Landscape and Visual Appraisal

Tees Valley Bottom Ash Facility
Grangetown Prairie, Dorman Point
Prepared on behalf of Viridor Waste Limited
March 2023

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TEES VALLEY BOTTOM ASH FACILITY
GRANGETOWN PRAIRIE, DORMAN POINT

LANDSCAPE AND VISUAL APPRAISAL

VIRIDOR WASTE LIMITED

MARCH 2023

TERENCE O'ROURKE

TEES VALLEY BOTTOM ASH FACILITY
GRANGETOWN PRAIRIE, DORMAN POINT
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1.0 Townscape and visual effects

Introduction

1.1 Terence O'Rourke Ltd has been commissioned on behalf of Viridor Waste Limited to prepare a landscape and visual appraisal in relation to the proposal to build and operate a Bottom Ash (BA) Facility on the land immediately adjacent to the Tees Valley energy recovery facility (ERF) site, which benefits from outline planning permission, at Grangetown Prairie Land, east of John Boyle Road and west of Tees Dock Road, Grangetown. See figure 1.

1.2 The purpose of this appraisal is to identify, describe and assess the potential effects of the proposed BA Facility development on the landscape and visual amenity of the site and its surroundings.

References and data sources

1.3 In preparing this appraisal the published documents and plans set out in table 1.1 have been referred to. The application site is from this point on simply referred to as the site.

Natural England, October 2014, An Approach to Landscape Character Assessment
Landscape Institute and Institute of Environmental Management and Assessment, 2013, Guidelines for Landscape and Visual Assessment (3rd edition)
Landscape Institute, 2021, Assessing landscape value outside national designations Landscape Institute Technical Guidance Note 02/21
Landscape Institute Technical Guidance Note 02/21, Assessing landscape value outside national designations
Ministry of Housing, Communities and Local Government, July 2021, The National Planning Policy Framework
Ministry of Housing, Communities and Local Government, National Planning Practice Guidance (NPPG)
Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 17 September 2019
Redcar & Cleveland Borough Council, adopted May 2018, Redcar & Cleveland Local Plan
Tees Valley Joint Committee, adopted September 2011, Joint Minerals and Waste, Core Strategy DPD
Tees Valley Joint Committee, adopted September 2011, Joint Minerals and Waste, Policies and Sites DPD
Redcar & Cleveland Borough Council, adopted May 2018, South Tees Area SDP
Redcar & Cleveland Borough Council, March 2010, Landscape Character SDP
Natural England National Character Area Profile from www.naturalengland.org.uk
Redcar & Cleveland Borough Council, April 2006, Redcar & Cleveland Landscape Character Assessment
Stockton on Tees Borough Council, July 2011, Stockton on Tees Landscape Character Assessment
Table 1.1: References and data sources

The site

1.4 The proposed BA Facility site lies within the area known as Grangetown Prairie, owned by the South Tees Development Corporation (STDC). The site forms part of 1,800 ha of land previously occupied by heavy industry and infrastructure that is subject to STDC's Regeneration Master Plan. The proposed BA Facility site is therefore part of a previously developed industrial site that was formerly used for the

production of iron and steel. Following the closure of the steel works and cessation of industrial activities, the building complex was cleared some years ago and the site is now vacant.

1.5 The site lies within the south west corner of the STDC regeneration area, within the Grangetown Prairie Zone. It is located approximately 1.5 km from the River Tees to the north, around 6.5 km to the north east of Middlesbrough and approximately 5 km south west of Redcar town centre. It is also located immediately adjacent to the eastern boundary of the Tees Valley ERF site.

1.6 The proposed BA Facility site covers an area of around 4.74 ha, that is rectangular in shape and situated to the east of John Boyle Road (with the ERF site in between), Tees Dock Road further east, the A66 to the south and the railway line to the north. Whilst the site does not currently have direct access to the public highway, it is expected that STDC will provide new road infrastructure to serve the site in the near future, as part of the Regeneration Master Plan. See figure 2, topography.

2.0 Policy context

Relevant planning policy documents

2.1 The key planning documents applicable to the study area are, on the national scale, the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

2.2 At a local level, the site lies within the administrative area of Redcar and Cleveland Borough Council. Their planning policies are contained within their Development Plan, the key document being the Redcar and Cleveland Local Plan, adopted May 2018. There are also two jointly produced minerals and waste development plan documents, a policies map, and various supplementary planning documents (SPD).

2.3 A distance of approximately 5 km from the site boundary has been identified as an appropriate distance within which to consider the wider townscape setting of the site. This has been based on a site visit and a zone of theoretical visibility (ZTV) plan See figure 7. This 5 km area will from now on within this appraisal be termed the study area. Part of this study area is located within the administrative area of Stockton and Tees Council. The planning policies for this area are contained within their Development Plan, the key document being the Stockton and Tees Local Plan, adopted January 2019.

2.4 An appraisal of these documents has been carried out identifying the key landscape related planning designations, as well as relevant nature conservation and cultural heritage designations that may also have an impact on the landscape. These are illustrated in figure 3 and summarised below. A full list of policy criteria can be found in technical appendix A, part 1.

National planning policy and guidance

2.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England, the following of which are relevant to the landscape and visual report:

National Planning Policy Framework (NPPF) July 2021

Achieving sustainable development

- Paragraph 8 – achieving sustainable development

Making effective use of land

- Paragraph 119 – planning policies and decisions promoting effective use of land
- Paragraph 120 – list of considerations for planning policies and decisions

Achieving appropriate densities

- Paragraph 124 – list of considerations for supporting development
- Paragraph 125 – making optimal use of the potential of each site

Achieving well-designed places

- Paragraph 126 – the requirement for good design
- Paragraph 129 – use of local or national design guides and codes
- Paragraph 130 – list of considerations for developments
- Paragraph 131 – The important contribution of trees
- Paragraph 134 – Weight given to schemes that reflect local design guidance and are innovative, of high quality and sustainable

Conserving and enhancing the natural environment

- Paragraph 174 – list of planning policies and decisions that contribute to and enhance the natural and local environment
- Paragraph 175 – allocating land with the least environmental or amenity value
- Paragraph 176 – consideration of applications in or near protected environments

Conserving and enhancing the historic environment

- Paragraph 189 – importance of the historic environment
- Paragraph 190 – consideration of a strategy for the conservation of the historic environment

Proposals affecting heritage assets

- Paragraphs 194, 195 and 197 – proposals affecting heritage assets

Considering potential impacts

- Paragraphs 199, 200, 201, 202 and 203 – considering potential impacts.

National Planning Practice Guidance (NPPG)

2.5 The NPPG is a web-based resource that supports the NPPF and contains government guidance, the following of which are relevant to the landscape and visual assessment:

- Paragraph: 001 Ref ID: 26-001-20191001 – Design: Process and tools
- Paragraph 005 Ref ID: 8-005-20190721 – Green Infrastructure
- Paragraph 006, Ref ID: 8-006-20190721 – Green Infrastructure
- Paragraph 008 Ref ID: 8-008-20190721 – Green Infrastructure
- Paragraph 036 Ref ID: 8-036-20190721 – Landscape
- Paragraph 037 Ref ID: 8-037-20190721 – Landscape.

Local policy

Redcar and Cleveland Local Plan

2.6 Redcar and Cleveland Local Plan was adopted in May 2018. The key landscape related policies are the following:

- Policy SD 4 – General development principles
- Policy SD 6 – Renewable and low carbon energy
- Policy LS 4 – South Tees spatial strategy
- Policy N 1 – Landscape
- Policy N 2 – Green infrastructure
- Policy N 3 – Open space and recreation
- Policy HE 1 – Conservation areas

Tees Valley Joint Minerals and Waste Development Plan Documents, Core Strategy DPD

2.7 The Tees Valley joint minerals and waste development plan documents, Core Strategy DPD was adopted September 2011. The key landscape related policy is the following:

- Policy MWC8 – General locations for waste management sites

Tees Valley Joint Minerals and Waste Development Plan Documents, Policies and Sites DPD

2.8 The Tees Valley joint minerals and waste development plan documents, Policies and Sites DPD was adopted September 2011. The key landscape related policies are the following:

- Policy MWP8 – South Tees Eco-Park (Redcar and Cleveland)
- Policy MWP10 – Construction and demolitions waste recycling

Redcar and Cleveland South Tees Area Supplementary Planning Document

2.9 The Redcar and Cleveland Borough Council's South Tees Area SPD was adopted May 2018. The key landscape related policies are the following:

- Policy STDC1 – Regeneration Priorities
- Policy STDC7 – Natural Environmental Protect and Enhancement
- Policy STDC8 – Preserving Heritage Assets
- Policy STDC14 – South Industrial Zone

Stockton-on-Tees Local Plan

2.10 Local Plan contains a number of similar policies to the Redcar and Cleveland Local Plan. The key landscape related policies are the following:

- Policy SD5 – Natural, built and historic environment
- Policy ENV 6 – Green Infrastructure, open space, green wedges and agricultural land
- Policy HE1 – Conservation and enjoyment of the historic environment.

Methodology

2.11 The appraisal judges the potential effects of the proposed development on the landscape and visual receptors that have been identified. The sensitivity of each landscape or visual receptor and the magnitude of change as a result of the proposals is determined. Further details of the methodology used in the appraisal are set out in full in appendix A part 2 and in figures A2.1 to A2.4 at the end of this report. Details of the methodology used in the photographic survey and photomontages are set out in appendix A part 3.

Limitations and assumptions

2.12 In undertaking the assessment of landscape and visual effects of the proposed development, the following assumptions have been made:

- Professional judgement is an important consideration in the determination of the overall landscape and visual effects and even with qualified and experienced professionals there can be differences in the judgements made
- The accuracy of the Digital Surface Model (DSM) used to prepare the zone of theoretical visibility (ZTV) falls within acceptable limits; however, there are potential discrepancies between the DSM and the actual landform where there are minor topographic features that are too small to be picked up. The Bluesky data can pick up the majority of the woodland and buildings, although areas can be missed between the 1 m grid. (See Appendix A part 2)
- Private views from residential properties have not been assessed within this LVA, as the LI guidance states that if required this is to be assessed separately within a distinct Residential Visual Amenity Assessment. However, representative or specific viewpoints from adjacent publicly accessible streets or areas have been assessed to take into consideration views that may be afforded from receptors of a residential street / area
- During fieldwork, any significant discrepancies in the ZTV are recorded and later amended. Fieldwork was confined to accessible parts of the site, public rights of way, transport routes and other publicly accessible areas
- To illustrate all potential viewpoints from which the proposals will be seen by the different visual receptors within the study area is not practical and is unnecessary for the purposes of the LVA.

3.0 Townscape baseline conditions

3.1 As part of the desktop assessment, previous classifications, and evaluations of the surrounding landscape within the study area have been examined. The purpose of this was to assess whether the site shares any of these common landscape / townscape characteristics and to assess how typical or unique the site is within the landscape context. It also helps to understand the landscape characteristics of the study area and how the site interacts with them.

3.2 The baseline study concentrates on the site and the wider area within the surrounding townscape. A distance of approximately 5 km from the site boundary was identified as an appropriate distance within which to consider the wider townscape setting of the site. Though the site may be visible from beyond this distance in some seasonal and weather conditions, it was considered to be too distant to allow any clear identification of the site features and precise boundaries or to create any adverse landscape and visual impact.

Landscape character

National Landscape Character Areas (Refer to figure 5)

3.3 The national character assessment provides a description of the landscape character of the area at its broadest level in the Natural England National Character Area Profile. The site and the majority of the 5 km study area is within the National Character Area 23, Tees Lowlands. The key characteristics of this area that are considered relevant to the character of the study area are:

- *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.*
- *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.*

3.4 The site shares some of these key characteristics, being located within the large industrial landscape to the south of the River Tees and a brownfield site adjacent ERF site and on a site surrounded with powerlines and electrical pylons.

3.5 The elevated slopes of the Eston Hills to the south east of the study area falls within national character area 25, North Yorkshire moors and Clevelands Hills. The key characteristics of this area that are considered relevant to the character of the study area are:

- *Upland plateaux, generally below 400 m, dissected by a series of dales – some broad and sweeping but others narrow, steep sided and wooded – creating strong contrasts between open moors and enclosed valleys.*

- *Valley landscapes characterised by pastoral farming, with a clear demarcation and strong visual contrast between the enclosed fields with some species-rich grasslands and wetlands, farms and settlements, and the bracken-fringed moorlands above*
- *Panoramic views over moorland plateaux, ridges and dales and out over surrounding lowland landscapes and the North Sea.*

3.6 As stated above the national character assessment provides a description of the landscape character areas at its broadest, strategic level. Furthermore, these areas cover very large areas. It is therefore considered unlikely that the proposed development would influence the landscape character at a national area scale. This appraisal therefore focuses on the local level landscape character assessments.

Local landscape character areas (Refer to figure 6)

3.7 The landscape character areas and types identified within the 5 km study area are covered by Redcar and Cleveland Landscape Character Assessment, dated April 2006 (RCLCA) and the Stockton-on-Tees Landscape Character Assessment, dated July 2011 (SoTLCA).

3.8 The character areas identified within the Redcar and Cleveland Landscape Character Assessment are located in the south eastern section of the 5 km study area. No assessment of the industrial areas around Teesmouth, within which the site is located, or the adjacent residential areas are included. Due to a lack of detailed local landscape character assessments of both the industrial and residential areas, for the purpose of this appraisal we have assigned broad landscape character types using both information gained from desktop studies and the site visit.

3.9 The baseline study has established that the following landscape character areas and associated landscape resources may be affected by the development proposals:

Redcar and Cleveland Borough Council
- Eston Hills Broad Landscape Area
- Redcar Flats Broad Landscape Area

Stockton-on-Tees Borough Council
- East Billingham to Teesmouth

Project level character areas
- Industrial areas
- Residential areas
- The site

Redcar and Cleveland Landscape Character Area

3.10 The broad landscape character areas identified within the RCLCA are further subdivided into Landscape Units (or types). For the purpose of this appraisal the broad landscape character areas have been considered sufficient to assess the

impact of the proposed development on the landscape. Therefore, the finer detailed landscape units have not been used.

Eston Hills Broad Landscape Area

3.11 This character area is described as follows:

'The Eston Hills are characterised by a complex of prominent steep-sided hills linked by low saddles which form a parallel series of foothills, or outliers, to the main escarpment of the Cleveland Hills, which lie within the North York Moors National Park. Open moorland and wooded hillsides and escarpments contribute to the distinctive character of this area and give it an identity unlike any other part of the Borough. An area of parkland at Wilton is important within the tract.

Extensive and contrasting views are available from many locations; to the south there is the backdrop of the Cleveland Hills. To the north there are views over the urban and industrial developments of Teesside and Redcar.

