

19 LANDSCAPE AND VISUAL

19.1 Introduction

This section of the EIA Report presents the findings of a Landscape and Visual Impact Assessment (LVIA) undertaken by DRaW (UK) Ltd. The section considers the following potential environmental impacts during the construction and operational phases of the proposed scheme:

- direct impact to physical landscape features;
- direct and indirect effects on landscape character;
- effects on views, as experienced by a range of receptors within the study area.

The LVIA is supported by the following appendices and figures:

- Representative Viewpoint Analysis Tables (**Appendix 12**).
- LVIA Methodology (**Appendix 13**)
- Figure 19.1: Landscape & Visual Receptors
- Figure 19.2: Zone of Theoretical Visibility & Representative Viewpoint Locations
- Figure 19.3A: Viewpoint 1 – Existing View.
- Figure 19.3B: Viewpoint 1 – Verified View.
- Figure 19.4A: Viewpoint 2 – Existing View.
- Figure 19.4B: Viewpoint 2 – Verified View.
- Figure 19.5A: Viewpoint 3 – Existing View.
- Figure 19.5B: Viewpoint 3 – Verified View.
- Figure 19.6: Viewpoint 4 – Existing View.
- Figure 19.7: Viewpoint 5 – Existing View.
- Figure 19.8A: Viewpoint 6 – Existing View.
- Figure 19.8B: Viewpoint 6 – Verified View.
- Figure 19.9A: Viewpoint 7 – Existing View.
- Figure 19.9B: Viewpoint 7 – Verified View.
- Figure 19.10: Viewpoint 8 – Existing View.
- Figure 19.11A: Viewpoint 9 – Existing View.
- Figure 19.11B: Viewpoint 9 – Verified View.
- Figure 19.12A: Viewpoint 10 – Existing View.
- Figure 19.12B: Viewpoint 10 – Verified View.
- Figure 19.13A: Viewpoint 11 – Existing View.
- Figure 19.13B: Viewpoint 11 – Verified View.
- Figure 19.14A: Viewpoint 12 – Existing View.
- Figure 19.14B: Viewpoint 12 – Verified View.

Figure 19.1 and **19.2** are contained within the body of this report, however given the number of viewpoints documented above, these have been presented in **Appendix 14**.

19.2 Legislation, policy and consultation

This section summarises current legislation, planning policy and guidance, relevant to landscape and visual issues.

19.2.1 Legislation

Various European Union (EU) Directives underpin the requirement for EIA (which includes LVIA) and are consolidated in Directive 2011/92/EU; *The assessment of effects of certain public and private projects on the environment*. The EU Directive is interpreted and implemented in UK Country Regulations in each devolved country. Landscape is specifically identified as an environmental topic to be investigated under EIA.

The European Landscape Convention (ELC, Council of Europe, 2000) highlights the importance of all landscapes within the member states and encourages their protection, management and planning. The UK signed up to the Convention in 2006.

19.2.2 National Planning Policy

National planning policy guidance in relation to landscape and visual matters is set out in NPPF (Ministry of Housing, Communities and Local Government, 2019) as follows:

Chapter 11 ‘Making effective use of land’, paragraph 118 notes that planning policies and decisions should:

“c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.”

Chapter 12 ‘Achieving well-designed places’, paragraph 127 states that planning policies and decisions should ensure that developments:

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting [...].”

Chapter 15 ‘Conserving and enhancing the natural environment’, paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

“a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including... trees and woodlands; [...]

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.”

Paragraph 180 of the NPPF states that planning policies and decisions should also take into account the potential sensitivity of a site, or the wider area, to impacts that could arise from new development. In doing so they should:

“c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes [...].”

19.2.3 Planning Practice Guidance

The NPPF is supported by PPG notes. Landscape is covered under the Natural Environment PPG. The introductory section to the Natural Environment PPG reflects NPPF guidance in that:

“planning should recognise the intrinsic character and beauty of the countryside.”

The PPG notes *“This includes designated landscapes but also the wider countryside.”*

19.2.4 Local planning policy

The site lies within the administrative area of RCBC. The adopted Development Plan for the borough currently comprises a number of documents, of which the following are relevant to this section:

- Redcar and Cleveland Local Plan (2018);
- South Tees Area SPD (2018); and
- Redcar and Cleveland Landscape Character SPD (2010).

Redcar and Cleveland Local Plan (2018)

Planning decisions within Redcar and Cleveland Borough are guided by the Redcar and Cleveland Local Plan, adopted by the Council in May 2018 and accompanied by a Policies Map.

Key policies relating to landscape and visual matters are summarised below. The proposed scheme is included within the area of South Tees Development Corporation and is allocated for economic growth. The site also adjoins the Teesmouth and Cleveland Coast SPA, Ramsar site and SSSI.

Policy SD4 (General Development Principles) – This policy lists various environmental-based criteria which development proposals must accord with if they are to be permitted. This includes avoiding an unacceptable loss or significant adverse impact on environmental, built or heritage assets which are considered important to the quality of the local environment.

New development will also be expected to comply with various design-based criteria. This includes respecting or enhancing the character of the site and its surroundings (in terms of size, scale, massing, density, materials, etc.); taking opportunities available to improve the character and quality of the surrounding area; and respecting or enhancing the landscape, biodiversity and geological features and the historic environment.

Policy LS4 (South Tees Spatial Strategy) – This policy includes the STDC area (which includes the current and former steel works at South Tees and Redcar). It seeks to deliver various economic benefits to the area and improve connectivity. It also seeks to deliver environmental improvements and enhance the environmental quality of the River Tees.

Policy N1 (Landscape) – This policy seeks to protect and enhance the borough’s (rural) landscapes. Development proposals will not be permitted where they would lead to the loss of features important to the character of the landscape, its quality and distinctiveness (as identified in the Redcar and Cleveland Landscape Character Assessment) unless the benefits of the development clearly outweigh landscape considerations. In such cases appropriate mitigation will be required. Landscapes designated at a national and local level will be afforded additional protection commensurate with their status. Wherever possible, new development should include measures to enhance, restore or create new landscape features.

South Tees Area Supplementary Planning Document (SPD) 2018

This SPD was adopted by the Council in May 2018. It supports the economic and physical regeneration of the South Tees Area, which includes the site, setting out the vision and core objectives for the area and providing greater detail on how the adopted policies of the Local Plan will be interpreted.

The SPD outlines a number of development principles to guide the regeneration of the area, of which the following are relevant to this section:

Development Principle STDC1 (Regeneration Priorities) – This policy lists the key priorities identified for the South Tees Area. These include the protection of heritage assets and the historic environment and the protection and enhancement of landscape character.

19.3 Methodology

The methodology for the LVIA is based on current best practice guidance produced by the Landscape Institute in the third edition of its '*Guidelines for Landscape and Visual Impact Assessment*' (GLVIA3, 2013). The guidelines are not prescriptive and set out a general approach that should be tailored to the specific circumstances of the project that is being assessed. The methodology adopted for this assessment is set out in detail in **Appendix 13**. Briefly, the assessment process comprises the following stages:

