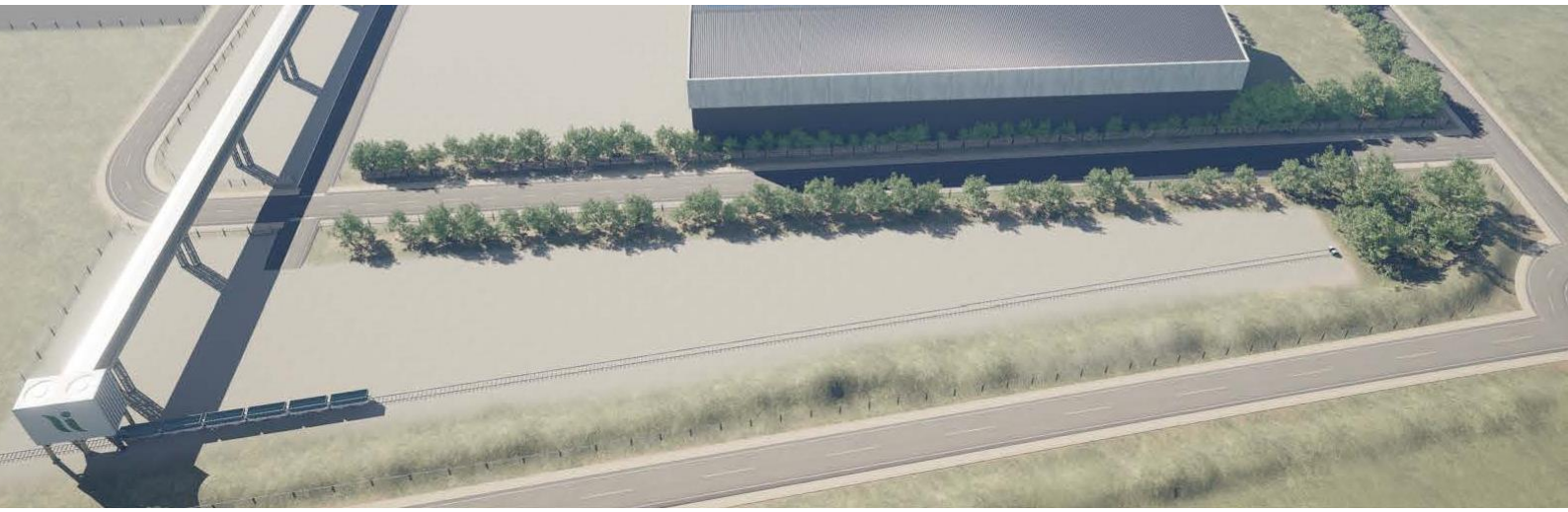
CHAPTER 10 LANDSCAPE AND VISUAL IMPACT



10. LANDSCAPE AND VISUAL IMPACT

10.1. This chapter has been produced by Tyler Grange Group Ltd to assess the likely significant effects of the Proposed Development in terms of Townscape and Views in the context of the Site and the surrounding area. In particular, it considers the likely significant effects on the character and features of the townscape; and on people's views and visual amenity within the Study Area.

10.2. The assessment has been undertaken by both an Associate Member of the Landscape Institute and a Chartered Member of the Landscape Institute (CMLI), and reviewed/checked by a CMLI.

GUIDANCE BEST PRACTICE

10.3. This LVIA has been undertaken with regards to the best practice guidelines within the Guidelines for Landscape and Visual Impact Assessment Edition 3 (hereafter referred to as GLVIA3). The GLVIA3 (Ref 10.1) states in paragraph 1.1 that:

> *"…Landscape and Visual Impact Assessment (LVIA) is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right and on people's views and visual amenity."*
>
> *GLVIA3 also states in paragraph 1.17 that when identifying landscape and visual effects there:*
>
> *"…is a need for an approach that is in proportion to the scale of the project that is being assessed and the nature of the likely effects. Judgement needs to be exercised at all stages in terms of the scale of investigation that is appropriate and proportional."*

10.4. GLVIA3 also recognises in paragraph 2.23 that:

> *"…professional judgement is a very important part of LVIA. While there is some scope for quantitative measurement of some relatively objective matters much of the assessment must rely on qualitative judgements"*

10.5. This Townscape and Visual Impact Assessment (LVIA) has been undertaken as a process, providing input into the design development of the proposals from the initial stages in order to embed mitigation measures into the Proposed Development and seek opportunities to avoid or reduce adverse effects and identify opportunities for beneficial effects.