The Eston Hills Tract consists of elevated areas: the Eston Hills upland between Dunsdale and Ormesby....'

Under the Character Assessment, the landscapes in this tract are classified into Sensitive Landscapes over the landscape units on the higher land… The uplands have a high strength of character, a product of a dominant landform and a strong woodland pattern.

In the Sensitive Landscapes, changes in character are discouraged and the emphasis is on retention of landscape elements; indeed, changes will take on a visual prominence over much of this area on the more elevated parts. Location and design are of crucial importance. New planting for screening or integration should closely reflect the nature and detail of the existing vegetation.'

3.12 This southern elevated area of Redcar contributes strongly to its rural setting and provides the backdrop to the urban areas. It forms a dominant undulating landform, particularly to the north, where the scarp slope presents a marked contrast to the Tees Lowlands. The land use varies from dense woodland to agricultural fields, rough grass, bracken and amenity grassland.

3.13 The area also provides strong public access and recreational opportunities for the urban population. The contrasting and extensive panoramic views are a key characteristic.

Redcar Flats Broad Landscape Area

3.14 This character area is described as follows:

The Redcar Flats are contained by the escarpment of the Eston Hills to the south and the coast to the north. Over the inland part of the tract, the presence of high quality farmland has encouraged intensive arable cultivation and the enlargement of fields

The hedgerow pattern is sparse and there are few landscape features to interrupt the open, gently sloping landscape.

Long views predominate in this landscape, and skyline features take on particular importance. The industry at Wilton Works, and the abrupt urban edges of Redcar, Marske, New Marske, Saltburn and the A174 and railway corridors have a strong local influence on landscape character.

Under the Character Assessment, the coastal zone in this tract is classified as Sensitive Landscape. In this open landscape, largely the product of maritime exposure, any development will be very open to view. Location and design are of major importance, and opportunities should be taken to integrate the development into adjacent urban areas and to screen by planting, with shelter provided where exposure would otherwise hinder or prevent successful establishment.

Other Sensitive Landscape areas in this tract are the parkland at Kirkleatham and the wooded valley at Hazel Grove, where the priority is the retention of existing landscape constituents.

The remainder of this tract, inland of the coast, is classified as Restoration Landscape. Existing features in this denuded landscape are relatively sparse, due to hedgerow decline and loss, and their retention is important to 'place' new development, to act as the basis for additional planting, or for the creation of 'new landscape.' Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure.'

3.15 This area covers high quality farmland and coastal areas, highly influenced by the adjacent industrial areas. There are relatively few remaining landscape features, with good opportunities for improvement.

Stockton-on-Tees Landscape Character

3.16 Broad landscape character areas identified within the SoTLCA are subdivided into Landscape Units (or types). For the purpose of this appraisal the broad landscape character areas have been considered sufficient to assess the impact of the proposed development on the landscape. Therefore, the finer detailed landscape units have not been used.

East Billingham to Teesmouth Landscape Area

3.17 The key characteristics of this character area are as follows:

- *"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 area to the east along the River Tees;*
- *Open space within industrial areas contain significant wildlife value with a number of ecological designations present including Sites of Special Scientific Interest (SSSI's), Site of Nature Conservation Importance (SNCI), Special Protection Area (SPA), 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 notable feature within the landscape, dividing the Landscape Character Area between estuarine and non-estuarine/rural fringe influences..."*

3.18 Within the study area there are no settlements within this section of the character area, only industrial land use interspersed with open space that is given over to ecological habitats.

3.19 The majority of this area is very flat, although it does contain a number of artificial mounds as a result of ongoing and past landfill processes. Within this part of the character area there are very few trees and hedgerows.

3.20 One of the key landscape characteristics of this area are the ecological wetland habitats, in particular the SSSIs at Seal Sands and Cowpen Marsh. These are unique features within the Borough and provide a substantial amount of ecological benefit to an otherwise industry-dominated landscape. Industrial features including large storage tanks and flares associated with the oil refineries and chemical works within the Tees estuary dominate views towards the east with further vertical features outside the industrial areas, comprising transmission towers and overhead power lines.

3.21 This area is located on the north bank of the River Tees up to where it meets the sea at Tees Mouth, just north of Seal Sands.

3.22 In terms of the condition of the landscape the assessment states:

"The condition of this landscape varies from that with excellent ecological value and managed as an ecological resource to a landscape devoid of natural features and dominated by industrial structures and hardstandings. It is assumed that as industry gradually migrates out of the area the ecological habitat will replace that which is lost, albeit it at a slow rate of change.

Areas of active landfill punctuate the skyline within the area forming areas of temporary degraded landscapes. These are however transitional landscapes that will in time be reclaimed and restored."

3.23 As stated in the character assessment, this section of this character area is a contrasting mix of industrial uses and ecological wetland habitats of value.

Project level landscape character areas

3.24 The following broad descriptions of the landscape types cover the urban areas, (industrial and residential), that are not covered in local level character assessments.

Residential

3.25 The residential urban landscape within the study area includes the western edge of Middlesbrough, North Ormesby, Pallister, Brambles Farm, Thorntree, South Bank, Teesville, Grangetown, Eston, Lazenby and the western edge of Redcar. These residential areas have a fine grain of irregular streets within a roughly linear pattern of local roads and arterial roads. This area is dominated by housing, schools, and local shops. Scattered throughout this development are areas of open space for formal and informal recreation along with a number of public rights of way (PRoW).

3.26 A Sustrans cycle route passes along the A66 and other PRoW provide access to the elevated Eston Hills in the south. The Teesdale Way national trail runs east-west adjacent to the railway line.

3.27 Views within the residential area are short to mid-range with a backdrop of the Eston Hill to the south along with views of the large industrial development to the north and east.

Industrial

3.28 The large scale industrial landscape, on the north and south banks of the River Tees, forms a coarse grain and sometimes regular and often linear pattern of industrial buildings, silos, chimneys, stacks and other works units. They are often accessed via local or private roads or rail lines and sidings to facilitate access and egress. Jetties and docks are also evident along the riverbanks associated with works. Medium and large open or brownfield areas are frequent and sometimes separate individual works units. The old British Steel Lackenby works lie 0.5 km to the east of the site and the Tees REP Power Station is located 1.5 km to the north.

3.29 Apart from these major industrial features there are also large areas of industrial and business estates such as Bolckow Industrial estate south of the site and South Tees Business Parks to the south west of the site. Large gas pipelines and electricity pylons also traverse the area.

3.30 There are short and mid-range views from within the industrial areas, often formed from large and very large scale individual and groups of buildings and other industrial built elements. Glimpse views of the river are possible where gaps in the built form allow, as are views of the Eston Hill when looking towards the south.

The site

3.31 The proposed site lies within the area known as Grangetown Prairie, owned by the South Tees Development Corporation (STDC). The site was previously occupied by heavy industry and infrastructure that was formerly used for the production of iron and steel. Following the closure of the steel works and cessation of industrial activities, the building complex was cleared over the recent decades and the site is now vacant.

3.32 There is no designation on the site and no PRoW. However, the Teesdale Way, a national long-distance path runs directly north of the site although mostly screened by vertical metal rail fencing and large gas pipelines. The site constitutes bare ground with temporary stockpiles of spoil as part of ongoing remediation works on the wider Grangetown Prairie area including the site and the adjacent ERF site. There is a combination of crushed stone stockpiles, built up ground, and stripped areas. There are no built structures. A small area of scattered scrub exists on the southern extent of the site.

3.33 The ERF site is located immediately to the west of the BA Facility and new road infrastructure is currently under construction to serve the ERF and adjacent development plots.

4.0 Visual baseline

Views of the site and extent of visibility

4.1 A computer-generated model of the zone of theoretical visibility (ZTV) in combination with fieldwork has been used to assess the potential visibility of proposed development from within the study area. The ZTV is illustrated on figure 7. A full methodology for preparing the ZTV is provided in technical appendix A, part 2. See figure 7.

4.2 The main determining factor on the extent of inter-visibility is the built industrial and residential form combined with the generally flat topography for much of the study area, except for the elevated slopes of the Eston Hills in the south. As a result, the main area of ZTV is within 1 km of the site. However, it does extend to approximately 3.5 km to the north west along a narrow unobstructed rail corridor formed by the Darlington to Saltburn railway line and 3.2 km to the south east, along the open corridor at the southern end of the A1053 and the roundabout with the A174. The only other areas of visual splay indicated on the ZTV are from a limited number of open spaces within the residential area of Eston and the north facing elevated slopes of the Eston Hills.

4.3 There is no public access to the site therefore no viewpoints accessible to the public from the site itself, however, there are limited public views from some of the surrounding area.

4.4 A number of representative viewpoints have been selected that, in the assessor's professional judgement, demonstrate how the site is experienced by identified visual receptors. The viewpoints chosen provide a representative selection of views from locations where the site is visible and cover a range of receptors from varying directions. Fieldwork was confined to public rights of way and the highway network, with the extent of visibility across private land interpolated based on the computer model. The viewpoint locations are illustrated on figure 7 and the photographic viewpoints are illustrated on figures 8 to 16.

4.5 Those visual receptors that may be potentially affected by the development proposals are set out in table 1.2.

Table 1.2 Visual receptors

Visual receptor	Location	Identified viewpoint(s)
Transport routes	**From the Tees Dock Road** This 50mph road connects the Tees REP Power Station and various container terminals including and P&O Ferries with the A1053 and the A66 at the Tees Dock Road Roundabout. There are no views of the site from this road with the exception of an approximate 200 m length at the roundabout over the Darlington to Saltburn railway line and a 100 m length just south of this roundabout travelling downhill towards the Tees Dock Road Roundabout. The road speed reduced to 30mph at each roundabout. Receptors will be motorists, cyclists and pedestrians using this road.	Viewpoint 1 Figure 8
	From Eston Road This is a 30mph road that forms Gate 3 into the South Tees Business Park. The BA Facility may be visible behind the approved ERF site that	Viewpoint 3 Figure 10

	from this road lies immediately to the west. Any views will only be afforded from a short 130 m length of this road as it turns west towards John Boyle Road. Views of the proposed BA Facility will be mainly screened by the approved ERF site which will be located directly in front of the BA Facility when viewed from this direction. Receptors will be motorists, cyclists and pedestrians using this road.	
	From the A66 This is a busy 50mph dual carriage way. There is a very limited 60 m length of this road within the visual splay of the proposed BA Facility, as it passes a large open service yard to one of the units with the Bolckow Industrial Estate. Receptors will be motorists, cyclists and pedestrians using this road.	Viewpoint 4 Figure 11
	From the B1380 High Street, Eston There is a short approximately 80 m length of this 30mph road as it joins the Greystones Roundabout at the junctions with A1053 and A174 from where the proposals may be visible. Receptors will be motorists, cyclists and pedestrians using this road.	Viewpoint 7 Figure 14
Recreational routes/areas	**Teesdale Way Long Distance Footpath** This PRoW passed very closely to the proposed site's northern boundary and the northern boundary of the adjacent ERF site. The route is sunk slightly lower than the adjacent gas pipelines within a very narrow corridor between two vertical palisade fences. One to the south of the path, adjacent to the site and one to the north adjacent to the Darlington to Saltburn railway. Receptors will be pedestrians using this PRoW and to a lesser extent train passengers between South Bank and British Steel Redcar.	Viewpoint 2 Figure 9
	NCN Route 1 Cycle Route There is a short approximately 80 m length of this cycle route before it passes beneath the Greystones Roundabout at the junctions with A1053 and A174 from where the proposals may be visible. Receptors will be cyclists and pedestrians using this route.	Viewpoint 7 Figure 14
	Bridleway on the slopes of the Eston Hills accessed from Lazenby Bank Road and listed as route code 124/179/1 Dense vegetation either side of this PRoW completely screens views of the proposed BA Facility. However, there is one small gap from an elevated location above the Wilton Golf Club from where glimpsed views may be afforded. The receptors are expected to be horse riders, pedestrians and cyclists.	Viewpoint 8 Figure 15
	Public right of way south of Eston Equitation Centre This PRoW is one of three that lead up the north facing slopes of the Eston Hills from the equitation center. These in turn converge on further PRoW further up the slope. The receptors will be pedestrians using the PRoW.	Viewpoint 9 Figure 16
Public Open Space	**Public open space south of Fabian Road** This is an elevated area of public open space south of Fabian Road and west of Whale Hill Primary School. From here there are expansive views above the housing towards the north. Receptors will be people using the park for informal recreation.	Viewpoint 6 Figure 13
Places of employment	**Stapylton Street, Bolckow Industrial Estate** There are short lengths of visual splay along Stapylton Street within the Bolckow Industrial Estate in between the industrial units to the north of this road from where there may be views of the proposed BA Facility. Receptors will be people the footway and vehicular uses driving to these places of employment.	Viewpoint 5 Figure 12

5.0 Proposals

Development proposals

5.1 A Reserved Matters application has been submitted to RCBC following the grant of outline planning permission for an ERF on the adjoining site. The BA Facility will be bought forward to tie in with the Viridor Reserved Matters design on the ERF site.

5.2 Drawing TOR-XX-ZZ-DR-A-P004 shows the area in which the BA Facility will be located. As the application is in outline with all matters reserved, including layout, it is not possible to provide a more detailed layout. It is possible that the BA Facility may be positioned either to the south of the site or the north. A conveyor belt will bring bottom ash from the adjacent ERF to the BA Facility to be processed.

5.3 The proposed development consists of a BA Facility, including possibly a covered conveyor from the adjacent ERF, a bottom ash processing building, covered storage bays, and ancillary buildings and structures.

5.4 In addition to approximately 100,000 tpa of bottom ash (BA) from the adjacent ERF, the proposed new BA Facility would be designed to accommodate up to 80,000 tpa from third party sources. BA from third party sites would be delivered to the BA hall by road. A wheel loader will then be used to pick up the raw BA and place it into one of the storage bays for maturation over a 14-56 day period.

5.5 For more detail in respect of the proposals, see the Planning and Design Statement (PDS) and the EIA screening report.

5.6 The following description covers the specific areas that will affect the landscape and visual resources and the primary mitigation measures.

Primary mitigation

5.7 It is usual to state in this section the key primary mitigation measures that have been incorporated into the design of the landscape strategy that aim to minimise the potential effects of the proposed development on the landscape and visual resources. Presently the site is brownfield and is devoid of any existing landscape features/elements that require preserving.

5.8 However, at this stage of the design all matters are reserved including access, appearance, scale, layout and landscape. The only key design criteria fixed through the outline planning application and the submitted parameter plan are the maximum building height (16 m) and the maximum building footprint. Other primary measures will be incorporated in detailed design and a reserved matters application.