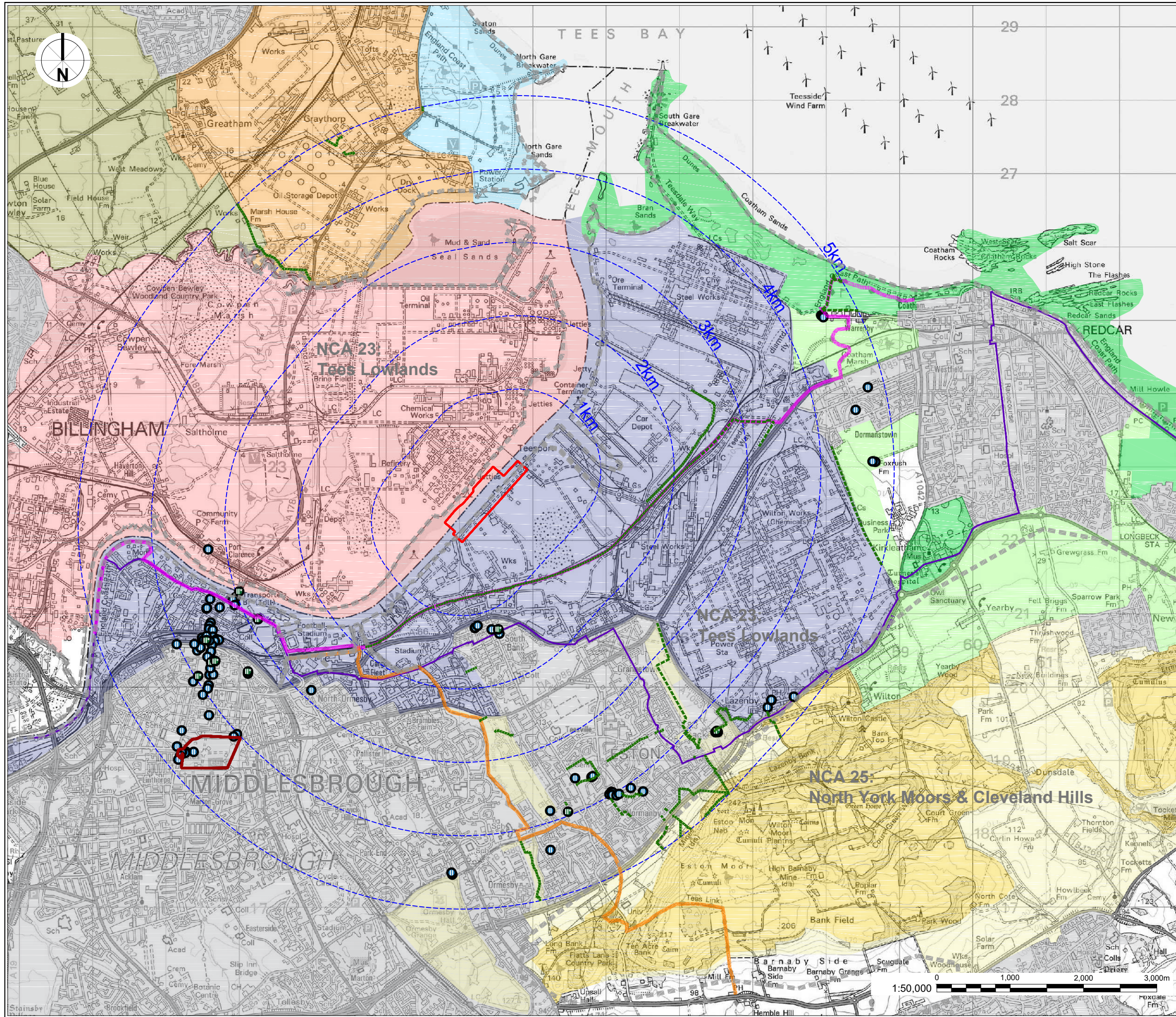
- Determining the likely extent of influence of the proposed scheme (or the study area boundaries).
- Establishing the landscape and visual baseline. Identifying and evaluating the current attributes and characteristics of the site and wider study area and establishing the likely extent of visibility of the proposed scheme and people likely to be affected. Understanding the policy context is also important.
- Identifying landscape and visual receptors with most potential to be affected by the proposed scheme together with an assessment of their 'sensitivity'.
- Assessing the likely 'magnitude of effects' of the proposed scheme on identified landscape and visual receptors during the construction and operational stages.
- Determining the significance of effect for each landscape and visual receptor assessed and whether these are significant in terms of EIA.

It should be noted that landscape effects include changes to the constituent elements and features that make up the landscape (for example loss of existing trees), as well as changes to its character and any perceptual qualities (sense of place, tranquillity, etc.). Visual effects relate solely to changes in views and visual amenity experienced by various receptors (people) at different locations.

Change can affect landscape character regardless of whether it can be seen and as such GLVIA3 recommends that landscape and visual effects (although interrelated) are treated as separate topics.

19.3.1 Study area

The study area adopted for this assessment is shown on **Figure 19.1**. Based upon site observation and assessment of desktop information the potential for *significant* effects on landscape and visual receptors was predicted to be within a 2km zone of the proposed scheme footprint and this forms the focus of the assessment. However, certain high sensitivity receptors within the wider study area are also identified and considered in the assessment.



Legend

- Proposed Scheme Boundary
- 5km Study Area
- Footpath / Bridleway
- National Cycle Route 1
- England Coast Path / Teesdale Way
- Tees Link
- Listed Buildings
- Registered Park & Garden

Landscape Character

- National Character Area Boundary (NCA profile 23: Tees Lowlands) (NCA profile 25: North York Moors & Cleveland Hills)

Redcar and Cleveland Landscape Character SPD (2010)

- Redcar Flats: Sensitive / Restoration Landscape
- Eston Hills Sensitive / Restoration Landscape

Stockton-on-Tees Landscape Character Assessment (2011)

- East Billingham to Teesworth

Hartlepool Landscape Assessment (2000)

- Seaton Sands Coastal Fringe
- Newton Bewley Undulating Farmland
- South Hartlepool to Teesmouth

Additional LCA's

- Urban Area (not included in landscape assessment)
- North Middlesbrough to Teeside

Client
Tees Valley Combined Authority

Project
South Bank quay
Environmental Statement

Drawing Title
Landscape & Visual Receptors

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The following techniques were used to inform the LVIA:

Zone of Theoretical Visibility mapping and limitations

To assist in identifying the area within which the proposed scheme is likely to be visible and help determine the locations of receptors that may be affected, a Zone of Theoretical Visibility (ZTV) map has been prepared (**Figure 19.2**). The ZTV is computer generated from a digital terrain model of the study area (using Ordnance Survey Terrain 5 data) with analysis points based upon the heights of the tallest structures. Terrain 5 data is based on a grid of heightened points, at 5m intervals and is considered to be a mid-resolution DTM product, suitable for use across wide study areas. The following limitations should be noted:

- Buildings, woodland and other significant areas of vegetation were incorporated into the DTM model using digital OS data. ZTV mapping cannot incorporate the myriad of varying features and heights of those features. Heights used for both vegetation and buildings are generic and considered to be conservative estimates.
- The ZTV output is based on analysis points set to the tops of tallest proposed structures and does not differentiate between the full extent of a proposed structure being visible or only the very top section being visible.
- ZTVs are not 'distance sensitive' in that they do not take account of the effect of increasing distance on visibility and the magnitude of effect arising from this; what can be seen at 500m will differ markedly from what can be seen at 5km.

The ZTV map is therefore assumed to present a 'worst case' scenario and is used as a general guide and an aid to site-based survey.

Representative viewpoint assessment and photography

The assessment of predicted visual effects is based on a series of 'representative viewpoints' (**Figures 19.3A to 19.14B**). These were selected to represent the experience of different types of visual receptor, including users of public rights of way, residential properties, transport routes, heritage and recreational sites. Selected viewpoints include specific locations that are popular vantage points or tourist destinations. Viewpoints may also be used to illustrate landscape character effects or discuss cumulative effects of the proposed scheme.