10.6. This Chapter (and its associated figures and appendices) is not intended to be read as a standalone assessment and reference should be made to Chapters 1-15 of this ES.

- Appendix 10.1 – Tyler Grange Methodology and Summary Tables
- Appendix 10.2 – LPA Correspondence
- Appendix 10.3 – Sensitivity of Receptors
- Appendix 10.4 – Townscape Character Assessment
- Appendix 10.5 – Visual Effects Assessment
- Appendix 10.6 – Figures

EXTENT OF THE STUDY AREA

10.7. The extent of the Study Area was established following the creation of a Zone of Theoretical Visibility plan (ZTV), based on terrain alone and a maximum 'stack' height parameter of 48m, as shown on Figure 10.4 within Appendix 10.6. A maximum distance of 5km distance was used to accommodate the potential for distant views from the south near Eston Nab Hill. This theoretical visibility was verified on Site.

METHODOLOGY AND SCOPE

Policy Background

10.8. This section sets out the relevant national and local townscape policy and evidence base as pertains to the Site and Proposed Development. The main themes have then been drawn out and a summary included of the way in which the Proposed Development and the masterplan have responded to those themes.

Designations

10.9. Designations are shown on Figure 10.2 within Appendix 10.6 of Volume 2. The Site is not situated within a national or local townscape designation. There are a number of Listed Buildings within the area, although these lack intervisibility with the Site.

National Planning Policy

10.10. The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

10.11. The NPPF Para 126 states that "The creation of high-quality 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 in communities".

10.12. Relevant Planning Policy Guidance which accompanies the NPPF includes that relating to Green Infrastructure, Landscape, Light Pollution and Design (including the National Design Guide).

Local Planning Policy

10.13. The local planning documents of relevance to townscape and visual matters include the Redcar and Cleveland Borough Council Core Strategy, their Landscape Character SPD and the South Tees Area SPD. Further information is provided below:

Redcar and Cleveland Borough Council Local Plan (2018)

10.14. N1 Landscape – This policy supports the protection and enhancement of the Borough's landscape based on the character areas identified through the Historic Landscape Characterisation, Landscape Character Assessment and the SPD. It restricts development which leads to the loss of important features of landscape character and supports measures to enhance, restore or create the special features; and

10.15. N4 Biodiversity and Geological Conservation – This policy supports the protection and enhancement of the Borough's biodiversity and geological resource.

EVIDENCE BASE

Redcar and Cleveland LDF Landscape Character SPD (2010)

10.16. The purpose of this document is to '…explain[s] the role of landscape character areas and sets out guidance to be used in designing development and new landscape features of each area, building on the 'Redcar and Cleveland Landscape Character Assessment' (2006)' (para 1.2)

10.17. 'Appendix D: Landscape Character Areas' outlines the designations of Broad Landscape Areas, Restoration Landscapes in the borough and Sensitive Landscapes. The proposed Site does not sit within a designated restoration or sensitive landscape area. Redcar Flats Broad Landscape Area is situated approximately 2km to the north and 2km to the east to the north of the Site, and Eston Hills Broad Landscape Area lies to the east.

South Tees Area SPD (2018)

10.18. The South Tees Area SPD outlines a number of development principles to guide the regeneration of the area.

- Development Principle STDC7: National Environmental Protection and Enhancement states that developments must respond to their environmental setting to protect and enhance biodiversity and geodiversity interests. All proposals are required to comply with Local Plan Policy N4 Biodiversity and Geological Conservation; and
- Development Principle STDC14: South Industrial Zone noted the potential for an open space recreation and heritage area incorporating the Dorman Long Tower and South Bank Coke Ovens, which is being explored by the Council in partnership with STDC as part of the wider Open Space Strategy for the STDC area.

RESPONSE TO POLICY

10.19. The Proposed Development will be compliant with 'Policies STDC7 Natural Environment Protection and Enhancement' and 'N4 Biodiversity and Geological Conservation'. The proposal is consistent with the recently consented schemes, with maximum building and chimney stack parameters lower than those within the local context. The development will not introduce incongruous elements, with the area's history being of similar industrial uses.