5.9 There is the potential for secondary mitigation measures to reduce the remaining potential impacts and help assimilate the development at a local level. These will come forward during detailed design at the reserved matters application stage. Types of secondary mitigation that are likely to be incorporated in detailed design are set out below.

Minimise scale of buildings in response to the surrounding area

5.10 Maximum building height and a maximum building footprint are set out on the parameter plan submitted for approval. There is the potential that the buildings provided will have varying heights up to this maximum rather than there being a uniform height. The assessment has allowed for worst case of 16 m above ground level for the entire site area. In addition, the actual built form at a maximum of 13,000 m^2 will occupy only part of the site and is likely to be clustered either to the south or north rather than spread across the whole site. Given that not all the proposed built form will be 16 m above ground level, and it will not extend across the whole site, it is likely the visual effects will be less than those assessed in this appraisal.

Architectural design

5.11 In line with planning policies, the design and style of the built form should make a positive contribution to the local distinctiveness and provide high quality design, which will enrich the local environment and create a sense of place, whilst recognising that this proposal will provide a set of functional buildings in an industrial area.

Boundary treatments

5.12 Planting will be used to soften the appearance of the perimeter security fencing and help to screen views of activity at ground level.

Control the use of materials to reduce visibility

5.13 The proposed development will be in scale and character with the local industrial vernacular. Controlled use of colour and materials is recommended to minimise unnecessary or unintentional visual impacts in the wider landscape, particularly roofscapes.

Predicted sources of landscape and visual effects

5.14 The principal sources of change to landscape resources and visual amenity arise from the introduction of new built forms and landscape elements. The changes that could occur to the landscape can be separated into temporary (that occur during construction) and permanent changes that occur post construction. Some of these changes may be beneficial, resulting in an improvement in quality or landscape resources, while others may be adverse. Some changes may initially be adverse, but on establishment and maturity may result in a gradual improvement as new landscape resources replace old or supplement the existing. This makes qualitative evaluation more difficult. Experience indicates that the latter is frequently the case, as landscape perception inevitably determines an appraisal. The elements that will give rise to landscape and visual effects are summarised in the following paragraphs.

Predicted temporary effects during construction

5.15 The following activities will cause temporary changes to landscape and visual receptors during all phases of the construction period:

- Infrastructure provision – building access roads / connection to services / trenching operations
- The erection of temporary protective and security fencing as well as hoarding to reduce noise impact
- Site compounds and contractors' car parking
- Site excavation and the movement of site soils for the construction of the new vehicular access
- Site level changes, mainly involving foundations and creation of new road infrastructure
- Introduction of cranes, rigs and large machinery and their associated movement and noise, both to and from the site and around the site
- Temporary lighting and signage associated with construction works
- Changes to the surrounding roads due to the movement of additional heavy machinery during construction
- Construction related noise affecting local levels

Predicted permanent effects at completion (post-construction)

5.16 The following activities will cause permanent changes to landscape and visual receptors:

- Construction of a new BA Facility along with new infrastructure
- New road infrastructure to and within the site
- New external lighting
- Introduction of periphery security fencing
- The possibility of earthworks and a surface water attenuation basin (To be confirmed as part of the reserved matters application)
- Changes in visual appearance of the site
- Changes to the character of the site

6.0 Predicted potential landscape and visual effects

6.1 The following section predicts the potential effects on the landscape resources and visual amenity receptors within the site and in the areas surrounding the site identified in the baseline section. In each case, the predicted degree of the effect is described in relation to the completion of the final phase of the proposed development (i.e. at completion).

Predicted effects on landscape character

6.2 The effects on the landscape resources identified in the baseline are set out below for each identified landscape character area within the ZTV.

Predicted effects on the Eston Hills broad landscape character area

6.3 The Eston Hills character area is characterised by a complex of prominent steep sided hills linked by low saddles which form a series of foothills to the main escarpment of the Cleveland Hill, which themselves lie within the North York Moors National Park. However, only the very northern edge of this character area lies within the study area with the North York Moors National Park approximately 6 km to the south east.

6.4 This southern elevated area of Redcar contributes strongly to its rural setting and provides the backdrop to the urban areas. It forms a dominant undulating landform where the scarp slope presents a marked contrast to the Tees Lowlands. The area is also locally designated as sensitive rural landscapes.

6.5 The area also provides strong public access and recreational opportunities for the urban population. The contrasting and extensive panoramic views are a key characteristic.

6.6 The northern extent of this character area is locally designated and forms a very distinctive landscape. The value of this character area is considered to be high. One of its key characteristics is the contrasting and extensive views from rural heathland and grassland slopes to large scale industrial and residential development. Therefore, its susceptibility to change resulting from the proposals is low as the development at the scale and distance of the proposals will not appear uncharacteristic. Development on the proposed site at approximately 3 km from this character area will not harm or alter any of the key characteristics or features of this character area. Therefore, the sensitivity to change for this character area within the study area is considered to be medium.

6.7 At approximately 3 km from the site the impact of the proposals is likely to create very minor impacts over a very minor extent of the character area. The magnitude of change to the character area is expected to be negligible and neutral.

Predicted effects on the Redcar Flats broad landscape character area

6.8 Only very small sections of this character area lie within the study area. Overall, this character area is defined by high quality farmland and coastal areas, highly influenced by the adjacent industrial areas. Parts of the area are locally designated as either Sensitive or Restoration Landscapes.

6.9 The value of this character area is considered to be medium as it is reasonably distinctive and of average quality with a relatively strong sense of place. Because it is already heavily influenced by the adjacent industrial areas its susceptibility to change is low. Therefore, the sensitivity to change for this character area within the study area is considered to be medium / low.

6.10 Potential inter-visibility with the site is restricted to an extremely small areas to the east of Wilton that is approximately 4.5 km south of the site. None of the key characteristics will be affected by the proposed development. The magnitude of change to the character area is expected to be negligible and neutral.

Predicted effects on the East Billingham to Teesmouth landscape character area

6.11 This character area occupies the area north of the River Tees. Only exceptionally small areas of this section of the character area have any inter-visibility with the proposals. These are limited to areas of landfill to the south of Huntsman drive and areas within the BOC Teesside Hydrogen site, immediately north of the river.

6.12 Overall, this character area is a contrasting mix of industrial uses and ecological wetland habitats of value. It is due to the areas of ecological interest that the value is considered to be medium. Because it is already heavily influenced by heavy industry its susceptibility to change is negligible. Therefore, its sensitivity to change is considered to be low.

6.13 As the potential inter-visibility with the site is so limited none of the key characteristics will be affected by the proposed development. The magnitude of change to the character area is expected to be negligible and neutral.

Predicted effects on the residential project level landscape character area

6.14 The residential urban landscape within the study area includes the western edge of Middlesbrough, and numerous residential areas including Grangetown, Eston, Lazenby and the western edge of Redcar. These residential areas form a relatively bland commonplace townscape with limited positive characteristics. The residential areas have limited conservation and heritage interest with the exception of a conservation area at Ormesby Hall to the south west of the study area.

6.15 The area does contain a national cycle route and one long distance PRoW. However, overall the value of this character area is considered to be low. Equally, its susceptibility to change is considered to be low. It therefore has a low landscape sensitivity.

6.16 Views of large industrial development to the north and east are a visual characteristic within this area. The closest residential streets to the site are along Bolckow Road approximately 0. 6km to the south. However, between these properties and the site is the adjacent A66 and a woodland belt along its southern boundary and the large sheds and buildings within the Bolckow Industrial Estate. Because of these elements it is unlikely views of the proposals will be seen. It is therefore considered that the proposals will create negligible to very minor impacts on the landscape/townscape resources. The magnitude of change is therefore considered to be low and neutral.

Predicted effects on the industrial project level landscape character area

6.17 The industrial character area is characterised by large scale industrial buildings, silos, chimneys, stacks, electricity pylons, gas pipelines and other works units assessed via local or private roads or rail lines and sidings. Where sites are adjacent to the River Tees, these are served by a series of jetties and docks. There are also vast areas of vacant sites that are in the process of or are to be regenerated. Some sites have been cleared and decontaminated while others remain derelict and empty.

6.18 The area also contains large industrial estates that add to the predominant larger scale-built form that characterises this area.

6.19 While degraded, the industrial area does hold some interest, due mainly to its sheer size. However, there are limited positive characteristics and so the value of this character area is assessed as low. Because industrial development is the area's main key characteristic, further industrial development, in line with the proposed BA Facility, is modest in scale by comparison with the 50m height approved ERF site, under the outline permission, and the other large-scale developments surrounding the site. Therefore, the industrial character area can accommodate large changes related to the proposals without undue consequences arising on the condition and quality of its defining characteristics. Its overall landscape sensitivity is assessed as low/negligible and neutral.

6.20 The proposals will create very minor to negligible impacts on the townscape/landscape resources that will only be evident on the character immediately surrounding the site. The magnitude of change is therefore considered to be low.

Predicted effects on the landscape character of the site

6.21 The site is located within the industrial project level landscape character area and shares many of its key characteristics, namely that it is a previously developed and now vacant site, surrounded by large scale industrial development. There are no PRoW or designations across the site. In terms of the site character, it constitutes bare ground with stockpiles of spoil following remediation works on the adjacent ERF site and on-going remediation at the site itself. It is a combination of crushed stone, built up ground, and stripped areas. There are no built structures and only a small area of scattered scrub on the southern extent of the site.

6.22 The approved ERF site is located immediately to the west of the BA site. New road infrastructure to the ERF site is in the process of being constructed.

6.23 The site is featureless, and its value is assessed as negligible and its susceptibility to change negligible, in that it can easily accommodate large change. The overall landscape sensitivity of the site is negligible.

6.24 The proposals will see the site change from an open, remediated brownfield site to a small scale BA Facility adjacent to the ERF site immediately to the west. Reserved matters details for the ERF have been submitted to RCBC for approval.

6.25 The magnitude of change to the site will be large with major alterations over a large proportion of the site, with the construction of new built form, car parking, areas of hard standing, security fencing, lighting and peripheral planting. As the site is being developed from a brownfield site as part of the Tees Valley regeneration scheme, it is considered this change will be beneficial.

Predicted effects on visual amenity

6.26 The effects on visual amenity to specific receptors are appraised in the following paragraphs. To illustrate the visual effects, a number of representative viewpoints have been used.

6.27 Figure 7 shows the ZTV of the proposed development. In order to produce the ZTV of the proposals, the entire site area was extruded to a height of 16 m which will be the maximum height of parts of the building and therefore providing the absolute worst case visual scenario. The height from which the proposed development would be visible was set at 1.5 m. For full details of the heights and methodology used, refer to technical appendix A part 2.

6.28 The main determining factor on the extent of inter-visibility is the built industrial and residential form combined with the generally flat topography for much of the study area except for the elevated slopes of the Eston Hills in the south. As a result, the main area of ZTV is within 1 km of the site. However, it does extend to approximately 3.5 km to the north west along a narrow unobstructed rail corridor formed by the Darlington to Saltburn railway line and 3.2 km to the south east, along the open corridor at the southern end of the A1053 and the roundabout with the A174.

6.29 The only other areas of visual splay indicated on the ZTV are from a limited number of open spaces within the residential area of Eston and the north facing elevated slopes of the Eston Hills. Likely views of the site are predominantly going to be from public rights of way, areas of public open space and from a limited number of local roads.

Views from Tees Dock Road (refer to viewpoint 1 – figure 8)

6.30 The receptors are expected to be motorists, cyclists and pedestrians using the road and adjacent footway when travelling westward.

6.31 This view is taken from the elevated section of this road as it passes over the Darlington to Saltburn railway line. The site is located central to this view, beyond the railway lines.

6.32 The value of the receptor and the susceptibility to visual change is considered low as the view is of a commonplace degraded landscape and the users of the road are unlikely to have their attention focussed on the landscape. The overall visual sensitivity is low.

6.33 The exact location of the built form is not yet fixed and is likely to be located either to the north or south of the site. In order to provide the worst case the visual splay generated by the proposed development, as indicated on the ZTV figure 7, was generated by extruding the area of the entire site to 16 m above ground level.

However, this is the maximum height for any part of the proposed buildings. Once constructed the whole site will not be covered by buildings that are 16 m high.

6.34 Even when using this worst-case scenario, the visual splay that is generated indicates that the proposals will only be visible from two short lengths of this road when travelling towards the west. It is unlikely that the proposals will be particularly discernible, especially as they will be viewed in the context of the new ERF and its 50 m high boiler house, its 80 m high stacks, both of which are approved as part of the outline permission, will be located directly behind the proposed BA Facility from this direction.

6.35 The magnitude of change is therefore considered small and neutral as the proposals will create only minor alterations to the composition of the view from a small, limited length of this road.

Views from Eston Road (refer to viewpoint 3 – figure 10)

6.36 This receptor group will be motorists, cyclists and pedestrians using the Eston Road which is a relatively busy 30mph road that forms Gate 3 into the South Tees Business Park. Using the visual splay generated by extruding the entire site area to 16 m above ground level there is only a short 130 m length of this road as it turns west towards John Boyle Road from where the proposed BA Facility may be visible.

6.37 The value of this receptor group and the susceptibility to visual change is considered low as the view is of a commonplace landscape and the users of the road are unlikely to have their attention focussed on the landscape. The overall visual sensitivity is low.

6.38 The visual splay is indicating that some of the southern section of the proposed site at 16 m high may be visible. It will be viewed only where it is located directly in front of the proposed BA Facility with the newly constructed Teesworks Skills Academy building viewed within the midground of the views. However, it is more likely that the actual built elements of the proposals, or at least the majority of it, will be completely screened by the ERF buildings or will be viewed in the context of them.

6.39 It is therefore considered that the proposals will create only minor alterations to the composition and nature of the view from a very limited length of this road. The magnitude of change is considered to be small. As the site is being developed from a brownfield site as part of the Tees Valley regeneration scheme, it is considered this change will be beneficial.

Views from the A66 (refer to viewpoint 4 – figure 11)

6.40 This road is a busy 50mph dual carriage way. There is a very limited 60 m length of this road within the visual splay of the proposed BA Facility, as it passes a large open service yard to one of the units with the Bolckow Industrial Estate, itself bounded by a 2 m high metal vertical palisade fence. Receptors will be motorists, cyclists and pedestrians using this road or adjacent footway.

6.41 The value of this receptor group and the susceptibility to visual change is considered low as the view is of a commonplace landscape where the receptors have a limited proprietary interest in the view. The overall visual sensitivity is low.

6.42 It is expected that views of the proposals will be extremely limited given the speed of the road, the fact that the site can only be viewed obliquely to the road from a very short length of it and that these views will be through a vertical palisade fence and between units within the Bolckow Industrial Estate. If visible the proposals will be seen as short glimpsed views whereby the proposals will introduce elements to the views that are barely visible across a negligible proportion of the field of view and from a very limited length of road.