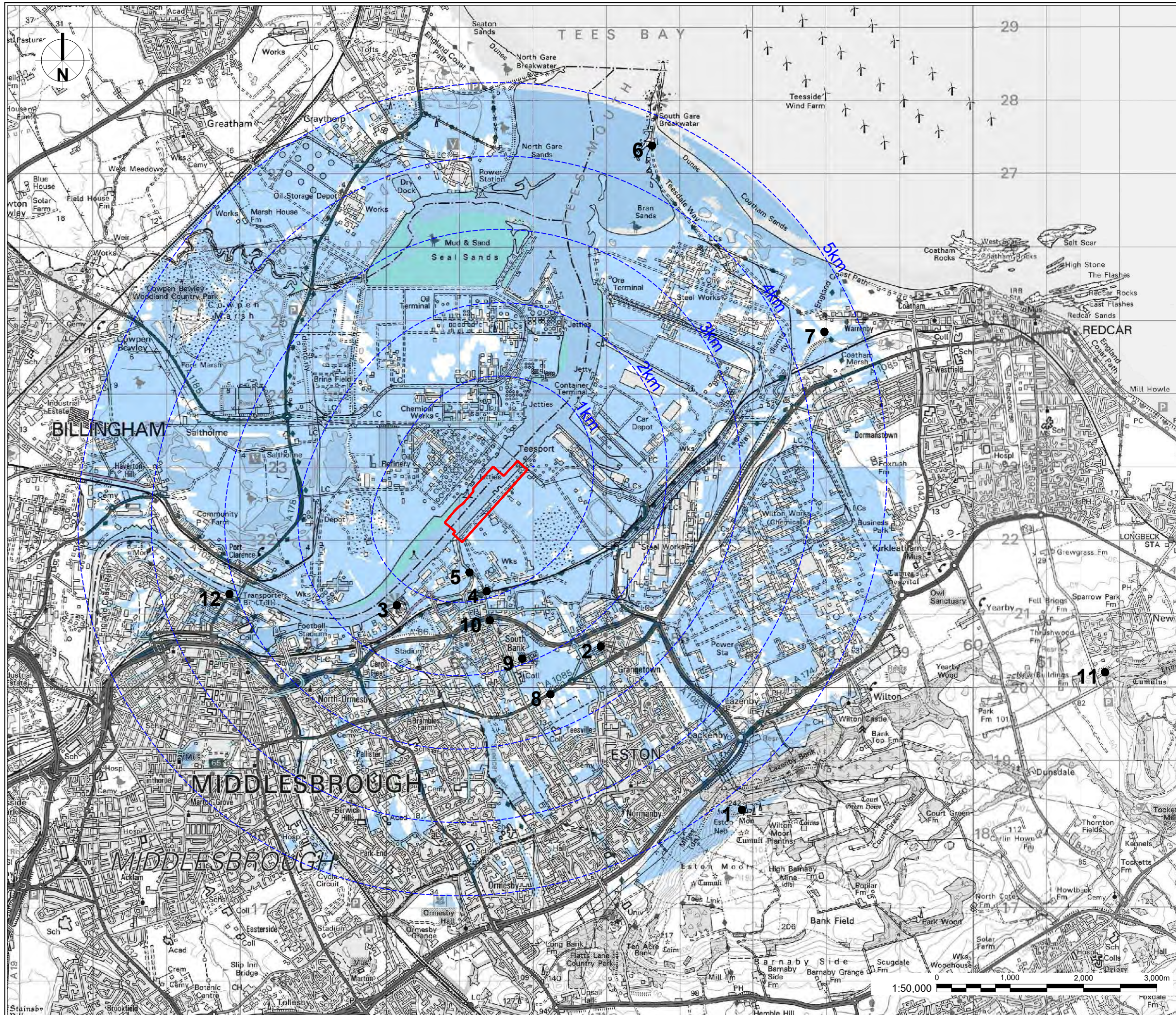
Viewpoint locations are based on those previously agreed with RCBC in connection with the recent South Industrial Zone planning application on the adjacent landside site (planning application reference R/2020/0357/OOM). Two additional viewpoints have been included in this LVIA:

- residential and amenity receptors at Argyle Road, Grangetown and;
- a view from the Grade II* listed Tees Transporter Bridge.

The locations of the viewpoints included in the assessment are identified on **Figure 19.2**. Description and analysis of the viewpoints is included in the *Representative Viewpoint Analysis Tables* at **Appendix 12**.

Photomontage visualisations

To illustrate the appearance of the proposed scheme, computer generated photomontages were produced for selected viewpoints (Viewpoints 1, 2, 3, 6, 7, 9, 10, 11 & 12). The rendered computer model was digitally aligned to the viewpoint photographs, using identifiable reference points to accurately match the computer render with the photographs. The photomontages are shown in conjunction with the baseline photographs in **Appendix 14 (Figures 19.3 to 19.14)**.




- Legend**
- Proposed Scheme Boundary
 - 5km Study Area
 - 1 ● Proposed Representative Viewpoint Location

Zone of Theoretical Visibility

- Theoretical visibility of analysis points used

- ZTV Parameters**
- Digital Terrain Model is based on Ordnance Survey Terrain 5 data.
 - ZTV analysis points for the proposed Crane tower, arm and turbine components are based on heights of 106m, 192m and 150m above ground level of 5.79m AOD.
 - Existing buildings and selected woodland areas are included in the DTM modelled at 10m above ground level.
 - Observers eye level 1.7m

Client Tees Valley Combined Authority				
Project South Bank quay Environmental Statement				
Drawing Title Zone of Theoretical Visibility & Representative Viewpoint Locations				
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19.3.2 Baseline data collection

Information relevant to the LVIA has been gathered through a combination of desktop research and field study. Desktop research included a review of the following information:

- NPPF, 2019;
- Redcar and Cleveland Local Plan, 2018;
- South Tees Area SPD, 2018;
- National Character Area Profile NCA 23: Tees Lowlands, 2013;
- National Character Area Profile NCA 25: North York Moors and Cleveland Hills, 2015;
- Stockton-on-Tees Landscape Character Assessment, 2011;
- Redcar and Cleveland Landscape Character SPD, 2010;
- Hartlepool Landscape Assessment, 2000;
- The Multi-Agency Geographical Information for the Countryside (MAGIC) database;
- OS 1:50,000 and 1:25,000 scale site-centred digital raster map; and,
- Aerial photography: Google Maps (<http://maps.google.co.uk/>) and Google Earth.

Field studies were undertaken in June and September 2020 to:

- verify existing landscape/ townscape characteristics and their present condition;
- verify the extent of the ZTV taking account of screening by buildings and vegetation;
- confirm key viewpoints and photograph the existing views; and,
- conduct a viewpoint assessment from each viewpoint.

The field study was restricted to publicly accessible locations within the study area (roads, footpaths, public open spaces, etc.).

19.4 Existing environment

This section of the assessment summaries the existing landscape and visual baseline of the study area and the proposed site against which the potential impacts of the proposed scheme were identified. Baseline conditions consider the following:

- existing physical landscape characteristics of the proposed scheme footprint and its immediate surroundings;
- surrounding landscape context, including physical and human characteristics, landscape character and planning context; and,
- visual analysis including factors which influence both the character and availability of views to the site (e.g. visual detractors, local horizons etc.).

19.4.1 Landscape designations and protected features

Landscape-related designations and protected features are identified within the site and study area using a search of the MAGIC website and websites for Redcar and Cleveland and Stockton-on-Tees Borough Councils. These are shown on **Figure 19.1** and listed in **Table 19.1** below.

Table 19.1 *Landscape designations, protected features and access routes*

Designation or feature	Present within the site boundary	Present within 2km of the site
Landscape designations		
National Park	No	No
Area of Outstanding Natural Beauty	No	No
Special Landscape Area (or equivalent)	No	No
Green Belt	No	No
Country Park	No	No
Protected heritage and nature conservation features		
World Heritage Site	No	No
Scheduled Monument	No	No
Conservation Area	No	No
Listed Building	No	Yes
Registered Historic Park And Garden	No	No
Historic Battlefield	No	No
Nature Reserve	No	Yes
Special Protection Area	Yes	Yes
Special Area of Conservation	Yes	Yes
Ramsar site	Yes	Yes
Site of Special Scientific Interest	Yes	Yes
Ancient Woodland	No	No
Access		
National/ Regional Walking or Cycling Route	No	Yes (refer details below)
Public Rights of Way	No	Yes (refer details below)

Listed buildings

Views from listed buildings and other cultural heritage assets are only considered in the LVIA where those features include recognised viewpoints, or the asset features in a specific viewpoint that is used or experienced by sightseers and other receptors. Effects on the 'setting' of cultural heritage assets are not considered in this section but are presented in **Section 16**.