KEY LEGISLATION

10.20. There is no legislation relevant to Townscape and Visual matters.

GUIDANCE

10.21. The applicable guidance is summarised as follows:

- The Guidelines for Landscape and Visual Impact Assessment ('GLVIA'), Third Edition (Landscape Institute and IEMA, 2013);
- An Approach to Landscape Sensitivity Assessment (Natural England, 2019);
- An Approach to Landscape Character Assessment (Natural England, 2014);
- Technical Guidance Note 05/2017 'Townscape Character Assessment' (Landscape Institute, Revised April 2018);
- Technical Guidance Note 02/21 'Assessing Landscape Value' (Landscape Institute, 26 May 2021); and
- Technical Guidance Note 06/19 'Visual Representation of Development Proposals' (Landscape Institute, 17 September 2019).

CORRESPONDENCE

10.22. A 'Pre-Application and EIA Scoping Request' report was submitted by Sol Environment Ltd on 10th August 2022 (R/2022/0675/SCP) on behalf of Green Lithium Refining Limited. The document sets out a high-level review of the Site and surroundings, a description of the development, the EIA screening and planning policy context, and a section on Environmental Impacts covering each relevant area for consideration.

10.23. With regards to Landscape and Visual Impact - the terms Landscape and Townscape can be used interchangeably (GLVIA, 3rd edition, Para 2.6) - the Scoping Request sets out how the proposals are of a scale and massing suitable to the area, acknowledging the approved South Bank, Prairie Grange and Dorman's Points schemes and how the Green Lithium Refining Limited development is not considered to '*materially change or adversely impact the appearance of the wider South Tees industrial area or have a negative influence on the quality or character of the landscape and visual amenity'*.

10.24. Two viewpoints relating to the Proposed Development are identified within the Scoping Request as 'Eston Nab Hill' (representative of views from the public footpath and the highest vantage point in the area of the Site), and 'Uvedale Road, South Bank' (representative of views from residential housing, recreation space and footpaths). These will both be considered further within this Chapter.

ASSESSMENT METHODOLOGY

10.25. Summary tables pertaining to the methodology are included in Appendix 10.1 of Volume 2.

10.26. To assist the reader in understanding the purpose for undertaking townscape assessment work, the definition of 'landscape' as defined by the European Landscape Convention (ELC, 2000) is set out below.

> "'*Landscape' means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*."

10.27. In the context of this definition the assessment process seeks to consider the likely significant effects of the Proposed Development on townscape and visual receptors in an objective and systematic manner whilst recognising the perceptual and therefore subjective response to the landscape. Whilst subjectivity can never be removed from the assessment process, by following a systematic and structured framework of assessment, a more robust assessment can be performed, and more rational and transparent conclusions drawn.

10.28. Furthermore, the TVIA process deals with the separate but interlinked issues of:

- Townscape Character: The effects of the Proposed Development upon discrete character areas and/or character types comprising features possessing a particular quality or merit; and

- Visual Context: The effects of the Proposed Development on views from visual receptors, and upon the amenity value of the views.

10.29. Landscape character is defined in the GLVIA3 as:

"A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse."

10.30. Changes to the townscape character can arise as a result of:

- Changes to the fabric of the townscape including either the loss of key elements or introduction of new features which alter the distinct character of the townscape; and
- Changes which alter the way in which the townscape is perceived or appreciated.

10.31. Changes to views will occur where there is alteration of the view in terms of elements present and their distribution or dominance. Such changes may or may not have a significant effect on the visual amenity of identified visual receptors.

SITE SURVEY

10.32. A Site Survey was undertaken on 8th of March 2023 to record the baseline townscape conditions, identify potential visual receptors (groups of people whose visual amenity may be affected by the Proposed Development) and to take a photographic record from a range of key locations in the public realm to inform the assessment.

PHOTOGRAPHY METHDOLOGY

10.33. Photographs were taken from selected viewpoints with a digital camera with an equivalent 50mm focal length lens at eye level (approximately 1600mm above ground). Photographs were stitched in Photoshop using the cylindrical method and presented on Photosheets in accordance with the Landscape Institute TGN set out above.

