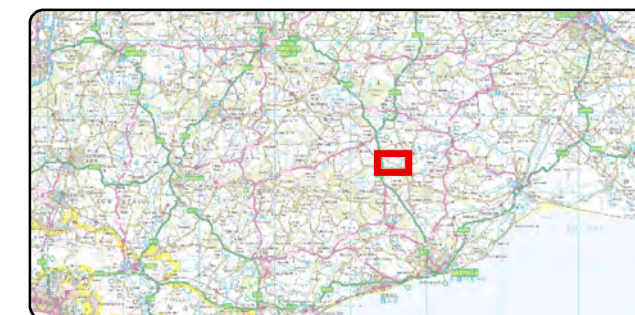
Client: Rother Valley Railway

Drawing Title:

Figure 9.6 Species Distribution Maps - Dormouse

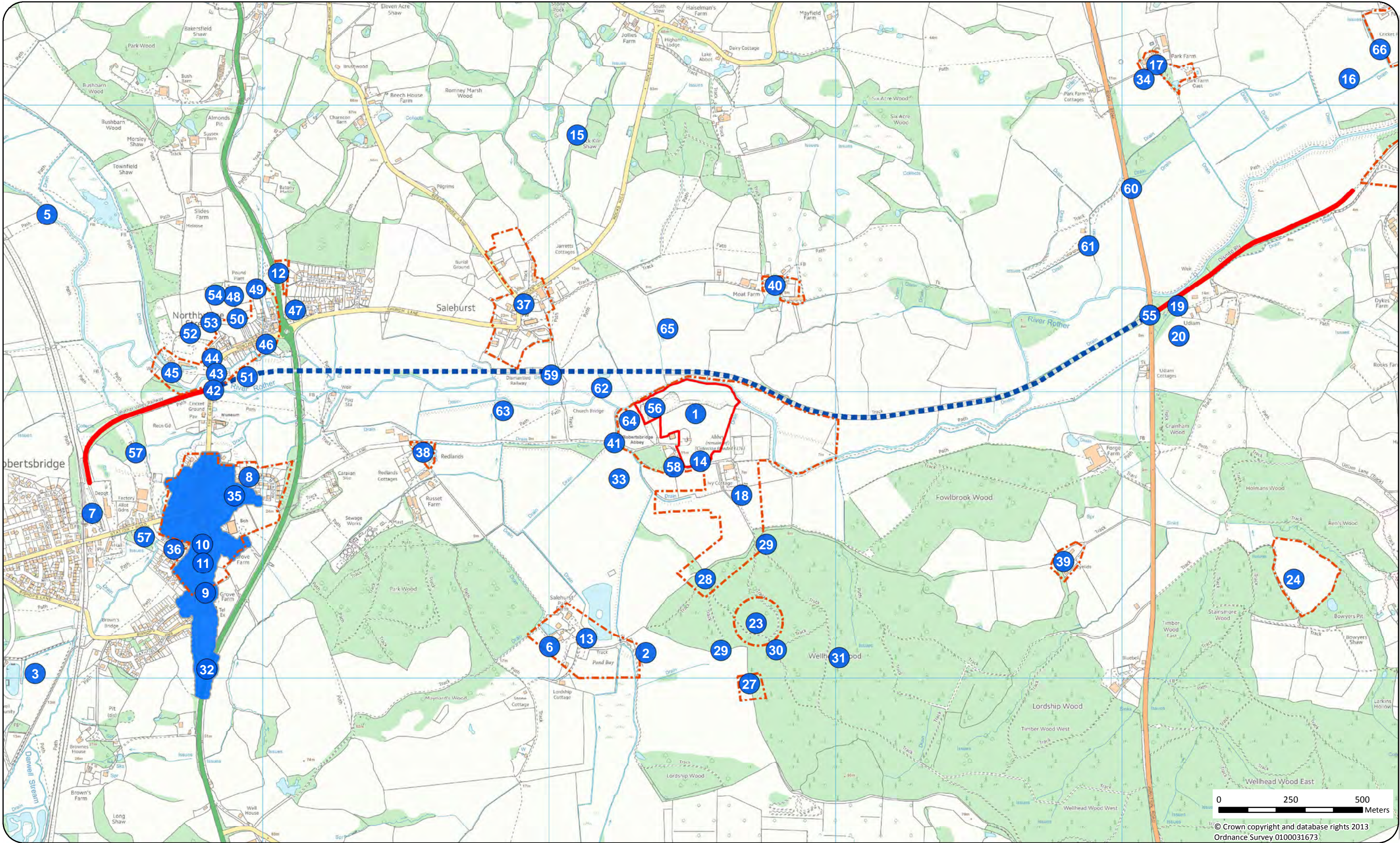


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Client: Rother Valley Railway
Drawing Title:
Figure 12.1 Archaeological Assets

- Legend**
- Existing railway
 - Line of route reinstatement
 - Archaeological assets (see volume 2, appendix 6)
 - Archaeological assets (see volume 2, appendix 6)
 - Archaeological notification areas (see volume 2, appendix 6)
 - Scheduled monument