A Grade II* Baptist Church on Redcar Road East at South Bank (on the north eastern edge of Middlesbrough) is located approximately 1.4km south of the site boundary. Four other Grade II listings are located in the vicinity of the Baptist Church. The sites do not include recognised viewpoints and they do not feature in specific views and are therefore not considered further in this section.

The Grade II* Tees Transporter Bridge is located approximately 3.2km to the west of the proposed scheme. The bridge is a regional landmark feature with cultural heritage associations and high value. A purpose built viewing area, in close proximity on the south bank of the River Tees, is a popular sightseer destination. This section includes an assessment of visual effects from the Tees Transporter Bridge viewing area.

Nature conservation

The study area includes numerous nature conservation designations of international and national importance. Teesmouth National Nature Reserve (NNR) lies approximately 2km north of the site boundary at its closest point. The backdrop to the area is industrial development at the mouth of the River Tees. The NNR forms part of the Teesmouth and Cleveland Coast SPA and Ramsar Site. The section of the River Tees between Stockton-on-Tees and the coast is designated as a SSSI and includes the northern riverside margin of the site.

National/ regional walking and cycling routes

Two routes cross the wider study area:

- England Coast Path, passes within approximately 800m to the south of the proposed scheme footprint where it closely follows a section of the Stockton to Redcar railway line. This section is also referred to as the Teesdale Way and known locally as the 'Black Path'. The England Coast Path also passes within approximately 2km of the proposed scheme footprint to the west where it follows the route of the A178 north to Hartlepool.
- National Cycle Route (NCR) 1, which follows local roads and streets through the built-up area of Eston on the north eastern edge of Middlesbrough and passes within approximately 1.3km of the proposed scheme footprint to the south where it follows a section of the A66.

Public Rights of Way

The proposed scheme footprint is not publicly accessible and there are no public rights of way that either cross it or pass alongside. Footpath 102/2/1 is in closest proximity and follows a section of railway line south of the proposed scheme footprint and forms part of the England Coast Path.

19.4.2 Landscape character

The assessment is informed by published landscape character assessments (LCAs) that exist at a national, regional or local level, supplemented by field observation. There are no designated areas of high landscape value within the study area. Landscape character areas are shown on **Figure 19.1** and discussed below.

National Character Area Profile 25: North York Moors and Cleveland Hills

A small section of NCA 25 falls within the outer, south eastern study area. Given the distance to the proposed scheme footprint and the strongly urban / industrial context of outward views, it is predicted that the proposed scheme will have negligible influence on this character area and is not considered further..

National Character Area Profile 23: Tees Lowlands

The proposed scheme footprint and study area falls within eastern extent of NCA 23: Tees Lowlands. The character area NCA 23 comprises of a broad, open plain dominated by the meandering lower reaches of the River Tees and its tributaries, with wide views to distant hills. The large urban conurbation at the mouth of the river contrasts with rural areas to the south and west, which are largely agricultural in character. A mosaic of inter-tidal and wetland habitats associated with the Tees estuary are also designated as a SPA and Ramsar Site due to their international importance to waterfowl. These areas are in close proximity to heavy industry, where industrial installations form dramatic skylines when viewed from the surrounding area and hills. Grasslands and scrub have also established on previously developed land and have significant biodiversity value.

The key characteristics of NCA 23 are set out in the supporting profile, which was updated by Natural England in 2013. The majority of these are represented to some extent in the study area. Those relevant are as follows:

- *“A broad, low-lying and open plain.....*
- *A large area of urban and industrial development around the Tees Estuary, much of which is on reclaimed land, contrasts with the quieter rural areas to the south and west.*
- *Major industrial installations around Teesmouth form a dramatic skyline, but are juxtaposed with expansive mudflats, sand dunes and salt marshes which are nationally and internationally designated for their assemblage of waterfowl.*
- *Slow-moving rivers Tees and Leven meander through the landscape.....*
- *Principal transport corridors, power lines and energy infrastructure are conspicuous elements in the landscape.*
- *Brownfield sites where semi-natural vegetation has started to regenerate on previously developed land.*
- *Green corridors such as minor valleys and former railway lines provide links between urban areas and the surrounding countryside.”*

District level Landscape Character Assessment

Finer grained landscape character assessments have been undertaken at a district level. The 5km study area indicated on **Figure 19.1** encompasses landscape character areas within three planning authorities, described in separate reports:

Stockton on Tees Landscape Character Assessment, 2011 (Stockton on Tees Borough Council)

Landscape Character Areas

- East Billingham to Teesmouth (study area west of the River Tees).

Redcar and Cleveland LDF Landscape Character SPD, 2010 (Redcar & Cleveland Borough Council)

Broad Landscape Areas

- Eston Hills (the uplands at Eston).
- Redcar Flats (the coast and countryside around Redcar and Marske).

Hartlepool Landscape Assessment, 2000 (Hartlepool Borough Council)

Landscape Types

- Coastal Fringe
- Estuarine

Stockton-on-Tees Landscape Character Assessment

This assessment identifies and maps 7 broad LCAs, which reflect the varied character of the borough's landscapes, *outside* of urban areas. LCAs are distinct areas of landscape which display similar physical and cultural attributes such as geology, landform, land cover and historic evolution. The LCAs are uniquely named to reflect their geographical location within the borough.

LCA *East Billingham to Teesmouth*, extends east of the built-up edge of Billingham to the River Tees and the boundary with neighbouring RCBC.

Key characteristics of *East Billingham to Teesmouth* LCA are:

- *“Industrial landscape fringing Billingham integrated with large areas of open space including wetlands and reclaimed semi-improved pasture;*
- *Farmland is open and flat with minimal landscape features;*

- *Industry dominates the area to the east along the River Tees;*
- *Open spaces within industrial areas contain significant wildlife value with a number of ecological designations present including Sites of Special Scientific Interest, Site of Nature Conservation Importance, Special Protection Area, Ramsar Site and Teesmouth National Nature Reserve;*
- *Important 'ridge and furrow' within the field pattern around the settlement of Cowpen Bewley;*
- *The Stockton to Hartlepool railway line is a notable feature within the landscape, dividing the Landscape Character Area between estuarine and non-estuarine/rural fringe influences; and*
- *Cowpen Bewley Woodland Park provides the only wooded element within this Landscape Character Area."*

The general condition of this LCA ranges from areas with excellent ecological value, managed as an ecological resource, to areas devoid of natural features and dominated by industrial structures and hardstandings. Active landfill sites also punctuate the skyline, forming areas of temporary degraded landscapes.

Although the *East Billingham to Teesmouth LCA* extends as far as the administrative boundary with Redcar and Cleveland Borough, in practical terms the character area could be extended east to encompass similar areas of industrial and brownfield land that adjoin the east side of the River Tees. This is considered further below.

Redcar and Cleveland LDF Landscape Character SPD

The assessment identifies four Broad Landscape Areas (BLAs), each of which is uniquely named to reflect their geographical location within the borough. Within each BLA, the landscape is divided into one of two categories:

- 'sensitive' landscapes, in which much of the landscape structure is present and intact giving rise to a high strength of character which is sensitive to change; and,
- 'restoration' landscapes, in which much of the landscape structure has been lost and as a result would benefit from measures to restore it.

None of the BLAs identified in the Redcar and Cleveland Landscape Character SPD are directly relevant to this LVIA. The assessment excludes southern and eastern parts of the borough that fall within the North York Moors National Park. It also excludes the main urban areas within the borough and the complex of industrial and brownfield land that extends north of Middlesbrough to the Tees Estuary.