10.34. A total of 11 representative viewpoints have been chosen from locations surrounding the Site to enable the effects of the development to be assessed from all directions (see Figures 10.5 and 10.6 in Appendix 10.6). The proposed viewpoint locations were presented to the Council, together with the Tyler Grange Assessment Methodology and are included in Appendix 10.1 of Volume 2.

10.35. Whilst the views are chosen to be representative of the area, they cannot provide continuous coverage of all potential locations within the vicinity of the development. Often views will occur as a sequence within the surrounding environment. Likewise, where transient or fleeting views are possible, and of significance as part of the landscape experience, they have been addressed in the assessment.

RECEPTOR SENSITIVITY

10.36. The sensitivity of receptors is derived from a combination of value and susceptibility, as per guidance within GLVIA3, (GLVIA, 3rd edition, para 5.39).

10.37. Susceptibility is assessed for both townscape receptors including, townscape character areas, and for visual receptors (people). It indicates the ability of a defined townscape receptor to accommodate the Proposed Development "*without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies*." (GLVIA, 3rd edition, para 5.40) and identifies "*the occupation or activity of people experiencing views at particular locations and the extent to which their attention may be focused on the views and the visual amenity they experience at a particular location*." (GLVIA, 3rd edition, para 6.32).

10.38. Landscape Value is "*the relative value that is attached to different landscapes by society*" (GLVIA, 3rd edition, page 157). Box 5.1 (GLVIA 3rd edition, page 84) sets out factors to be considered in the identification of valued landscapes. These can be broadly described as: Landscapes recognised and valued for their quality and and/or cultural associations; key characteristics and features as recognised in published landscape character assessments; Landscape constriction and the degree to which the landscape/townscape is intact and legible.

10.39. In addition to the above Box 5.1 criteria, Technical Guidance Note 02/21 'Assessing Landscape Value' (Landscape Institute, 26 May 2021) provides additional factors that should be considered and are '*complimentary to GLVIA3*' and include Natural Heritage and Cultural Heritage (replacing Conservation Interests), Landscape Condition (replacing Landscape Quality), Distinctiveness (combining Rarity and Representativeness), and Function which addresses the value attached to landscapes which perform a clearly identifiable and valuable function.

EFFECT MAGNITUDE

10.40. Overall magnitude of change lies along a continuum of low to high. Together the Scale, Geographical Extent, and Duration and Reversibility of effect are all considered in understanding the overall Magnitude of Change.

10.41. Scale of effect is assessed for both townscape and visual receptors and identifies the degree of change which would arise from the development. How Scale of effect is provided in the tables in Appendix 10.4 and 10.5 of Volume 2 for both townscape and visual receptors.

10.42. Geographical Extent of effect of is assessed for both townscape and visual receptors and indicates the geographic area over which the effects will be felt. How Geographical Extent is described is provided in the tables in Appendix 10.4 and 10.5 of Volume 2 for both townscape and visual receptors.

10.43. Duration and Reversibility of effect is assessed for all townscape and visual receptors and identifies the time period over which the change to the receptor would arise as a result of the development. How Duration and Reversibility is described is provided in the tables in Appendix 10.4 and 10.5 for both townscape and visual receptors.

EFFECT SIGNIFICANCE

10.44. Best practice guidelines stipulate that the level of any townscape or visual effect should be evaluated, both during the construction works and following completion of the development. The level of any townscape and visual effect is a function of the sensitivity of the affected townscape resources and visual receptors against the magnitude of change that they would experience.

10.45. Table 10.1 below indicates how the general relationship between sensitivity and magnitude of change determines the level of effect. The level of effect is rated within the range of Major – Major / Moderate – Moderate – Moderate / Minor – Minor – Negligible.

Table 10.1 Significance Criteria Table

	SENSITIVITY		
MAGNITUDE	HIGH	MEDIUM	LOW
MAJOR	MAJOR	MAJOR/MODERATE	MODERATE/MINOR
MODERATE	MAJOR/MODERATE	MODERATE	MINOR
MINOR	MODERATE/MINOR	MINOR	MINOR
NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE	NEGLIGIBLE

10.46. Impacts which are moderate-major and above are considered '*significant*' in EIA terms (shaded in Table 10.1). Appendix 10.1 of Volume 2 sets out the criteria which are applied to the above. The appendix also provides definitions for receptor sensitivity, magnitude of change and significance of effect.