6.43 The magnitude of change is therefore considered to be negligible and neutral.

Views from B1380 High Street, Eston (refer to viewpoint 7 – figure 14)

6.44 There is a short approximately 50 m length of this 30mph road as it joins the Greystones Roundabout at the junctions with A1053 and A174 from where the proposals may be visible. Receptors will be motorists using this road and cyclists and pedestrians using the adjacent footway/cycleway route.

6.45 The value of this receptor group and the susceptibility to visual change is considered low as the view is of a commonplace landscape where the receptors have a limited proprietary interest in the view. The overall visual sensitivity is low.

6.46 From this short stretch of road oblique views of the approved ERF building will be visible approximately 2.75 km to the north west. From here the taller 16 m elements of the proposed BA Facility may be visible over the tops of the intervening vegetation. However, if they are visible, they will be viewed in the context of the adjacent ERF as well as the numerous industrial silos, chimneys, electricity pylons, landfill earthworks and large industrial buildings. The impact of the proposals will create very minor alterations to the composition of the view through the introduction of elements that will be barely discernible from a limited length of road.

6.47 Therefore, the magnitude of change is therefore considered to be negligible and neutral.

Views from the Teesdale Way Long Distance Footpath, PRoW Route code 102/2/1 (refer to viewpoint 2 – figure 9)

6.48 This is a national trail long distance path located immediately to the north of the site. The receptors are expected to be pedestrians and dog walkers using this footpath and to a lesser extent train passengers between South Bank and British Steel Redcar.

6.49 As indicated in representative viewpoint 2, this PRoW is formed by a very narrow strip of rough, uneven grass and occasional degraded hard standing between two 2 m high metal vertical palisade fences. To the north is the railway line and the south is a strip of land containing large 1 m + diameter gas pipelines surrounded by rough grass and self-sown shrubs and trees. The proposed BA Facility and the new ERF will be located immediately to the south of the pipelines.

6.50 While the PRoW is an important long distance path, the path itself and the fencing, (much of which is leaning in towards the path and is rusting), adds to the degraded nature of the landscape. Furthermore, there is occasional rubble and rocks that

have fallen from the passing freight trains, which with the enclosed and secluded nature of the path add to further degrade the experience of the users.

6.51 The value of this receptor group is low to negligible as the views are from a degraded landscape that requires significant restoration. As a national trail we would normally assess the susceptibility to change as high. However, this section of this PRoW is through a landscape that is filled with large scale industrial development or where major restoration work is underway. The susceptibility to change is therefore considered to be low. The overall visual sensitivity is low/negligible.

6.52 The metal vertical palisade fence, the gas pipelines and self-sown shrubs along with the buildings, earth modelling and native woodland structure planting to the new ERF are likely to screen the majority of the proposed BA Facility. However, where the path passes directly to the north of the site, a greater extent of the proposed BA Facility may be visible over and through the fence and the pipelines. These views will likely be further screened by new native planting around the northern boundary of the BA Facility which are likely to be proposed as part of Reserved Matter details that will be submitted to RCBC for approval.

6.53 The proposals will create minor alterations to the composition of the view that being located adjacent to the ERF site and surrounding large scale industrial development will have limited prominence within the views from the receptors. The magnitude of change is considered to be small and neutral.

Views from the NCN cycle route 1 (refer to viewpoint 7 – figure 14)

6.54 There is a very short, approximately 16 m length of footpath/cycleway before it runs beneath the Greystones Roundabout at the junctions with A1053 and A174 from where the proposals may be visible. Receptors will be cyclists and pedestrians using the footway/cycleway route.

6.55 The value of this receptor group and the susceptibility to visual change is considered low as the view is of a commonplace landscape where the receptors have a limited proprietary interest in the view. The overall visual sensitivity is low.

6.56 From this very short stretch of footway/cycleway oblique views of the approved ERF building will be visible approximately 2.75 km to the north west. From here the taller 16 m elements of the proposed BA Facility may be visible over the tops of the intervening vegetation. However, if they are visible, they will be viewed in the context of the adjacent ERF development as well as the numerous industrial silos, chimneys, electricity pylons, landfill earthworks and large industrial buildings. The impact of the proposals will create very minor alterations to the composition of the view through the introduction of elements that will be barely discernible from a limited length of road.

6.57 Therefore, the magnitude of change is therefore considered to be negligible and neutral.

Views from bridleway 124/179/1 on the slopes of the Eston Hills above Lazenby Bank Road (refer to viewpoint 8 – figure 15)

6.58 This viewpoint is located approximately 3.5 km to the south east of the site at approximately 90m AOD. Dense vegetation either side of this PRoW completely screens views of the proposed BA Facility. However, there is one small gap in the vegetation from an elevated location above the Wilton Golf Club from where glimpsed views may be afforded. The receptors are expected to be horse riders, pedestrians and cyclists.

6.59 This is a public bridleway that is well used by local residents and visitors alike and therefore the value attributed to this receptor group is medium. In terms of the susceptibility to change, this would normally be assessed as medium given that there will be views of the proposals from a PRoW. However, the key characteristics of views from these northward facing slopes is one of contrast between the rural landscape of fields and woodland and the built form of the residential areas and large industrial buildings within the lowlands below. Large scale industrial development is already a characteristic of these views. Due to this the susceptibility to change for this receptor group is considered to be low. Therefore, the overall visual sensitivity of these receptors is medium/low.

6.60 From this location the 50m high buildings and 80m stacks of the ERF will be visible and may even break the skyline. However, the proposed BA Facility located adjacent to the ERF site may not be so easily discernible.

6.61 With a maximum height of only 16 m it is possible that the built form of the proposed BA Facility will not be so readily identifiable. If seen, it is likely to be viewed as part of the ERF development for will be visually lost within the large scale of the surrounding industrial development. During the summer months it is also likely that the majority of the proposed site will be screened from view by the vegetation forming the western boundary of the Wilton Golf Club in the midground.

6.62 The proposed BA Facility will therefore create minor alterations to the view that will be of limited prominence of a small proportion of the field of view from a single location. The magnitude of change is considered to be small/negligible and neutral.

Views from PRoW 122/39A/1 on the slopes of the Eston Hills south of the Eston Equitation Centre (refer to viewpoint 9 – figure 16)

6.63 This PRoW is one of three that lead up the north facing slopes of the Eston Hills from the equitation centre. These in turn converge on further PRoW further up the slope. The receptors will be pedestrians using the PRoW. The receptors are expected to be pedestrians and dog walkers using the footpath.

6.64 The site is located approximately 3.6 km to the north from this elevated viewpoint at around 102 m AOD. Sweeping long distance views are afforded from this and similar path. However, the visual splay for the proposed BA Facility indicated on the ZTV shows that the proposals will only be visible from the lower Eston Hill slopes. Beyond 120 m AOD views of the proposals are screened, either by intervening topography, existing vegetation or a mixture of both.

6.65 This PRoW is well used by local residents and visitors alike and therefore the value attributed to this receptor group is medium. In terms of the susceptibility to change, large scale industrial development is already a characteristic of these views. Due to this the susceptibility to change for this receptor group is considered low. Therefore, the overall visual sensitivity of these receptors is medium/low.

6.66 The residential areas of Eston, Teesville and Grangetown occupy the mid ground to the views. Beyond this can be seen the Lackenby works and the Tees REP Power Station, both clearly visible as well as the earth works directly north of the site and the railway lines. The distant skyline is formed with a myriad of chimneys and cooling towers to the large scale industrial landscape north of the River Tees.

6.67 The height of the boiler house and stacks as approved under the ERF outline scheme will be clearly visible and are likely to break the skyline. Although vastly smaller in scale, the proposed BA Facility will be visible. However, it is likely to be viewed as part of the ERF development.

6.68 The magnitude of change is considered small and neutral as the proposals will form minor alterations to the composition and nature of the view with the introduction of elements that will be of limited prominence and only visible from localised locations.

Views from the public open space south of Fabian Road (refer to viewpoint 6 – figure 13)

6.69 This is an elevated area of public open space south of Fabian Road and west of Whale Hill Primary School. From here there are expansive views above the houses towards the north. Receptors will be people using the park for informal recreation.

6.70 From this northern section of the park the site is approximately 2 km to the north west and will be located in this view in front of the earth works associated with the site north of the railway and beyond the rooftops of the houses as they bend to the east down Clynes Road in the middle ground of the view.

6.71 The value of this receptor group and the susceptibility to visual change is considered medium as the park is part of a landscape/townscape well used by residents from where there are recognisable features that promote a strong sense of place. The overall visual sensitivity is medium.

6.72 Large scale industrial development such as the Lackenby works and the Tees REP Power Station and a myriad of silos and chimneys form the industrial landscape beyond the residential streets. The approved ERF will be clearly visible from large sections of this public open space. The upper sections of the 16 m high proposed BA Facility may be visible above the residential rooflines and intervening vegetation.

6.73 These visible sections of the proposed BA Facility will form only minor alterations to the composition and nature of the view, with the introduction of elements that will be of limited prominence and are more likely to be viewed in the context of the adjacent ERF development and will be visible from only localised locations. The magnitude of change is therefore considered to be small and neutral.

Views from within the Bolckow Industrial Estate (refer to viewpoint 5 – figure 12)

6.74 There are short lengths of visual splay along Stapylton Street within the Bolckow Industrial Estate in between the industrial units to the north of this road from where there may be views of the proposed BA Facility. Receptors will be people the footway and vehicular uses driving to these places of employment.

6.75 From these locations the taller buildings and stacks to the approved ERF will be visible above the roofline of the industrial unit in the foreground as will parts of the proposed BA Facility which will be located directly north of this industrial estate.

6.76 The value of this receptor group and the susceptibility to visual change are considered low as these views are from a commonplace landscape /townscape and a place of work where people will have a very limited focus on the landscape / townscape. The overall visual sensitivity is low.

6.77 The proposed BA Facility will create partial to minor alterations to the composition of the view with the introduction of elements that will have limited prominence and are likely to be viewed in the context of the adjacent ERF. The magnitude of change is therefore considered to be small neutral.

7.0 Summary of landscape and visual impacts

Landscape

6.78 Both the Eston Hill and Redcar Flats character areas are highly influenced by the contrast of rural landscape adjacent to the built development of both the residential and more importantly, the large-scale industrial landscapes. The proposed BA Facility will have no impact on their key characteristics or landscape resources and the resulting magnitude of change will be negligible and neither adverse nor beneficial but instead just neutral.

6.79 In regard to the East Billingham to Teesmouth character area, the proposals will be visible from such a limited number of locations that none of the key characteristics will be affected. Again, it was considered the magnitude of change will be negligible and neutral.

6.80 In terms of both the project level residential and industrial character areas the large-scale industrial landscape forms such prominent features / characteristics within these areas that the proposed BA Facility will be barely discernible and will create only minor to very minor or negligible impacts on their landscape/townscape resources. For both areas it was considered the magnitude of change would be low neutral.

6.81 In terms of the site character, it constitutes bare ground with stockpiles of spoil following remediation works on the adjacent ERF site and on-going remediation works on the site itself. It is a combination of crushed stone, built up ground and stripped areas. There are no built structures and only a small area of scattered scrub on the southern extent of the site. The magnitude of change will be large as the proposals will create major alterations across large areas of the site. The change from a relatively empty brownfield site to a developed site is therefore considered a beneficial effect.

Topic	Townscape/landscape receptor	Receptor sensitivity	Magnitude of effect
Landscape effects	Eston Hills broad landscape character area	Medium	Negligible neutral
	Redcar Flats broad landscape character area	Medium / Low	Negligible neutral
	East Billingham to Teesmouth landscape character area	Low	Negligible neutral
	Residential project level landscape character area	Low	Low neutral
	Industrial project level landscape character area	Low / Negligible	Low neutral
	The site	Negligible	Large beneficial

Table 1.3 Landscape effects

Visual

7.1 Nine representative viewpoints were chosen with representative viewpoint 7 used twice to represent the receptors of both the B1380 and the NCN Route 1 cycle route.

7.2 These viewpoints represent views from a number of different visual receptors. The visual receptors tended to be motorists with transitory views, or pedestrians, cyclists, horse riders and visitors using the public open spaces or the PRoW. Table 1.4 below summarises the magnitude of change for the visual receptors.

Topic	Townscape/landscape receptor	Receptor sensitivity	Magnitude of effect
Visual effects	Tees Dock Road	Low	Small neutral
	Eston Road	Low	Small beneficial
	A66	Low	Negligible neutral
	B1380, High Street	Low	Negligible neutral
	Teesdale Way PROW 102/2/1	Low / Negligible	Small neutral
	NCN cycle route 1	Low	Negligible neutral
	Bridleway 124/179/1, Eston Hills above Lazenby Bank Road	Medium / Low	Small / Negligible neutral
	PROW 122/39A/1, Eston Hill above Eston Equitation Centre	Medium / Low	Small neutral
	POS south of Fabian Road	Medium	Small neutral
	Bolckow Industrial Estate	Low	Small neutral

Table 1.4 Visual effects

7.3 The receptors using the two PRoW on the northern slopes of the Eston Hills and those using the public open space south of Fabian Road, were considered to have medium to medium/low sensitivity while the remains receptors were assessed as having low sensitivity.

7.4 Of the ten receptor groups, the magnitude of change created by the proposed BA Facility was considered to be small and neutral for five of them and small/negligible or just negligible for a further four of them. The effects were considered as neutral as the proposed development is industrial and will be located adjacent to the large industrial ERF development within a large scale industrial landscape.

7.5 The proposals will create only minor alterations to the composition of views from a very limited number of locations in regards the effects that were considered small and barely discernible for those considered negligible. In all cases it was considered these effects cannot be termed either adverse of beneficial.

7.6 The magnitude of effects for the receptor group using the Eston Road was considered to be small beneficial. The reasoning behind describing the effect as beneficial was that this receptor group is the only from where views of the existing brownfield site is visible. It was considered that the changes brought about by the

development of the proposals would be an improvement on the existing site and therefore beneficial.

7.7 While the proposed BA Facility will have a maximum height of 16 m, being in the context of the surrounding large-scale industrial landscape and especially the adjacent ERF development, its impact will, for the most part, be barely discernible.

7.8 Of the ten visual receptor groups assessed, five were assessed as having a small neutral magnitude of change and the Eston Road receptor group assessed as having a small beneficial magnitude of change. The remainder of the receptor groups were assessed either as negligible neutral or small / negligible neutral.