The Redcar Flats BLA extends to within approximately 3km of the proposed scheme footprint at its closest point along the low-lying coastline at Coatham Sands, northwest of Redcar. Redcar Flats is identified as a sensitive landscape, however, given the distance to the proposed scheme footprint and the strongly urban/industrial context of outward views, it is predicted that the proposed scheme will have negligible influence on its character.

Similarly, the Eston Hill BLA is some distance from the proposed scheme, with the northern margin of the area located within the outer edge of the study area. Higher land is considered to be a sensitive landscape and reference is made to views north '*over the urban and industrial developments of Teesside and Redcar*'. Given the overall distance to site and existing influence exerted by industrial areas to the north no significant effects are predicted.

In order to address the absence of an existing local landscape character baseline study that encompasses the proposed scheme footprint and its immediate setting, this LVIA describes and names an additional character area; North Middlesbrough to Teesmouth, which extends from the northern conurbation of

Middlesbrough to the River Tees and the boundary with Redcar Flats. The naming of this character area is broadly consistent with the naming of character areas in the Stockton-on-Tees landscape character assessment.

Based upon desktop and field studies key characteristics identified for North Middlesbrough to Teesmouth character area include:

- *A broadly flat, industrial landscape associated with chemical and steel making industries;*
- *Mixture of working and disused industry intermixed with extensive areas of brownfield land;*
- *Major industrial installations dominate the area and form a dramatic skyline;*
- *Noise and smells associated with industrial processes reinforce the industrial character;*
- *The tidal nature of the River Tees is of national and international importance to waterfowl;*
- *Vegetation is limited to low growing scrub and early successional grassland, the result of natural colonisation of previously developed land;*
- *Some heritage assets present associated with past heavy industrial uses (Dorman Long Tower and South Bank Coke Ovens); and*
- *The England Coast Path/Teesdale Way provides the only recreational access where it closely follows the route of a railway line through the middle of the area.*

These key characteristics demonstrate that the landscape areas immediately north of Middlesbrough and either side of the River Tees are relatively uniform. The proposed scheme footprint and its setting is also consistent with the descriptions of the East Billingham to Teesmouth and North Middlesbrough to Teesmouth LCA's.

Hartlepool Landscape Assessment

The assessment focuses on '*relative landscape quality, as opposed to landscape character, as this is considered to be the driving issue behind the use of the assessment as an effective planning tool*'. It identifies seven generic landscape character types of which two fall within the study area:

- Coastal Fringe (coastal areas in the vicinity of Seaton Sands, approximately 3.5km north of the proposed scheme footprint).
- Estuarine (mouth of the River Tees as a linear strip, approximately 3km northwest of the proposed scheme footprint).

Both types include high value areas of landscape that are considered most sensitive to change. The assessment also identifies the negative visual effect of existing industrial areas to the south within Teesside. No significant effects are predicted given the overall distance to site and existing influence exerted by industrial areas to the north.

Character of the site and its immediate setting

The site comprises a section of the River Tees and adjoining riverbank extending to a distance of approximately 1.3km in length. The proposed scheme footprint is included within the area of the STDC and forms part of a wider development area, referred to as the SIZ. The SIZ is divided into three areas with the proposed scheme footprint located in South Bank, an area adjoining the southern bank of the River Tees previously used for heavy industrial purposes but mostly now demolished. Current uses include landfill operations and waste management.

The existing riverbank is hard edged and extensively modified. It includes jetties and a timber and concrete wharf along the riverbank. Several disused buildings and structures also adjoin the southern bank, including a group of five oil tanks that will be demolished outside of this proposed scheme. The landward side of the

site includes areas of coarse grassland and scattered pockets of scrub. Overall, the site exhibits a flat, open and exposed character that is highly degraded as a result of past heavy industrial activity.

Various industrial uses and brownfield land adjoin the proposed scheme footprint and extend more widely. On the opposite, northern riverbank is an extensive oil refinery and chemical works, consisting of numerous large storage tanks, structures, stacks and pipework within extensive hardstandings. Several jetties project into the river, some of which support cranes and other tall structures. A landfill site is located to the west. Beyond this complex, are other large-scale industrial installations which sit immediately alongside areas of rough grassland, scrub and marshland and form prominent landmarks in the flat, open landscape.

Adjoining the proposed scheme footprint to the east is a small group of storage tanks and a brownfield site which extends to a linear quay excavated into the southern riverbank. Several large, modern warehouse-style buildings surrounded by hardstandings adjoin the quay and a number of cranes also line the quay on both sides, the largest of which move up and down the quayside and are prominent in views. Further to the east, large-scale chemical installations and steelworks intermixed with areas of rough grassland and scrub dominate the flat, open landscape as far as the coast and the built-up edge of Redcar.

Adjoining the proposed scheme footprint to the south, and forming the South Industrial Zone planning application which the proposed scheme would support (planning application reference R/2020/0357/OOM), is a group of five oil tanks and to the northwest of these is an active area of mounds, plant and equipment whilst to the southwest of the tanks is a flatter area substantially colonised by rough grass and patches of scrub. Further south, a more extensive area of spoil heaps in various stages of reclamation extend as far as a section of the Stockton to Redcar railway line which passes through the post-industrial landscape. This area also includes the locally prominent Dorman Long Tower and South Bank Coke Ovens as part of a disused steelworks beside the railway line. A mixture of modern retail and commercial development on the built-up edge of Middlesbrough gives way to extensive residential areas of relatively high density, intermixed with open amenity spaces.

Teesport Commerce Park adjoins the proposed scheme footprint to the west. The Park comprises several large, modern warehouse buildings surrounded by hardstandings and other infrastructure that extend to the southern riverbank. This section of the river is also highly modified and includes a number of dry docks, dockside cranes and a wharf parallel with the riverbank. To the west of this, more extensive retail and commercial development adjoins the south side of the river and merges with residential areas on the edge of the Middlesbrough conurbation. On the opposite side of the river, the landscape is more open with sizeable areas of rough grassland, scrub and marshland intermixed with landfill and other industrial developments.

The night-time character is a landscape that is extensively lit. Industrial zones and port facilities include high level lighting masts and floodlighting. Urban conurbations and transport corridors are also densely illuminated. Where pockets of landscape are less well-lit the night-time character remains dominated by extensive lighting in neighbouring areas.

In summary, the proposed scheme footprint and its immediate setting are located within an extensively modified landscape alongside the River Tees, historically supporting heavy industrial uses, including steel making. Although steel making has largely ceased, other heavy industries remain along with related infrastructure, intermixed with brownfield land and active landfill operations. Overall, the proposed scheme footprint and its setting exhibit a strong industrial character.

Landscape sensitivity

Landscape sensitivity is determined by professional judgment, combining levels of ‘susceptibility’ to the proposed change and ‘values’ attached to the landscape. Levels of susceptibility and landscape value are based upon analysis of information gathered during the baseline studies, as set out in the preceding sections, and criteria used in the LVIA methodology.

Susceptibility

The susceptibility of a landscape to development change is discussed in paragraph 5.40 of GLVIA3:

“This means the ability of the landscape receptor (whether it be the overall character or quality/ condition of a particular landscape type or area, or an individual element and /or feature, or a particular aesthetic and perceptual aspect) to accommodate the proposed facility without undue consequences for the maintenance of the baseline situation and /or the achievement of landscape planning policies and strategies.”

The local East Bellingham to Teesmouth / North Middlesbrough to Teesmouth LCA’s clearly have a long history of heavy industrial activity and the character remains strongly influenced by industry and associated infrastructure. Current planning policy is that the site and immediate environs will promote future economic growth facilitated through STDC. Existing planning designations and predicted future development within the area will further reinforce existing industrial character. The proposed scheme is consistent with planning policy and will be compatible with existing and future development.