10.47. The following terms have been used to define townscape effects:

- Adverse: The Proposed Development may result in direct loss of physical townscape resources, weaken key characteristics or negatively affect the integrity of a townscape designation; and
- Beneficial: The Proposed Development may replace poor quality elements of the existing landscape/townscape or strengthen existing landscape/townscape characteristics.

10.48. The following terms have been used to define visual effects:

- Adverse: The Proposed Development reduces visual amenity; and
- Beneficial: the visual amenity is improved by the Proposed Development.

LIMITATIONS OF THE ASSESSMENT

10.49. The following are not considered as part of this assessment:

- Effects on views from within places of work, unless immediately adjacent to the scheme as receptors at these locations are considered to be of low sensitivity to change as they are focussed on their work;
- The assessment is based upon the submitted scheme parameters rather than specific form; and
- The Zone of Theoretical Visibility (ZTV) Mapping within this report is conducted using QGIS software and based upon DTM (Digital Terrain Model) OS Terrain 5 data which is a bare-earth model (does not take into account built form and vegetation). Also, the ZTV does not take into account the reducing scale of objects in the view over long distances or the reduction in contrast caused by atmospheric conditions.

ASSUMPTIONS

10.50. The following assumptions have been made in this assessment:

- This chapter does not seek to identify every location from where the Proposed Development will be visible, but rather to identify groups of visual receptors (people) who are likely to experience significant or near significant effects, and to build up an understanding of the Zone of Visual Influence of the Proposed Development.
- Photography has been undertaken and reproduced in line with the industry guidance; however, the assessment is not undertaken from photography and the Photosheets do not seek to recreate the experience of visiting the viewpoints in person.

- The assessment of Year 1 effects is made upon the parameters during winter months, i.e., the maximum development area and maximum visibility, and with no mitigation planting established. This is to understand the worst case scenario.
- The assessment of Year 15 effects is undertaken on the masterplan, together with the townscape strategy once plants have become established. Under ideal conditions, and depending on species, an assumption is made of a growth rate of trees of 0.3m per year.

LANDSCAPE CONTEXT

10.51. The Site is situated approximately 4km west of Redcar town centre and 6km to the north east of Middlesbrough town centre.

10.52. During the 1950s, the land was reclaimed using slag from the Pig Iron processing facility. The northern part of the Site became a refinery tank farm (occupied by Shell Oil in 1968), although has since been cleared and capped with permeable tarmac after its closure as a refinery in 1989. The southern portion of the Site, formerly used for railing sidings and storage, has been cleared and remains undeveloped.

10.53. The Site comprises an area of approximately 25 ha and currently forms part of the PD Teesport, industrial, storage and logistics park at Teesport, who took over since the Site's closure as a refinery in 1989.

Settlement, Land Use and Infrastructure

10.54. The Site is defined by existing infrastructure and road corridors such as Dabholm Road and Teesport Road to the north east and south east respectively. Railway sidings and the PD Teesport container terminal to the south and a cleared area of the Site (part of the former refinery) lies to the north west. The River Tees is located approximately 800m to the north of the Proposed Development.

10.55. To the east (approx. 2km) lies the nearest residential area of Dormanstown. There are no sites of historical or archaeological interest within the perimeter off the Site and no listed buildings within 2km.

Topography and Hydrology

10.56. Figure 10.3 shows the local topography, demonstrating how much of the land surrounding the Site sits at just above Sea Level, with the majority of the area being reclaimed land using slag from the former metal works. Generally, the Site its relatively flat, with the majority of the Site lying at approximately 5.8 metres to 6.8 metres AOD. At approx. 4km to the south east of the Site, the land rises steeply to approximately 80m AOD.

10.57. The Site itself contains no hydrology of note, although the River Tees estuary lies in close proximity to the northern boundary (approx.500m), with the Tees Dock in close proximity to the western boundary to the north.

Public Rights of Way

10.58. There are no Public Rights of Way (PRoW) within the Site, although there are a number within the Study Area. Locally, Footpath Redcar and Cleveland 116 31/2 lies to the east (approx. 200m at its closest point), the England Coast Path long distance route which circles through the Redcar area, and other areas of open space.