7.9 When considering cumulative effects there are many recently consented schemes such as the Dorman Point application on the site itself, which includes the ERF and BA facility sites and covers an area as far east as Tees Dock Road and south to Bolckow Industrial Estate, along with the Lackenby application immediately to the east of Tees Dock Road and the Redcar South Bank application immediately north of the ERF and BA facility site. In terms of the Dorman Point development there is now a reserved matter application which provides detailed information on a north central zone on this site and is intended as a renewable gas production facility. There is also the recently constructed Teesworks Skills Academy located on the corner of Eston Road and Dorman Point roundabout junction

7.10 It is likely the receptor groups that were assessed as having a small neutral / beneficial magnitudes of change would reduce to negligible neutral or small / negligible neutral with the exception of the Teesdale Way receptor group which will remain unaltered. This is because these large developments are likely to almost totally or partially screen the BA facility development from these receptor groups.

Appendix A part 1: Planning policy

National planning policy

A1.1 The revised National Planning Policy Framework (NPPF) published by the Ministry of Housing, Communities and Local Government, came into effect on 24 July 2018 and was last updated in July 2021. It sets out the government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which councils can produce their own local and neighborhood plans. The relevant guidance on landscape and visual issues is stated below:

Achieving sustainable development

A1.2 The purpose of the NPPF is to contribute to the achievement of sustainable development. Paragraph 8 sets out three key objectives of the NPPF which are achieved through the application of core policies, a number of which are relevant to this application.

> *"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*
>
> *a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
>
> *b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
>
> *c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

Making effective use of land

A1.3 The NPPF in paragraph 119 states:

> *"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land."*

A1.4 The NPPF in paragraph 120 lists:

"Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains– such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

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;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers."

Achieving appropriate densities

A1.5 The NPPF in paragraph 124 lists:

"Planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places."

A1.6 The NPPF in paragraph 125 lists:

"Area-based character assessments, design guides and codes and masterplans can be used to help ensure that lad is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;

b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Achieving well-designed places

A1.7 The NPPF in paragraph 126 confirms:

"The creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process"

A1.8 The NPPF in paragraph 129 confirms:

"Design guides and codes can be prepared at an area-wide, neighbourbhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning applications for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development

of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes."

A1.9 The NPPF in paragraph 130 states:

"Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimize the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

A1.10 The NPPF in paragraph 131states:

"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees and the existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users."

A1.11 The NPPF in paragraph 134 confirms:

"Development that is not well designed should be refused, especially whereit fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:
a) development which reflects local design guidance and supplementary planning documents such as design guides and codes; and/or
b) outstanding or innovative designs which promote high level of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

Conserving and enhancing the natural environment

A1.12 Paragraph 174 states:

"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 the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

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

A1.13 Paragraph 175 states that:

"Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries."

Conserving and enhancing the historic environment

A1.14 Paragraph 189 states:

"Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations."

A1.15 Paragraph 190 states that:

"Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;

b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

c) the desirability of new development making a positive contribution to local character and distinctiveness; and

d) opportunities to draw on the contribution made by the historic environment to the character of a place."

Proposals affecting heritage assets

A1.16 Paragraph 194 states that:

"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting..."

A1.17 Paragraph 195 states that:

"Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal."

A1.18 Paragraph 197 states that:

"In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness."

Considering potential impacts

A1.19 Paragraph 199 states that:

"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial hard, total loss or less than substantial harm to its significance."

A1.20 Paragraph 200 states that:

"Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) Assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II registered parks and gardens, and World Heritage Sites, should be wholly exceptional."

A1.21 Paragraph 201 states that:

"Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and;

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and;

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use."

A1.22 Paragraph 202 states that:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

A1.23 Paragraph 203 states that:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

National Planning Practice Guidance (NPPG)

A1.24 The National Planning Practice Guidance contains government guidance, the following of which is relevant to this appraisal.

Design: process and tools

A1.25 Paragraph: 001 Reference ID: 26-001-20191001, revision date 1st October 2019 states:

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.

To be read alongside this guidance, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

As set out in paragraph 130 of the National Planning Policy Framework, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Good design is set out in the National Design Guide under the following 10 characteristics

- *Context*
- *Identity*
- *Built form*
- *Movement*
- *Nature*
- *Public spaces*
- *Uses*
- *Homes and buildings*
- *Resources*
- *Lifespan*

The National Design Guide can be used by all those involved in shaping places including in plan-making and decision making."

Natural environment – Green Infrastructure

A1.26 005 Reference ID: 8-005-20190721, revision date 21st July 2019 states that:

"Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem: services."

A1.27 Green infrastructure planning goals (paragraph 006, reference ID: 8-006-20190721, revised 21.07.2019) states that:

"Green infrastructure can help in:

Building a strong, competitive economy

Green infrastructure can drive economic growth and regeneration, helping to create high quality environments which are attractive to businesses and investors.

Achieving well-designed places

The built environment can be enhanced by features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces. More broadly, green infrastructure exists within a wider landscape context and can reinforce and enhance local landscape character, contributing to a sense of place and natural beauty.

Promoting healthy and safe communities

Green infrastructure can improve the wellbeing of a neighbourhood with opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-growing and gardening, all of which can bring mental and physical health benefits. Outdoor Recreation Value (ORVal) is a useful online tool that can be used to quantify the recreational values provided by greenspace. Green infrastructure can help to reduce health inequalities in areas of socio-economic deprivation and meet the needs of families and an ageing population. It can also help to reduce air pollution and noise.

Mitigating climate change, flooding and coastal change

Green infrastructure can contribute to carbon storage, cooling and shading, opportunities for species migration to more suitable habitats and the protection of water quality and other natural resources. It can also be an integral part of multifunctional sustainable drainage and natural flood risk management.

Conserving and enhancing the natural environment

High-quality networks of multifunctional green infrastructure contribute a range of benefits, including ecological connectivity, facilitating biodiversity net gain and nature recovery networks and opportunities for communities to undertake conservation work."

A1.28 Consideration of green infrastructure in planning decisions (paragraph 008, Ref ID: 8-008-20190721, revised 21.07.2019) states that:

"Green infrastructure opportunities and requirements need to be considered at the earliest stages of development proposals, as an integral part of development and infrastructure provision, and taking into account existing natural assets and the most suitable locations and types of new provision.

Depending on individual circumstances, planning conditions, obligations, or the Community Infrastructure Levy may all be potential mechanisms for securing and funding green infrastructure.

Green infrastructure will require sustainable management and maintenance if it is to provide benefits and services in the long term. Arrangements for funding need to be identified as early as possible, and factored into the design and

implementation, balancing the costs with the benefits. Local community engagement can assist with management and tailoring provision to local needs."

Natural environment – Landscape

A1.29 Planning policies to conserve and enhance landscapes (paragraph 036, Ref ID: 8-036-20190721, revised 21.07.2019) states that:

"The National Planning Policy Framework is clear that plans should recognise the intrinsic character and beauty of the countryside, and that strategic policies should provide for the conservation and enhancement of landscapes. This can include nationally and locally-designated landscapes but also the wider countryside.

Where landscapes have a particular local value, it is important for policies to identify their special characteristics and be supported by proportionate evidence. Policies may set out criteria against which proposals for development affecting these areas will be assessed. Plans can also include policies to avoid adverse impacts on landscapes and to set out necessary mitigation measures, such as appropriate design principles and visual screening, where necessary. The cumulative impacts of development on the landscape need to be considered carefully."

A1.30 Assessing landscape character (paragraph: 037 Ref ID: 8-037-20190721, revised 21.07.2019) states that:

"For a designated landscape, the relevant management plan will contain further information on the area's particular character and beauty.

Where appropriate, landscape character assessments can be prepared to complement Natural England's National Character Area profiles. Natural England provides guidance on undertaking these assessments.

To help assess the type o and scale of development that might be able to be accommodated without comprising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed.

To demonstrate the likely effects of a proposed development on the landscape, a Landscape and Visual Impact Assessment can be used."

Local planning policies

Redcar and Cleveland Local Plan, adopted May 2018

Policy SD 4 – General development principles

A1.31 This policy provides the criteria that will be used by the Council when assessing the suitability of a site or location, development, which include:

"*a meets the requirements of Locational Policy and accords with other Local Plans policies and designations*

c *will not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are* considered important to the quality of the local environment

e *avoids locations that would put the environment, or human health or safety, at unacceptable risk…"*

Policy SD 6 – Renewable and low carbon energy

A1.32 This policy states that:

"*Renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable…*"

Policy LS 4 – South Tees spatial strategy

A1.33 This policy includes the South Tees Development Corporation Area and aims, among other things, to:

"*b. support the regeneration of the South Tees Development Corporation area through implementing the South Tees Area Supplementary Planning Document;*

c. grow the environmental and recycling sector; Environment:

w. enhance the environmental quality of employment through well planned boundary treatments;

z. enhance the environmental quality of the River Tees and coastline;…"

Policy N 1 – Landscape

A1.34 This policy aims to:

"*…protect and enhance the borough's landscapes. Development proposals will be considered within the context of the Landscape Character Assessment, the Landscape Character Supplementary Planning Document and the Historic Landscape Characterisation. Developments will not be permitted where they would lead to the loss of features important to the character of the landscape, its quality and distinctiveness, unless the benefits of development clearly outweigh landscape considerations. In such cases appropriate mitigation will be required. Protection will be commensurate to the status of the landscape within the hierarchy...*"

Policy N 2 – Green infrastructure

A1.35 This policy states:

"*We will aim to protect and enhance the green infrastructure network. Opportunities to incorporate green infrastructure into developments should be sought, in accordance with the Tees Valley Green Infrastructure Strategy. Green infrastructure should be fundamental to the planning of major new development and re-development schemes, and should help to integrate development with surrounding townscape and landscape, and with adjoining communities*

Green infrastructure should be designed to high standards of quality and sustainability and aim to be multi-functional, link to the wider green infrastructure network, improve visual amenity, enhance community activity, support the provision of priority natural habitats and species, and seek opportunities to improve the water environment..."

Policy HE 1 – Conservation areas

A1.36 This policy states:

"*Development within or otherwise affecting the setting of a conservation area will only be permitted where it preserves or enhances the character or appearance of the conservation area. Development must:*

a. respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;

b. respect existing hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them; and

c. respect historic plot boundaries and layouts"

Tees Valley Joint Minerals and Waste Development Plan Documents, Core Strategy DPD, adopted September 2011

A1.37 The Tees Valley joint minerals and waste development plan was adopted by the five local authorities in the Tees Valley, including Redcar and Cleveland. The Strategic Plan includes strategic objectives. Those of relevance to this development are:

"h. respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;

j. respect existing hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them; and…"

A1.38 Policy MWC8 states the areas for the allocations for large waste management facilities including the area to the south of the River Tees.

Tees Valley Joint Minerals and Waste Development Plan Documents, Policies and Sites DPD, adopted September 2011

A1.39 Policies MWP8 and MWP10 deal with the South Tees Eco Park and how it is suitable for large scale waste management facilities.

Redcar and Cleveland South Tees Area Supplementary Planning Document, adopted May 2018

A1.40 There are several policies that are of relevance to this appraisal. Policy STDC1 – Regeneration Priorities states:

"The council will, in partnership with the STDC, seek to achieve the comprehensive redevelopment of the South Tees Area in order to realise an exemplar world class industrial business park..."

A1.41 Policy STDC7 – Natural Environmental Protect and Enhancement states:

"The Council will, in partnership with the STDC and investment partners and other key stakeholders, to protect and, where appropriate, enhance designated and non-designated sites of biodiversity and geodiversity value and interest within the South Tees Area."

A1.42 Policy TDC8 – Preserving Heritage Assets states the:

"Council will, in partnership with the STDC and in consultation with the local community and key stakeholders, seek to identify those industrial assets which it is appropriate and viable to retain as part of the development of an industrial heritage trail within the South Tees Area Open Space Strategy."

A1.43 Policy STDC14 – South Industrial Zone states the:

"Council, in partnership with the STDC, will encourage development proposals for port-related uses, including port-based fabrication, offshore energy industries, including manufacturing, materials processing and manufacturing, contract fabrication and energy generation and, potentially, rig and large equipment decommissioning"

Stockton-on-Tees Local Plan

A1.44 The Stockton-on-Tees Borough Council's Local Plan was adopted 30 January 2019. The policies that are of relevance are:

A1.45 Policy SD5 – Natural, built and historic environment which states the Council will:

"Conserve and enhance the natural, built and historic environment through a variety of methods…"

A1.46 Policy ENV6 – Green infrastructure, open space, green wedges and agricultural land states:

"Through partnership working, the Council will protect and support the enhancement, creation and management of all green infrastructure to improve its quality, value, multi-functionality and accessibility in accordance with the Stockton-on-Tees Green Infrastructure Strategy and Delivery Plan"

A1.47 Policy HE1 – Conservation and enjoyment of the historic environment states:

"To ensure the conservation and enjoyment of the Borough's historic environment the Council will:

a Maintain and promote the use of Historic Environment Records;

b Review and regularly update the SPD4 Conservation and Historic Environment Folder or any successor. This will include review and regular update of:

i. Conservation Area Appraisals and Management Plans;

ii. Article 4 directions, and;

iii. Local List.

c Produce and maintain a Heritage Asset at Risk Register, and pro-actively seek to reduce the number of heritage assets on the register by:

i. Exploring innovative ways to bring assets into viable uses consistent with their conservation; and

ii. Appropriate enforcement.

d. Actively explore opportunities to secure funding and partnership opportunities to deliver schemes that improve the historic environment including the removal of heritage assets from the at risk register; and

e. Deliver and implement the Council's Heritage Strategy Action Plan."

Appendix A part 2: Appraisal methodology

To be read with reference to figures A2.1 to A2.4.

Introduction

A2.1 The following paragraphs set out the methodology that has been followed in the baseline study of the existing townscape and visual amenity and the subsequent appraisal of the effects of the proposals.

LVIA Guidelines

A2.2 The landscape appraisal has been carried out in accordance with the following best practice guidelines:

- The *Guidelines for Landscape and Visual Impact Assessment*, (GLVIA) 3rd Edition, Landscape Institute (LI) and Institute for Environmental Management and Assessment (IEMA) (2013)
- *An Approach to Landscape Character Assessment*, Natural England (October 2014)
- *Landscape Institute Technical Guidance note 06/19, Visual Representation of Development Proposals, 17 September 2019*
- *Landscape Institute Technical Guidance note 07/19, Visual Representation of Development Proposals: Glossary and Abbreviations, 17 September 2019*
- *Landscape Institute Technical Guidance note 08/19, Visual Representation of Development Proposals: Camera Auto Settings, 17 September 2019*
- *Landscape Institute Technical Guidance note 09/19, Visual Representation of Development Proposals: Earth Curvature, 17 September 2019*
- Landscape Institute Technical Guidance Note 02/21, *Assessing landscape value outside national designatio*ns.