The widespread presence of detractors which negatively influence the character and perceptual experience of the landscape is also important as is the absence of landscape characteristics, elements and features of value. Consequently, the landscape is judged to be able to accommodate the proposed scheme with negligible effect on the existing baseline.

Overall, the assessment concludes that the level of susceptibility of the local landscape to the proposed scheme is judged to be **low**. The susceptibility of the site to the proposed scheme is also judged to be **low**.

Value

The value attached to the local landscape is determined by the following:

- The landscape is non-designated.
- The quality (condition) of the landscape is mostly poor with the pattern of landscape elements / features either degraded, fragmented or missing altogether as a result of long-established industrial activity.
- Pockets of trees and scrub that have naturally regenerated on the site do not make a significant contribution to the landscape and are common features within the area.
- Scenic quality is poor due to the presence of many incongruous features and detractors.
- Few conservation interests exist, although those that do are of national or international importance.
- Recreational value and facilities are limited.
- Perceptual qualities are predominantly negative with high levels of landscape and visual disturbance and often a lack of tranquillity.

In terms of value attached to the site, its location within a highly degraded landscape with many incongruous features or detractors present in the immediate vicinity, ensures that certain factors are either reduced (scenic quality, representativeness) or absent entirely (landscape quality, rarity, conservation interests, recreational value, perceptual aspects).

Overall, the assessment concludes that the level of value attached to both the site and environs is judged to be **low**.

Sensitivity

The landscape within the proposed scheme footprint and its environs is identified as being of **low value** and of **low susceptibility** to change. It is therefore considered to be of **low sensitivity** to change in respect of the proposed type of development.

19.4.3 Visual receptors

The visual assessment draws upon the ZTV, viewpoint analysis and computer-generated visualisations to determine the potential effects of the proposed scheme on views and visual amenity experienced by a range of receptors within the study area. Visual receptors are people who live or work in the area, visit the area for a specific reason or pass through the area on foot, cycle, car, etc. Key visual receptor groups are summarised below.

In general terms, views towards the proposed scheme footprint are limited by the combination of relatively flat topography and the screening effect of intervening features that includes large scale industrial / commercial development, urban conurbations and dense tree belts (often alongside main road corridors). Elevated vantage points are located to the south east, on steeply rising ground at Lazenby Bank, Eston Bank and Errington Wood. Whilst views are extensive, varied and dramatic they are also quite distant from the proposed scheme and the site is hard to differentiate amongst the surrounding myriad of urban and industrial features.

There is a virtual absence of receptor locations on the north bank of the River Tees, opposite the proposed scheme footprint. Land is security fenced with no public access and dominated by an oil refinery, silos and chemical works. A raised landfill site to the west of the site creates a local visual horizon.

Views from residential properties

Properties in closest proximity to the proposed scheme footprint are located between 1.3km to 2.5km distance, to the south at South Bank and Grangetown. Existing views are typically ordinary or poor in character, often including prominent tall industrial / infrastructure features that detract from the view. Viewpoints 2, 9 and 10 are considered representative of views obtained from residential properties and associated amenity areas in proximity to the site (**Figures 19.4A, 19.11A and 19.12A in Appendix 14**).

Views from recreational routes / public rights of way

Two long distance recreational routes cross the study area and are included in the assessment:

- England Coast Path/ Teesdale Way, which passes within approximately 800m of the proposed scheme footprint to the south where it closely follows a section of the Stockton to Redcar railway line. The coastal path also passes within approximately 2km to the west following the route of the A178.
- National Cycle Route (NCR) 1, which follows local roads and streets through the built-up area of Eston on the north eastern edge of Middlesbrough and passes within approximately 1.3km of the proposed scheme footprint to the south where it partly coincides with the route of the A66.

In addition to these long-distance recreational routes, one shorter public footpath crosses the study area: Footpath 102/2/1, which coincides with the route of England Coast Path/ Teesdale Way. For the purposes of this assessment, this public footpath is assessed as part of the coastal path. Viewpoint 4 is representative of a close range view from the England Coast Path (**Figure 19.6 in Appendix 14**).

The National Cycle route in closest proximity to the proposed scheme footprint follows roads at Grangetown and South Bank. Views are urban and industrial in character and often restricted by intervening buildings and vegetation.

Views from heritage assets

The primary heritage asset included in this section is the Tees Transporter Bridge, specifically from the viewing area at the foot of the bridge. Refer to Viewpoint 12, **Figure 19.14A** in **Appendix 14**.

Views from recreational sites

There are a number of locations within the study area that are frequented by sightseers and other recreational users. These include:

- Coastal margins at Coatham Sands, nature reserves at Bran Sands and North Gare Sands and the North / South Gare Breakwaters at Tees Mouth to the north east;
- Coatham Marsh Nature Reserve to the north east;
- Errington Wood, woodland walks with picnic areas and elevated views to the north and west;
- Lazenby Bank, Eston Nab and Eston Moor. The elevated and wooded escarpments offer distant views to the north within a woodland / moorland setting;
- Cargo Fleet River View Park. A small park located on the south bank of the River Tees south west of the site;
- RSPB Saltholme and neighbouring reserves, approximately 3km to the west. The area obtains distant views towards the site but the site itself is screened by a raised landfill site and other intervening features. The overall middle and far distant view to the east is dominated by a myriad of stacks, silos and pylons that project into the skyline.

Viewpoints 1, 3, 6, 7 and 11 are representative of key views from recreational sites (**Figures 19.3A, 19.5A, 19.8A, 19.9A** and **19.13A** in **Appendix 14**).

Views from local roads and railways

Local roads and railways which run through the study area and are included in the assessment are limited to:

- A66, which links Redcar with Middlesbrough and passes within approximately 1.3km of the proposed scheme footprint to the south where it skirts around South Bank;
- A178, which extends north of Middlesbrough to Hartlepool and passes within approximately 2km of the proposed scheme footprint to the west in the vicinity of Saltholme Marshes; and
- Stockton to Redcar railway, which passes within approximately 800m of the proposed scheme footprint to the south.

Viewpoints 4, 5, 8 and 10 are considered representative of views from roads and railway in closest proximity to the proposed scheme footprint (**Figures 19.6, 19.7, 19.10** and **19.12A** in **Appendix 14**).

19.4.4 Visual receptor sensitivity

Visual receptor sensitivity is determined by professional judgment, combining levels of 'susceptibility' to the proposed change and 'values' attached to the view. Levels of susceptibility and value are based upon analysis of information gathered during the baseline studies, as set out in the preceding sections, and criteria used in the LVIA methodology.

Visual receptor sensitivity at each of the representative viewpoints is summarised in the tables at **Appendix 12**. High sensitivity view receptor locations have been identified at Eston Nab (Viewpoint 1), Errington Wood (Viewpoint 11) and the Tees Transport Bridge viewing area (Viewpoint 12).

19.4.5 Future baseline

The proposed scheme lies within a wider area of future economic regeneration, to be delivered through the South Tees Regeneration Programme. The South Tees Regeneration Masterplan (STRM) identifies large tracts of land to the south of the River Tees that will be transformed into a world-class, modern and large-scale industrial business park. The proposed scheme falls within the SIZ of the STRM. Land adjoining the proposed scheme is currently in outline planning for the development of up to 418,000sqm of general industry, storage or distribution facilities with office accommodation, HGV and car parking and associated infrastructure works.

Although not yet determined, it is likely the proposed scheme will be seen in context of future development comprising of large scale warehouse and industrial buildings within the SIZ. As a result, the existing industrial character of the site and its surroundings is predicted to be further reinforced by future development.

The most significant potential aspect of the future baseline is that large scale buildings may alter the setting, screen, or partially screen views to the proposed scheme. Where appropriate the assessment includes commentary regarding potential effects of the SIZ development as a 'future baseline' to the proposed scheme.