10.59. These have been explored during the Site Visit and are considered in further detail later within this Chapter.

LANDSCAPE CHARACTER

National

10.60. Due to the scale and extent of the National Character Area in which the Site is located, in relation to the scale of the Site itself, its findings were scoped out of this assessment as agreed with the LPA (as described within the 'Correspondence' section within this Chapter).

Local

10.61. Within the 'Redcar and Cleveland LDF Landscape Character SPD (2010)', it shows the Site as being located within an 'urban' area. A distinction between the differing character of the urban areas identified in the Landscape Character SPD was not included in the report.

10.62. Within the Study Area, there are a number of Landscape Character Areas, however, the closest 'Redcar Flats Broad Landscape Area' is almost 2.5km from the Site and does not have any known relationship or connection with the Site. 'Eston Hills Broad Landscape Area' is almost 4km to the south east of the Site and lacks any relationship with the Site, sharing no characteristics or features. The document also identifies areas considered as 'Sensitive Landscapes' and 'Restoration Landscapes' although the Site does not sit within or in close proximity to either of these.

The Surrounding Urban Townscape Character

10.63. As described above, within the 'Redcar and Cleveland LDF Landscape Character SPD, not a formal description of the surrounding industrial context distinct from the wider Middlesbrough area was included. The Site and surrounding urban context are of a significantly larger scale and different urban grain to the local residential areas.

10.64. The surrounding urban townscape character area comprises industrial uses relating to the estuary/port and raw material processing. To the north lies the main River Tees, with the port to the west of the Site, with surrounding terminals and containers. Beyond this to the south west lies the concrete processing facility, whilst to the north east lies Asda and Tesco Distribution centres with Northumbrian Water beyond. British Steel lies to the south of the Site.

10.65. The British Steel plant to the south east of the Site comprises a large number of original processing facilities on a north to south axis.

10.66. A network of roads follow the historic alignment since the land was reclaimed during the 1950s (perpendicular to the River Tees estuary located approx. 800m to the north west of the Site).

10.67. These are typical features of the wider Middlesbrough and Redcar area, extending further east towards Lazenby, west towards the centre of Middlesbrough and north towards Hartlepool.

Site-Specific Character

10.68. The Site is largely undeveloped, with a small number of buildings to facilitate the container storage and parking areas uses that are present, the Site is surrounded by similar industrial uses and a railway network.

10.69. The Site covers an area of approximately 23.35 ha and currently forms part of the PD Teesport industrial, storage and logistics park at Teesport. Prior to the former Shell Petroleum refinery uses, the Site was undeveloped, and during the 1950s was reclaimed and designated as depots.

10.70. Due to the import/export nature of the ports, security features are prominent within the Site: steel palisade fencing and gates surrounding the majority of the Site, with security present on the access gates with additional containers being utilised as office spaces.

10.71. Some areas of Type 1/MOT and scrub land for informal parking are present within the south eastern edge of the Site, with the majority of the Site comprising tarmac and hard standing. An area along the Site's frontage to the south east has a small strip of scrub/grass land and small bunding adjacent to the Teesport Road. There are no trees or vegetation present within the Site.

10.72. Whilst the south eastern part of the Site is undeveloped and remains as scrub land with informal parking areas, the majority of the Site comprises hard standing surrounded by steel palisade fencing with shipping container storage uses. This is consistent with the adjacent area to the south west, with large scale shipping container storage operations are situated (also operated by PD Teesport). In-keeping with its current use, the Site's boundaries are secured with steel palisade fencing. The Site is accessed from Teesport Road, and there are no PRoW crossing or adjacent to the Site.

10.73. The Proposed Development will be assessed on the following receptors (as agreed with the LPA, described within the 'Correspondence' section within this Chapter):

- Character of the Site; and
- The Surrounding Urban Townscape Character.

10.74. The assessment for both the Character of the Site and the Surrounding Urban Townscape Character are included within Appendix 10.4 (Townscape Effects).

HERITAGE ASSETS

10.75. A desk-based Heritage Assessment has been produced separately.

VISUAL BASELINE

Zone of Theoretical Visibility (ZTV)

10.76. A ZTV Mapping exercise was conducted using QGIS software and based upon DTM (Digital Terrain Model) – OS Terrain 5 data and used as a first sieve exercise to scope down the areas to assess for potential views towards the Site. The model does not take into account built form or vegetation, i.e., is a bare-earth model, and thus shows the worst-case scenario for the potential visibility of a building of up to 48m which includes the maximum 'chimney stack' height parameters, albeit the maximum building height parameter is only 43m. This is shown on Figure 10.4 in Appendix 10.6.