A2.3 Whilst the above best practice guidelines primarily set out the principles and process of an LVIA, paragraph 1.11 of the GLVIA states that the guidelines *'can also be used to assist in the 'appraisal' of forms of land use change or development that fall outside the requirements of the EIA Directive and Regulations'.* Therefore, this methodology follows the more informal process of a stand-alone 'appraisal' but the essence of the approach of an LVIA still applies with exception of assessing the likely significance of effects.

Role of the LVIA (and LVA)

A2.4 Paragraph 2.21 of the GLVIA states that there are two distinct components of the LVIA:

> *"Assessment of landscape effects: assessing effects on the landscape as a resource in its own right;*
>
> *Assessment of visual effects: assessing the effects on specific views and on the general visual amenity experienced by people."*

Definition of landscape

A2.5 In describing landscape, paragraph 2.19 of the GLVIA states that:

> *"Landscape results from the interplay of the physical, natural and cultural components of our surroundings. Different combinations of these elements and their spatial distribution create the distinctive character of landscapes in different places, allowing different landscapes to be mapped, analysed and described. Character is not just about the physical elements and features that make up a landscape, but also embraces the aesthetic, perceptual and experiential aspects of the landscape that make different places distinctive."*

Definition of visual amenity

A2.6 In the GVLIA glossary defines the meaning of visual amenity as:

> *"The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area."*

A2.7 The methodology for assessing both the landscape and visual effects are outlined in paragraphs A2.33 to A2.64.

Appraisal process

A2.8 The process of landscape and visual appraisal includes the following stages:

- Project description – Describes the proposed development, identifying the main features of the proposals, and establishes parameters such as maximum extents of the development or sizes of the elements.
- Baseline studies – Establishes the existing nature of the landscape and visual environment in the study area, including any relevant changes likely to occur independently of the development proposal. Includes information on the value attached to the different environmental resources.
- Identification and description of effects – Systematically identifies and describes the effects that are likely to occur, including whether they are adverse or beneficial.
- Mitigation – Makes proposals for measures designed to avoid / prevent, reduce or offset (or compensate for) any significant negative (adverse) effects.

Professional judgement

A2.9 Professional judgement is an important consideration in the determination of the overall landscape and visual effects and even with qualified and experienced professionals there can be differences in the judgements made.

A2.10 Paragraph 2.23 of the GLVIA states that:

> *"While there is some scope for quantitative measurement of some relatively objective matters, for example the number of trees lost to construction of a new*

mine, much of the assessment must rely on qualitative judgements, for example about what effect the introduction of a new development or land use change may have on visual amenity or about the significance of change in the character of the landscape and whether it is positive or negative."

A2.11 Paragraph 2.24 of the GLVIA states that:

"In all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others."

Baseline

A2.12 The landscape and visual baseline conditions were established by:

Landscape	Visual
Identify elements and features Identify landscape character and key characteristics Consider value attached to landscape Identify landscape receptors	Identify extent of possible visibility (ZTV) Identify visual receptors (people) who may be affected Identify and select representative, illustrative and specific viewpoints

Site familiarisation

A2.13 The site and surrounding area were visited on the 16 February 2022 to obtain familiarity with the townscape. Field studies and desk studies of photographs, aerial photographs, map information, landscape character assessments and statutory and emerging planning policy documents have enabled the recording of townscape elements such as topography, drainage, land use, development, vegetation and other features

Defining the study area

A2.14 The study area defines the scope of the appraisal. The study area includes the site itself and the wider area around it, within which the proposed development may have a significant influence. The extent of the study area has been established using a zone of theoretical visibility (ZTV) of the proposed development in combination with observations made on site. During the appraisal process the study area may change as a result of fieldwork studies or changes to the proposals.

A2.15 A 5 km study area was chosen and issued for agreement by the local planning authority, as the visibility beyond this distance will become limited and the proposed development is unlikely to have any significant effects. The extent of the study area is a matter of professional judgement as indicated in paragraph 6.11 of the GLVIA. Agreement by local planning authority regarding the extent of the study area and the proposed representative viewpoints was received 15 March 2022.

Identifying landscape character, elements and features

A2.16 Published and adopted landscape character assessments (LCA) prepared by relevant authorities at varying levels, from national through to local assessments,

have been referred to in order to identify the baseline landscape character, resources and associated value. These established assessments have been reviewed in terms of their status, scale and level of detail provided and therefore suitability for use within the LVA. This review also took account of the date in which the assessments were carried out and how relevant the content is in relation to the current landscape characteristics.

A2.17 National and county level LCA generally give a broad scale assessment which often provides an overview of the landscape context and setting but does not necessarily represent the local landscape characteristic of the site and surrounding area. Local LCA provide more detail on the types of landscape that occur in the study area. They are therefore considered appropriate as a basis for describing the key characteristics and are used to inform the description of the landscapes that may be affected by the proposals.

A2.18 Detailed fieldwork carried out within the site and immediate surroundings is used to check the applicability of the landscape character assessments throughout the study area, and where variations in the landscape are identified since the LCA was adopted, modifications or supplementary information are provided in the baseline.

A2.19 ZTV analysis and field studies have been carried out to determine which landscape character areas will be physically or perceptually affected by the proposals.

Identifying possible extent of visibility (ZTV)

A2.20 Computer generated mapping has been used in combination with fieldwork, to assess the potential visibility of the proposals. The extent of visibility over which the proposed development may theoretically be seen, Zone of Theoretical Visibility (ZTV), is provided in figure 7.

A2.21 The ZTV has been derived from a Digital Surface Model. The DSM used was based on a 2m grid provided by Bluesky. This provides a highly detailed three-dimensional model of the landscape. Topographic features including landform, woodland, settlements, individual buildings, isolated trees, copses, hedgerows, embankments and other minor topographic features, out to an initial distance of 2km from the application boundary, are all modelled. The accuracy of the DSM falls within acceptable limits; however, there are potential discrepancies between the DSM and the actual landform where there are minor topographic features that are too small to be picked up. The data can pick up the majority of the woodland and buildings, although areas can be missed between the 2m grid.

A2.22 For this project, the ZTV has been generated using the DSM and the following proposed building height parameters:

- Development up to 16m for the entire site area

A2.23 The height from which the proposed development would be seen was set at 1.5m (mid-way between the average heights for men and women given in the GLVIA). Following the site visit to field test the findings of the ZTV it was found that due to intervening vegetation and topography the visual splay produced by the ZTV was restricted largely to within 2km of the site boundary. Therefore, a professional judgement has been made for this appraisal that approximately 2km is the distance

beyond which proposals of this scale, nature and context would not have a significant effect on either landscape character or views. The resulting ZTV, figure 7, illustrates the extent to which any part of the proposals (large or small i.e. it could just be the very top of the roofline) is potentially visible from the surrounding area.

A2.24 During fieldwork, any significant discrepancies in the visual envelope and ZTV are recorded and later amended. Fieldwork was confined to accessible parts of the site, public rights of way, transport routes and other publicly accessible areas.

Identifying visual receptors

A2.25 The baseline study will have determined the individuals and/or defined groups of people who have the potential to be affected by the proposals. These are referred to as visual receptors.

A2.26 Paragraph 6.13 of the GVLIA states that visual receptors may include:

"…people living in the area, people who work there, people passing through the landscape on road, rail or other forms of transport, people visiting promoted landscapes or attractions, and people engaged in recreation of different types".

Identifying viewpoints

A2.27 Following analysis of the ZTV and fieldwork, a series of viewpoints from which the proposals will be seen by the individual or groups of visual receptors were identified. To illustrate all potential viewpoints from which the proposals will be seen by the different visual receptors within the study area is not practical and is unnecessary. Therefore, viewpoints selected for inclusion in the LVA broadly fall into three groups:

- Representative viewpoints (represent the experience of different types of visual receptors). For example, certain points may be chosen to represent the views of users from a particular public right of way.
- Specific viewpoints (a particular view from a key or promoted viewpoint). For example, viewpoints with a particular cultural landscape associations.
- Illustrative viewpoints to demonstrate a particular effect/issue. For example, the restricted visibility at a certain location.

A2.28 Generally, viewpoints are selected from publicly accessible land and/or the transport routes. Representative or specific viewpoints from these areas can take into consideration that similar views may be afforded from receptors of residential properties.

Description of proposals

A2.29 This report summaries the elements that are likely to give rise to landscape or visual effects. The effects on landform and on existing landscape features such as vegetation are also described.

Mitigation measures

A2.30 The GLVIA describes three forms of mitigation measures. These are:

- *"Primary measures, developed through the iterative design process, which have become integrated or embedded into the project design;*
- *Standard construction and operational management practices for avoiding and reducing environmental effects;*
- *Secondary measures, designed to address any residual adverse effects remaining after primary measures and standard construction practices have been incorporated into the scheme."*

A2.31 The first two forms are referred to as primary mitigation, while the last is referred to as secondary mitigation. At this stage of the design all matters are reserved including access, appearance, scale, layout and landscape. The key design criteria fixed through the outline planning application and the submitted parameter plan are the maximum building height and the maximum building footprint. Other primary measures will be incorporated in detailed design and a reserved matters application.

A2.32 Secondary mitigation measures are those that have not been designed into the proposals that form part of this application. Potential secondary mitigation measures are described and considered in the assessment.

Landscape appraisal

A2.33 The landscape appraisal judges the potential landscape effects of the proposals though consideration of the sensitivity of the landscape receptors and the magnitude of the landscape effect as a result of the proposals. These are defined in the following paragraphs.

Criteria for assessing potential landscape effects

Sensitivity of landscape receptor

A2.34 The sensitivity of the landscape is assessed by combining the considerations of two factors:

- Value
- Susceptibility to specific change.

A2.35 The value of the landscape receptor is defined in the GLVIA (paragraph 5.19) as:

"The relative value that is attached to different landscapes by society, bearing in mind that a landscape may be valued by different stakeholders for a whole variety of reasons."

A2.36 The value of the landscape receptor is established at the baseline stage and considers two key categories as highlighted in paragraph 5.44 of the GLVIA:

- *"The value of the landscape character types or areas based on review of any designations at both national and local levels, and, where there are no designations, judgements based on criteria that can be used to establish landscape value;*

- *The value of individual contributors to landscape character, especially the key characteristics, which may include individual elements of the landscape, particular landscape features, notable aesthetic, perceptual or experiential qualities, and combinations of the contributors."*

A2.37 Landscape designations should not be over relied upon to signify the value of the landscape receptors. It is also important to remember that the fact that an area of landscape is not designated either nationally or locally does not mean that it does not have any value.

A2.38 In attributing value to a landscape, the information provided under Table 1 of the *Assessing landscape value outside national designations, Landscape Institute Technical Guidance Note, 02/21*, should be read in conjunction with the GLVIA. The factors provided in the GLVIA, Box 5.1 used to help identify landscape value have been revised in this technical note with the following changes:

- *"Conservation interests' is separated into natural and cultural factors (reflecting the approach in NatureScot's guidance on local landscape designations and Natural England's Guidance for assessing landscapes for designation as National Park or Area of Outstanding Natural Beauty in England);*
- *The term 'landscape condition' is used in place of 'landscape quality (condition)';*
- *'Rarity' and 'representativeness' are combined into a newly-named factor 'distinctiveness'; and*
- *A new factor, 'spatial function' is included which addresses the value attached to landscapes which addresses the value attached to landscapes which perform an identifiable and important functional role."*

A2.39 The factors that can help in the identification of valued landscapes provided in GLVIA3, Box 5.1 and Table 1 of the *Assessing landscape value outside national designations, Landscape Institute Technical Guidance Note, 02/21*include:

- Natural heritage – Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape
- Cultural heritage - Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape
- Landscape condition – Landscape which is in a good physical state both with regard to individual elements and overall landscape structure
- Associations – Landscape which is connected with notable people, events and the arts
- Distinctiveness – Landscape that has a strong sense of identity
- Recreational – Landscape offering recreational opportunities where experience of landscape is important
- Perceptual (Scenic) – Landscape that appeals to the senses, primarily the visual sense
- Perceptual (Wildness and tranquillity) - Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies

- Functional – Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape.

A2.40 In the absence of a formal landscape designation or landscape character area, judgement on the value of a landscape is based on the criteria set out in paragraph A2.39.

A2.41 The landscape receptors **susceptibility** to specific change is defined in the GLVIA (paragraph 5.40) as follows:

"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 development without undue consequences for the maintenance of the baseline situation and /or achievement of landscape planning policy and strategies."

A2.42 Paragraph 5.42 of the GLVIA also states that:

"Since landscape effects in LVIA are particular to both the specific landscape in question and the specific nature of the proposed development, the assessment of susceptibility must be tailored to the project."

A2.43 Factors for judging susceptibility to change include:

- Vulnerability or robustness of elements of the landscape
- The tolerance, i.e. the extent to which elements of the landscape can be replaced, restored or may be altered
- The level or role elements of the landscape have in defining the character of the landscape
- The landscape sensitivity to the specific type of development proposed.

A2.44 The guidance set out in figure A2.1 has been used in this appraisal to arrive at an overall evaluation of landscape sensitivity. Both susceptibility to change and value are judged as high, medium, low or negligible based on the criteria shown. There may be circumstances where the weighting given to some criteria may be greater than others. The combination of susceptibility and value produces an overall evaluation of landscape sensitivity, which is ultimately a matter of professional judgement, and is defined in this report as high, medium, low or negligible.

Magnitude of landscape effect

A2.45 The magnitude of effect is assessed in terms of:

- Size/scale
- Geographical extent
- Duration
- Reversibility.

A2.46 The **size or scale** of an effect is assessed by determining the degree of change that would arise from the proposals. The effect of both loss and addition of new features is judged as major, partial, minor or very minor based on the criteria set out in figure A2.2. The judgements may take into account:

- The extent of existing landscape elements that will be lost (this may be quantified)
- The degree to which aesthetic or perceptual aspects of the landscape are altered through the loss of or addition of landscape resources / elements. For example removal of hedges may change a small-scale intimate landscape into a large scale, open one.
- Whether the effect changes any of the key characteristics which are distinctive to the landscape character.

A2.47 The **geographical extent** of effects is assessed by determining the area over which the landscape effects will be felt. The effect is considered across varying scales of wide, intermediate, localised or limited based on the criteria set out in figure A2.2. In general, the effects will vary according to the nature of the project and may not be relevant on every occasion.

A2.48 The **duration** of effects is assessed by the period of time over which the degree of change to the landscape would arise from the development. Duration is judged as long term, medium term or short term based on the criteria set out in figure A2.2.