19.5 Landscape and visual effects

This section describes the significance of landscape and visual effects on baseline conditions during the construction and operational phases of the proposed scheme. The significance of landscape and visual effects is determined by professional judgement, based on the sensitivity of the receptor, combined with the magnitude of the effect. Effects can be adverse or beneficial.

The ZTV shown on **Figure 19.2** illustrates the theoretical extent of the study area within which proposed tall structures may be seen. The combination of tall structures and flat surrounding landscape results in a ZTV that appears to be both extensive and relatively unbroken. The ZTV has some merit in demonstrating the screening effects of urban and industrial areas and was used to inform the selection of representative viewpoints, however, the extent of the ZTV should not be interpreted as a 'degree of effect'.

Potential effects of the proposed scheme were assessed from a series of representative viewpoints located within the ZTV (see **Appendix 12 and 14** and **Figure 19.2**). The assessment of viewpoints identifies effects on specific receptors but may also inform professional judgement of the potential effects upon other receptors in similar geographical locations to the viewpoint.

19.5.1 Mitigation measures

Woodland, tree and shrub planting is a typical mitigation measure used to screen development and improve integration of a scheme within the landscape. Given the location of the proposed scheme, the 'remoteness' of the application boundary to receptor locations and very tall height of proposed structures, the use of landscape planting is not considered to be practical, effective or appropriate to the character of the site. Both short term and long term operational effects will therefore remain the same.

The future development of the SIZ scheme to the immediate south of the proposed scheme footprint may include landscape planting along the western site boundary, adjacent to Smith's Dock Road. Long term

establishment of planting could have a beneficial screening effect in views towards the proposed scheme from close range receptors travelling along the road. Given the lack of detail over future delivery, nature and extent of development this assessment assumes a 'worst case' scenario and does not include potential beneficial effects of planting within neighbouring sites.

19.6 Potential landscape and visual effects during the construction phase

Landscape and visual effects that result from the construction process will be temporary and short term. Physical effects to existing landscape features will occur during the site clearance phase of construction.

19.6.1 Effects on physical landscape features

There will be no loss of significant landscape features within the proposed scheme footprint. The proposed scheme will result in the loss of areas of rough grassland and scattered scrub and require minor alteration of existing topography. Existing features are considered to be of low sensitivity to change. Loss or alteration of those features will incur a low adverse magnitude of effect and a **negligible** overall significance of effect.

19.6.2 Effects on landscape character and visual receptors

Construction activity will include establishment of site cabins, vehicular parking, materials storage and processing facilities, hoarding and fencing. Vehicular access to site will be via Smith's Dock Road and / or Tees Dock Road. Site activity during construction will be varied and include stripping and temporary stockpiling of soils and materials. There will be constant and varied vehicular movements and on-site activity. Construction phases will require the use of relatively tall plant including cranes, piling rigs and a concrete crusher. Certain activity will require use of river barges.

Quayside construction activity will be at ground level. Use of taller plant will not be prominent in views from receptors. Views from close range residential receptors to the south of the site are screened by intervening features. Tall plant is unlikely to be seen above built and vegetative horizons and where there are glimpsed views to plant these will be seen in context of other comparable, visually distracting features. In views from high sensitivity visual receptor locations on distant, elevated ground to the south and east, construction activity will barely be perceptible in the wider scene, appearing indistinguishable from the complex visual pattern of existing infrastructure and industrial features.

Increased construction traffic at site entrances and local roads will not incur significant effects to other (low sensitivity) road users. Construction traffic will be typical of existing heavy goods and haulage vehicle movements that are synonymous with surrounding industry. There will be no discernible effect to users of the England Coast Path that runs alongside the Tees Dock Road; existing views are poor, dominated by transport infrastructure and industry. Effects on views from close range receptors will be low adverse magnitude and incur a **minor negligible adverse** significance of effect.

No significant effects are predicted to landscape character during the construction phase. The existing site and wider environs are heavily industrial in character, including disparate brownfield areas, buildings, very tall infrastructure, towers and stacks. Construction activity will not alter existing character, with plant, structures and activity being comparable in nature and appearance to the existing baseline.

Effects on landscape character during the construction phase will be low adverse magnitude and incur a **negligible** overall significance of effect.

19.7 Potential landscape effects during the operational phase

There will be no significant effects upon either the character of the proposed scheme footprint, its immediate environs or adjoining landscape character areas during the operational phase of the proposed scheme. The proposed scheme will be compatible with the existing, strongly industrial landscape that includes large-scale industrial buildings, infrastructure and transport corridors. Key characteristics of the existing landscape will not be significantly altered. The removal of derelict and disparate structures along the existing riverbank and introduction of the proposed new quay will be of some benefit to the river front character.

Potential effects to landscape character outside of the site, result from indirect visual effects of the proposed scheme, experienced by receptors within those surrounding landscape areas. In all cases, regardless of certain landscape areas being of high sensitivity or high value, existing character is strongly influenced by views towards extensive areas of industry and infrastructure. Despite proposed cranes and temporarily stored wind turbine components being very tall (theoretically visible across almost the entire study area) the effect of those features will not significantly alter existing visual character, as perceived from the surrounding landscape.

There will be no significant effect upon night-time character of the landscape. The proposed quay will be uniformly lit from high level masts, introducing more lighting than currently exists within the site. However, in context of the existing, extensively lit night-time character the magnitude of change will not be significant.

The proposed scheme will incur **low adverse** magnitude of effect on landscape character within the site and the wider environs, the overall significance of effect is considered to be **negligible**.

Effects will be permanent, lasting the duration that tall cranes and stored components are present as an operational feature of the proposed scheme.

19.8 Potential visual effects during the operational phase

This section summarises the effects of the proposed scheme on views within the study area and on visual receptors (people) who experience the view during the operational phase of the scheme. An assessment of visual effects was undertaken from 12 viewpoints, selected to represent typical views from key receptors at varying distances and orientations around the site. The locations of the viewpoints are identified on **Figure 19.3** in **Appendix 14**. Refer also to the Representative Viewpoint Analysis Tables (**Appendix 12 19.1**) and viewpoint photography / photomontage views (**Figures 19.3A to 19.14B** in **Appendix 14**).

General overview

Predicted visual effects are based upon a 'worst case' scenario that the proposed scheme will be used in support of the offshore wind farm industry, requiring pre-assembly and storage of very tall wind farm components, the use of tall cranes and mooring of large installation vessels at two berth points on the quayside. It should be noted that full height wind turbine towers (up to 150m high) stored vertically on the quayside will not be present at all times and that numbers of towers stored and out-loaded to vessels will be sequential and vary.

The operational effects of the proposed quay and other associated ground level features, will not incur significant visual effects. General views towards the proposed scheme footprint are often limited by intervening buildings and established belts of vegetation. There are no publicly accessible receptor sites that will obtain close range views of the quay. The proposed quay will be set into the riverbank and its appearance will be compatible with existing riverside structures. Where potential views do exist, they are at some distance and the quay and landside features will either not be visible or, at worst, barely discernible.

Manoeuvring and mooring of large installation vessels alongside the proposed quay is also considered visually compatible with existing vessels that make passage along the river and are an integral feature of the industrial River Tees. Similar (albeit smaller) vessels are often moored upstream at Normanby Wharf; tall jack up legs seen high in the skyline form part of the riverside visual character.

Potential significant visual effects will be derived from the operational use of very tall heavy lift cranes and the storage and assemblage of tall, large scale wind farm components. Tall features will potentially be seen rising above local visual horizons, or may be visible from elevated vantage points within the study area.



Figure 19.1 Example of a heavy lift crawler crane

The most visually prominent section of the heavy lift crane will be the main tower, standing approximately 106m above ground level with an 8m base diameter. The lattice boom can extend up to 192m and as a structure it is substantial but in distant views the open steelwork construction will be slightly 'lighter' in appearance. The crawler cranes can be moved along the quayside. During operational phases and out-loading to vessels the cranes will be stationed at each of the heavy lift platforms, approximately 300m apart.