10.77. This demonstrates that views towards the Proposed Development would potentially be visible for the majority of the 5km Study Area, and illustrates that areas to the south west and north east (coastal) will not have visibility of the Scheme. The extensive theoretical visibility of the Proposed Development can be attributed to the relatively flat surrounding landscape.

Visual Context of the Site

10.78. The Site is situated approximately 500m to the south east of the River Tees estuary, and the majority of the surrounding landscape is low-lying land at just above sea level (approx. 5.8 metres to 6.8 metres AOD). This means that views of the Site from within the surrounding landscape are largely screened by intervening built form.

Representative Viewpoints

10.79. Representative Photoviewpoints are included within Appendix 10.6, with locations shown on Figure 10.4 in Appendix 10.6.

10.80. Photoviewpoint 1 illustrates views from the England Coast Path long distance route approximately 5km to the north of the Site. The bunding and steel palisade fencing in the foreground serves to screen the views towards the Site. The distance, in addition to the fencing and other built form restricts views of the Site itself. Hartlepool Power Station is visible within the left side of the view.

10.81. Photoviewpoint 2 illustrates views from the England Coast Path long distance route, approximately 5km to the west of the Site. The distance, in addition to the intervening built form and vegetation serves to filter views towards the Site. In the distance, Eston Nab hill is visible on the horizon.

10.82. Photoviewpoint 3 illustrates views from the junction of A66 and Church Lane, Grangetown (and in close proximity to the traffic-free Cycle route) facing north approximately 3km from the Site. Views of the Site from here are not possible due to intervening industrial developments.

10.83. Photoviewpoint 4 illustrates views from the A1085 Trunk Road, almost 4km to the south west of the Site. Visibility from here of the Site is screened by intervening vegetation and residential developments.

10.84. Photoviewpoint 5 illustrates views from the recreational open space area, located to the north of residential properties off Uvedale Road and is situated 3km to the south west of the Site. Intervening vegetation and residential properties serve to limit visibility towards the Site.

10.85. Photoviewpoint 6 illustrates the view on the approach to the Site from the south along Teesport Road. Views of the Site are largely screened by the bunding along the Site's south eastern boundary although views of shipping containers, cranes and associated structures remain above. BOC Industrial Gas site is visible within the left part of the view (to the south of Teesport Road).

10.86. Photoviewpoint 7 illustrates the view on the approach to the Site from the north east along Teesport Road. Views of the Site are possible across the Site's south eastern edge. Existing shipping containers, cranes and associated structures are visible within the Site.

10.87. Photoviewpoint 8 illustrates the views from Coatham Marsh Local Nature Reserve approximately 2km to the north east. Due to the distance and intervening built form and vegetation, views of the Site are barely perceptible. Views are formed of industrial built form and associated structures in addition to cranes and pylons along the horizon. The rising form of Eston Nab hill is evident within the left part of the photograph.

10.88. Photoviewpoint 9 illustrates the views north from Eston Nab trig point at a distance of approximately 5km from the Site. The Site forms a small part of a wide panorama and experienced in the context of the surrounding urban/industrial uses.

10.89. Views on the following visual receptors have been scoped out:

- Recreational users of Cargo Fleet River View Park approx. 4km to the south west (Photoviewpoint A) – this is due to the lack of intervisibility with the Site and the likelihood of negligible effects.

Receptors

10.90. The following landscape / townscape receptors will be assessed as part of this chapter:

- Character of the Site; and
- Surrounding Urban Townscape Character.

10.91. The following visual receptors will be assessed as part of this chapter:

- Recreational users of the England Coast Path long distance route (Representative Photoviewpoints 1, and 2);
- Local road users to the south west (Representative Photoviewpoint 3);
- Transient users of Teesport Road (Representative Photoviewpoints 6 and 7);
- Transient users of A1085 Trunk Road and Public Retail Development (Representative Photoviewpoint 4);
- Recreational users of Eston Nab (Representative Photoviewpoint 9);
- Visitors to Coatham Marsh Local Nature Reserve (Representative Photoviewpoint 8) and
- Residents to south near Uvedale Road (Representative Photoviewpoint 5).