A2.49 The **reversibility** of an effect assesses the prospects or practicality of the effect being reversed. The effect is judged as reversible, partially reversible or permanent as set out in figure A2.2.

A2.50 Duration and reversibility can be considered together so that a temporary or partially reversible effect is linked to definition of how long that effect may last.

A2.51 The guidance notes and criteria set out in figure A2.2 have been used to make a judgement on the magnitude of landscape effect for this appraisal. The magnitude of landscape effect is determined by combining the judgements of the four individual factors of size/scale, geographical extent, duration and reversibility. There may be circumstances where the weighting given to some criteria may be greater than others. The combination of all four factors produces an overall evaluation of magnitude of landscape effect, which is ultimately a matter of professional judgement, and is defined in this appraisal as large, medium, small or negligible. The GLVIA also states that thought must be given to whether the likely visual effects are judged to be positive (beneficial) or negative (adverse). It may also be possible for the effects to be neutral.

Visual appraisal

A2.52 The visual appraisal judges the potential effects of the proposals though consideration of the sensitivity of the visual receptors and the magnitude of the visual effect. These are defined in the following paragraphs.

Criteria for assessing potential visual effects

Sensitivity of visual receptors

A2.53 A visual receptor is a particular person or group of people who would be experiencing the view or are likely to be affected at a specific viewpoint.

A2.54 The sensitivity of the visual receptor is assessed by combining the judgements of two factors:

- Value attached to views
- Susceptibility of visual receptors to change

A2.55 The GLVIA suggests that when judging the **value** attached to the views experienced (paragraph 6.37), account should be taken of:

- *"recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations;*
- indicators of the value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment and references to them in literature or art"

A2.56 The value attached to the views experienced is established at the baseline stage and considers these two key categories:

- The quality of the view/visual experience i.e. attractive unspoilt landscape
- The associations which contribute to the visual experience i.e. cultural/historical/ecological interests and planning designations

A2.57 The visual receptors' **susceptibility** to change is defined in the GLVIA (paragraph 6.32) as follows:

- *"the occupation or activity of people experiencing the view at particular locations; and*
- *the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations."*

A2.58 The guidance set out in figure A2.3 has been used in this appraisal to arrive at an overall evaluation of the sensitivity of the visual receptors. Both susceptibility to change and value are judged as high, medium, low or negligible based on the criteria shown. There may be circumstances where the weighting given to some criteria may be greater than others. The combination of susceptibility and value produces an overall evaluation of visual receptor sensitivity, which is ultimately a matter of professional judgement, and is defined in this report as high, medium, low or negligible.

Magnitude of visual effect

A2.59 The magnitude of visual effect is assessed in terms of:

- Size/scale

- Geographical extent
- Duration
- Reversibility

A2.60 The **size or scale** of a visual effect is assessed by determining the degree of change that would arise from the proposals. The effect of loss, addition or change to the composition of the view through the introduction of development is judged as major, partial, minor or very minor based on the criteria set out in figure A2.4 The GLVIA (paragraph 6.39) suggests that when judging the visual effects the following be taken account of:

- *"the scale of the change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the proposed development;*
- *the degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line, height, colour and texture;*
- *the nature of the view of the proposed development, in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses."*

A2.61 The **geographical extent** of visual effects is assessed by determining the area over which the visual effects will be seen. The visual effect is considered across varying scales of wide, intermediate, localised or limited based on the criteria set out in figure A2.4. The GLVIA (paragraph 6.40) suggests that extent is likely to reflect:

- *"the angle of view in relation to the main activity of the receptor;*
- *the distance of the viewpoint from the proposed development;*
- *the extent of the area over which the changes would be visible."*

A2.62 The **duration** of effects is assessed by the period of time over which the degree of change to the visual receptor would arise from the development. Duration is judged as long term, medium term or short term based on the criteria set out in figure A2.4.

A2.63 The **reversibility** of an effect assesses the prospects and the practicality of the effect being reversed. The effect is judged as reversible, partially reversible or permanent as set out in figure A2.4.

A2.64 The guidance notes and criteria set out in figure A2.4 have been used to make a judgement on the magnitude of visual effect for this appraisal. The magnitude of visual effect is determined by combining the judgements of the four individual factors of size/scale, geographical extent, duration and reversibility. There may be circumstances where the weighting given to some criteria may be greater than others. The combination of all four factors produces an overall evaluation of magnitude of visual effect, which is ultimately a matter of professional judgement, and is defined in this appraisal as large, medium, small or negligible. The GLVIA also states that thought must be given to whether the likely visual effects are judged to be positive (beneficial) or negative (adverse). It may also be possible for the effects to be neutral.

Appendix A part 3: Photographic images methodology

Photographic survey

A3.1 For this appraisal, a Canon EOS 6D camera was used in conjunction with a 50mm prime lens. The EOS 6D employs a sensor of similar size to a traditional SLR therefore the 50mm lens used results in a focal length of 50mm as no modification factor is applied. This methodology is in accordance with the *Landscape Institute Visual Representation of Development Proposals technical guidance note 06/19 17 September 2019.*

A3.2 In this appraisal, the photographs are taken at approximately 1.5 m above ground level using a tripod with a Pano head which provides a 15 degree angle between adjacent shots.

A3.3 GPS (in built in the camera) is used to provide a six-figure National Grid reference for the view. The accuracy of this device can vary (depending on factors such as satellite coverage, proximity of buildings, tree coverage etc.) so these figures are then checked on detailed OS survey plans to give a more accurate reference

A3.4 All photographic representations are to be viewed at a comfortable arm's length. The A1 images are provided in cylindrical projection and the A3 images are provided in planar projection.

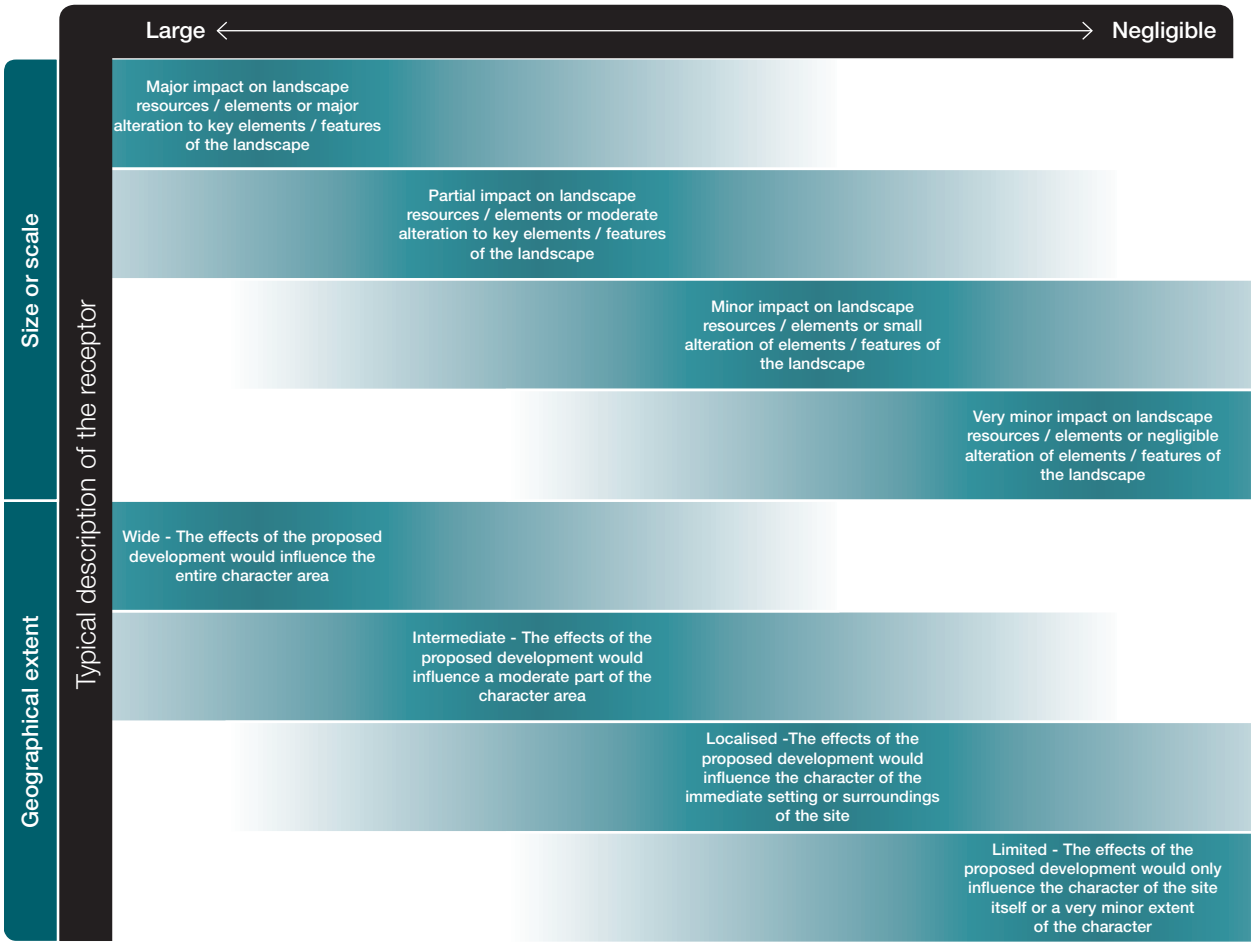
Sensitivity of the receptor - Landscape

	Value	Susceptibility
High	Internationally/nationally designated landscape / townscape e.g world heritage sites, areas of outstanding natural beauty and national parks / national scenic areas (Scotland) A very distinctive landscape / townscape with strong, widespread and defining characteristics. High quality with no detracting features. Contains features that could be described as unique or are nationally scarce. Considerable conservation and / or recreational / heritage	Landscape / Townscape can not accommodate any change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Locally designated e.g public open space Reasonably distinctive landscape / townscape or with some strong contributing characteristics. Average quality with features that are locally commonplace which may exhibit some detracting features. Intermediate conservation and/or recreational / heritage interest. A strong sense of place.	Landscape / Townscape is able to accommodate a small change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Not designated. Relatively bland or commonplace landscape / townscape or with limited positive characteristics. Features that make little contribution to local distinctiveness. Some detracting features. Limited conservation and/or recreational / heritage interest. Poor sense of place.	Landscape / Townscape is able to accommodate a medium change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics.
Negligible	Not designated. A degraded or featureless landscape with little or no characteristics of quality or interest. No sense of place.	Landscape is able to accommodate a large change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics

Value \ Susceptibility	**High**	**Medium**	**Low**	**Negligible**
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Figure A2.1

Magnitude of effects - landscape



Magnitude of landscape effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the landscape effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the landscape effect.

Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Figure A2.2

Sensitivity of the receptor - Visual

	Value	Susceptibility
High	Views from internationally / nationally designated landscapes / townscapes or landscapes recognised nationally as the best in the UK e.g areas of outstanding natural beauty, national parks/ national scenic areas (Scotland) national trails, registered parks and gardens or world heritage sites Internationally / Nationally recognised views with a strong cultural association or well known references or promoted views in literature / art / guide books / viewpoints marked	Users of residential street / areas or users of long distance recreation routes / National Trail whose primary focus is on the landscape / townscape Visitors to heritage assets or other attractions where the landscape setting is an important contributor to the experience
	Views from local planning designations e.g country parks, Local Nature Reserves and conservation areas. Views from landscapes and townscapes well used by local residents who have a strong proprietary interest in the view or from landscapes with recognisable features that promote a strong sense of place	Views from public rights of way, rural roads, tourist routes or railway users with secondary focus on the landscape / townscape
	Views from undesignated landscapes or townscapes Views from commonplace landscapes / townscapes with a weak sense of place, limited cultural associations and / or where receptors have limited proprietary interest in the view.	Users of urban roads, railways and footways whose attention is unlikely to be on the landscape / townscape People engaged in outdoor sporting activities which does not depend upon appreciation of views
Negligible	Views from degraded landscapes or townscapes with very limited value to local residents or from landscapes / townscapes that require significant restoration	People at places of work, educational or social venues who have very limited focus on the landscape / townscape. People driving along motorways.

Value \ Susceptibility	**High**	**Medium**	**Low**	**Negligible**
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Figure A2.3

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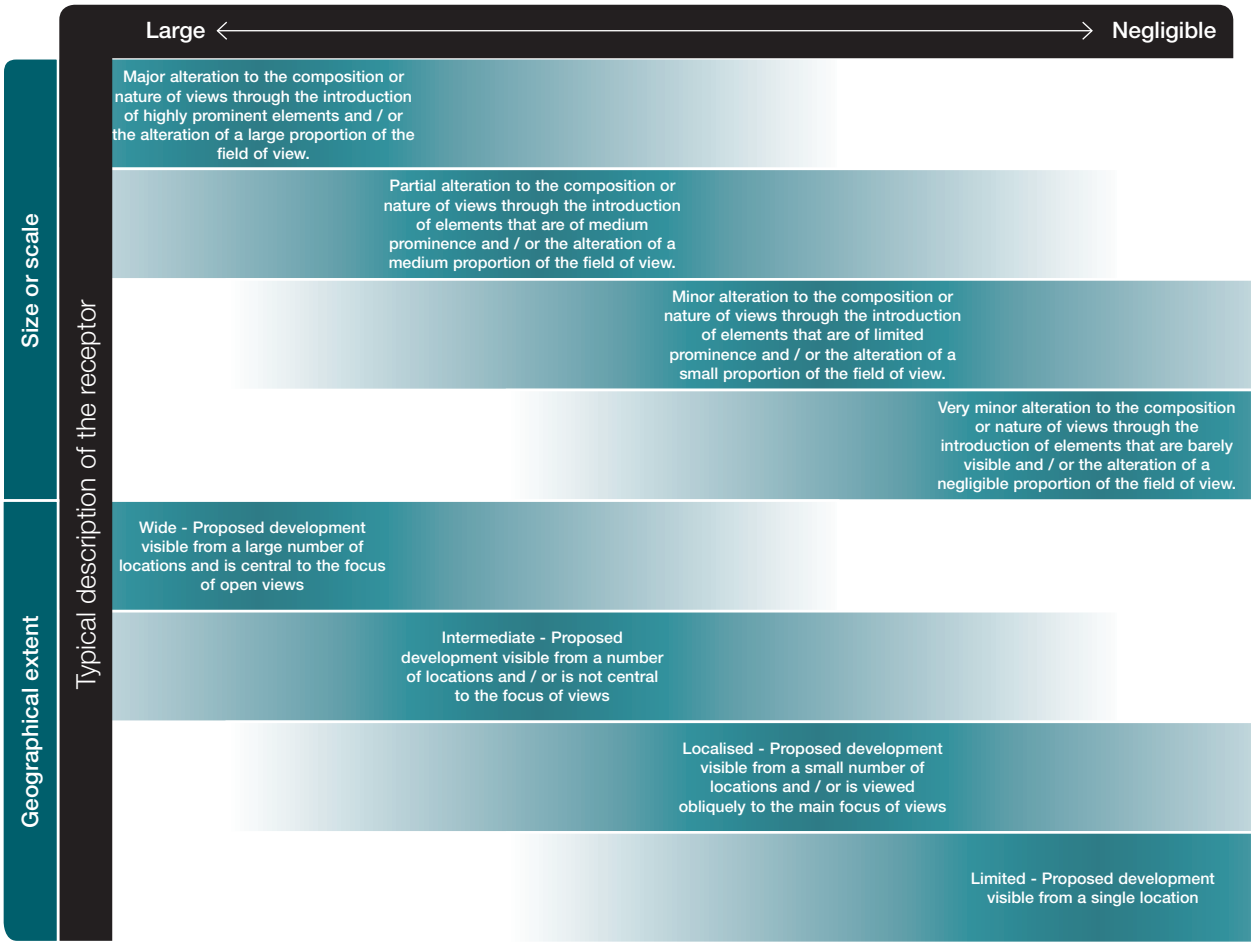
Magnitude of change – Visual



Magnitude of visual effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the visual effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the visual effect.

Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Figure A2.4

Site boundary

Tees Valley Bottom Ash Facility
Viridor Waste Limited

0 620 m

N

Figure 1: Site location

Dwg no/227707C/001	Revision
Status	01 April 2022
Scale: 1:25,000 @A3	Drawn by: JC / Checked by: NE

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LONDON
23 Heddon Street
London W1B 4BQ

BIRMINGHAM
3 Edmund Gardens 117 Edmund Street
Birmingham B3 2HJ

BOURNEMOUTH
Everdene House Deansleigh Road
Bournemouth BH7 7DU

TELEPHONE
020 3664 6755

www.torltd.co.uk

Site boundary

5km study area

Tees Valley Bottom Ash Facility
Viridor Waste Limited

0 1,000 m

N

Figure 2: Topography

Dwg no/227707C/002	Revision
Status	01 April 2022
Scale: 1:40,000 @A3	Drawn by: JC / Checked by: NE

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LONDON
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BOURNEMOUTH
Everdene House Deansleigh Road
Bournemouth BH7 7DU

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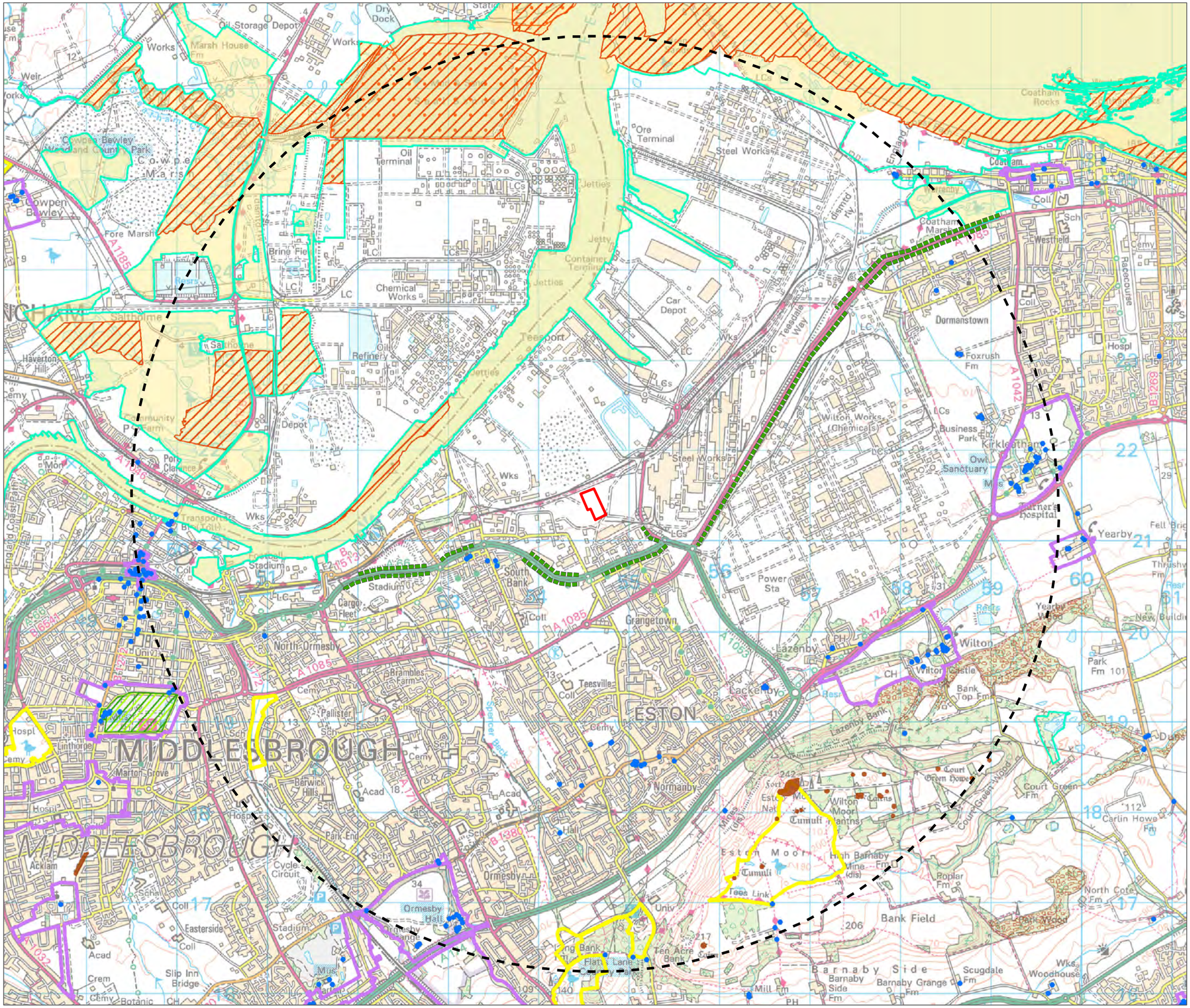

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LONDON
23 Heddon Street
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BOURNEMOUTH
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020 3664 6755

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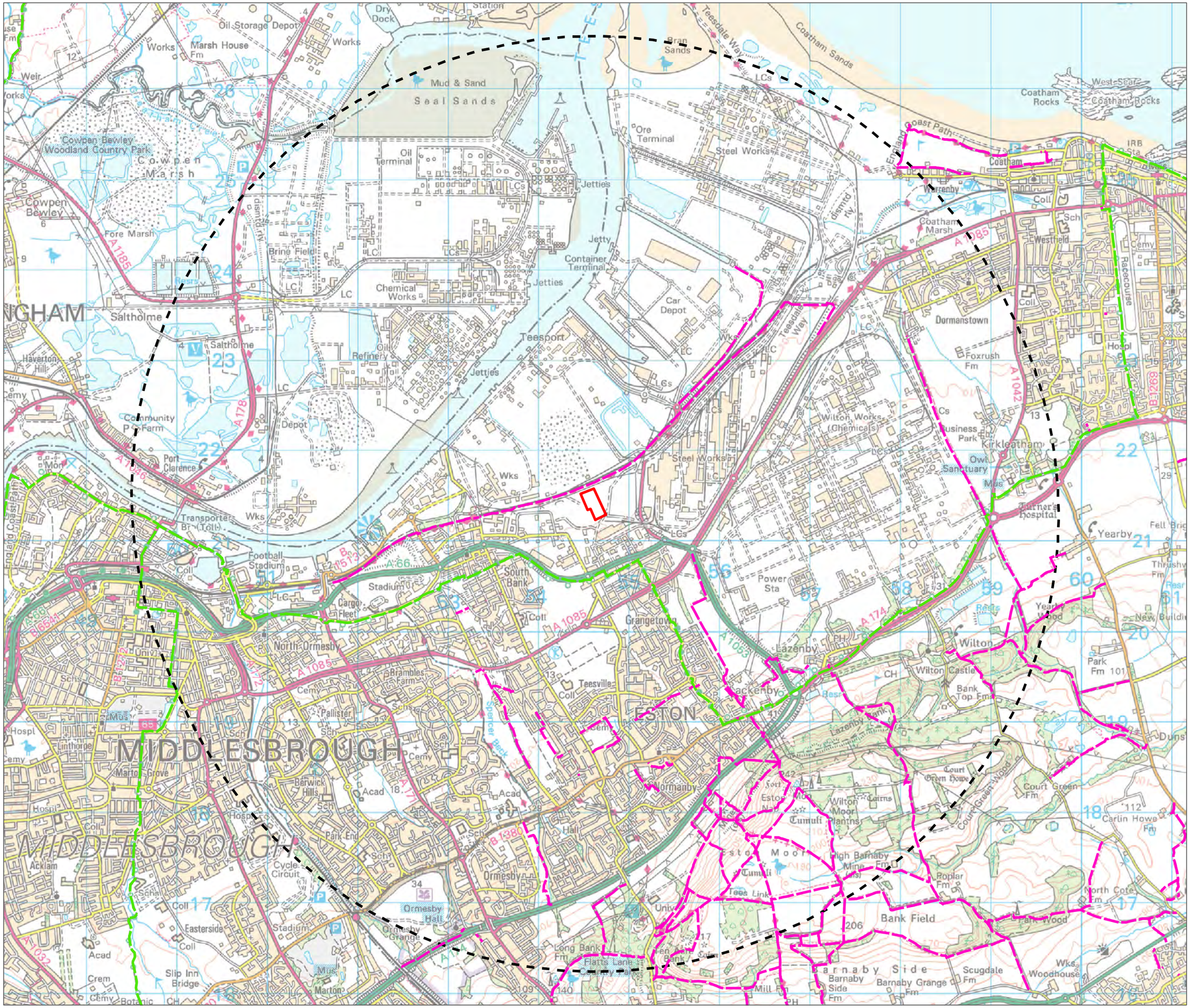

Tees Valley Bottom Ash Facility
Viridor Waste Limited

0 1,000 m

N

Figure 4: PROW and cycle routes

Dwg no/227707C/004	Revision
Status	01 April 2022
Scale: 1:40,000 @A3	Drawn by: JC / Checked by: NE

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LONDON
23 Heddon Street
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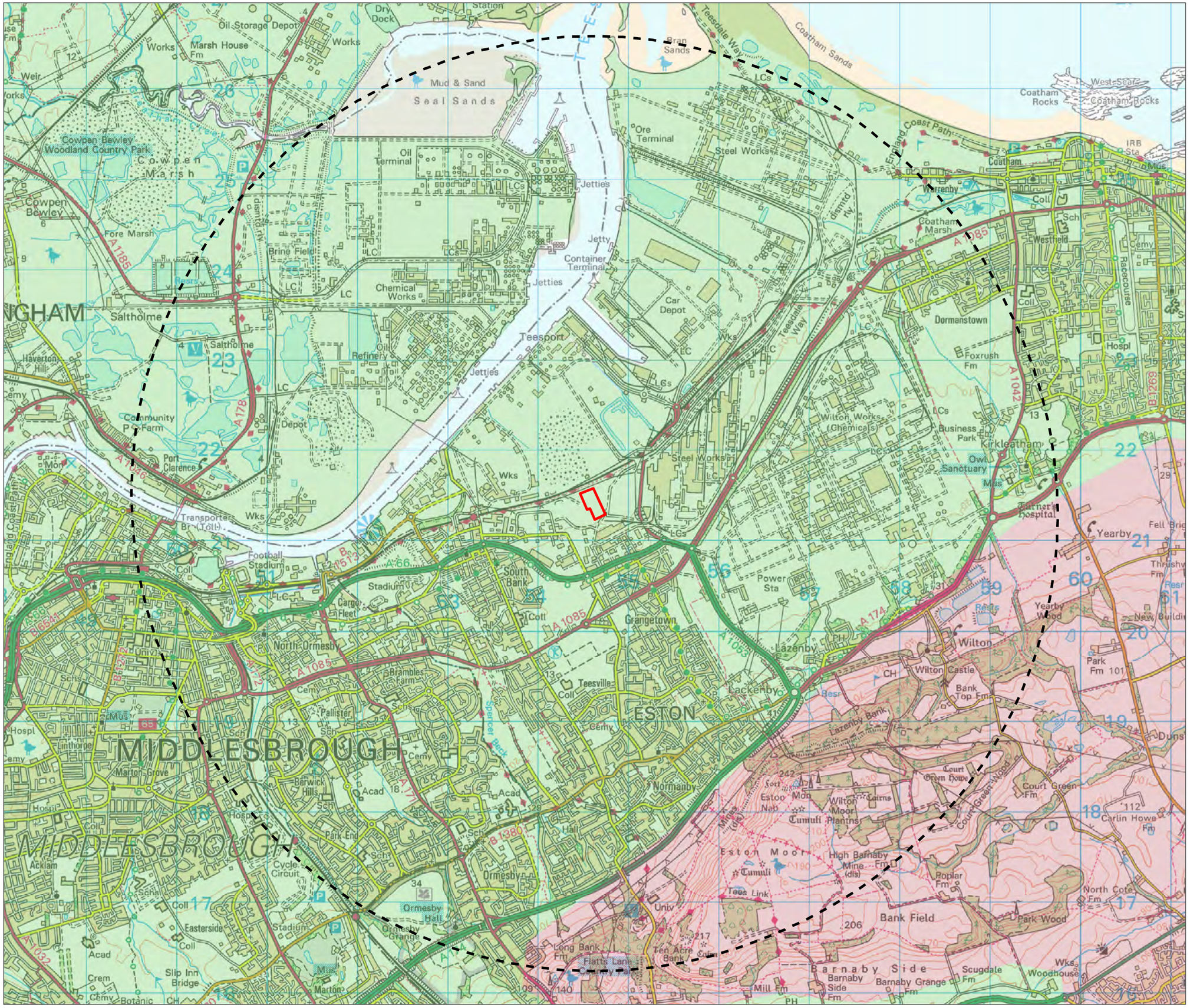

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Site boundary

5km study area

Redcar and Cleveland Borough Council

Eston Hills Broad landscape Area

Redcar Flats Broad Landscape Area

Stockton on Tees Borough Council

East Billingham to Teesmouth

Project level character assessment

Residential

Industrial

Tees Valley Bottom Ash Facility
Viridor Waste Limited

0 1,000 m

N

Figure 6: Local landscape character areas

Dwg no/227707C/006	Revision
Status	01 April 2022
Scale: 1:40,000 @A3	Drawn by: JC Checked by: NE

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