Summary of visual effects

Effects on views from residential properties

The effects on representative views from residential receptors are illustrated in the computer generated photomontage images; **Figures 19.4B, 19.11B and 19.12B in Appendix 14.**

Residential properties and associated amenity space in closest proximity to the proposed scheme footprint are at South Bank and Grangetown. Middle distant horizons are formed by residential property and

vegetation. Industrial towers, stacks and pylons are often prominent in the skyline. Existing views towards the site from both of these communities are generally of ordinary or poor quality and the overall sensitivity of the receptor locations considered to be medium.

There will be no views to ground level activity within the proposed scheme. Effects will be derived from the visibility of proposed tall features (lifting cranes, the tallest stored wind turbine components and upper sections of installation vessel jack up legs) seen above middle distant horizon lines. The magnitude of change in views varies between medium to low adverse depending, in part, on the degree of visibility and intermix of proposed features seen against existing industry and infrastructure.

The overall assessment of the significance of effect in views from residential property to the south of the proposed scheme footprint ranges between **minor moderate adverse** to **minor adverse**. In terms of EIA these effects are not significant.

Views from recreational routes / public rights of way

Public rights of way are comparatively few within the central study area. In closest proximity to the proposed scheme footprint is the long distance England Coast Path / Teesdale Way. The route follows busy roads and the railway corridors to the south of the proposed scheme footprint. Existing views are highly industrial in character with perceptual attributes adversely affected by traffic movement, noise and smells. National Cycle Route 1 also follows busy urban road corridors. Potential views towards the proposed scheme will be transitory, varied and mostly screened by intervening built features.

There will be no views to ground level activity within the proposed scheme footprint. Upper sections of the proposed heavy lift cranes and the tallest stored wind turbine components will be seen above the middle distant horizon line and in the context of existing industrial and infrastructure features. The magnitude of change in views is predicted to be low adverse.

The overall assessment of the significance of effect in views from recreational routes to the south of the site is **minor adverse**. In terms of EIA these effects are not significant.

Views from heritage assets

The effects on the representative view from the viewing area is illustrated in the computer generated photomontage image, **Figure 19.14B** in **Appendix 14**.

Representative viewpoint 12 specifically addresses potential effects experienced by high sensitivity receptors at the viewing area on the southern river bank immediately adjacent to the Tees Transporter Bridge. The bridge dominates the foreground scene and the iconic structure is the focus of the viewer's attention.

There will be no views to ground level activity within the proposed scheme footprint. Lifting cranes, tall wind turbine components and upper sections of installation vessel jack up legs will be seen against the skyline. Proposed features will be partially screened by the Teesside BioMass building which will remain the more dominant feature in the middle distance. Proposed tall structures will be seen in context of the existing bio-mass facility, stacks, silos and very tall electricity pylons at the river crossing point.

The predicted magnitude of change in the view is low adverse. The assessment of the significance of effect in views from the site of the transporter bridge is **minor adverse**. In terms of EIA the effect is not significant.

Views from recreational sites

The effects on representative views from recreational sites are illustrated in the computer generated photomontage images; **Figures 19.3B, 19.5B, 19.8B, 19.9B and 19.13B** in **Appendix 14**.

Representative viewpoint locations include high sensitivity receptor sites at Eston Nab and Errington Wood. Both are popular with walkers and other recreational users. They are located on steeply rising ground with extensive and elevated panoramic views that encompass coastal margins, farmland, dense urban conurbations and extensive industrial development in the River Tees plain.

Both locations are distant from the proposed scheme footprint and proposed taller features will be seen within a strongly industrial complex of buildings, towers, stacks and pylons. The distant view from Errington Wood is more strongly influenced by a foreground of arable fields and wooded slopes, although industrial and urban conurbations remain significant features in the view. Proposed taller structures will be seen in the distance and above the skyline.

The predicted magnitude of change in both the Eston Nab and Errington Wood views is considered low medium adverse. The assessment of the significance of effect in the views is **minor moderate adverse**. In terms of EIA these effects are not significant.

Cargo Fleet River View Park is located to the south west of the proposed scheme footprint on an elevated knoll of land. Outward views are limited by surrounding dense vegetation. The most open aspect, and focus of the view, is upstream, away from the proposed scheme footprint. Proposed taller features will be seen in filtered / glimpsed views through existing vegetation and in context of existing tall industrial and riverside features, including moored windfarm installation vessels and cranes. The assessment of the significance of effect in the view is **minor negligible adverse** and not significant.

Other recreational receptor sites include those within sensitive coastal margin landscapes to the north east of the site at South Gare peninsula and Coatham Marsh Local Nature Reserve. In both cases the existing view is strongly influenced by tall industrial features clearly seen in the skyline and often forming the visual horizon. The magnitude of change in these views is predicted to be low adverse and the assessment of the significance of effect in the view is **minor negligible adverse**. In terms of EIA these effects **are not significant**.

No significant effects visual will occur to road and rail users. Both receptor groups are considered to be low sensitivity and any magnitude of change in existing, transitory views towards site will **be low adverse or negligible**.

In summary, the range of representative viewpoints and associated varying experiences of receptors demonstrates that the proposed scheme will not incur significant adverse visual effects. Existing views towards the proposed scheme footprint are strongly influenced by industrial and urban features. There will be no views to ground level, quayside activity. Where proposed tall structures are visible in closer range views, they will be seen in context of other comparable tall features, either in the foreground or forming part of the existing horizon. In more distant or elevated views proposed tall structures may be seen in the skyline but the magnitude of change in the view will be diminished by the wide and varied context of the scene.

Effects will be permanent, lasting the duration that tall cranes and stored components are present as an operational feature of the proposed scheme.

The proposed heavy lifting cranes are some of the largest in the world and the wind turbine components are equally massive in size. Proposed features are matched in scale by the expansive industrial landscape. The predicted and planned future use of the site and surroundings is large scale, modern Industrial

development. The proposed quayside, its potential use in support of the wind farm industry and requirement of large scale lifting cranes are considered to be both visually and contextually compatible with existing and future emerging industry.

19.9 Compliance with planning policy.

In **Table 19.2** the proposed scheme is assessed against planning policy relevant to landscape and visual matters summarised at **Section 19.2**.

Table 19.2 Compliance with planning policy

Policy / guidance	Compliance commentary
NPPF 2019	
Achieving well-designed places, Paragraph 127	Complies. The proposed scheme will replace existing derelict and degraded riverside structures with a new quay, appropriate to the industrial character and function of the River Tees.
Conserving and enhancing the natural environment, Paragraph 170	Complies. The scheme will introduce improvements to an existing degraded site and has no adverse effect upon landscape character or valued landscapes.
Paragraph 180: limiting the impact of light pollution.	Complies. The proposed scheme will not cause significant adverse effects to existing night time character. Proposed lighting will be seen in context of existing, extensive night time lighting within neighbouring industrial, port and urban conurbations.
Redcar and Cleveland Local Plan (2018)	
Policy SD4 (General Development Principles)	Complies. The proposed scheme will not incur significant adverse impact on environmental assets. The development is appropriate to the existing character of the site and its surroundings.
Policy LS4 (South Tees Spatial Strategy)	Complies. The proposed scheme is considered to represent an improvement of the environmental quality of the River Tees.
Policy N1 (Landscape)	Complies. The proposed scheme will not cause loss of features important to the character of the landscape. Landscape planting is not considered to be practical, effective or appropriate to the character of the site.
South Tees Area Supplementary Planning Document (SPD) 2018	
Development Principle STDC1 (Regeneration Priorities)	Complies. The proposed scheme will not cause loss of features important to the character of the landscape. The scheme will introduce improvements to an existing degraded site and has no adverse effect upon landscape character or valued landscapes.

The proposed scheme is considered to comply with current planning policy and future development strategies that relate to landscape and visual issues.