Sensitivity of Receptors

10.92. The sensitivity of landscape and visual receptors is a product of value and susceptibility, as set out in the methodology in Appendix 10.1. The assessment of sensitivity is set out in Appendix 10.3, with the following comprising a summary:

- Character of the Site – Low;
- Surrounding Urban Townscape Character – Low;
- Recreational users of the England Coast Path long distance route (VPs 1 and 2) - Medium;
- Local road users to the south west (VP 3) - Low;
- Transient users of Teesport Road (VPs 6 and 7) – Low:
- Transient users of A1085 Trunk Road and Public Retail Development (VP 4) – Low;

- Recreational users of Eston Nab (VP 9) – Medium to High;
- Visitors to Coatham Marsh Local Nature Reserve (VP 8) – Low to Medium; and
- Residents to south (near Uvedale Road) (PVP 5) – Low to Medium.

MITIGATION WITHIN THE SUBMITTED DESIGN

Design

10.93. The masterplan has been designed to assimilate with the surrounding industrial uses. A combination of mitigation measures including the articulation and orientation of buildings so that the visual scale and massing is minimised has been included. The appropriate building cladding colour palettes that help break up the visual massing has been utilised, as well as the avoidance of overly reflective material.

10.94. To aid with visual interest, adding a sense of arrival to the scheme and to provide amenity for workers, the masterplan includes a number of trees to the internal access roads and within areas of open space within the south eastern part of the scheme.

Construction

10.95. The following mitigation measures should be considered and controlled through the implementation of a CEMP where appropriate:

- Use of sensitively or storage of materials, overburden and out of use machinery in the least visible areas of the Site;
- Control of lighting to prevent unnecessary light spill and glare; and
- Advanced planting to ensure early establishment of planting and to soften construction activities.

LIKELY SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE SCHEME

10.96. A full analysis of likely effects is included in the tables in Appendices 10.4 and 10.5. The following comprises a summary of the likely significant and near significant townscape and visual effects.

Construction Phase Effects

10.97. No significant construction phase townscape or visual effects were identified.

10.98. Non-significant landscape effects of Moderate Adverse significance were identified on the character of the Site due to the introduction of incongruous elements in the form of plant and materials.

10.99. Non-significant visual effects of Moderate Adverse significance are likely on Transient users of Teesport Road and Recreational users of Eston Nab.

Operational Phase Effects

10.100. No significant operational phase townscape or visual effects were identified.

10.101. Non-significant landscape effects of Moderate Adverse significance were identified on the character of the Site due to the introduction of incongruous elements in the form of plant and materials.

10.102. Non-significant visual effects of Moderate Adverse significance are likely on Transient users of Teesport Road and Recreational users of Eston Nab.

CUMULATIVE IMPACTS

10.103. Due to the industrial nature of the Site and the surrounding industrial context, it is not considered that there will be any significant cumulative townscape or visual impacts arising from the Proposed Development.

ADDITIONAL MITIGATION, COMPENSATION AND ENHANCEMENT MEASURES

Construction Phase

10.104. Additional mitigation could be brought about by the early establishment of new planting to maximise softening effects.

Operational Phase

10.105. The following summarises the additional mitigation as set out on the Landscape Strategy Plan:

- Tree-lined streets and trees added to areas of open space to add visual interest and support SuDS measures within the Proposed Development;
- Avoidance of overly reflective materials to avoid glare or adverse visual effects;
- Inclusion of appropriate building cladding to assimilate into the surrounding context; and
- Articulation and orientation of buildings to be consistent with that of the surrounding context.

ASSESSMENT SUMMARY AND LIKELY SIGNIFICANT RESIDUAL ENVIRONMENTAL EFFECTS

10.106. The assessment of residual effects is included in Appendices 10.4 and 10.5. The following is a summary of the significant effects predicted.

Construction Phase

10.107. No significant residual townscape or visual effects are predicted.

Operational Phase

10.108. No significant residual townscape or visual effects are predicted.

REFERENCES

Ref 10.1: Guidelines for Landscape and Visual Impact Assessment Edition 3, Landscape Institute and IEMA, 2013